Board of Directors Agenda

July 18, 2024

Click link to access the meeting:

https://www.zoomgov.com/j/1602805839

Zoom Meeting ID

Ways to Join

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Webinar Features:

Raise Hand	▶	Use the **raise hand** feature every time you wish to make a public comment.
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	▶	This symbol shows you are **muted**, click this icon to unmute your microphone.
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	▶	The chat feature should be used by panelists and attendees solely for "housekeeping" matters as comments made through this feature will not be retained as part of the meeting record. See the **Live Verbal Public Comment** for instructions on how to make a public comment.

Smartphone or Tablet: Download the Zoom app and join the meeting by clicking the link or using the webinar ID (found in the link).

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1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-254-5252** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**

Live Verbal Public Comments: Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

1. Dial **+1-669-254-5252**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself

Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Board* by 4:00pm the day prior to the meeting.

Translation Services: Requests for translation services can be made by contacting the Clerk of the Board* at least four working days in advance of the meeting.

In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.

Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Board* prior to the meeting and are to be returned at the end of the meeting.

Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Board* at least two working days prior to the meeting.

***Contact Information:** Contact the Clerk of the Board via email at ClerkoftheBoard@sdmts.com, phone at **(619) 398-9681** or by mail at **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Agenda de la Junta de Directores

18 de Julio de 2024

Haga clic en el enlace para acceder a la reunión:

https://www.zoomgov.com/j/1602805839

ID de la reunión en Zoom

Formas de Participar

Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

Levantar la mano	▶	Use la herramienta de **levantar la mano** cada vez que desee hacer un comentario público.
CC	▶	Los participantes pueden habilitar **el subtitulado** haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	▶	Este símbolo indica que usted se encuentra en **silencio**, haga clic en este ícono para quitar el silenciador de su micrófono.
	▶	Este símbolo indica que su micrófono se encuentra **encendido**. Haga clic en este símbolo para silenciar su micrófono.
	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el **Comentario público verbal** en vivo para obtener instrucciones sobre cómo hacer un comentario público.

Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).

Descarga en el App Store

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Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-254-5252** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**

Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga dos minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. (*Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.*)

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-254-5252**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador

Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario de la Junta* antes de las 4:00 p.m. el día anterior a la reunión.

Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario de la Junta* por lo menos cuatro días hábiles antes de la reunión.

Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a dos minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.

Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario de la Junta* antes de la reunión y estos deberán ser devueltos al final de la reunión.

Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario de la Junta* por lo menos dos días hábiles antes de la reunión.

***Información de Contacto:** Comuníquese con el secretario de la Junta por correo electrónico en ClerkoftheBoard@sdmts.com, por teléfono al **(619) 398-9681** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Metropolitan Transit System

Board of Directors

Agenda

July 18, 2024 at 9:00 a.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 254-5252; Webinar ID: 160 280 5839, https://www.zoomgov.com/j/1602805839

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments** This item is limited to five speakers with two 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	
3.	**Approval of Minutes** Action would approve the June 20, 2024 Board of Director meeting minutes.	Approve
4.	**CEO Report**	Informational
5.	**Disadvantaged Business Enterprise (DBE) Overall Goal** Action would adopt a 5.6% Overall Goal for DBE participation on federally funded contracts for Federal Fiscal Years (FFY) 2025 - 2027.	Approve
6.	**Parking Lot Sweeping Services – Contract Award** Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. PWL395.0-24 with San Diego Power Clean Inc., a Small Business (SB), in the amount of $386,760.00 for the provision of parking lot sweeping services for a five (5) year term.	Approve
7.	**Bus Shelters – Contract Award** Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0763.0-24 with Tolar Manufacturing Company, Inc. (Tolar), to manufacture and deliver bus shelters for a five (5) year period, for a total contract cost of $6,042,400.19 inclusive of 7.75% CA Sales Tax.	Approve

8. **Program Management Consulting Services - Orange Line Improvement Project (Project) Phases 1 & 2 – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute contract G2868.0-24, with T.Y. Lin International (dba TYLin), for Program Management Consulting Services for the Project Phases 1 & 2, for five (5) years, in the amount of $2,438,778.80.

9. **Procurement of Prewired Signal Houses and Related Materials for Orange Line Improvement Project – Contract Award** — Approve

Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1668.0-24 with Diverging Approach, Incorporated (DAI) in the amount of $6,083,568.18 for the purchase of prewired signal houses and related materials for Phase 1 of the Orange Line Improvement Project; and 2) Authorize the CEO to execute amendments or change orders up to a 10% contingency ($608,356.82) for this contract, bringing total expenditure authority to $6,691,924.99.

10. **Orange Line Improvement Project Phase 1 Design Services — Work Order Amendment** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA356-AE-06.04 under MTS Doc. No. PWL356.0-22, with Pacific Rail Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE), in the amount of $1,517,309.03 for additional design services, signal software development and design services during construction for Phase 1 of the Orange Line Improvement Project.

11. **12th and Imperial Transit Center Project Design – Architectural & Engineering Consultant Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA353-AE-08 under MTS Doc. No. PWL353.0-22, with Dokken Engineering (Dokken), in the amount of $470,845.34 for the 12th and Imperial Transit Center Project.

12. **Negotiated Sale of Totaled MiniBus Vehicles to First Transit, Inc. (2/3 Vote Required)** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0773.0-24 for the negotiated sale of MTS Vehicle Nos. 3206, 3125, 3129, 3211, and 3356 to First Transit, Inc. (First Transit) in the amount of $66,233.32.

13. **Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year (FY) 2025 – Contract Amendment** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of the following agreements: MTS Doc. No's.: G2216.10-19; G2214.9-19; G2218.8-19; G2761.2-23; G2617.4-22; G2209.9-19; G2212.8-19; G2749.4-23; G2201.6-19 and G2204.11-19 by $1,170,000.00 to cover anticipated FY 2025 expenses.

14. **Construction Management (CM) Services - Bridge Inspections – Work Order Amendment** — Approve

Action would 1) Ratify work order number WOA2497-CM13 under MTS Doc. No. G2497.0-21 with Jacobs Project Management Co. (Jacobs) in the amount of $136,812.72 for railroad bridge inspection services; and 2) Authorize the Chief Executive Officer (CEO) to execute work order amendment number WOA2497-CM13.1 under MTS Doc. No. G2497.0-21 with Jacobs in the amount of $266,262.71 for railroad bridge inspection services.

15. **Customer Satisfaction Survey – Contract Award** — Approve

Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2842.0-24, with ETC Institute to provide Customer Satisfaction Survey services in the amount of $197,454.00 for one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be competed approximately in 2026/2027; and 2) Exercise the option survey at the CEO's discretion.

16. **Transit Operations Insourcing Feasibility Study – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0764.0-24 with Transportation Management & Design, Inc. for a Transit Operations Insourcing Feasibility Study for a two (2) year period for a total amount of $624,046.56.

17. **El Cajon Transit Center New Platform Modifications – Job Order Contracting (JOC) Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-13, under MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), in the amount of $645,778.77, for modification of the platform edge along the new third track, and elevation adjustments of the third track, at El Cajon Transit Center.

18. **4th And C St Grade Crossing Replacement – Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-12, under MTS Doc. No. PWG348.0-22, in the amount of $924,427.12, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), for the replacement of the existing grade crossing and installation of duct-bank at 4th and C St in downtown San Diego.

19. **Baltimore Junction and Euclid Grade Crossing Study – Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA354-AE-38 under MTS Doc No. PWL354.0-22 with Mott MacDonald, LLC (MM), in the amount of $747,559.64 to provide engineering planning services for the Baltimore Junction and Euclid Grade Study.

20. **California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Section 5311 Formula Funding** — Approve

Action would approve Resolution No. 24-07, authorizing the use of and application for $316,861.00 of FFY 2024 Section 5311 funds for operating assistance in rural areas.

21. **California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Intercity Bus Program 5311(f) - Competitive Funding** — Approve

Action would approve Resolution No. 24-08, authorizing the use of and application for $300,000.00 of FFY 2024 Section 5311(f) – Competitive funding for operating assistance in non-urbanized areas.

22. **Vendor Managed Inventory (VMI) Program for Bus Parts - Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0762.0-24 with The Aftermarket Parts Company, LLC (Aftermarket) for the purchase of Bus Parts for a five (5) year base period in the amount of $9,809,038.18 (inclusive of 7.75% CA sales tax).

23. **Operations Budget Status Report for May 2024** — Informational

24. **Multi-Function Device (MFD) Maintenance and Purchase – Contract Award** — Approve

Action would 1) Authorize the Chief Executive Officer CEO to execute MTS Doc No. G2916.0-24, with Signa Digital Solutions, a Small Business (SB), to provide Multi-Function Device Services in the amount of $1,159,631.00 for a total of five (5) years [two (2) base years with three (3) option years; and 2) Exercise the option years at the CEO's discretion.

DISCUSSION ITEMS

25. **Imperial Avenue Terminal (IMT) Transit-Oriented Development (TOD) Project – San Diego Foundation Collaboration Process (Karen Landers)** — Approve

Action would 1) Authorize the Chief Executive Officer to proceed with negotiations with the San Diego Foundation and its selected lead developer, Cypress Equity Investments (CEI), for a potential TOD project at 1313 National Avenue and 1344 National Avenue site (IMT TOD Project); and 2) Determine that such action is not subject to environmental review under the California Environmental Quality Act (CEQA).

26. **Proposed Trolley System Change (Copper Line) (Denis Desmond and Brent Boyd)** — Approve

Action would 1) Receive a Title VI service equity analysis on the proposed major service change; and 2) Approve implementation of the Copper Line as a permanent Trolley route and waiving the Policy 42 twelve-month trial.

27.	**Title VI Monitoring Report for Service Policies (Denis Desmond and Samantha Leslie)** Action would approve the 2024 Title VI Monitoring Report for Service Policies.	Approve
28.	**PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham)**	Informational
29.	**Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez)**	Informational
30.	**Non- and Former Rider Market Research (Stacie Bishop)**	Informational
31.	**Non-Fare Operating Revenue Report (Mark Olson)**	Informational

OTHER ITEMS

32. **Chair, Board Member and Chief Executive Officer's (CEO's) Communications**

33. **Remainder of Public Comments Not on The Agenda**
This item is a continuation of item No. 2 (Public Comment), in the event all speakers who request to comment on item No. 2 are not called. If all Public Comment is accepted during item No. 2, no additional public comment will be accepted under this item.

CLOSED SESSION

34. **Public Comment for Closed Session**

35. **Closed Session – Conference with Legal Counsel – Anticipated Litigation** — Possible Action
Pursuant to California Government Code Section 54956.9(d)(2) and (4) (2 Potential Cases - Shimmick Construction Company, Inc. and Mott MacDonald – El Cajon Third Track Project)

ADJOURNMENT

36. **Next Meeting Date**
The next Board of Director's meeting is scheduled for September 12, 2024 at 9:00am.

37. **Adjournment**

From: Mike & Carmen Frazier <carob0502@gmail.com>
Sent: Sunday, July 7, 2024 1:40 PM
To: MTS Clerk of the Board
Subject: request

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon.

I hope this message finds the Metropolitan Transit System doing well.

Because there is no email address for the Board of Directors, please share this message with all the members of the Board of Directors.

I'd like to request that the Metropolitan Transit System changes its policies and procedures for the Access paratransit services. Specifically, I'd like to request that the service area be expanded from a three-quarter to a one and a half mile radius. ("MTS Access provides complementary paratransit service that is comparable to the level of MTS fixed route service. This is offered within a ¾ mile radius of a nearby bus route and/or trolley station.")

For background, I live in Bonita and I pay property taxes in San Diego County. (Presently, my residence is located outside the three-quarter mile radius.) My husband who is a veteran of the United States Navy utilizes the Access paratransit services. (For reference, his client ID is 87331.) The change I am proposing would greatly assist me in ensuring that he is able to access the various services he needs.

Thank you for considering this request.

Carmen Frazier
5202 Van Gogh Lane
Bonita, CA 91902

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

June 20, 2024

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the MTS website.]

1. Roll Call:

Chair Whitburn called the Board meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

2. Public Comment

Manny Rodriguez – Representing City Heights Community Development, made a verbal statement to the Board during the meeting. Manny advocated for additional PRONTO validation readers at stations.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA asked for clarification on whether MTS was sponsoring free transportation for asylum seekers.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with various cleanliness and noise disturbances by riders, along with MTS's security safety practices.

CONSENT ITEMS:

3. Approval of Minutes
Action would approve the May 16, 2024 Board of Directors meeting minutes.

4. Chief Executive Officer (CEO) Report

5. Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions
Action would approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program.

6. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments

7. Operations Budget Status Report for April 2024

8. Renewal of City Agreements to Regulate For-Hire Vehicle Services
Action would approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee.

9. PRONTO Operations Technical Support – Sole Source Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension, with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment

system in the amount of $361,063.00 from June 30, 2024 to June 30, 2026.

10. Mission San Diego Station Fence Repair – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of $228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.

11. Architecture and Engineering (A&E) On-Call Services – Capacity Increase

Action would approve a capacity increase in the amount of $20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

12. Orange Line Improvement Project (Project) – Special Trackwork Materials – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1672.0-24, with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of $1,077,473.06 inclusive of 7.75% CA Sales Tax.

13. Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) Services – Work Order Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of $40,002.94.

14. Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute Contract L1680.0-24, with Hitech Software (Hitech), in the amount of $216,280.42 for maintenance and support services for UTC and Nobel Transit Parking Structures.

15. Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overheard (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment

Action would 1) Ratify $12,343.48 that was added to Work Order Amendment WOA2501-CM01.1 under MTS Doc No. G2501.0-21 following Board approval of the Amendment on March 10, 2022 (Agenda Item (AI) 9). The funds were added due to increases in the prevailing wage rates for various classifications performing services under this agreement; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2501-CM01.5 under MTS Doc. No. G2501.0-21, with TRC Engineers, Inc. (TRC), for additional CM Services for the ZEB OH Charging Infrastructure and Iris Rapid Station Infrastructure construction projects in the amount of $254,604.92.

16. Transit Enforcement and PRONTO Hand-Held Units (HHU) – Contract Award
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2869.0-24, with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of $537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

17. Public Hearing: Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees
Action would 1) Adopt the proposed amendments to MTS Ordinance No. 5 "An Ordinance Relating to the Enforcement Authorities of Code Compliance Inspectors, Assistant Code Compliance Supervisors, the Code Compliance Inspection Supervisor, and Taxicab Inspectors I & II"; and
2) Waive the requirements of MTS Board Policy No. 22 "Rules of Procedure for MTS Board of Directors" Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading).

18. Transit Enforcement Body Worn Cameras (BWC) – Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2905.0-24, with Axon Enterprise, Inc. (Axon), in the amount of $954,319.01 (inclusive of tax) for a period of five (5) years for the purchase and maintenance of Transit Enforcement BWC.

19. Chief Executive Officer Employment Agreement – Contract Amendment
Action would approve an amendment to the Executive Employment Agreement (EEA) between MTS and Sharon Cooney (MTS Doc. No. G2403.3-20).

Public Comment for Consent Items

Manny Rodriguez – Provided a verbal statement to the Board during the meeting. Manny expressed support for agenda item 9.

Truth – Provided a verbal statement to the Board during the meeting. Truth commented on items: 3, 8, 9, 11, 14, 15, 16, 17, 18, 19.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA commented on item 16.

Board Comment for item 17

Board Member Moreno stated she would be opposing item 17 as it includes a code section that would add the City of San Diego's sidewalk vending policy. She believed that the street vending code section would be too punitive to new business owners, a several hundred dollar fine for unpermitted vendors, along with the potential of immediate impoundment of a vendor's goods. She stated her support for the remaining balance of the consent items.

Board Member Elo-Rivera asked about item 16's data retention language. Michael Strother, MTS Technical Project Manager, clarified that the contract is exclusively for the purchase of hardware. Board Member Elo-Rivera requested clarification on the procurement of Transit Enforcement Zebra hand-held units (TC-78's) that are being purchased from the vendor Vantage ID.Board Member Elo-Rivera asked if the data is in any way transmitted to the contractor when the device is used to issue a citation. Karen Landers, MTS General Counsel,

replied that the contract was for the exclusive purchase of hardware. Board Member Elo-Rivera continued to ask for clarification on whether there were other points of access to the data. Mr. Strother assured Board Member Elo-Rivera that the procurement was for hardware only and that we were not adding any additional data capabilities that were not already in existence within our current process and policies. Board Member Elo-Rivera asked for confirmation that when the hand-held unit is used to issue a citation the data is not accessible to Zebra. Mr. Strother assured Board Member Elo-River that it does not. Mr. Strother explained that the data was the property of MTS and that there was only data communications from MTS authorized services to the device to execute routine operations for Fare Enforcement and Transit Security and that the function is similar to that of your cell phone as the data is transmitted across complex networks to reach the intended servers and services. Board Member Elo-Rivera registered a no vote on item number 17.

Board Member Montgomery Steppe registered a no vote on item number 17.

Agenda Item number 17 was separated from the rest of the Consent Agenda for a separate vote.

Action Taken – Approval of Consent Item 17

The motion failed with the vote of 6 in favor (Board Member McCann, Board Member Donovan, Vice Chair Goble, Board Member Frank, Chair Whitburn and Board Member Hall) and 7 opposed (Board Member Gonzalez, Board Member Montgomery Steppe, Board Member Leyba-Gonzalez, Board Member Dillard, Board Member Bush, Board Member Moreno, Board Member Elo-Rivera) with Board Member Gastil and Board Member Gloria absent.

Committee Comment

Sharon Cooney, MTS Chief Executive Officer, asked if staff could bring back the Ordinance changes without the street vending code section.

Chair Whitburn asked the Board if there was opposition to bring back the Ordinance, with the removal of the street vending code section.

Ms. Landers asked the Board to consider voting on the item to be approved with the contingency that the street vending code section would be removed.

Action Taken – Reconsider the Approval of Consent Item 17, removing Street Vending Code Section reference.

Board Member Moreno moved to approve Consent Agenda Item 17, with the removal of the Street Vending Code Section reference. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

Action Taken – Approval of Recommended Consent Items 3-19, excluding item 17

Board Member McCann moved to approve Consent Agenda Item Nos. 3 to 19, excluding No. 17. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

PUBLIC HEARINGS

20. Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning, presented on FY 2025 Proposed Operating Budget. He outlined: the Operating Budget: overview, revenue summary, other operating revenue overview, other operating revenue trends, service levels, expenses summary, consolidated revenue less expenses, 5-year projection updated, structural deficit, 5-year projection (excluding Senate Bill (SB) 125), 5-year projection with funding shift, next steps, and staff recommendation.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with the cleanliness and financial state of the agency and safety.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the system's maintenance and structural deficit.

Board Comment

Board Member Moreno complimented staff for their fiscal responsibility and spearheading the Social Equity Listening Tour. Board Member Moreno restated her support from the June 13th Joint Audit Oversight and Executive Committee meeting to postpone the launch of the 910 Bus route and increased trolley frequencies, due to SB125 funding uncertainties. Board Member Moreno asked that if SB125 funding is restored in such a way that there is an impact to the FY 25 budget, if staff was able to propose an amendment to the Budget Development Committee and then the July 18th Board of Directors meeting. Ms. Cooney added that the next Budget Development Committee meeting is scheduled for August and staff will present on SB125 funding at that time if the state has provided further updates on the status of funding. Board Member Moreno asked if the total projected needs are expected to be $1.3 billion. Mr. Meyer confirmed. Board Member Moreno asked staff if the total project needs would be a deficit for five years of $740 million. Mr. Meyer confirmed, with the caveat that the $262 million to the operating budget over a five-year period. Board Member Moreno asked staff for a detailed Capital Improvement Program (CIP) outline. She stated that if SB125 funding does become available for FY 25, she urged the Board to prioritize Route 910 and increase trolley frequencies. She also supported MTS pursuing a tax measure for additional financial independence.

Vice Chair Goble agreed with Board Member Moreno and asked to see a detailed CIP list of items that could potentially be defunded to help fund operations. Ms. Cooney clarified that slide 12 should not be considered staff's recommendation and noted that the slide was for clarification to a Board request. She emphasized that every project can be potentially cut when a deficit equal to one quarter of the agency's operating budget is at stake.

Action Taken

Board Member Moreno moved to 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and 2) Enact Resolution No. 24-06 adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry. Vice Chair Goble seconded the motion, and the vote was 12 in favor (Board Member: Gonzalez, McCann, Donovan,

Montgomery Steppe, Goble, Leyba-Gonzalez, Dillard, Bush, Frank, Moreno, Elo-Rivera, Whitburn) to 1 opposed (Board Member Hall) with Board Member Gastil and Board Member Gloria absent.

21. Public Hearing for Proposed Trolley System Changes (Copper Line) (Denis Desmond and Brent Boyd)

Denis Desmond, MTS Director of Planning and Scheduling, and Brent Boyd, MTS Manager of Rail Planning and Performance, presented on the Public Hearing for Proposed Trolley System Changes. They explained changes such as: the project background, single track impacts, cap-and-trade funding/ El Cajon third track, proposal, anticipated benefits, public outreach, service equity analysis and staff's recommendation.

Public Comment

[Clerk's Note: Additional written Public Comments were submitted for this item; the full slate of comments can be referenced in Attachment B of this document or in the June 20th, 2024, Final Meeting Packet.]

Mary Davis – Provided a written and verbal statement to the Board both during and prior to the meeting. Mary expressed opposition with the Copper Line project.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed opposition with the design choice of the Copper Line.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed opposition with the Copper Line project.

Board Comment

Vice Chair Goble expressed his support for the Copper Line but was concerned about passenger safety at the point of transfer, particularly after sundown. He proposed that through the million-dollar savings that the new line would provide, the agency increase security in El Cajon. He was also concerned about pedestrian's crossing the tracks safely.

Board Member Hall expressed support for the Copper Line and highlighted the cost savings. He asked staff to provide daily ridership quantities from Santee to El Cajon. Mr. Boyd replied that there are approximately 900 people that ride from Santee to El Cajon that would benefit from the service, along with those traveling from El Cajon to the west. Approximately 2,000 riders who will be affected by the transfer point are those who are traveling from Santee, beyond El Cajon. Board Member Hall listed 15-minute frequency and cost savings as benefits to the region. He expressed similar safety concerns at the Santee station and requested to have security present a majority of the time in that area.

In response to Vice Chair Goble's comment about crossing safety, Mr. Boyd that the agency anticipated passengers crossing the tracks at a much less frequency. Vice Chair Goble expressed concern for the west bound track crossing and encouraged staff to include signage. Brian Riley, MTS Chief Operating Officer for Rail, assured the Board that the west bound crossing was up to standard with safety codes and listed the various federal and state regulations that MTS abides by. Vice Chair Goble continued to express concern about fatalities and referenced a recent incident. He clarified that he is asking staff to go beyond state and federal requirements, to avoid a future similar incident.

Board Member Elo-Rivera asked about MTS's partnership with SANDAG in the Copper Line project. Mr. Desmond clarified that SANDAG focuses on long range planning and MTS focuses on operational decisions including headways and routing. He added that any changes that MTS makes are incorporated into Long Range plans and listed in the 2025 Regional Transportation Improvement Program (RTIP). Mr. Desmond stated that MTS works closely with SANDAG in developing the Coordinated Plan and Service Improvement Plan. Board Member Elo-Rivera was concerned that the agency was not optimizing the potential support of SANDAG by leveraging their resources. Ms. Cooney replied that the agency would rely on SANDAG if they had operational expertise that MTS could gain from, however MTS had the in-house expertise for this kind of operational planning. Ms. Cooney assured Board Member Elo-Rivera that in the past, the agency has collaborated for project funding; however, the agency has an in-house grant team that allows MTS to attain direct funding for certain projects. She stated that the two agencies work closely together to allocate TransNet funding as well. Mr. Desmond elaborated on the data surveying and data sharing, that both agencies collaborate on. Board Member Elo-Rivera encouraged cross-agency collaboration.

Action Taken

No action taken. The Board will take action on this item at its next meeting on July 18, 2024.

DISCUSSION ITEMS:

22. Fare Enforcement Diversion Program Modifications (Karen Landers)

Karen Landers, MTS General Counsel, presented on the Fare Enforcement Diversion Program Modifications. She presented on: fare evasion diversion program pilot, MTS policy goals, MTS civil Justice goals, fare evasion rates and how to determine rates, fare evasion rates for PRONTO data, concerning trends, revenue loss estimates, individual PRONTO card analysis and what the data reads, previous meeting presentations, and staff's recommendation.

Public Comment

Henry Fung – Provided a written statement to the Board prior to the meeting. Henry expressed support for the staff recommendation. The full written comment is provided in the June 20, 2024, Final Meeting Packet.

Manny Rodriguez – Provided a verbal statement to the Board during the meeting. Manny requested that fare diversion be reduced by improving the PRONTO system, rather than changing the fare diversion program.

Truth – Provided a verbal statement to the Board during the meeting. Truth suggested collecting a one-day pass, as opposed to a one-way fare.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the youth opportunity pass program.

Connor Proctor – Provided a statement to the Board during the meeting. Connor expressed support for staff's recommendation.

Board Comment

Vice Chair Goble advocated for additional validation machines throughout the system, to make tapping more accessible. He also asked how staff anticipated the additional security staff and 3-

5% fare check rate would be affected. Tim Curran, MTS Director of Transit Security and Passenger Safety, replied that at full staff, the department aims to increase fare checks by at least 10%. Ms. Cooney assured the Board that staff will implement additional validators. Ms. Cooney compared fare evasion with getting ticketed for not validating parking. She noted that fare evasion penalties are low because riders are typically lower income. Ms. Landers confirmed that additional validators were being implemented throughout the system. Israel Maldonado, Director of Fare Technology and Operations, noted the importance of community input. He stated that transit industry conversations at a recent conference referenced the need for policy to allow the fare evasion issue to be mitigated.

Board Member Montgomery Steppe asked staff about current practices at stations to improve tapping accessibility. Mr. Maldonado noted an analysis of 30 key stations to add additional 180 validators. Board Member Montgomery Steppe asked staff to clarify if the 180 validators were in addition to the number of validators offered from Compass. Mr. Maldenado confirmed. Ms. Cooney also highlighted the increased marketing signage for additional visibility. Board Member Montgomery Steppe emphasized that the proposed recommendations were not action items proposed by the Public Security Committee. She asked about the Community Advisory Committee presentation feedback. Mark Olson, MTS Director of Marketing and Communications, noted that staff asked the committee for their input on fare enforcement necessary to the financial health and operation of the system, to which 86% of the committee agreed. Staff also asked the committee about the on-the-spot payment and 60% agreed. Overall, staff believed that there was a strong sense to change the fare diversion program to increase compliance. Board Member Montgomery Steppe asked if the full presentation was given to the committee and surveyed thereafter. Mr. Olson confirmed. Board Member Montgomery Steppe expressed that the data showed that the combination of both the PRONTO app and the Fare Diversion Program made her realize that a solution would be more complicated. Board Member Montgomery Steppe asked how MTS addresses the $8 million of unclaimed money in stored value. Larry Marinesi, MTS Chief Financial Officer, replied that while the agency has $8 million on the balance sheet, it is currently a liability to MTS, and the agency has an obligation to provide trips to customers. He explained that under generally accepted accounting principles, the agency is not recognizing those funds as revenue and therefore it is not reflected as operating revenue. He clarified that they remain on the balance sheet. Board Member Montgomery Steppe agreed that there were concerning trends and asked that if unclaimed money could have been recovered with the PRONTO system. Mr. Marinesi clarified that Compass also allowed for the stored value option and that from an accounting standpoint, treatment of this deferred revenue followed the exact same practice. Board Member Montgomery Steppe asked staff to clarify if there were fewer monthly passes currently than there were with Compass and if monthly passes were included with revenue. Mr. Marinesi confirmed. Board Member Montgomery Steppe asked that if the proposed staff recommendation passed, when would the action be put into practice. Ms. Landers replied that the agency would aim for September but would need to assure that phone and online payment options were first made available. Board Member Montgomery Steppe expressed her disapproval of the first recommendation and the process of how it was presented to the Public Security Committee on June 7, 2024. Board Member Montgomery Steppe stated that she would be bringing forth the American Public Transportation Association (APTA) recommendation to the Public Security Committee for the agency to explore a civil citation program. Board Member Montgomery Steppe noted that the Fare Diversion Program was created in response to unsheltered people who were not able to escape poverty due to accumulated trolley citations. Board Member Montgomery Steppe asked about the process once a citation is issued. Mr. Curran replied that

the officers will issue a citation and allow a person to continue riding the system until the next stop.

Board Member Gonzalez supported the removal of the on-the-spot payment option and agreed with the $25 fee. He asked if the agency has a petition process where riders who typically travel for free or reduced fare, can pay a reduced fine accordingly. Ms. Landers explained that a patron that has multiple citations, can still pay the $25 for each violation, and MTS diversion program staff will facilitate accommodations and extensions to citations, including agreeing to a lower amount to resolve multiple citations. Board Member Gonzalez encouraged an educational portion of the citation process where staff facilitates signing up for qualifying reduced fare. Ms. Cooney added that staff only has the youth opportunity pass program that offers free fares at this time. Mr. Curran stated that officers allow youth to ride, even without a proper PRONTO account. Ms. Landers stated that MTS does not cite youth for fare evasion. Board Member Gonzalez suggested an education portion of the citation process where evaders are encouraged to sign up for a discounted rate, which would create a better incentive for those riders to pay their fare in the future. Ms. Landers initially expects more people to participate in the Fare Diversion Program because riders would not have an on-the-spot option, followed by a steady decline. Board Member Gonzalez encouraged a large education and marketing period.

Board Member Frank expressed her support for the item but was unsure if the recommendation would fully address these issues. She noted that the transit financial cliff is approaching and believes that asking riders to pay their fare is reasonable. She asked staff to continue monitoring the program to see if the $25 fine is enough of an incentive. Board Member Frank made a motion on the proposed staff recommendation.

Board Member Hall seconded the motion.

Board Member Elo-Rivera believed that the agency added other variables that could easily account for the reduced per ride revenue. He added that there were still ways for improvement in the way payments are made. He noted that because the item was not brought to the Public Security Committee as an action item with recommendation from the Committee to the Board, he believed this undermined the Committee's authority. He stated he did not support the proposed motion.

Board Member Bush did not support the motion. He acknowledged that various PRONTO variables were not accounted for in the presentation and did not appreciate that the recommendation was not created by the Public Security Committee.

Vice Chair Goble asked staff if the item was time sensitive. Ms. Landers replied that staff believed the item was important, especially because of the budget discussions. She noted that staff rushed to create the financial analysis ready for the June 7th Public Security Committee meeting and receive Community Advisory Committee feedback. Ms. Cooney noted the $1 million loss in revenue per month and stated that the revenue could assist in alleviating some of MTS's financial burden. She noted that staff would create an extensive communication and outreach period to implement the change.

Board Member Moreno understood the lost fare revenue but believed the recommendation seemed punitive since the alternative option seemed both financially and time burdensome. She proposed a fare evasion infraction though a civil process. She encouraged staff to discuss the following topics with the Public Security Committee: pay on the spot with a potential penalty by doubling the fare, the cost of MTS security officers to appear in court, and what additional peer

agency enforcement practices were. She expressed excitement that the agency had additional riders on the system. Board Member Moreno noted that she did not appreciate that the recommendation was not created by the Public Security Committee.

Board Member Montgomery Steppe noted that additional revenue sources were discussed at the Public Security Committee. She also advocated for MTS to use its legislative platform to advocate for free transportation. Board Member Montgomery Steppe expressed her support for the free two-hour transfer window. She noted that her continued advocacy for additional data is because there are various competing issues that create obstacles. She encouraged the Board to vote no on the item and for it to be brought back to the Public Security Committee with the intention of creating a recommendation for the Board.

Board Member Elo-Rivera asked staff if they believed that the agency would regain $1 million in revenue if the policy changed. Ms. Cooney stated that it could facilitate a gradual increase in revenue. Board Member Elo-Rivera believed that the argument was unfair and believed there were several other solutions. He believed that an increase in ridership will increase revenue over time.

Vice Chair Goble asked Board Member Montgomery Steppe if she believed that the Public Security Committee would have supported the staff recommendation. She believed that the Public Security Committee was open to the staff recommendation and noted that there were additional questions raised about other variables that contributed to fare evasion. She explained her intention was for the committee to create a recommendation to the Board and encouraged a civil process. Vice Chair Goble was curious to find out if the current staff recommendation could be Phase 1 of a larger action plan. Board Member Montgomery Steppe did not believe that because the recommendation was not made by the Public Security Committee and she did not support the recommendation. Vice Chair Goble expressed support for the recommendation because he believed that it was a duty to the public for the Board to close loopholes.

Board Member Hall believed that the Public Security Committee should call a special meeting to address the issue, since the following meeting is scheduled for the Fall. Board Member Montgomery Steppe clarified that she would not be calling a special meeting since she would want time to propose a comprehensive civil process.

Board Member Donovan supported having a recommendation that is brought forward from the Public Security Committee. He noted that there were additional ideas that the Committee could propose. He stated he would not be supporting the staff recommendation.

Ms. Cooney suggested voting on the item at a later meeting once it has been presented at the Public Security Committee. Board Member Hall supported the suggestion.

Action Taken

Board Member Hall moved to refer the item to the Public Security Committee for a proposed action to the Board. Board Member Montgomery Steppe seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

23. PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham)

The Board deferred the staff report for this item to the next meeting.

24. Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez)

The Board deferred the staff report for this item to the next meeting.

OTHER ITEMS:

25. Chair, Board Member and Chief Executive Officer's (CEO's) Communications

There were no Chair, Board Member, or CEO communications.

26. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:56 a.m.

27. Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth speculated on the closed session discussion and did not agree with MTS's bus fleet electrification program.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA opposed SDG&E and speculated on the closed session discussion.

28. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)
San Diego Gas & Electric Company vs. Metropolitan Transit System et al.
(San Diego Superior Court (SDSC) Case No. 37-2021-00006190-CU-EI-CTL and consolidated cases SDSC Case Nos. 37-2021-00007680-CU-EI-CTL and 37-2021-00007619-CU-EI-CTL)

Closed Session Reconvening

The Board reconvened to Open Session at 12:31 p.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session:

The Board received a report from legal counsel and gave instructions.

ADJOURNMENT

29. Next Meeting Date

The next regularly scheduled Board meeting is July 18, 2024 at 9:00 a.m.

30. Adjournment

The meeting was adjourned at 12:31 p.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

General Counsel
San Diego Metropolitan Transit System

Attachments: A. Roll Call Sheet
B. Agenda Item 21 written public comments

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE):	June 20, 2024	CALL TO ORDER (TIME):	9:04 a.m.
PUBLIC HEARING: ITEM 20	9:46 a.m.	RECONVENE:	9: 50 a.m.
PUBLIC HEARING: ITEM 21	10:14 a.m.	RECONVENE:	10:20 a.m.
CLOSED SESSION:	11:56 a.m.	RECONVENE:	12:31 p.m.
ORDINANCES 5 ADOPTED:	9:26 a.m.	ADJOURN:	12:31 p.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Gonzalez	☒	Chavez	☐	9:04 a.m.	12:31 p.m.
City of Chula Vista	McCann	☒	Chavez	☐	9:04 a.m.	11:27 a.m.
City of Coronado	Donovan	☒	Duncan	☐	9:04 a.m.	12:31 p.m.
County of San Diego	Montgomery Steppe	☒	Vargas	☐	9:04 a.m.	12:31 p.m.
City of El Cajon	Goble (Vice-Chair)	☒	Ortiz	☐	9:04 a.m.	12:31 p.m.
City of Imperial Beach	Leyba-Gonzalez	☒	Aguirre	☐	9:04 a.m.	12:31 p.m.
City of La Mesa	Dillard	☒	Arapostathis	☐	9:06 a.m.	12:31 p.m.
City of Lemon Grove	Gastil	☐	Mendoza	☐	ABSENT	ABSENT
City of National City	Bush	☒	Rodriguez	☐	9:04 a.m.	12:31 p.m.
City of Poway	Frank	☒	Pepin	☐	9:04 a.m.	12:31 p.m.
City of San Diego	Moreno	☒	Campbell	☐	9:04 a.m.	11:56 a.m.
City of San Diego	Elo-Rivera	☒	LaCava	☐	9:04 a.m.	12:31 p.m.
City of San Diego	Gloria	☐	Campillo	☐	ABSENT	ABSENT
City of San Diego	Whitburn (Chair)	☒	Lee	☐	9:04 a.m.	12:31 p.m.
City of Santee	Hall	☒	Koval Minto	☐ ☐	9:04 a.m.	12:31 p.m.

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

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92040					I hope this change doesn't add much time to the trip from Santee to downtown. Will the Copper line schedule be timed to minimize wait time at El Cajon for transfer to and from Green line? Are you going to add scheduled turn around wait time at Santee Town Center to account for road traffic delays? This might help the Copper line to not miss Green line transfers at El Cajon.
92126					I am a big fan of the Trolley system. I fully support the new Copper Line. As someone living in Mira Mesa, I like to take trips to many places, including Santee. The shopping center is quaint, and has some great small businesses in it. As someone that relies on the Blue and Green Lines to be able to get to Santee, I would love to see the Copper Line built. That is not to mention the many places I like to go on that are reachable via the Green and Orange Lines. This would be a great way to speed up services on the rest of the route. I hope that MTS will then commit to running the Big 3 not just at higher frequencies, but at every 7.5 minutes. Also, please make sure that the Trolley map with the new Copper Line does not look ugly. If you need a new map, I would love to help make it.
92101					I am a delivery driver on Cayamuaca during the afternoon, and that stretch of road is a nightmare at Mission Gorge during the day. This is a great idea for riders, having two car trolleys, making that turn to the Santee Station.
92071	Gillespie Field	Gaslamp Quarter	Driving and parking	Trolleys are on time;Trolleys run frequently;Reducing transfers	
92101	City College	Lots	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I am a former East County Resident who would regularly take the Trolley to downtown, mission valley, or elsewhere. And I would often get stranded late at nights trying to get back to El Cajon Station especially with the Green Line. This new service is a great change and would allow me and others to take the Trolley later and have more consistent trolley service on the whole network. This is a good change and MTS should go thru with it. Regards, Maxwell G

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92124	Mission San Diego	Several	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	please add access to tierrasanta im begging you man im stuck here
92019	El Cajon Transit Center	Old Town	Biking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92122	UTC	Snapdragon Stadium	Bus	Trolleys provide late evening service;Trolleys run frequently	More trains more often is good and will encourage me to use them more.
92104	Old Town	Various	Biking	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Increased frequency and reliability is great! Overall this sounds like mostly benefits to the public with few drawbacks. Please continue expanding service and hours in general, San Diego deserves excellent public transit. Thank you!
92104			Bus	Trolleys are on time;Trolleys run frequently	
92020	El Cajon	Various	Walking	Trolleys provide late evening service;Trolleys run frequently	Please run the trolley later at night, especially on weekends. I'd like to be able to take the train home from downtown bars and such

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020	Arnele	La Mesa or 12th and Imperial	Walking	Reducing transfers	This seems like a terrible idea for anyone on the orange line. We have to transfer at the most dangerous trolley stop in the system. I would stop taking the trolley all together if this happened
92020	Arnele Avenue	12th and Imperial	Walking	Reducing transfers	This would be a horrible change. Currently, I can catch the green or orange line from my stop, which provides me with flexibility without having to change trains. I will quit using the trolley if I have to change trains at El Cajon Transit Center because that will eliminate the convenience and because I do not feel safe at El Cajon.
92108	Rio Vista	Santee	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	The benefit of extended Green Line trips past SDSU is an added bonus in addition to the creation of the Copper Line. Thank you. I support!
92109-5876	Balboa	(various)	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Sounds like a good idea. Hope this happens.
92020	El Cajon Transit Center	Varies, usually downtown, SDSU, or Stadium	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I fully support this proposal. Increasingly reliability, frequency, and hours of operation are all really important for me and will make me more likely to take more trips via trolley instead of driving.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92109				Trolleys are on time	Don't do it. Adding a random short line like that is confusing to riders and clogs up information on lines. The Big 3 lines are fine.

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92126	City College	Pacific Fleet	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is great if it can bring the Orange and Green Lines to 7.5 Peak hour/all day service due to less worries about track capacity constraints and if El-Cajon Transit Center ends up with added capacity there. I would hope to see the Copper Line morph into an express train beyond El Cajon via the Green Line and Blue Line corridors for east country and south county residents to travel to the san diego core faster.
92115				Trolleys are on time	Suggestion: Call it the Brown Line. Copper is metallic. The rest of the system are colors not metallic. Is there a Yellow, White or Gray line? Just my two cents.
92104	Mission Valley	Fenton Parkway	Bus	Trolleys are on time;Trolleys run frequently	When I first started riding the trolley around 2012 they seemed to be consistently on time. However, in the last year or so they are frequently delayed which at times causes me to miss the connecting bus in order to get home. I would look forward to any improvement in this issue, thanks
92020	Arnele	Santee	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	Terminating at El Cajon will create too much unsafe congestion when switching from the Orange Line to Green Line, and vice versa. The surface tracks are safer to walk across at Arnele.
92154	Palm Avenue	American Plaza	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	If a change is proven to make the service more reliable and better serve more people. Then push it forward. Nothing I personally dislike more than a delayed or missing trolley.
92021	Arnele	Arnele	Biking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is a prudent option as long as trains run frequently (i.e. every 15 minutes each direction minimum) and transfers to the Orange and Green Lines are coordinated (i.e. waiting no more than 10 minutes at El Cajon at all hours).

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91942	Amaya Drive	Rio Vista	Walking	Trolleys are on time;Trolleys run frequently	I very much support the Copper Line as presented by KPBS reporter, Andrew Bowen. I think separating the Orange and Green Lines from the single rail Copper Line in Santee will improve reliability for all.
92071				Trolleys are on time;Trolleys run frequently;Reducing transfers	If Copper Line does not connect with Green and Orange lines at the same time, that means more waiting because of another transfer. The trolley shuttle right now is adding an extra 30 minutes to my work trips. I missed my bus because of it. I like late trolley service, but not more time waiting because I have to figure out another trolley. Thank you. Please think about this.
92119	Arnele Ave	Santee	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92114	Euclid Ave	Euclid Ave	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	I know this is more beneficial to El Cajon riders as an alternative to riding busses heading northwards.
92071	Santee	Gaslamp	Driving and parking	Trolleys provide more service to East County	This is a very bad idea. Having the trolley in Santee is reliable transportation for jobs and adventure. I will stop using the trolley if i am forced to bus from El Cajon. That station is dangerous for women at nighttime.
92071	Santee	Arnele/12th and Imperial	Walking	Trolleys run frequently	This will be so inconvenient on so many levels. As it is now the “shuttles” do not run on time. The connecting trolley to go downtown does not wait long enough for the shuttle passengers to get off and then have to walk to catch the connecting trolley. They take off before has boarded. The shuttle does not make regular announcements that is terminating at Gillespie and I have watched numerous people then panic and become stuck on the shuttle because they didn’t realize the shuttle was not the regular trolley service.

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92019	El Cajon Station	City College	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92108	Fashion valley	Fashion valley	Bus	Trolleys are on time	
92105	took the trolley consistently/frequently 2011-2018: H Street, Palomar, Old Town	took the trolley 2011-2018 consistently/frequently: H Street, Palomar, Old Town	Walking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Early morning service, late evening service, and running frequently is always needed. Some people work in the hospitality or entertainment industry and the hours can be really early or really late. I used to work at Sea World and sometimes I would not get off of work until 10:30pm or 11pm and we would all run to the trolley because it would run every 30 minutes or it would be the last trolley before it turned into once an hour.
92071	Santee	El Cajon	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	I don't know if I can keep riding the trolley if I have to wait longer with more transfers. It has already been a pain lately. I might just go back to driving. We also need late night trolley service to East County, like midnight.

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92120	SDSU	It can vary, most of the time it is closer to downtown or UTC, occasionally I go to east county.	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	For special events, it would be helpful to extend the copper line to 12th & Imperial (via Orange Line route) for petco park and to the Stadium station. An alternative to the copper line would be to run the Green Line trolleys to Santee only twice every hour every day like how it usually is on Sundays, and have the other 2 trolleys terminate at El Cajon or Arnele Ave. If the Copper Line goes into effect, it would be helpful to extend it to Lakeside parallel to the SR-67 with stops at Magnolia Ave (possibly at Mast Blvd, serving Santana High School), Winter Gardens Blvd (at Woodside Ave), and at the end of the freeway (between Mapleview St and Lauel St). At that stop, the Lakeside Community Center is only a few blocks away, and on the other side of Mapleview St is a park and ride lot, Lakeside Rodeo Arena, and El Capitan High School. This extension would have some potential because of high school students taking the trolley to school, and to go to football and basketball games at either high school on this route, and residents in North Santee and Lakeside would have faster access than the bus to El Cajon Transit Center. Development projects along the extension would be helpful to boost ridership. If Copper Line is approved, MTS should propose an infill station on the Orange and Green Lines between El Cajon and Amaya Dr. stations. The potential in fill station would be located by the intersection of Murray Drive and Water Street. The station would have high potential for ridership because of Grossmont High School and the other side of Water and Murray. and a few nearby restaurants, motel, Massage Therapy, and realty training.
92122	UC San Diego Central Campus	UTC	Bus	Trolleys are on time;Trolleys run frequently	Not a regular rider of the orange/green line, but the benefits look good. I would propose to take a look at the extended wait time for orange/green line riders that would theoretically continue their journey with the new copper line. If the extended wait is small, solid plan.
92071	Santee	Gaslamp Quarter	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	
92109	Balboa	Santa Fe	Biking	Trolleys run frequently	I don't go that way on the trolley, but it seems like a great idea to have 1 trolley that goes back and forth for that portion of 3 stops.

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91942	70th St	Old Town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Would love to see later evening service - we'd ride more often.
92071	Santee	Old Town	I get a ride from family	Reducing transfers	El Cajon station is not safe at night to wait for a transfer to get to Santee. And it will make the commute to Santee even longer.
91942	Grantville	SDSU	bus & walk	Trolleys provide late evening service;Trolleys run frequently	Perhaps this new line will improve service, but not significantly. It adds a transfer, and with the track remaining single, it can never run frequently enough to be convenient and successful. We need ambitious public transit projects. The blue line extension was costly but not ambitious. It carries few passengers, slowly, to stations too far apart. You need the political courage to replace traffic lanes with rail.
92071	Santee	City College	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	This would be a great idea to add the Copper Line.
92101	12th and imperial	12th and imperial	Bus	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	
92115	SDSU	Rio Vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Great idea and will provide consistency throughout the m system.

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92117	Santee	SDSU	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Used to take the trolley from Santee to SDSU nearly every day for 6 years. Occassionally would get left at Gillespie field when the trolley was behind schedule. It was scary because sometimes it would happen late at night and I would be alone. There was no security at Gillespie Field and it's pretty barren so it was a little scary as a young college woman (18yo-22yo) to be left at that station after dark. Also, the trolley frequently ran late from Santee to SDSU and it was stressful since I was late for work and classes sometimes due to the trolley skipping the santee station
92040	Santee, sometimes Amaya, El Cajon Transit Center	Santee	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider extending the line to Lakeside. The bus to El Cajon Transit Center takes too long and driving to Santee is the best option, but if you don't have a car (which most riders probably do not), those of us in Lakeside are left out of public transportation, except the one bus, which also doesn't have enough buses on weekends and holidays.
92104	City College	VA Medical Center	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92106	Old Town	Downtown	Walking	Trolleys are on time	I see the need for this change operationally but I am concerned that Copper Line travelers would have to pay again at El Cajon to board the Green/Orange line. The 8% number of Green Line riders is probably a bit disingenuous as looks to include all Green Line riders. What's important here is the percentage of people arriving at El Cajon are going beyond. Does the Copper line have more than one car load at any time?? Those with handicaps may not like this change as it takes an additional off and on. After Old Town was built, MTS stopped free transfers, which kind of negates the purpose of a connecting hub. It would appear three single units would be needed for the Copper line service unless 4 minute turns are scheduled at both end points.
91901	Amaya	SDSU & Stadium	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider additional service between SDSU and Grossmont. That service ends in the evening to early.

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92111	El cajon, spring street, and Morena Linda vista	el cajon, spring street, morena linda vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I think this will be a good thing. The transfer from east bound green line to southbound orange line at grossmont should be adjusted with this change. The are scheduled to arrive at the same time. If orange could leave 2 or 3 minutes later it would be an easier connection. Also weekend connections to the green line coming and going to el cajon do not line up with 44, 120, or 41. I have to wait 20 minutes each way. They line up with the train that only goes to the stadium.
91977	Lemon Grove Trolley Depot		Bus	Trolleys are on time	MTS Copper Line Trolley Public Input. Before the decision to change the existing Green and Orange Trolley Lines, please share that this new Copper Line Trolley is essentially a "re-naming issue" to clarify where the overlap of the Green Line and Orange Line ends rather than a need for a new construction. If this proposal is implemented, please remember to change ALL the existing trolley maps and signage, as well as the printed schedules on the buses, and the other sources of tourist information, such as the California Welcome Center, and local visitor's information centers in Balboa Park and elsewhere. Also, other cities outside of San Diego should be notified of updates, and tour guidebooks should be edited, such as the 2024 Fodor's Travel Guide for San Diego. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 (Please submit this input on my behalf, since I may not be able to attend the in-person meetings for the East County community)
92154	Palm 🌴 Ave.	City College	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Wouldn't be more of a hassle to transfer to gòto Santee, instead of going straight threw?
92111	Fashion Valley	Fenton Marketplace	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	
92071	Santee	Depends on my destination changes mostly from day to day	Power wheelchair	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This is going to make it more difficult getting on and off the trolley. The ramps don't always work properly to get on and off and the seats at the handicap area don't always go up and stay up properly to allow for a proper room and traveling.

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92117	Clairemont Drive Station	UC San Diego Central Campus Station	Bus	Trolleys provide early morning service;Trolleys run frequently;Trolleys provide more service to East County	I am in favor of more trolley support for the outer edges of the county. I would ask for early morning service to be included (4am or earlier) to support service industry workers traveling for early morning shifts.
92040	El Cajon	12th and Imperial OR Santee	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	Please, please, please add a Lakeside Trolley Station! The bus service ends early, doesn't extend into the night, and only comes once an hour when I need to take the bus. The bus service also doesn't stop in Santee, the next town over -- it only goes to El Cajon. If this is an "Extender," please Extend to Lakeside!
95814				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This idea seems short sighted. Riders who board and alight at any of the stops from Santee through El Cajon should receive a one seat ride to downtown SD, since those riders are the ones who probably want to drive anyway. Now you want to make them transfer which further incentivizes driving… If you have to sometimes turn trains at Gillespie, wouldn't it make more sense to just have a standby train and extra board operator somewhere along the line to allow a "run as directed" trip instead of splitting the lines up, since this plan assumes you'll be paying an operator anyway to run back and forth all day between 4 stations? Alternatively you could just add a few minutes to the schedule to account for the actual time it takes for the trains to run the route, to avoid them having to be short turned. Also - for those people who are color blind, the copper looks a lot like either green or orange. Please for the love of god pick a different color. Maybe a maroon red or a yellow? Or a brown?
91915		Stadium	Driving and parking	Trolleys are on time	Reliability is important to get people to go on public transport

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92120	Old Town	Grantville	Biking	Trolleys are on time;Trolleys run frequently	I frequently ride the green line in Mission Valley and have dealt with late trains. Hopefully the Copper line change can increase reliability on the rest of the green line. I also think we need to increase green line frequency, especially between SDSU and Old Town.
92071	Santee	Convention Center, OLT, Petco Park	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	There have been many times where we have been left stranded at Gillespie. If this prevents that, we're for it!
92021	El Cajon Transit Center	Courthouse station	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
91941	Grossmont Transit Center	Old Town	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Good idea. Can we get a bus from Avocado Road to a trolley station?
92071	Santee	Fashion Valley	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	I'm concerned for riders with mobility issues making this extra transfer. Private restrooms near publictransportation stations are often locked. When will MTS start addressing this basic need?

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92101	courthouse and seaport village	park and market and old town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Per the proposal the copper will run every 15 minutes which given its short run and limited stops will likely stay on time... but if it is a link to commonly delayed orange and green will the copper wait for them or just take off on time even though there is literally no one boarding since no one has showed up yet? if that's the case green riders will not be happy because it no longer continues east. This solution already adds time to a green riders commute since they now have to change in el cajon and if the copper leaves leaves the flat it will be counter productive. so question is will the copper run times be somewhat flexible to wait and collect passengers or a rigid schedule that could possibly make things worse.
92106	Old Town	Santa Fe Depot	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Please have a copper line trolley return from Santee at 3am on Saturdays as that would allow me to use transit when going to events.
92120	Grantville	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support the proposal for the Copper Line and believe that it truly would help increase reliability for the rest of the network. I myself have experienced issues around the El Cajon area when I have travelled there and agree that the idea of a smaller service for the lesser used East County area is necessary for an improved service. I would also like to see the Copper Line potentially expanded past Santee to areas such as Lakeside and Lakeview. I really appreciate that the MTS is looking at ways to improve service to their network!
91941	La Mesa Village	SDSU	Walking	Reducing transfers	This proposal would help some but a better idea would be to extend this copper line to Grossmont and then make the orange and green lines into true circulars, each running in the opposite circle. That would make it so that all of La Mesa and Lemon Grove could get to SDSU and Mission Valley with no need to transfer. The transfer from Orange to Green at Grossmont is what turns what should be a short commute into an hour long ordeal.
92114	Euclid station.	All	Walking	Trolleys are on time;Reducing transfers;Trolleys provide more service to East County	Will the Santee trolley ever go further east?? Lakeside? Barona casinos?? El Cajon or Santee loop line trolley??

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92101	Convention Center	UCSD Central campus	Walking	Trolleys are on time;Trolleys run frequently	

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92127	UC San Diego Health - La Jolla	Old Town	Bus	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	The Copper Line is a good idea for service reliability. However, only every 15 minutes is too infrequent. If we are being required to transfer then please run more frequently, at least every 10 mins. Or have guaranteed time transfers.
92108-1806	Mission San Diego	SDSU	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92114	UC San Diego Heath La Jolla	32 & Commercial	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	I would greatly appreciate a copper line. To help me catch orange line.
92071	Santee	Fashien	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92701	Santee	12th & Imperial	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Reducing transfers	This is a terrible idea. The transfer itself will be unreliable and will add extra time to an already long journey from Santee. It will cause people to have to cross tracks in one of the directions. If the problem is there is a single track along Cuyamaca Street, then fix that - double the track even if it means reducing car traffic. Please do not inconvenience transit riders further - who are trying to do the right thing by taking transit.
92021	El Cajon Transit Center	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	

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92115	SDSU	Grossmont	Bus	Trolleys are on time;Trolleys run frequently	
92071				Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92071	Santee	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	In order for this to work the transfer needs to be optimized at El Cajon. Also the 15 minute service should continue all the way until close, and the departures and arrivals at El Cajon for Green and Orange should be staggered when the 30 minute period begins to provide multiple options to downtown. If done correctly this could provide better service returning to East County, currently the Orange Line train arrives just after the Green Line in the 30 minute service period which requires a 25 minute wait and forces people returning to Santee to ride the long way back since they have to wait anyway. Make sure last Copper Line train connects to last Orange and Green Line trains. Have the transfer be fairly tight in the morning, when there is less traffic, but allow for 5-8 minutes in the afternoon of slack to allow for train congestion.
92119	Grossmont	Santa Fe	Driving and parking	Trolleys run frequently	I'm in favor of the proposal. I hope this helps the commuting folks of El Cajon; Santee & East County better utilize public transportation.

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92139	8th Street	12th and Imperial	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	
85281	Santa Fe Depot	Old Town	Either bus or driving/parking	Trolleys are on time;Trolleys run frequently	I only visit the area, but the anticipated benefits to the Green and Orange Lines make this new shuttle service a welcome change.
92020	El Cajon	El Cajon	Bus	Trolleys are on time;Trolleys run frequently	
92071	Santee Town Center	Clairemont Drive Station	Walking	Trolleys are on time;Trolleys run frequently	I don't mind the transfer as long as the schedule are designed to make connections smooth and short. Besides, I would prefer more frequency over the capacity (3 cars train)

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91977	Lemon Grove		Bus and walking	Trolleys are on time;Reducing transfers	Please consider overnight construction to minimize daytime schedule interruptions. Please also consider minimizing the time to completion of the project. There was a notification flashing across the estimated time of arrival LED screens that announced that there would be a detour on the Orange Line between downtown and Encanto/62nd Street starting this weekend, May 18 and May 19, 2024. San Diego MTS recently had disaster recovery from a "flood" that occurred January 2024. This FEMA response included repairing the tracks on the Orange Line. Please confirm that this project is not a redundancy, and that the existing trolley tracks are already safe and do not need further replacement. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 P.S.- Please also share that bus-shuttle detours tend to delay commuters by at least one hour, and that this is an added inconvenience for travelers.
92103	Little Italy		Biking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	This seems like a great proposal for the health of the overall system. Reliability is important, and hopefully this also allows for more frequency on the green and orange line in the future. The extra transfer for East county residents is less than ideal, but the increased reliability for them should hopefully more than offset the transfer pain. Hopefully the copper line schedule will be synced with the green and orange line, so that passengers can immediately transfer without waiting. This would greatly minimize the pain.
92128				Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	
92092	UCSD	UCSD	Walking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	The future of San Diego depends upon reliable public transportation to all of the city's various communities. A future without reliable, efficient transition is no future at all. I urge the committee to move forward with the Copper Line into a brighter future.
92120	Alvarado	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I take the Green line trolley nearly every day. It is difficult to be anywhere past 10pm, as the last trolley that goes past SDSU leaves there at 10:45pm. Having longer, more frequent evening service would be much appreciated. Additionally, trolleys arriving at Alvarado (towards 12th & Imperial) are often late, and transferring to the Orange line at Grossmont can also take more than the 15min headways that these lines run on. I am 100% in favor of the Copper line being introduced. It cannot come soon enough.

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92115	SDSU		Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys provide more service to East County	If this can bring all the positive outcomes it's made to create I am 100% behind it!!! It's a creative way to help solve the issues that the Orange and especially Green line face in regards to the single tracking issue. I think having the Green line stop at El Cajon TC at night instead of SDSU would be amazing too as it would provide access to park-and-ride stations such as 70th St, Grossmont, etc to be able to get off at later in the evening. Having this Copper line exist also gives way to possible expansion of the system in the future with the creation of new stations in East County/El Cajon on the Copper Line which would be very exciting!! Overall I think this is a fabulous idea and I hope it gets approved so we can start reaping the benefits come this fall!!
92064	City College	El Cajon	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	More security esp during AM/PM commute Please build a trolley or bus connection between Santee to Poway
92071	Santee Transit Center	Santee Transit Center	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I'm speaking on behalf of members of the ADA who are disappointed that MTS discontinued the El Nopal st. To Second st. Loop on the 832 bus route a number of years ago. Ever since then disabled people have to walk long distances just to reach a bus stop. Some live over a mile away.
92116	Rio Vista	VA Medical Center	Bus	Trolleys provide late evening service;Trolleys run frequently	As someone who rides the Green Line regularly, I think this is a great idea. Frequent and reliable service is a huge priority for improving the experience on the trolley, and although I more often commute on the western portion on the Green Line, on trips to East County I have encountered problems with missing transfers and unreliable service. While double tracking the whole East County section would be a better long term solution, the Copper Line would address many of the issues at a fraction of the cost. Would it be possible to increase Green Line service frequency to 7.5 minutes if this was implemented? It would also be really nice to have more frequent evening service on the Green Line.
91978	Amaya Spring Street	Santee	Biking	Reducing transfers;Trolleys provide more service to East County	I would like the green line to straight through to Santee without stopping at El Cajon.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020	Amaya Drive	Linda Vista	Walking	Trolleys run frequently;Trolleys provide more service to East County	Hello I am a big fan of the Copper Line, but I would like clarification for why it would not just run from Grossmont until Santee and help reduce all issues with two lines running parallel with the Green and Oragne which is something I have to frequently address and help others out with is how we have two different lines in this same area that run on the same tracks and instead if we just had the Copper Line in this region it can even eventually expand more towards Lakeside/Poway and the other sections of East County with proper planning and envisioning for a well organized future.
92071				Reducing transfers	The Copper Trolley should go from Santee Station to the Grossmont Station. From there the people can board the Green Line or Orange Linen, which go on different tracks. It would reduce transfers, reduce the Orange and Green Line travel time, increase the number of Trolley runs, better use of employees covering of an area, and better use of the Copper Trolley carrying capacity.
5968 Swift Ct	Old town			Reducing transfers	For me personally, I think this is a great idea. My only problem with this is that if I want to go from Old town to Santee, with the copper line, I would have to transfer from the green line to a copper line trolley. What I would do is keep the green line and orange line how it is and just add the copper line to increase service from El Cajon to Santee. The second option is to extend the orange line to Santee, which will increase Santee service. All in all, great proposal, but I don't think a transfer in El Cajon is a great idea.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Santee Transit Center	Old Town Transit Center	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide more service to East County	I fail to see how the proposed Copper Line achieves it's stated goals while the possibility for any transfer can end up delayed for roughly the same unforeseeable reasons. On top many occasions, I've witnessed trolleys leaving their stations early, and have even missed trolleys that shouldn't have left at the time of pertinent arrivals. To the extent that local traffic is a problem, MTS might want to consider the possibility of additional construction, perhaps something resembling the ramp between the El Cajon and Arnele Stops (assuming there can't possibly be any viable construction plans to have the Green and Orange Lines diverge before Grossmont Transit Center, in the eastward direction). If MTS can't be bothered to bring the Orange Line back to Santee for Courthouse trips and prevent transfer-related delays (people on a transfer-less trip are going to be stuck during delays anyway), then it should start 24-hour Green and/or Orange Line service from Downtown stations to as close to the end of any eastward line as possible (at least terminating at SDSU during overnight hours, but preferably beyond). At least then East County residents can spend less time waiting for the trolleys in the late night/very early morning hours and walk shorter distances to get home (possibly 10-20 miles over many hours vs. maybe 3-6 miles in perhaps 2 hours and actually make it home with the assistance of Downtown-centric trolleys). To the extent noise is a problem with this proposal, I fail to see why horns, bells, and speakers can't have their volumes reduced to car horn levels (assuming trolley noises travel father than car horns do).
92071	Santee Town Center	Santee Town Center	Electric Soccer	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	To the chair of SDMTS Stephen Whitburn, and fellow members of the board . First off I want to thank y'all for your service for SDMTS, as a normal rider of the trains/buses both by San Diego Transit and Transdev (East County&South Bay) I really thought this copper line would be disappointing, however after speaking to a gentleman Brent from this amazing company, I feel this would be a great addition to the light rail our county operates. I feel it would benefit both us the people who ride along with the train operators who barely get any breaks down here in Santee. I believe it's time for a change and this copper line would be a great addition to the trolley map. I believe with this will bring benefits for us riders and will increase ridership by 9% to 15% daily. I would like to say however a lot of people have been voicing for the airport to be the next big extension for the trolley which I hope will happen due to Salt Lake UTA Trax does so with their Green Line. I'm not trying to get off topic however so as I've stated I believe firmly this will be a great investment into the system with the copper line being a great asset to the company/ community. I would like to thank Sharron Conney for her role as CEO (Rip Paul Jablonski Former CEO) and I'd love to thank you Stephen Whitburn, for filling the role in which the former chair (name hidden for legal reasons) lacked. I thank y'all at SDMTS everyday and I can't wait to see what happens. I hope I'm able to the be there to speak this if not please read this or respond via email to me terrenceleonard2021@gmail.com thank you and God bless you all.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92120	Grantville	Hazard Center	Walking	Trolleys are on time;Trolleys run frequently	The Copper Line should have a higher frequency. 7-10 minutes would be more acceptable.
92071	Green & Blue Line	Green Line	Walking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	Hi, I like the idea of a copper line but are there or will there ever be plans to extend either the green or copper line the opposite way to maybe UTC or the VA? I now currently have to take two trolleys green then blue lines around a two hour trip just to get from Santee to the VA. I know I may be a minority voice but I believe this could tremendously alleviate traffic in on the 52 freeway and help commuters choose MTS more often than their own private vehicles. Thank you for your time.
92037	Executive Dr (Blue Line)	Old Town Transit Center (for transfers)	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I often ride the green line near downtown for concerts and events, so it's frustrating that it doesn't run later. If the installation of the copper line allows for an extension of hours for the green line, I fully support it!
92122	Nobel Drive	Old Town Transit Center	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support this change because it means that the Green Line will become more reliable.
92111	Old Town		Rideshare	Trolleys provide late evening service;Trolleys run frequently	I am in favor of this proposal.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Orange Line is also impacted by the downtown traffic signal, which in turn impact green line, so this line gets both ends hit by delays. A trolley that breaks down on the copper will cause a further disruption on the orange and green lines. Why not just try to run trains every 10 minutes instead of 15 minutes?
92071	Gillespie Field trolley station	Aranle trolley station	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	There needs to be a better walk path to trolley stations and out of trolley station pedestrian walks more safer walks long distance and short distance. Thank you
92071	0	0	Driving and parking	Trolleys provide late evening service	Less crime I don't want Santee to become like los Angeles and bringing more crime and homeless people which trolley and bus bring to any area
92071	Santee	Various	Driving and parking	Reducing transfers	To force a transfer to all riders at El Cajon is unfair to the three stations east of El Cajon. It's unnecessary and increases costs by hiring additional staff. Santee is the end of the line and should remain so, uninterrupted.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91977	Santee	SDSU, Convention Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	Not sure the new line will help out, especially if it is only one car. There are usually enough people at the Santee station to easily fill one car and leave people waiting. Running every 15 mins is great, except if you can't get on the cooper train you need to make your connection to the green or orange line. I'd suggest at least two cars maybe three.
92071	Santee trolley station	Euclid	Biking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	I am concerned on getting on the trolley at El Cajon with a bike.
91942	Grossmont (Morning) SDSU (Afternoon)	SDSU (Morning) Grossmont (Afternoon)	Bus	Trolleys are on time;Reducing transfers	The Copper Line should be a monorail.
92606	UC San Diego Central Campus		Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Gillespie Field	County Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	This is a terrible idea. You are taking a smooth and easy commute and making it more complicated. What we have now works and works well. You are just making life more difficult, as you normally do whenever you make a change.
91910	E Street	12th & Imperial	Bus	Trolleys are on time;Trolleys run frequently	Until the section of the proposed Copper Line segment is sufficiently double tracked, service delays will continue to disrupt the network. Although not an East County resident, I support the proposal whether I lived there or not, as the overall increase in reliability is crucial while it will still maintain service coverage to Santee. Thank you.
92017	susu	dd	Driving and parking	Trolleys are on time	
92040	Santee Trolley Square/ El Cajon Transit Center	Grossmont, Old Town, Fenton Parkway, Stadium	Bus	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	I have 2 main concerns. I am concerned about having to transfer from the Copper Line to the Green or Orange to get to where I need to go and the additional time that will take. In addition, I am concerned that there will be limited space on the Copper Line as the number of Trolley cars will be reduced to 1. I use MTS to access the community with students, some of which use wheelchairs, and the reduction in available space is worriesome.
92111	Linda Vista	Santee	Driving and parking	Trolleys are on time;Reducing transfers	The El Cajon transit center is under construction and does not provide easy access for those with mobility issues. Travel times to the Santee station would be better handled by changing the timing of the traffic lights through town; if that doesn't change then the new line will still be subject to the same delays and passengers will be even further inconvenienced with multiple changes in trolleys and additional wait times for transfers. The cost per rider for this change is disproportionate to the number of riders impacted versus the cost to implement. A better use of funds would be to focus on heavily used transit lines. It does not logically follow that a "trickle down" reliability timeline is sustainable. Traffic lights are timed and can be relied upon consistently. Humans are the unknown variable that usually cause delays.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91901	Santee	Santee		Reducing transfers	NO to a new Copper Line and making riders transfer. Your current Title VI analysis is deficient. Please see my complaint: https://drive.google.com/file/d/1VGBNsuu11Jgll-3kMV8EXFmO78Vrpjgh/view?usp=sharing {P.S. - Your feedback portal should allow for attachments!]
	Arnele				I want it to be quicker so people can go to places faster.
92071	Santee				I'm not in favor of the change becuase: 1. The transfer would be inconvenient for people travelling in and out of the four proposed Trolley stops (Santee, Gillespe Field, Arnele and El Cajon). With the new proposed Trolley car running every 15 minutes, it becomes up to a 15 minute wait, or delay, at any of those stations, to get to your destination. It would no longer be a constant running train like before, or a constant connection to all of the stops like before where teh Gren Line only stopped for about 10 seconds at each one. You would have to compensate for that be leaving 1 hour earlier in order to reach your destination on time. 2. If you do implement the change consider synchronizing the connecting bus departure intervals. Even with the recent rail improvements, the two transfers (Green Line to Gillespe Field, then shuttle to Santee) made my arrival in Santee times later than the connecting 832 bus departure interval. Either that, or it would be an automatic 3 mile walk home if I didn't want to wait that long. It wasn't like that before because the constant running Green Line to Santee train allowed for connection to the hourly bus departure intervals. And that only describes the commute going home. The commute going out of Santee, I would have to leave my house 1 hour earlier just to get through all of the transfers and arrive at my destination at time. 3. There's also a matter of safety to consider: You're considering operating on single Trolley car during the late night hours every 15 minutes. As a regular commuter I've seen transients aboard the train for just a place to sleep. What if someone or something smells bad, someone's drunk, ther's no air conditioning or heater, or someone wants to commit a crime. With only one Trolley car, (and you're expecting everyone to gather into the same

Metropolitan Transit System

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Chief Executive Officer's Report

INFORMATIONAL

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 $150,000) for the period June 13, 2024 – July 10, 2024.

Also attached is a report of a non-competitive contract award under "immediate remedial measures" exception.

CEO TRAVEL REPORT (since last Board meeting)

N/A

BOARD MEMBER TRAVEL REPORT (since last Board meeting)

Steve Goble
July 13 - 16 APTA Transit Board Members & Board Administrators Conf. San Jose, CA

Attachments: A. Emergency Procurement Memo
B. List of Expense/Revenue Contracts and MOUs within CEO authority
C. List of Purchase Orders within CEO authority

Metropolitan Transit System

DATE: July 12, 2024

TO: Board of Directors

FROM: Sharon Cooney, Chief Executive Officer

SUBJECT: MTS Property Related Flooding: Immediate Remedial Measures for January 22, 2024

Authority

Per MTS's enabling legislation at Public Utilities Code Section 120224.1, and per MTS Board Policy No 52, "Procurement of Goods and Services", Section 52.2 (F) (v):

> Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed MTS property are necessary in order to ensure that MTS facilities are available to serve the transportation needs of the general public, and upon determining that compliance with competitive solicitation requirements would result in an impermissible delay, the CEO may authorize the expenditure of money for the direct purchases of goods and services. The CEO, after the expenditure authorized under immediate remedial measures has been made, shall submit to the board a full report explaining the necessity for that action.

Background

On January 22, 2024, there was a significant rain event that resulted in extensive flooding along MTS property. This rain event caused substantial damage to MTS's rail infrastructure, MTS's rail equipment, MTS's operation and administrative buildings, and other MTS real property. This damage impacted MTS's ability to continue some of its programs and services, including operation of a portion of MTS' trolley service. Since providing trolley service is an essential public service, immediate action was necessary to mitigate the damage and bring back full operations to the trolley service. Compliance with MTS's standard competitive bidding requirements would have resulted in an impermissible delay. Therefore, on January 23, 2024, the CEO authorized staff to conduct the necessary work to remediate the damages immediately, without compliance with standard competitive procurement requirements.

Under these emergency remedial measures, the CEO instructed staff to identify contractors to conduct the necessary work, with a focus on contractors that (1) had the necessary expertise and experience for the work in question, and (2) were ready and available to start work as soon as possible and complete the work in an expeditious manner. The following work has been authorized by the CEO to date, with work still on-going. Please note, this list is not the complete list of repairs necessary as a result of the flooding event; the rows in gray have been disclosed as part of the CEO Report in previous Board meetings. This only reflects the work that has been authorized by the CEO to start. Other work is still pending as staff continues to identify the appropriate firms and necessary scope of work to make the repairs. Contractors were selected based on their ability to quickly mobilize and complete work at each location; many of the contractors were doing similar work or had recently done similar work for MTS under a competitively bid contract.

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
4500060487	$2,500,000	Not yet finalized	DRS Contracting	Track reconstruction and drainage repair	DRS Contracting Inc. was selected because their sister company Veteran's Engineering Inc. had an existing railroad Job Order Contract in place and had crews and equipment available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500060475	$2,500,000	Not yet finalized	Balfour Beatty	Track reconstruction and drainage repair	MTS turned to Balfour Beatty to authorize them to perform this work on 1/24/24, this was the earliest possible time. They had an existing contract in place with MTS for trackwork in other areas, therefore, they had crews and equipment available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
4500061454	$65,251.97	Not yet finalized	PGH Wong	Inspection and construction management for track reconstruction	Firm currently under contract as an on-call consultant for Construction Management (CM) Services	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500060499	$1,500,000	Not yet finalized	Blue Iron	Shoring	MTS met with 3 shoring contractors. Blue Iron was the only firm that had materials on-hand and could start right away. The other two contractors had a 3-month lead time.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Near 65th crossing
4500060986	$120,000	Not yet finalized	HMS	Overhead catenary system repairs	Firm currently under contract as an on-call consultant for JOC Overhead Catenary System (OCS)	Construction IFB process of 6 months	Ability to immediately commence services	Orange Line: Near 65th
4500060094	$140,570.00	Not yet finalized	AECOM	Inspection and construction management for shoring and system/signals	Firm currently under contract as an on-call consultant for CM Services	Mini RFP through on-call CM services agreements,	Ability to immediately commence services	Orange Line: Near 65th

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
						process of 4 months		
4500059857	$5,961	Not yet finalized	Overhead Door Company of Southern California	Purchase and install roll up door	Firm specializes in providing roll up door products and services	RFQ process of 1-2 months	Services scheduled to commence on 3.6.24. Contractor had to first order the replacement door.	Pyramid Building, Bay 3
4500060232	$58,800	Not yet finalized	National Electrical Testing and Engineering, LLC (NETE)	Testing and repairs prior to regeneration of substations	Previous experience on testing and commissioning of substations for both the Mid Coast and Blue/Green lines.	RFQ process of 1-2 months	Ability to immediately start repairs	Green Line: San Altos Substation
PR: 10124169	$250,000	Not yet finalized	Clean Harbor	Trolley Building Pump-out	Personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Maintenance Facility (Building C)
4500059608	$27,093	$27,093.10	Badger Day Lighting	Clean-out LRV Maintenance pits	Prompt mobilization and prior work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
	$1,250,000	Not yet finalized	Balfor Property Restoration	Rebuilding/restorations of Building C	Personnel availability, immediate mobilization, and	Formal RFP, process of six months	Ability to immediately commence services	LRV Maintenance Facility (Building C)

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
					past work performance.			
4500060233	$19,668.53	$19,668.53	NMS Management, Inc.	Strip and waxing of Building C Shop Floors for proper sanitation of shop floors	Janitorial expertise, personnel availability, immediate mobilization, and past work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
4500059669	$14,484.17	$14,484.17	National Business Furniture (NBF)	Replace office furniture for SDTI staff (manager, project coordinator and shop supervisor)	Staff attempted to receive quotes from National Business Furniture, Madison Liquidators and Office Depot, Items are readily available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)
4500059667	$5,039.04	$5,384.47	National Business Furniture	Replace office furniture for SDTI LRV Director	Staff attempted to receive quotes from National business Furniture, Madison Liquidators and Office Depot, Items are readily	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
					available for shipment and assembled, MTS chose NBF			
4500059748	$14,769.07	$14,769.07	Gillig LLC	Purchase exterior mirrors (inventory item) for LRVs that were ripped off/damaged during storm	Staff attempted to attain quotes, received two from Gillig and Siemens. Gillig was the lowest bidder.	RFQ for inventory item, process of 7 days	Ability to immediately ship equipment/ materials	LRV Maintenance Facility (Building C)
4500061162	$160,000	$127,697.32	ABC GC	Building A Interior Clean up, Building C Exterior Pressure Washing and Clean up, San Altos Substation Clean up, 65th & Imperial Slope SWPPP and BMP installation to support the shoring contractor at this location, 65th & Imperial fence that was	Personnel availability, immediate mobilization, and past work performance.	Construction IFB, process of 6 months	Ability to immediately commence services.	Building A, Building C. San Altos Substation, 65th & Imperial Slope,65th & Imperial fence, 54th & Market fence.

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
				replaced to support the shoring contractor at this location, 54th & Market fence installation near the pedestrian crossing				
4500060050	$7,176.00	Not yet Finalized	World Oil	Perform C2 Clarifier Clean Out due to flood	MTS turned to World Oil to perform this work based on their expertise of normal disposal, past purchase history with MTS, and previous work performance.	RFQ process of 30-60 days	Ability to immediately commence services	LRV Department
4500060078	$12,200.00	$12,200.00	Josephson Werdowatz	Structural analysis of the collapsed section of the roof on the Pyramid building, as well as designs on required repairs are necessary in order to ensure	Based on previous work with MTS, specifically its previous work with MTS on structural improvements to this building in particulate.	RFQ process of 30-60 days	Ability to immediately commence services.	Pyramid Building

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
				the building is safe for further crews to enter the building for additional repairs and to return the building to full functionality.				
4500041657	$12,865.00	$12,865.00	NSH USA Corp.	Wheel truing machine evaluation.	NSH had drawings, technical support, knowledge of operation and past work performance.	RFQ process of 30-60 days	Ability to immediately commence services	LRV Department – Building C
4500060310	$11,801.44	$11,804.44	NMS Management	Cleaning, waxing and sealing of New Vinal floors in A Building, C Building and Yard Tower	NMS Management was identified due to its janitorial expertise, personnel availability, immediate mobilization, and past work performance.	RFQ process of 30-60 days	Ability to immediately commence services	Buildings A and C, and Yard Tower
4500060985	$1,360,874.00	Not yet Finalized	Carlos Guzman	Above-ground Wheel Truing Machine Replacement for LRV Department	Staff learned Carlos Guzman hasd purchased a wheel truing machine that has only been in	IFB 4-6 months plus Lead time of 18 months	Availability of machine with a very short lead time.	LRV maintenance – Building C

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
					service for 4 ½ years and offered to sell it to MTS. Delivery of unit is 8-10 weeks compared to purchasing a brand new machine that would cost more and take longer to arrive with a lead time of 18 months from NTP.			
4500061382	$109,548.85	$109,548.85	Legend to Kings Fence, Inc	Fencing Repair at Euclid Ave Station to Lemon Grove Station	MTS turned to LTK Fence to authorize them to perform this work. LTK Fence was identified due to its fencing expertise, personnel availability, and immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid Ave Station to Lemon Grove Station
4500061099	$1,500,000	Not yet finalized	DRS Contracting	Grade crossing on Euclid and Euclid Bridge repair	DRS was selected because they are currently mobilized on another project and have crews, equipment and long-lead time	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid and Euclid Bridge

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
					materials available for immediate mobilization.			
4500060538	$67,500	$67,500.00	Atlas	Trees were damaged during flood	Contractor has an existing on call tree trimming contract in place, personnel availability, immediate mobilization, and past work performance. Delays mean that track and OCS could have been damaged.	RFQ process of 30-60 days	Ability to immediately commence services	Orange Line - Intersection of Massachusetts and 69th
4500059776	$6,854	~~Not yet Finalized~~ $8,527.00	Hitachi	Part replacement	Existing MTS contractor for replacement services	RFQ process of 1-2 months	Ability to immediately commence services	Wayside
4500060161	$8,105.29	$8,733.46	Otay Mesa Sales, Inc.	MTS Track department used this equipment for (1) one month to help restore tracks and clean up trash	Identified due to large inventory, machine availability and ability for immediate mobilization	RFQ process of 1-2 months	Ability to immediately commence services	Orange Line – Massachusetts Station

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
4500061003	$187,680	Not yet Finalized	BBM Railway Innovations	Lifting Equipment	Sole Source – MACTON provided the lifts that were damaged. BBM bought out MACTON around 2018. BBM supplied similar replacement lifts	Formal IFB, process of 4-6 months	Availability to provide good with a very short lead time.	Trolley – LRV Maintenance
4500060764	$58,600	Not yet Finalized	Kleinfelder	AE eval of sheet pile shoring	familiarity on the soil vicinity due to the past projects	Mini A&E RFP of 4 month	Ability to immediately commence services	Orange Line - Shoring Wall at 65th Street
PR: 10127056	$1,857,000	Not yet Finalized	Siemens	Repair damaged drive units	Existing MTS contractor for repair services	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Department
4500061162	$145,000	$127,697.32	ABGGC	Emergency cleanup and repairs	Existing MTS contractor for JOC services	Formal IFB, process of 4-6 months	Ability to immediately commence services and mobilize equipment and crews	Various locations
4500060841	$5,071.50	~~$5,071.50~~ Not yet finalized	Asbury Environmental Services	Removal of oil from C4/5 In-Floor Hoist Pits	Existing MTS contractor for services	RFQ process of 1-2 months	Ability to immediately commence services	LRV Maintenance – Bldg C
This is an amendment to PO 4500061454	$21,508.31	Not yet finalized	PGH Wong	Inspection and construction management	CM Services	Mini RFP through on-call construction	Ability to immediately commence services	Orange Line: Massachusetts to Euclid

CEO Authorized Emergency Work from January 23, 2024 - present								
Purchase Order No.	**Estimated Cost**	**Actual Cost**	**Contractor**	**Description of Work**	**Contractor Selection Justification**	**Projected Competitive Procurement Timeline**	**Projected Emergency Procurement Timeline**	**Location**
				for track reconstruction		management services agreements, process of 4 months		
	$14,003,421	~~**$564,517.23**~~ **$567,972.73**	**Total (as of 7/12/2024)**					

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G2919.0-24	SD FOODIES	SOCAL MEDIA AGREEMENT	$12,000.00	6/18/2024
G2497.0-21WOA2497CM13	JACOBS	GAP PO SVCS EXT	$136,812.72	7/1/2024
PWG331.2-21	DRAIN MEDIC	AMD 2 ADD FUNDS	$12,000.00	7/2/2024
PWL272.1-19	QIALITY SPRAYERS	AMD 1 TIME EXT	$42,000.00	7/8/2024
PWG347.0-24JOC347-29	ABCGC	GV WATER LINE REPAIR	$24,926.91	7/24/2024

REVENUE CONTRACTS AND MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
M6805.0-24	RD OLSON CON	ROE MARRIOT REDEVE	$1,008.16	6/20/2024
G2928.0-24	CALTRANS	74Z0005 FUNDS TRANSER	$250,000.00	7/8/2024
M6793.0-24	LOT	ROE HAZARD CENTER	$969.16	7/8/2024

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400002920	6/13/2024	W.W. Grainger Inc		G130-SHOP TOOLS	$184.53	$ -	$ -
4400002921	6/18/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$123.56	$ -	$ -
4400002922	6/18/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$82.24	$ -	$ -
4400002923	6/18/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$1,184.50	$ -	$ -
4400002924	6/20/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$183.15	$ -	$ -
4400002925	6/20/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$36.17	$ -	$ -
4400002926	6/20/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$85.73	$ -	$ -
4400002927	6/24/2024	W.W. Grainger Inc		M110-SUB STATION	$117.06	$ -	$ -
4400002928	6/25/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$132.23	$ -	$ -
4400002929	6/25/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$100.47	$ -	$ -
4400002930	6/25/2024	W.W. Grainger Inc		M120-OVRHEAD CATENARY SYS	$2,893.06	$ -	$ -
4400002931	6/26/2024	W.W. Grainger Inc		M110-SUB STATION	$75.71	$ -	$ -
4400002932	6/27/2024	W.W. Grainger Inc		M110-SUB STATION	$466.02	$ -	$ -
4400002933	6/27/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$1,812.25	$ -	$ -
4400002934	6/28/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	$761.40	$ -	$ -
4400002935	6/28/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$351.46	$ -	$ -
4400002936	7/1/2024	W.W. Grainger Inc		G130-SHOP TOOLS	$755.71	$ -	$ -
4400002937	7/2/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$1,613.54	$ -	$ -
4400002938	7/2/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$321.85	$ -	$ -
4400002939	7/2/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$309.76	$ -	$ -
4400002940	7/3/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$623.00	$ -	$ -
4400002941	7/3/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$422.27	$ -	$ -
4400002942	7/8/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$140.17	$ -	$ -
4400002943	7/8/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$689.34	$ -	$ -
4400002944	7/8/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$64.63	$ -	$ -
4400002945	7/10/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$1,051.84	$ -	$ -
4400002946	7/10/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$506.73	$ -	$ -
4400002947	7/10/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$298.01	$ -	$ -
4500061807	6/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$945.47	$ -	$ -
4500061808	6/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$1,053.80	$ -	$ -
4500061809	6/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$8.73	$ -	$ -
4500061810	6/13/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$80.49	$ -	$ -
4500061811	6/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$285.02	$ -	$ -
4500061812	6/13/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$1,939.50	$ -	$ -
4500061813	6/13/2024	Transit Holdings Inc		B140-BUS CHASSIS	$4,158.36	$ -	$ -
4500061814	6/13/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$288.08	$ -	$ -
4500061815	6/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,521.22	$ -	$ -
4500061816	6/13/2024	Transit Holdings Inc		B130-BUS BODY	$1,314.61	$ -	$ -
4500061817	6/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$441.52	$ -	$ -
4500061818	6/13/2024	Parts Authority, LLC		B160-BUS ELECTRICAL	$17,338.55	$ -	$ -
4500061819	6/13/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$1,366.66	$ -	$ -
4500061820	6/13/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$1,831.75	$ -	$ -
4500061821	6/13/2024	San Diego County		P490-MANAGEMENT TRAINING	$72.00	$ -	$ -
4500061822	6/13/2024	Custom Glass Solutions		R120-RAIL/LRV CAR BODY	$75,198.73	$ -	$ -
4500061823	6/13/2024	Westair Gases & Equipment Inc	Small Business	G140-SHOP SUPPLIES	$791.97	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061824	6/13/2024	Vulcanite Pty Ltd		R230-RAIL/LRV MECHANICAL	$9,454.47	$ -	$ -
4500061826	6/13/2024	YourMembership.com Inc		P450-PERSONNEL SVCS	$899.00	$ -	$ -
4500061827	6/14/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$4,316.39	$ -	$ -
4500061828	6/14/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,106.77	$ -	$ -
4500061829	6/14/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$6,912.40	$ -	$ -
4500061830	6/14/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$952.09	$ -	$ -
4500061831	6/14/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$126.46	$ -	$ -
4500061832	6/14/2024	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	$171.28	$ -	$ -
4500061833	6/14/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$1,718.62	$ -	$ -
4500061834	6/14/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$1,822.71	$ -	$ -
4500061835	6/14/2024	San Diego State University		G180-JANITORIAL SUPPLIES	$95,000.00	$ -	$ -
4500061836	6/14/2024	Marvco Enterprises Inc		G200-OFFICE SUPPLIES	$2,626.29	$ -	$ -
4500061837	6/14/2024	Golden Image Window Coverings Inc.	Small Business	G210-OFFICE FURNITURE	$1,478.01	$ -	$ -
4500061838	6/14/2024	SDCEPD		P310-ADVERTISING SERVICES	$255.00	$ -	$ -
4500061839	6/14/2024	AED Brands LLC		P460-MEDICAL SERVICES	$3,106.90	$ -	$ -
4500061840	6/14/2024	Transportation Safety Institute		P490-MANAGEMENT TRAINING	$720.00	$ -	$ -
4500061841	6/14/2024	Advanced Railway Innovations	DBE	G270-ELECTRICAL/LIGHTING	$124,623.23	$ -	$ -
4500061842	6/14/2024	Advanced Railway Innovations	DBE	P280-GENERAL SVC AGRMNTS	$149,117.67	$ -	$ -
4500061843	6/14/2024	Advanced Railway Innovations	DBE	C120-SPECIALTY CONTRACTOR	$68,554.02	$ -	$ -
4500061844	6/14/2024	Motorola Solutions Inc		G200-OFFICE SUPPLIES	$533.07	$ -	$ -
4500061845	6/14/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$3,413.32	$ -	$ -
4500061846	6/14/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$127.18	$ -	$ -
4500061847	6/14/2024	Articulate Global LLC		P490-MANAGEMENT TRAINING	$1,399.00	$ -	$ -
4500061848	6/17/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$1,551.60	$ -	$ -
4500061849	6/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$2,042.78	$ -	$ -
4500061850	6/17/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$33.29	$ -	$ -
4500061851	6/17/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$3,530.05	$ -	$ -
4500061852	6/17/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$1,592.27	$ -	$ -
4500061853	6/17/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$200.93	$ -	$ -
4500061854	6/17/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$1,558.58	$ -	$ -
4500061855	6/17/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$831.55	$ -	$ -
4500061856	6/17/2024	Transit Holdings Inc		B130-BUS BODY	$13.34	$ -	$ -
4500061857	6/17/2024	Canada Ticket Inc.		G280-FARE MATERIALS	$12,392.00	$ -	$ -
4500061858	6/17/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	$148.70	$ -	$ -
4500061859	6/17/2024	Fastenal Company		R160-RAIL/LRV ELECTRICAL	$1,200.07	$ -	$ -
4500061860	6/17/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$902.95	$ -	$ -
4500061861	6/17/2024	Summit Safety LLC		G240-UNIFORM PROCUREMENT	$949.70	$ -	$ -
4500061862	6/17/2024	Graybar Electric Co Inc		M180-STATION ELECTRICAL	$2,632.83	$ -	$ -
4500061863	6/17/2024	Mouser Electronics Inc		R120-RAIL/LRV CAR BODY	$918.90	$ -	$ -
4500061864	6/17/2024	Alliant Insurance Services, Inc.		P380-WORKERS' COMP	$4,164.00	$ -	$ -
4500061865	6/17/2024	RS Americas, Inc.		R120-RAIL/LRV CAR BODY	$1,086.89	$ -	$ -
4500061866	6/17/2024	Winzer Franchise Company		G150-FASTENERS	$283.93	$ -	$ -
4500061867	6/17/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$4,261.52	$ -	$ -
4500061868	6/17/2024	Motion Industries, Inc.		G170-LUBRICANTS	$79.34	$ -	$ -
4500061869	6/17/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$12,331.56	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061870	6/17/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$2,866.73	$ -	$ -
4500061871	6/17/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	$641.46	$ -	$ -
4500061872	6/17/2024	Winzer Franchise Company		G150-FASTENERS	$150.31	$ -	$ -
4500061873	6/18/2024	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$15.89	$ -	$ -
4500061874	6/18/2024	Transit Holdings Inc		B130-BUS BODY	$715.70	$ -	$ -
4500061875	6/18/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$2,710.41	$ -	$ -
4500061876	6/18/2024	Transit Holdings Inc		B130-BUS BODY	$2,602.69	$ -	$ -
4500061877	6/18/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$1,661.76	$ -	$ -
4500061878	6/18/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$762.96	$ -	$ -
4500061879	6/18/2024	Transit Holdings Inc		B130-BUS BODY	$1,305.75	$ -	$ -
4500061880	6/18/2024	Genfare, LLC		B190-BUS FARE EQUIP	$198.84	$ -	$ -
4500061881	6/18/2024	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$114,194.53	$ -	$ -
4500061882	6/18/2024	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$9,471.23	$ -	$ -
4500061883	6/18/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$2,876.93	$ -	$ -
4500061884	6/18/2024	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	$775.80	$ -	$ -
4500061885	6/18/2024	General Signals Inc		M130-CROSSING MECHANISM	$4,293.64	$ -	$ -
4500061887	6/18/2024	The Mines Press Inc		G200-OFFICE SUPPLIES	$57.48	$ -	$ -
4500061888	6/18/2024	Fastenal Company		G140-SHOP SUPPLIES	$2,268.96	$ -	$ -
4500061889	6/18/2024	Harsco Rail LLC		P540-MAINTENANCE TRAINING	$44,067.12	$ -	$ -
4500061890	6/19/2024	Transit Holdings Inc		B140-BUS CHASSIS	$59.04	$ -	$ -
4500061891	6/19/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$798.28	$ -	$ -
4500061892	6/19/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$33.29	$ -	$ -
4500061893	6/19/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$582.01	$ -	$ -
4500061894	6/19/2024	Transit Holdings Inc		B130-BUS BODY	$481.29	$ -	$ -
4500061895	6/19/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$424.91	$ -	$ -
4500061896	6/19/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$103,443.13	$ -	$ -
4500061897	6/19/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	$3,273.87	$ -	$ -
4500061898	6/19/2024	Transit Holdings Inc		B130-BUS BODY	$1,265.37	$ -	$ -
4500061899	6/19/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$2,742.21	$ -	$ -
4500061900	6/19/2024	Transit Holdings Inc		B130-BUS BODY	$396.47	$ -	$ -
4500061901	6/19/2024	Home Depot USA Inc		G210-OFFICE FURNITURE	$1,314.24	$ -	$ -
4500061902	6/19/2024	ezCater, Inc		P440-CATERING SERVICES	$559.09	$ -	$ -
4500061903	6/19/2024	Bert's Office Trailers, Inc.		P180-LEASES, OTHER	$2,934.00	$ -	$ -
4500061904	6/19/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$767.18	$ -	$ -
4500061905	6/20/2024	Transit Holdings Inc		B130-BUS BODY	$16.86	$ -	$ -
4500061906	6/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$494.52	$ -	$ -
4500061907	6/20/2024	Transit Holdings Inc		B130-BUS BODY	$344.69	$ -	$ -
4500061908	6/20/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	$1,179.79	$ -	$ -
4500061909	6/20/2024	Transit Holdings Inc		G140-SHOP SUPPLIES	$5,039.59	$ -	$ -
4500061910	6/20/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$475.79	$ -	$ -
4500061911	6/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$798.28	$ -	$ -
4500061912	6/20/2024	Transit Holdings Inc		B140-BUS CHASSIS	$1,467.08	$ -	$ -
4500061913	6/20/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	$538.75	$ -	$ -
4500061914	6/20/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	$3,829.35	$ -	$ -
4500061915	6/20/2024	Cummins Inc		B250-BUS REPAIR PARTS	$144.55	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061916	6/20/2024	Gillig LLC		B200-BUS PWR TRAIN EQUIP	$223.11	$ -	$ -
4500061917	6/20/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$43.89	$ -	$ -
4500061919	6/20/2024	MCI Carrillo Inc	Small Business	P210-NON-REV VEH REPAIRS	$1,000.00	$ -	$ -
4500061920	6/20/2024	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$563.75	$ -	$ -
4500061921	6/20/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$282.87	$ -	$ -
4500061922	6/20/2024	Business Office Outfitters		F110-SHOP/BLDG MACHINERY	$1,313.28	$ -	$ -
4500061923	6/20/2024	Railroad Component Rebuilds		P130-EQUIP MAINT REPR SVC	$2,179.29	$ -	$ -
4500061924	6/20/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$3,706.87	$ -	$ -
4500061925	6/20/2024	Carmine Bausone DVM Inc.		G120-SECURITY	$315.00	$ -	$ -
4500061926	6/21/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$28.87	$ -	$ -
4500061927	6/21/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$3,631.31	$ -	$ -
4500061928	6/21/2024	Transit Holdings Inc		B130-BUS BODY	$188.94	$ -	$ -
4500061929	6/21/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$405.65	$ -	$ -
4500061930	6/21/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$69.56	$ -	$ -
4500061931	6/21/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$2,013.36	$ -	$ -
4500061932	6/21/2024	Transit Holdings Inc		B130-BUS BODY	$2,207.03	$ -	$ -
4500061933	6/21/2024	Simmons-Boardman Books, Inc.		P540-MAINTENANCE TRAINING	$1,011.79	$ -	$ -
4500061934	6/21/2024	OneSource Distributors, LLC		M180-STATION ELECTRICAL	$3,736.02	$ -	$ -
4500061935	6/21/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$151.16	$ -	$ -
4500061936	6/21/2024	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	$5,378.88	$ -	$ -
4500061937	6/21/2024	Reid and Clark Screen Arts Co		P210-NON-REV VEH REPAIRS	$70.86	$ -	$ -
4500061938	6/21/2024	Arizona Machinery LLC		F110-SHOP/BLDG MACHINERY	$747.20	$ -	$ -
4500061939	6/21/2024	Robcar Corporation	Woman Owned Business	P120-BLDG/FACILITY REPRS	$86.20	$ -	$ -
4500061940	6/21/2024	Sunbelt Rentals, Inc		F180-BUILDING MATERIALS	$3,623.67	$ -	$ -
4500061941	6/21/2024	OneSource Distributors, LLC		M130-CROSSING MECHANISM	$1,690.39	$ -	$ -
4500061942	6/21/2024	Reid and Clark Screen Arts Co		M130-CROSSING MECHANISM	$4,237.27	$ -	$ -
4500061943	6/21/2024	Maintex Inc		G170-LUBRICANTS	$1,021.47	$ -	$ -
4500061944	6/21/2024	Louis Sardo Upholstery Inc		B130-BUS BODY	$1,055.49	$ -	$ -
4500061946	6/21/2024	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	$4,370.34	$ -	$ -
4500061947	6/21/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	$1,252.42	$ -	$ -
4500061948	6/21/2024	Vern Rose Inc		G140-SHOP SUPPLIES	$808.17	$ -	$ -
4500061949	6/21/2024	Waytek Inc		G140-SHOP SUPPLIES	$87.05	$ -	$ -
4500061950	6/21/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,481.25	$ -	$ -
4500061951	6/21/2024	Gillig LLC		B130-BUS BODY	$2,288.20	$ -	$ -
4500061952	6/21/2024	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	$214.37	$ -	$ -
4500061953	6/21/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$250.68	$ -	$ -
4500061954	6/21/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$214.43	$ -	$ -
4500061955	6/21/2024	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$807.54	$ -	$ -
4500061956	6/21/2024	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	$803.76	$ -	$ -
4500061957	6/21/2024	Staples Contract & Commercial LLC		G210-OFFICE FURNITURE	$2,488.28	$ -	$ -
4500061958	6/21/2024	Compressed Air Systems		F110-SHOP/BLDG MACHINERY	$489.19	$ -	$ -
4500061959	6/21/2024	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$1,678.07	$ -	$ -
4500061960	6/21/2024	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	$4,776.56	$ -	$ -
4500061961	6/21/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$5,740.23	$ -	$ -
4500061962	6/21/2024	Steven R Timme		G230-PRINTED MATERIALS	$3,451.84	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061963	6/21/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$6,765.88	$ -	$ -
4500061964	6/21/2024	Passport to San Diego, Inc		G260-MEDIA	$7,980.00	$ -	$ -
4500061965	6/24/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,330.49	$ -	$ -
4500061966	6/24/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$1,032.97	$ -	$ -
4500061967	6/24/2024	Transit Holdings Inc		B130-BUS BODY	$10.45	$ -	$ -
4500061968	6/24/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$5,741.40	$ -	$ -
4500061969	6/24/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$360.00	$ -	$ -
4500061970	6/24/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$111.80	$ -	$ -
4500061971	6/24/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$401.04	$ -	$ -
4500061972	6/24/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$4,914.30	$ -	$ -
4500061973	6/24/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$859.31	$ -	$ -
4500061974	6/24/2024	AirSupply Tools, Inc		G140-SHOP SUPPLIES	$1,093.42	$ -	$ -
4500061975	6/24/2024	Kurt Morgan		G200-OFFICE SUPPLIES	$1,804.10	$ -	$ -
4500061976	6/24/2024	Magaldi & Magaldi Inc		B200-BUS PWR TRAIN EQUIP	$855.65	$ -	$ -
4500061977	6/24/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$2,501.43	$ -	$ -
4500061978	6/24/2024	Clarran Inc.	DBE	G150-FASTENERS	$507.02	$ -	$ -
4500061979	6/24/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$3,366.59	$ -	$ -
4500061980	6/24/2024	The Sherwin-Williams Company		B130-BUS BODY	$1,033.37	$ -	$ -
4500061981	6/24/2024	Gillig LLC		B130-BUS BODY	$4,549.59	$ -	$ -
4500061982	6/24/2024	Freeby Signs		B250-BUS REPAIR PARTS	$386.40	$ -	$ -
4500061983	6/24/2024	Allied Refrigeration Inc		B250-BUS REPAIR PARTS	$154.52	$ -	$ -
4500061984	6/24/2024	Motion Industries, Inc.		B200-BUS PWR TRAIN EQUIP	$319.81	$ -	$ -
4500061985	6/24/2024	Gillig LLC		B160-BUS ELECTRICAL	$3,826.82	$ -	$ -
4500061986	6/24/2024	Steven R Timme		G230-PRINTED MATERIALS	$3,737.38	$ -	$ -
4500061987	6/24/2024	Powerstride Battery Co. Inc.		F110-SHOP/BLDG MACHINERY	$2,274.65	$ -	$ -
4500061988	6/24/2024	ABC IMAGING OF WASHINGTON, INC	Small Business	G230-PRINTED MATERIALS	$92.01	$ -	$ -
4500061989	6/24/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$314.00	$ -	$ -
4500061990	6/24/2024	Neopart Transit LLC		B250-BUS REPAIR PARTS	$99.85	$ -	$ -
4500061991	6/24/2024	Steven R Timme		G230-PRINTED MATERIALS	$100.82	$ -	$ -
4500061992	6/24/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$460.63	$ -	$ -
4500061993	6/24/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$807.14	$ -	$ -
4500061994	6/24/2024	Motion Industries, Inc.		B140-BUS CHASSIS	$78.01	$ -	$ -
4500061995	6/24/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$810.04	$ -	$ -
4500061996	6/24/2024	The Carpenter Group		M120-OVRHEAD CATENARY SYS	$10,909.69	$ -	$ -
4500061997	6/24/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	$689.17	$ -	$ -
4500061998	6/24/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$821.47	$ -	$ -
4500061999	6/24/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$428.85	$ -	$ -
4500062000	6/24/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$2,845.13	$ -	$ -
4500062001	6/24/2024	Pacific Rigging Loft Inc		G140-SHOP SUPPLIES	$553.70	$ -	$ -
4500062002	6/24/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$2,986.83	$ -	$ -
4500062003	6/24/2024	RS Americas, Inc.		M140-WAYSIDE SIGNALS	$196.11	$ -	$ -
4500062004	6/24/2024	B Hepworth & Co LTD of CT		R160-RAIL/LRV ELECTRICAL	$74.19	$ -	$ -
4500062005	6/24/2024	ODP Business Solutions, LLC		G280-FARE MATERIALS	$129.84	$ -	$ -
4500062006	6/24/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$12,752.30	$ -	$ -
4500062007	6/24/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$2,965.37	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062008	6/24/2024	Datel Systems Incorporated	Small Business	I110-INFORMATION TECH	$72,846.00	$ -	$ -
4500062009	6/25/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$1,184.11	$ -	$ -
4500062010	6/25/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$1,169.90	$ -	$ -
4500062012	6/25/2024	San Diego Friction Products, Inc.		R180-RAIL/LRV LIGHTING	$4,799.00	$ -	$ -
4500062013	6/25/2024	L&W Industries LLC		M140-WAYSIDE SIGNALS	$10,731.90	$ -	$ -
4500062014	6/25/2024	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	$1,239.13	$ -	$ -
4500062015	6/25/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	$968.92	$ -	$ -
4500062016	6/25/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	$2,063.76	$ -	$ -
4500062017	6/25/2024	Professional Contractors Supplies		G130-SHOP TOOLS	$148.81	$ -	$ -
4500062018	6/25/2024	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	$1,644.48	$ -	$ -
4500062020	6/25/2024	RJ International LLC		G140-SHOP SUPPLIES	$958.97	$ -	$ -
4500062021	6/25/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$1,327.48	$ -	$ -
4500062022	6/25/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$4,391.03	$ -	$ -
4500062023	6/25/2024	Vulcanite Pty Ltd		R230-RAIL/LRV MECHANICAL	$12,968.52	$ -	$ -
4500062024	6/25/2024	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	$16.10	$ -	$ -
4500062025	6/25/2024	Dimensional Silk Screen Inc		G130-SHOP TOOLS	$263.99	$ -	$ -
4500062026	6/25/2024	Fastenal Company		R220-RAIL/LRV TRUCKS	$772.28	$ -	$ -
4500062027	6/25/2024	San Diego Seal, Inc.	Small Business	R140-RAIL/LRV DOORS/RAMP	$226.15	$ -	$ -
4500062028	6/25/2024	Brady Industries of California, LLC		G140-SHOP SUPPLIES	$318.51	$ -	$ -
4500062029	6/25/2024	Transit Holdings Inc		B130-BUS BODY	$2,530.74	$ -	$ -
4500062030	6/25/2024	Transit Holdings Inc		B130-BUS BODY	$1,104.89	$ -	$ -
4500062031	6/25/2024	MCI Carrillo Inc	Small Business	P210-NON-REV VEH REPAIRS	$1,355.49	$ -	$ -
4500062032	6/25/2024	Gillig LLC		B130-BUS BODY	$656.80	$ -	$ -
4500062033	6/25/2024	M.A. Stewarr & Sons (USA) LTD.	Small Business	M120-OVRHEAD CATENARY SYS	$10,731.90	$ -	$ -
4500062034	6/26/2024	Transit Holdings Inc		B130-BUS BODY	$551.87	$ -	$ -
4500062035	6/26/2024	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	$18.73	$ -	$ -
4500062036	6/26/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$8.19	$ -	$ -
4500062037	6/26/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$2,772.68	$ -	$ -
4500062038	6/26/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	$53.15	$ -	$ -
4500062039	6/26/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$5,051.11	$ -	$ -
4500062041	6/26/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$3,811.68	$ -	$ -
4500062042	6/26/2024	Sunbelt Rentals, Inc		F180-BUILDING MATERIALS	$572.59	$ -	$ -
4500062043	6/26/2024	Winzer Franchise Company		G150-FASTENERS	$420.23	$ -	$ -
4500062044	6/26/2024	Laird Plastics, Inc		G290-FARE REVENUE EQUIP	$1,624.66	$ -	$ -
4500062045	6/26/2024	Hi-Tec Enterprises		R160-RAIL/LRV ELECTRICAL	$775.80	$ -	$ -
4500062046	6/26/2024	M Power Truck & Diesel		P210-NON-REV VEH REPAIRS	$244.33	$ -	$ -
4500062047	6/26/2024	Rambuilt Glass LLC		F180-BUILDING MATERIALS	$1,375.00	$ -	$ -
4500062048	6/26/2024	Arts Lawnmower and Repairs LLC		F190-LANDSCAPING MAT'LS	$206.83	$ -	$ -
4500062049	6/26/2024	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	$118.53	$ -	$ -
4500062050	6/26/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$544.41	$ -	$ -
4500062051	6/26/2024	Digi-Key Corporation		R150-RAIL/LRV COMM EQUIP	$85.34	$ -	$ -
4500062052	6/26/2024	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	$1,232.96	$ -	$ -
4500062053	6/26/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$201.50	$ -	$ -
4500062054	6/26/2024	OneSource Distributors, LLC		M110-SUB STATION	$2,071.84	$ -	$ -
4500062055	6/26/2024	Reg-A-Car Inc		B250-BUS REPAIR PARTS	$1,245.00	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062056	6/26/2024	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$861.99	$ -	$ -
4500062057	6/26/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$427.84	$ -	$ -
4500062058	6/26/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$65.19	$ -	$ -
4500062059	6/26/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$65,907.84	$ -	$ -
4500062061	6/26/2024	Gillig LLC		B250-BUS REPAIR PARTS	$87.38	$ -	$ -
4500062062	6/26/2024	National Business Furniture LLC		G210-OFFICE FURNITURE	$2,186.56	$ -	$ -
4500062064	6/26/2024	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$19,204.00	$ -	$ -
4500062065	6/26/2024	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$113.98	$ -	$ -
4500062066	6/26/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$394.75	$ -	$ -
4500062067	6/26/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$28.02	$ -	$ -
4500062068	6/26/2024	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	$335.00	$ -	$ -
4500062069	6/26/2024	National Business Furniture LLC		G210-OFFICE FURNITURE	$4,478.33	$ -	$ -
4500062070	6/26/2024	Mid-Eastern Partners		G260-MEDIA	$449.86	$ -	$ -
4500062071	6/27/2024	Transit Holdings Inc		B130-BUS BODY	$1,103.75	$ -	$ -
4500062072	6/27/2024	Transit Holdings Inc		B140-BUS CHASSIS	$190.00	$ -	$ -
4500062073	6/27/2024	S&A Systems Inc		F110-SHOP/BLDG MACHINERY	$1,513.47	$ -	$ -
4500062074	6/27/2024	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$269.10	$ -	$ -
4500062075	6/27/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$14.55	$ -	$ -
4500062076	6/27/2024	Transit Holdings Inc		B140-BUS CHASSIS	$1,396.17	$ -	$ -
4500062077	6/27/2024	Transit Holdings Inc		B130-BUS BODY	$1,783.96	$ -	$ -
4500062078	6/27/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$12.24	$ -	$ -
4500062079	6/27/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$69.56	$ -	$ -
4500062080	6/27/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$2,078.82	$ -	$ -
4500062081	6/27/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$709.85	$ -	$ -
4500062082	6/27/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	$53.15	$ -	$ -
4500062083	6/27/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	$245.67	$ -	$ -
4500062084	6/27/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	$673.44	$ -	$ -
4500062085	6/27/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$823.75	$ -	$ -
4500062086	6/27/2024	Saitech Inc	Minority Owned Business	I110-INFORMATION TECH	$24,448.50	$ -	$ -
4500062087	6/27/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$3,131.48	$ -	$ -
4500062088	6/27/2024	Gaslamp Media Inc		I120-INFO TECH, SVCS	$135,045.00	$ -	$ -
4500062089	6/27/2024	Winchester Industries Inc		G130-SHOP TOOLS	$782.87	$ -	$ -
4500062090	6/27/2024	GS1 US, Inc.		G280-FARE MATERIALS	$50.00	$ -	$ -
4500062091	6/27/2024	Portland Bolt and		M120-OVRHEAD CATENARY SYS	$17,387.92	$ -	$ -
4500062092	6/27/2024	CDW LLC		I110-INFORMATION TECH	$10,508.63	$ -	$ -
4500062093	6/27/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	$7,165.38	$ -	$ -
4500062095	6/27/2024	Midwest Motor Supply Co. Inc		G180-JANITORIAL SUPPLIES	$1,562.46	$ -	$ -
4500062096	6/28/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$58.31	$ -	$ -
4500062097	6/28/2024	Transit Holdings Inc		B130-BUS BODY	$22,676.91	$ -	$ -
4500062098	6/28/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$14.55	$ -	$ -
4500062099	6/28/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$1,995.53	$ -	$ -
4500062100	6/28/2024	Transit Holdings Inc		B210-BUS TIRES & TUBES	$1,394.46	$ -	$ -
4500062101	6/28/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$306.38	$ -	$ -
4500062102	6/28/2024	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	$53.85	$ -	$ -
4500062103	6/28/2024	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$50,965.75	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062104	6/28/2024	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	$705.06	$ -	$ -
4500062105	6/28/2024	Staples Contract & Commercial LLC		G210-OFFICE FURNITURE	$677.52	$ -	$ -
4500062106	6/28/2024	Home Depot USA Inc		G210-OFFICE FURNITURE	$1,442.77	$ -	$ -
4500062107	6/28/2024	Zones, LLC	Minority Owned Business	I110-INFORMATION TECH	$88,669.00	$ -	$ -
4500062108	6/28/2024	Jacobs Project Management Co.		P280-GENERAL SVC AGRMNTS	$136,812.72	$ -	$ -
4500062109	6/28/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$1,490.19	$ -	$ -
4500062110	6/28/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	$19,493.00	$ -	$ -
4500062112	7/1/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$21.14	$ -	$ -
4500062113	7/1/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$141.02	$ -	$ -
4500062114	7/1/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$174.61	$ -	$ -
4500062115	7/1/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$2,298.49	$ -	$ -
4500062116	7/1/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$6,953.20	$ -	$ -
4500062117	7/1/2024	San Diego Taxpayers		P280-GENERAL SVC AGRMNTS	$5,000.00	$ -	$ -
4500062118	7/1/2024	Transit Holdings Inc		B130-BUS BODY	$537.89	$ -	$ -
4500062119	7/1/2024	Transit Holdings Inc		B130-BUS BODY	$81.46	$ -	$ -
4500062120	7/1/2024	Gillig LLC		B250-BUS REPAIR PARTS	$2,232.42	$ -	$ -
4500062121	7/1/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$4,065.62	$ -	$ -
4500062122	7/1/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$1,409.57	$ -	$ -
4500062123	7/1/2024	Rayne - San Diego Inc		C110-GENERAL CONTRACTORS	$528.00	$ -	$ -
4500062124	7/1/2024	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	$176.71	$ -	$ -
4500062125	7/1/2024	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$157.99	$ -	$ -
4500062126	7/1/2024	Pacific Rigging Loft Inc		G130-SHOP TOOLS	$323.25	$ -	$ -
4500062127	7/1/2024	TK Services Inc		B110-BUS HVAC SYSTEMS	$3,269.11	$ -	$ -
4500062128	7/1/2024	Genfare, LLC		B190-BUS FARE EQUIP	$2,344.92	$ -	$ -
4500062129	7/1/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$12,428.64	$ -	$ -
4500062130	7/1/2024	OneSource Distributors, LLC		G140-SHOP SUPPLIES	$5,249.58	$ -	$ -
4500062131	7/1/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$2,258.08	$ -	$ -
4500062132	7/1/2024	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	$2,901.32	$ -	$ -
4500062133	7/1/2024	JKL Cleaning Systems	Small Business	G140-SHOP SUPPLIES	$350.16	$ -	$ -
4500062134	7/1/2024	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$579.16	$ -	$ -
4500062135	7/1/2024	JKL Cleaning Systems	Small Business	F180-BUILDING MATERIALS	$376.05	$ -	$ -
4500062136	7/1/2024	W.W. Grainger Inc		R170-RAIL/LRV HVAC	$1,466.88	$ -	$ -
4500062137	7/1/2024	Marco's Canopies Inc	Small Business	G140-SHOP SUPPLIES	$3,218.55	$ -	$ -
4500062138	7/1/2024	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	$775.80	$ -	$ -
4500062139	7/1/2024	Airgas Inc		G190-SAFETY/MED SUPPLIES	$442.86	$ -	$ -
4500062140	7/1/2024	Data Alliance Inc		R150-RAIL/LRV COMM EQUIP	$45.13	$ -	$ -
4500062141	7/1/2024	Knox Kershaw,Inc.		G140-SHOP SUPPLIES	$3,152.59	$ -	$ -
4500062142	7/1/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	$2,482.22	$ -	$ -
4500062143	7/1/2024	Winzer Franchise Company		G150-FASTENERS	$774.73	$ -	$ -
4500062144	7/2/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$14.53	$ -	$ -
4500062145	7/2/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$14.53	$ -	$ -
4500062146	7/2/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$28.19	$ -	$ -
4500062147	7/2/2024	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	$4,199.02	$ -	$ -
4500062148	7/2/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$2,330.85	$ -	$ -
4500062149	7/2/2024	Dellner Inc		R130-RAIL/LRV COUPLER	$3,373.22	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062150	7/2/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$231.88	$ -	$ -
4500062151	7/2/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$2,876.93	$ -	$ -
4500062152	7/2/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$271.53	$ -	$ -
4500062153	7/2/2024	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	$135.77	$ -	$ -
4500062154	7/2/2024	Transit Holdings Inc		B130-BUS BODY	$323.00	$ -	$ -
4500062155	7/2/2024	National Carwash Solutions Inc		G160-PAINTS & CHEMICALS	$1,082.19	$ -	$ -
4500062156	7/2/2024	E W Truck & Equipment Co Inc		B120-BUS MECHANICAL PARTS	$824.78	$ -	$ -
4500062157	7/2/2024	Ascendancy Corp		R230-RAIL/LRV MECHANICAL	$3,718.78	$ -	$ -
4500062158	7/2/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$2,829.74	$ -	$ -
4500062159	7/2/2024	Fastenal Company		R230-RAIL/LRV MECHANICAL	$3,585.92	$ -	$ -
4500062160	7/2/2024	San Diego Friction Products, Inc.		R180-RAIL/LRV LIGHTING	$4,799.00	$ -	$ -
4500062161	7/2/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$2,258.08	$ -	$ -
4500062162	7/2/2024	Gillig LLC		B130-BUS BODY	$2,317.85	$ -	$ -
4500062163	7/2/2024	Clarran Inc.	DBE	G150-FASTENERS	$168.70	$ -	$ -
4500062164	7/2/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$1,630.24	$ -	$ -
4500062165	7/2/2024	Louis Sardo Upholstery Inc		B130-BUS BODY	$4,801.60	$ -	$ -
4500062166	7/2/2024	Vinyard Doors, Inc.	Woman Owned Business	P280-GENERAL SVC AGRMNTS	$2,014.25	$ -	$ -
4500062167	7/2/2024	NS Corporation		F110-SHOP/BLDG MACHINERY	$208.18	$ -	$ -
4500062168	7/2/2024	ODP Business Solutions, LLC		P540-MAINTENANCE TRAINING	$93.61	$ -	$ -
4500062169	7/2/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$409.66	$ -	$ -
4500062170	7/2/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$28.44	$ -	$ -
4500062171	7/2/2024	Adios Pest Control, Inc.	Small Business	P280-GENERAL SVC AGRMNTS	$150.00	$ -	$ -
4500062172	7/2/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$121.02	$ -	$ -
4500062173	7/2/2024	Informa Tech Holdings LLC		I110-INFORMATION TECH	$2,099.00	$ -	$ -
4500062174	7/2/2024	AirSupply Tools, Inc		G200-OFFICE SUPPLIES	$127.48	$ -	$ -
4500062175	7/2/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$16,780.22	$ -	$ -
4500062176	7/2/2024	COX COMMUNICATIONS CA LLC		P280-GENERAL SVC AGRMNTS	$2,000.00	$ -	$ -
4500062177	7/2/2024	San Diego Comic Convention Inc		P310-ADVERTISING SERVICES	$35,950.00	$ -	$ -
4500062178	7/3/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$1,039.05	$ -	$ -
4500062179	7/3/2024	Transit Holdings Inc		B130-BUS BODY	$285.94	$ -	$ -
4500062180	7/3/2024	Cummins Inc		B250-BUS REPAIR PARTS	$447.38	$ -	$ -
4500062181	7/3/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$1,288.96	$ -	$ -
4500062182	7/3/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$129.51	$ -	$ -
4500062183	7/3/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$2,062.47	$ -	$ -
4500062184	7/3/2024	Transit Holdings Inc		G140-SHOP SUPPLIES	$1,224.41	$ -	$ -
4500062185	7/3/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$77.67	$ -	$ -
4500062186	7/3/2024	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$335.75	$ -	$ -
4500062187	7/3/2024	Mike Farrar		B130-BUS BODY	$6,896.00	$ -	$ -
4500062188	7/3/2024	Willy's Electronic Supply Co Inc	Small Business	G140-SHOP SUPPLIES	$162.46	$ -	$ -
4500062189	7/3/2024	Esri, Inc		I110-INFORMATION TECH	$99.00	$ -	$ -
4500062190	7/3/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$54,521.50	$ -	$ -
4500062191	7/3/2024	Gillig LLC		B250-BUS REPAIR PARTS	$2,838.33	$ -	$ -
4500062192	7/3/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	$11,966.72	$ -	$ -
4500062193	7/3/2024	David Bond		P490-MANAGEMENT TRAINING	$270.00	$ -	$ -
4500062194	7/3/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$84.05	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062195	7/3/2024	City Treasurer		G120-SECURITY	$282.00	$ -	$ -
4500062196	7/3/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$6,178.12	$ -	$ -
4500062197	7/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,003.16	$ -	$ -
4500062198	7/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$932.51	$ -	$ -
4500062199	7/5/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	$497.05	$ -	$ -
4500062200	7/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$296.70	$ -	$ -
4500062201	7/5/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$2,472.76	$ -	$ -
4500062202	7/5/2024	Parts Authority, LLC		B160-BUS ELECTRICAL	$5,895.11	$ -	$ -
4500062203	7/5/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	$7,105.04	$ -	$ -
4500062204	7/5/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$146.71	$ -	$ -
4500062205	7/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,521.22	$ -	$ -
4500062206	7/5/2024	Transit Holdings Inc		B140-BUS CHASSIS	$4,647.58	$ -	$ -
4500062207	7/5/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$69.56	$ -	$ -
4500062208	7/5/2024	Zen Industrial Services LLC	DBE	B160-BUS ELECTRICAL	$41.70	$ -	$ -
4500062209	7/5/2024	Muncie Reclamation and Supply Co		B130-BUS BODY	$6.21	$ -	$ -
4500062210	7/8/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$2,388.94	$ -	$ -
4500062211	7/8/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$4,562.51	$ -	$ -
4500062212	7/8/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$283.76	$ -	$ -
4500062213	7/8/2024	Transit Holdings Inc		B130-BUS BODY	$405.76	$ -	$ -
4500062214	7/8/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	$24,476.90	$ -	$ -
4500062215	7/8/2024	Gillig LLC		B250-BUS REPAIR PARTS	$3,822.01	$ -	$ -
4500062216	7/8/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$4,100.18	$ -	$ -
4500062217	7/8/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$214.31	$ -	$ -
4500062218	7/8/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$396.62	$ -	$ -
4500062219	7/8/2024	EEC Services LLC		I110-INFORMATION TECH	$84,620.56	$ -	$ -
4500062221	7/8/2024	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	$33,396.04	$ -	$ -
4500062222	7/8/2024	Clarran Inc.	DBE	G150-FASTENERS	$65.15	$ -	$ -
4500062223	7/8/2024	Gillig LLC		B250-BUS REPAIR PARTS	$9,108.69	$ -	$ -
4500062224	7/8/2024	Louis Sardo Upholstery Inc		B130-BUS BODY	$269.38	$ -	$ -
4500062225	7/8/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$1,580.70	$ -	$ -
4500062226	7/8/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$2,866.73	$ -	$ -
4500062227	7/8/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$12,719.96	$ -	$ -
4500062228	7/8/2024	Facility Solutions Group, Inc.		F110-SHOP/BLDG MACHINERY	$3,652.73	$ -	$ -
4500062229	7/8/2024	Electrical Design Technology Inc		M120-OVRHEAD CATENARY SYS	$29,373.74	$ -	$ -
4500062230	7/8/2024	Cummins Inc		B250-BUS REPAIR PARTS	$953.94	$ -	$ -
4500062231	7/8/2024	Gillig LLC		B130-BUS BODY	$4,220.37	$ -	$ -
4500062232	7/8/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	$6,648.18	$ -	$ -
4500062233	7/8/2024	OneSource Distributors, LLC		M130-CROSSING MECHANISM	$4,311.30	$ -	$ -
4500062234	7/8/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$1,206.03	$ -	$ -
4500062235	7/8/2024	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	$288.77	$ -	$ -
4500062236	7/8/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$5,693.98	$ -	$ -
4500062237	7/8/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$442.86	$ -	$ -
4500062238	7/8/2024	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	$53.88	$ -	$ -
4500062239	7/8/2024	National Business Furniture LLC		G210-OFFICE FURNITURE	$4,750.09	$ -	$ -
4500062240	7/9/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	$657.33	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062241	7/9/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$114.11	$ -	$ -
4500062242	7/9/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	$3,567.13	$ -	$ -
4500062243	7/9/2024	U.S. Train Products LLC		R120-RAIL/LRV CAR BODY	$8,636.17	$ -	$ -
4500062244	7/9/2024	RS Americas, Inc.		R160-RAIL/LRV ELECTRICAL	$44.45	$ -	$ -
4500062245	7/9/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$59.27	$ -	$ -
4500062246	7/9/2024	Airgas Inc		G190-SAFETY/MED SUPPLIES	$52.69	$ -	$ -
4500062247	7/9/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	$176.69	$ -	$ -
4500062248	7/9/2024	Facility Solutions Group, Inc.		R180-RAIL/LRV LIGHTING	$754.25	$ -	$ -
4500062249	7/9/2024	Home Depot USA Inc		G270-ELECTRICAL/LIGHTING	$1,842.99	$ -	$ -
4500062250	7/9/2024	Vulcanite Pty Ltd		R230-RAIL/LRV MECHANICAL	$12,968.52	$ -	$ -
4500062251	7/9/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$342.32	$ -	$ -
4500062252	7/9/2024	Fastenal Company		G180-JANITORIAL SUPPLIES	$958.12	$ -	$ -
4500062253	7/9/2024	Grah Safe & Lock Inc	Small Business	G200-OFFICE SUPPLIES	$15.09	$ -	$ -
4500062254	7/9/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	$4,697.90	$ -	$ -
4500062255	7/9/2024	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$3,549.29	$ -	$ -
4500062256	7/9/2024	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	$867.41	$ -	$ -
4500062257	7/9/2024	Gillig LLC		B250-BUS REPAIR PARTS	$4,206.40	$ -	$ -
4500062258	7/9/2024	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$673.41	$ -	$ -
4500062259	7/9/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$496.67	$ -	$ -
4500062260	7/9/2024	Gillig LLC		B250-BUS REPAIR PARTS	$857.00	$ -	$ -
4500062261	7/9/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	$275.67	$ -	$ -
4500062262	7/9/2024	Freeby Signs		B130-BUS BODY	$139.24	$ -	$ -
4500062263	7/9/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$522.59	$ -	$ -
4500062264	7/9/2024	W.W. Grainger Inc		B130-BUS BODY	$63.62	$ -	$ -
4500062265	7/9/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$725.88	$ -	$ -
4500062266	7/9/2024	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	$298.27	$ -	$ -
4500062267	7/9/2024	CDW LLC		B150-BUS COMM EQUIP.	$664.17	$ -	$ -
4500062268	7/9/2024	Charter Industrial Supply Inc	Small Business	F110-SHOP/BLDG MACHINERY	$210.98	$ -	$ -
4500062269	7/9/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$10.61	$ -	$ -
4500062270	7/9/2024	Home Depot USA Inc		G130-SHOP TOOLS	$426.69	$ -	$ -
4500062271	7/9/2024	OneSource Distributors, LLC		G130-SHOP TOOLS	$4,437.01	$ -	$ -
4500062272	7/9/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$1,377.09	$ -	$ -
4500062273	7/9/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$340.67	$ -	$ -
4500062274	7/9/2024	Continental Locks		P120-BLDG/FACILITY REPRS	$187.37	$ -	$ -
4500062275	7/9/2024	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	$368.47	$ -	$ -
4500062276	7/9/2024	Big Belly Solar LLC		F180-BUILDING MATERIALS	$2,324.96	$ -	$ -
4500062277	7/9/2024	Fastenal Company		G140-SHOP SUPPLIES	$4,519.32	$ -	$ -
4500062278	7/9/2024	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$103.25	$ -	$ -
4500062279	7/9/2024	Global Signals Group Inc.	Small Business	M140-WAYSIDE SIGNALS	$51,480.88	$ -	$ -
4500062280	7/9/2024	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$18,817.60	$ -	$ -
4500062281	7/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$1,521.22	$ -	$ -
4500062282	7/10/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$146.75	$ -	$ -
4500062283	7/10/2024	Cummins Inc		B250-BUS REPAIR PARTS	$82.43	$ -	$ -
4500062284	7/10/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$2,109.76	$ -	$ -
4500062285	7/10/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$1,637.85	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500062286	7/10/2024	Freeby Signs		B250-BUS REPAIR PARTS	$286.62	$ -	$ -
4500062287	7/10/2024	Gillig LLC		B250-BUS REPAIR PARTS	$4,315.15	$ -	$ -
4500062289	7/10/2024	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	$679.68	$ -	$ -
4500062290	7/10/2024	South Bay Fence Inc	Small Business	F110-SHOP/BLDG MACHINERY	$65.51	$ -	$ -
4500062291	7/10/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$6,545.82	$ -	$ -
4500062292	7/10/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$267.53	$ -	$ -
4500062293	7/10/2024	Pacific Rigging Loft Inc		G130-SHOP TOOLS	$475.00	$ -	$ -

Metropolitan Transit System

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Disadvantaged Business Enterprise (DBE) Overall Goal

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt a 5.6% Overall Goal for DBE participation on federally funded contracts for Federal Fiscal Years (FFY) 2025 - 2027.

Budget Impact

None with this action.

DISCUSSION:

As a grant recipient of Federal Transit Administration (FTA) funds, MTS must comply with FTA DBE Regulations at 49 CFR Part 26. These FTA DBE Regulations requires: the development of a DBE program to explain how MTS complies with FTA DBE Regulations; conducting outreach measures to DBE and small businesses (SB) to increase firms participating on MTS's contracting opportunities; reporting achieved DBE participation on to the FTA semi-annually; and the development of a DBE Overall Goal on a triennial basis.

MTS's current DBE Overall Goal of 6.3% for FFY 2022 – 2024 is set to expire. To calculate MTS's new DBE Overall Goal for FFY 2025 - 2027 (October 1, 2024, through September 30, 2027), MTS followed the prescribed DBE Overall Goal Methodology set forth within the FTA DBE Regulations. This required MTS, with the assistance of consultant GCAP Services (a certified DBE firm), to identify the market area, the anticipated projects to be awarded with FTA funds, categorization of work, developing a base figure, and making appropriate adjustments as necessary, and conducting public outreach.

The DBE Overall Goal Methodology includes two (2) steps:

(1) determination of a base figure of the relative availability of DBEs to all firms (DBE and non-DBE) available to bid or propose on MTS's FTA-assisted contracts within MTS's geographic market area; and

(2) adjusting the base figure to reflect any circumstances that may impact the relative availability of DBE firms in MTS's geographic market area.

For Step One, MTS first reviewed where its geographic market area was located. After a review of where the substantial number of contractors and subcontractors that are submitting bids or proposals on MTS's FTA funded projects are located, it was determined MTS's geographic area is San Diego County.

MTS then forecast the federal projects that it expects to award during the triennial period. MTS expects to award an estimated $99,956,499 in federally assisted contract dollars in the upcoming triennial period (transit vehicle purchases are excluded per FTA DBE regulations). For each of these projects, MTS categorized the work based on the applicable North American Industry Classification System (NAICS) codes and weighted it depending on the estimated dollar value.

Next, MTS identified the total numbers of DBE firms and non-DBE firms available to bid or propose for each NAICS code to calculate the relative availability of DBEs to participate on such projects (i.e. base figure).

Reviewing the future federally funded contract opportunities, there were certain contracts where no DBE firms are available in MTS's geographic market area for such work (e.g., purchase of 115RE Head Hardened Steel Rail, trolley brake overhaul services, fixed route bus services - option years are available to exercise at the Chief Executive Officer's discretion once the current base contract expires, bus towing services, portable toilet services, trolley wheel lathe maintenance services, clarifier waste services / 1000LB carbon canister services, crane inspections and as-needed repair services, hi-rail vacuum services, trolley lifts maintenance services, purchase of miscellaneous trolley and track repair parts, rail grinding services, and rail welding services). In such contracts, there is no reasonable opportunity for MTS to award the associated federal dollars to a DBE contractor, which reduces MTS's base figure. In addition, there are several contracts with very few DBE firms available, compared to the number of available non-DBE firms (e.g. bus engine in-frame overhaul services, purchase of shop tools). This also reduces MTS's base figure. As a result, the Step One base figure of DBE firms available to bid on anticipated MTS federally assisted contracts was 8.95%.

In Step Two, the base figure of 8.95% was compared to MTS's median DBE attainment for the last five years, which was 2.21%. Using past DBE goal attainments provides demonstrable evidence of DBE availability and capacity to perform. Per DOT DBE regulations, the median, not the average, must be used. Taking the average of the 8.95% base figure and the 2.21% median DBE attainment, resulted in a DBE Overall Goal of 5.6%.

MTS monitors the achievement of its DBE Overall Goal through semi-annual (i.e. 6-month) reports. The achieved DBE percentage for each 6-month reporting period will depend heavily on the type and dollar value of contracts that were awarded during a given period. For instance, during periods when MTS awards a large, multiyear service contracts such as fixed route bus service (which primarily consists of paying for labor costs), the large dollar value of these non-DBE contracts will dilute the percentage of achieved DBE participation on other contracts in the reporting period. Therefore, while the achieved DBE participation percentage for each 6-month reporting period may fluctuate, the overall aim of the MTS DBE program will be to achieve the

5.6% DBE Overall Goal for the FFY 2025 - 2027 triennial period (i.e. all DBE awards divided by all federal dollars awarded for the entire FFY 2025 - 2027 period).

MTS had two (2) public comment periods related to MTS's proposed overall DBE goal. The first public comment period was from May 13, 2024 to June 13, 2024, with notice posted on MTS's website and the San Diego Daily Transcript. MTS emailed registered contractors on MTS's e-procurement website, as well as asking our partner agencies to forward along to their registered contractors, and asked firms to complete an Online Survey to receive feedback, utilizing an incentive of a random to drawing to win MTS marketing merchandise. Further, MTS reached out by email and phone to various minority businesses, women owned businesses, small businesses (SB), local business associations, and community organizations within the San Diego market requesting feedback. A webinar was also hosted to explain MTS's DBE Overall Goal Methodology and provide additional opportunities to review and provide feedback to the public.

Please note, MTS's initial DBE Overall Goal Methodology proposed a 3.1% DBE Overall Goal. During the first public comment period, it was identified that there were some construction related projects that would likely be using federal funds in the upcoming triennial period that were not initially included in the methodology. Since construction fields generally have more DBE firms available to perform, MTS's proposed DBE Overall Goal increased to 5.6%.

Although only one public comment period is required by DBE DOT Regulations, MTS initiated a second public comment period due to the change from 3.1% to 5.6%. MTS's second public comment period was from June 14, 2024 to July 14, 2024. MTS posted notice on its website, the San Diego Daily Transcript, and reached out again to various minority businesses, women owned businesses, small businesses (SB), local business associations, and community organizations within the San Diego market to request feedback. All feedback received from both public comment periods was reviewed and included within MTS's DBE Overall Goal-Setting Methodology (Attachment A).

MTS intends to achieve this DBE Overall Goal through various race-neutral and gender-neutral outreach measures. This includes, but is not limited to, requesting at least one bid or proposal from DBE and other SB firms on small purchase procurements, attending DBE and SB events to advertise MTS's contracting opportunities and meet interested vendors, hosting a future outreach meeting to explain MTS's upcoming procurements and how to do business with MTS, use of SB set aside on applicable contracts, posting as many of MTS's procurements on MTS's e-procurement website to increase notice of MTS's projects to as many DBE firms and SB firms as possible, and sending direct email notifications to DBE certified firms about upcoming MTS contracting opportunities.

Upon receiving Board of Directors approval of MTS's DBE Overall Goal of 5.6%, MTS will submit its Overall DBE Goal-Setting Methodology to the FTA for concurrence. Per DOT DBE Regulations, MTS must submit its DBE Overall Goal-Setting Methodology to the FTA no later than August 1, 2024.

Therefore, it is staff's recommendation that the MTS Board of Directors adopt a 5.6% Overall Goal for DBE participation on federally funded contracts for FFY 2025 - 2027.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS's Overall DBE Goal-Setting Methodology

San Diego Metropolitan Transit System

Federal Transit Administration (FTA)

Overall Disadvantaged Business Enterprise (DBE) Goal-Setting Methodology

Federal Fiscal Years (FFY) 2025-2027

Submitted in fulfillment of:
Title 49 Code of Federal Regulations Part 26

Table of Contents

DBE GOAL METHODOLOGY

I. INTRODUCTION

The San Diego Metropolitan Transit System (MTS) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2025-2027 (October 1, 2024, through September 30, 2027), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 "Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation (DOT) Programs." The purpose of the DBE goal-setting process is to level the playing field to allow DBEs to compete fairly for DOT-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

II. BACKGROUND

MTS is a recipient of DOT, Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, MTS signed an assurance that it will comply with FTA DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, MTS is required to develop and submit an overall Triennial DBE Goal for its FTA-assisted projects.

MTS herein presents its Overall DBE Goal Methodology for FFY 2025-2027.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2025-2027

Market Area

The Federal DBE Program requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. The MTS local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

The MTS bidder's list was reviewed and the previously recognized a market area of San Diego county was confirmed.

Anticipated Projects

MTS has 66 FTA-assisted projects that are anticipated to be awarded during the triennial period and which were considered in preparing this goal methodology. These projects, the estimated amount to be awarded during the triennial period, and their federal share are listed in Table 1.

TABLE 1

(amounts subject to rounding differences)

PROJECT NAME/DESCRIPTION	EST. TOTAL COST[1]	EST. FTA $ SHARE [2]	EST. FTA %[3]
115Re Head Hardened Steel Rail	$754,615	$603,692	80%
50- and 80-Gallon Parts Cleaner Services	$48,360	$38,688	80%
Air Pollution Control District (APCD) and Underground Storage Tank (UST) Annual Inspections- Bus Facilities	$8,798	$7,039	80%
Blue and Green Line public announcement System - construction	$312,500	$250,000	80%
Blue and Green Line variable messaging signs - construction	$220,000	$176,000	80%
Blue and Green Line variable messaging signs - equipment	$1,160,000	$928,000	80%
Building and Facilities Related Minor Repair Services	$1,860,264	$1,488,211	80%
Bus Engine In-Frame Overhaul	$4,755,920	$3,804,736	80%
Bus Repair Parts (inventory excluded)	$939,987	$751,990	80%
Civil Related Minor Repair Services	$4,221,444	$3,377,155	80%
Clarifier Waste Services / 1000Lb Carbon Canister Services	$408,091	$326,473	80%
Crane Inspections & As-Needed Repair Services- Trolley	$96,509	$77,207	80%
Crane Preparation for Test	$41,038	$32,831	80%
Cylinder Rental and Gas Refill Services - Transit & Trolley	$47,063	$37,650	80%
Elevator and Escalator Maintenance & Repair Services	$3,412,565	$2,730,052	80%
Emergency Beehive Removal - Facilities and Maintenance of Way (MOW)	$8,606	$6,885	80%
Fire Alarm Monitoring Services	$632,942	$506,353	80%
Fire and Safety Monitoring & Maintenance at San Diego State University (SDSU)	$305,259	$244,207	80%
Fire Extinguisher Maintenance Services	$193,379	$154,703	80%
Fixed Route Bus Services	$201,408,652	$23,967,630	12%
Fleet and Ancillary Equipment Inspections, Maintenance and Repair Services- Trolley	$476,151	$380,921	80%
Generator Maintenance and Service- Bus Facilities	$52,052	$41,642	80%
Grade Crossing Replacement - construction	$3,525,000	$2,820,000	80%
Hi-Rail Vacuum Services	$77,626	$62,100	80%
Homeless Encampment Cleanup Services	$351,423	$281,138	80%
Interior Bus Cleaning Services	$2,073,139	$1,658,512	80%
Light Rail Vehicle (LRV) Accident and Vandalism Repair Services	$13,696,854	$10,957,483	80%
LRV Brake Overhaul	$6,941,345	$5,553,076	80%
LRV Lifts Maintenance Services	$135,200	$108,160	80%
LRV On Board Vehicle Surveillance System (OBVSS) Services	$216,457	$173,165	80%
LRV Repair Parts (inventory excluded)	$306,201	$244,961	80%
Minibus & Americans with Disabilities Act (ADA) Complementary Paratransit Fixed Route Services	$77,756,485	$13,218,602	17%
On-Call Electrical Repair Services	$84,804	$67,843	80%

[1] The total estimated cost of each project.
[2] The estimated FTA dollar share for each project.
[3] The estimated FTA percentage share for each project.

PROJECT NAME/DESCRIPTION	EST. TOTAL COST[1]	EST. FTA $ SHARE [2]	EST. FTA %[3]
On-Call Heating, Ventilation and Air Conditioning (HVAC) Preventative Maintenance Services	$301,977	$241,582	80%
On-Call Plumbing Repair Services	$186,441	$149,153	80%
On-track speed wing equipment replacement - equipment	$750,000	$600,000	80%
Orange & Green Line Elevator Modernization - construction	$1,500,000	$1,200,000	80%
Paint Booth Modernization - construction	$1,000,000	$800,000	80%
Paint Gun Cleaning Services	$43,246	$34,597	80%
Pest Control Services	$248,560	$198,848	80%
Portable Toilet Services	$345,640	$276,512	80%
Power Washing Services- Bus Facilities	$38,840	$31,072	80%
Radio Communications Maintenance Support Services	$596,770	$477,416	80%
Rail Car Training	$47,840	$38,272	80%
Rail Maintenance Including Rail Grinding Services	$3,215,616	$2,572,492	80%
Rail Ties	$840,000	$672,000	80%
Rail Welding Services	$456,490	$365,192	80%
Railroad Related Minor Repair Services	$893,283	$714,626	80%
Security for Revenue Department	$240,383	$192,306	80%
Shop Tool Calibration Services	$61,661	$49,328	80%
Shop Tools / Supplies (inventory excluded)	$583,368	$466,694	80%
Special Trackwork Replacement - 9th & C crossover - construction	$750,000	$600,000	80%
Special Trackwork Replacement - a yard turnouts, newton crossover, imperial transit center diamonds - construction	$5,175,000	$4,140,000	80%
Special Trackwork Replacement - BL 119# crossover - design	$200,000	$160,000	80%
Special Trackwork Replacement - broadway wye - equipment	$2,000,000	$1,600,000	80%
substation replacement - design	$2,271,598	$1,817,278	80%
substation replacement - equipment	$5,000,000	$4,000,000	80%
Tire Repairs- Facilities, Wayside and Track	$53,712	$42,969	80%
Towing Services	$297,440	$237,952	80%
Track Repair Parts (inventory excluded)	$374,280	$299,424	80%
Trash Disposal, Green Waste & Recycling Services	$603,174	$482,539	80%
Trash Receptacles	$809,120	$647,296	80%
Ultrasonic Rail Testing Services	$719,264	$575,411	80%
Uniform, Shop Materials Rentals	$815,240	$652,192	80%
Weed Abatement Services	$406,411	$325,129	80%
Wheel Lathe Maintenance Services	$273,889	$219,111	80%
Total	**$357,627,970**	**$99,956,499**	**28%**

Subrecipients

MTS does not reallocate any FTA funds to a subrecipient.

Categories of Work

MTS reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry

Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for purposes of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.

TABLE 2

(amounts subject to rounding differences)

PROJECT NAME	NAICS CODE[4]	NAICS TITLE[5]	EST. FTA $ NAICS[6]
115Re Head Hardened Steel Rail	331110	Iron and steel mills and ferroalloy manufacturing	$603,692
50- and 80-Gallon Parts Cleaner Services	561790	Other services to buildings and dwellings	$38,688
APCD) and UST Annual Inspections- Bus Facilities	541990	All other professional, scientific, and technical services	$7,039
Blue and Green Line public announcement System - construction	238210	Electrical contractors and other wiring installation contractors	$250,000
Blue and Green Line variable messaging signs - construction	238210	Electrical contractors and other wiring installation contractors	$176,000
Blue and Green Line variable messaging signs - equipment	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$928,000
Building and Facilities Related Minor Repair Services	236220	Commercial and institutional building construction	$1,488,211
Bus Engine In-Frame Overhaul	811111	General automotive repair	$3,804,736
Bus Repair Parts (inventory excluded)	811111	General automotive repair	$751,990
Civil Related Minor Repair Services	237990	Other heavy and civil engineering construction	$3,377,155
Clarifier Waste Services / 1000Lb Carbon Canister Services	488210	Support Activities for Rail Transportation	$326,473
Crane Inspections & As-Needed Repair Services- Trolley	488210	Support Activities for Rail Transportation	$77,207
Crane Preparation for Test	611519	Other technical and trade schools	$32,831
Cylinder Rental and Gas Refill Services - Transit & Trolley	424720	Petroleum and petroleum products merchant wholesalers (except bulk stations and terminals)	$37,650
Elevator and Escalator Maintenance & Repair Services	238290	Other building equipment contractors	$2,730,052
Emergency Beehive Removal - Facilities and MOW	561710	Exterminating and pest control services	$6,885
Fire Alarm Monitoring Services	561621	Security systems services (except locksmiths)	$506,353
Fire and Safety Monitoring & Maintenance at SDSU	561621	Security systems services (except locksmiths)	$244,207
Fire Extinguisher Maintenance Services	238220	Plumbing, heating, and air-conditioning contractors	$154,703
Fixed Route Bus Services	485113	Bus and other motor vehicle transit systems	$23,967,630
Fleet and Ancillary Equipment Inspections, Maintenance and Repair Services- Trolley	488210	Support Activities for Rail Transportation	$380,921

[4] The category of work (NAICS code) for each project.
[5] The category of work (NAICS) title.
[6] The estimated FTA dollar share for each NAICS code.

PROJECT NAME	NAICS CODE[4]	NAICS TITLE[5]	EST. FTA $ NAICS[6]
Generator Maintenance and Service- Bus Facilities	238290	Other building equipment contractors	$41,642
Grade Crossing Replacement - construction	237990	Other heavy and civil engineering construction	$2,820,000
Hi-Rail Vacuum Services	488210	Support Activities for Rail Transportation	$62,100
Homeless Encampment Cleanup Services	488490	Other support activities for road transportation	$281,138
Interior Bus Cleaning Services	561720	Janitorial services	$1,658,512
LRV Accident and Vandalism Repair Services	488210	Support Activities for Rail Transportation	$10,957,483
LRV Brake Overhaul	336510	Railroad Rolling Stock Manufacturing	$5,553,076
LRV Lifts Maintenance Services	488210	Support Activities for Rail Transportation	$108,160
LRV OBVSS Services	238210	Electrical contractors and other wiring installation contractors	$173,165
LRV Repair Parts (inventory excluded)	488210	Support Activities for Rail Transportation	$244,961
Minibus & ADA Complementary Paratransit Fixed Route Services	485991	Special needs transportation	$13,218,602
On-Call Electrical Repair Services	238210	Electrical contractors and other wiring installation contractors	$67,843
On-Call HVAC Preventative Maintenance Services	238220	Plumbing, heating, and air-conditioning contractors	$241,582
On-Call Plumbing Repair Services	238220	Plumbing, heating, and air-conditioning contractors	$149,153
On-track speed wing equipment replacement - equipment	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$600,000
Orange & Green Line Elevator Modernization - construction	238290	Other building equipment contractors	$1,200,000
Paint Booth Modernization - construction	236220	Commercial and institutional building construction	$800,000
Paint Gun Cleaning Services	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$34,597
Pest Control Services	561710	Exterminating and pest control services	$198,848
Portable Toilet Services	562991	Septic tank and related services	$276,512
Power Washing Services- Bus Facilities	561790	Other services to buildings and dwellings	$31,072
Radio Communications Maintenance Support Services	238210	Electrical contractors and other wiring installation contractors	$477,416
Rail Car Training	488210	Support Activities for Rail Transportation	$38,272
Rail Maintenance Including Rail Grinding Services	488210	Support Activities for Rail Transportation	$2,572,492
Rail Ties	423990	Other miscellaneous durable goods merchant wholesalers	$672,000
Rail Welding Services	488210	Support Activities for Rail Transportation	$365,192
Railroad Related Minor Repair Services	237990	Other heavy and civil engineering construction	$714,626
Security for Revenue Department	561612	Security guards and patrol services	$192,306
Shop Tool Calibration Services	811219	Other electronic and precision equipment repair and maintenance	$49,328
Shop Tools / Supplies (inventory excluded)	423710	Hardware merchant wholesalers	$466,694
Special Trackwork Replacement - 9th & C crossover - construction	237990	Other heavy and civil engineering construction	$600,000

PROJECT NAME	NAICS CODE[4]	NAICS TITLE[5]	EST. FTA $ NAICS[6]
Special Trackwork Replacement - a yard turnouts, newton crossover, imperial transit center diamonds - construction	237990	Other heavy and civil engineering construction	$4,140,000
Special Trackwork Replacement - BL 119# crossover - design	237990	Other heavy and civil engineering construction	$160,000
Special Trackwork Replacement - broadway wye - equipment	237990	Other heavy and civil engineering construction	$1,600,000
Substation replacement - design	541330	Engineering services	$1,817,278
Substation replacement - equipment	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$4,000,000
Tire Repairs- Facilities, Wayside and Track	423130	Tire and tube merchant wholesalers	$42,969
Towing Services	488410	Motor vehicle towing	$237,952
Track Repair Parts (inventory excluded)	488210	Support Activities for Rail Transportation	$299,424
Trash Disposal, Green Waste & Recycling Services	562111	Solid waste collection	$482,539
Trash Receptacles	423850	Service establishment equipment and supplies merchant wholesalers	$647,296
Ultrasonic Rail Testing Services	488210	Support Activities for Rail Transportation	$575,411
Uniform, Shop Materials Rentals	812320	Drycleaning and laundry services (except coin-operated)	$652,192
Weed Abatement Services	561730	Landscaping services	$325,129
Wheel Lathe Maintenance Services	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$219,111
Total			**$99,956,499**

Table 3 is a summary of each NAICS code and the total dollar values for each NAICS code based on the projects listed in Table 2.

TABLE 3: NAICS Code Summary

(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Dollars[7]	NAICS Weight[8]
236220	Commercial and institutional building construction	$2,288,211	2.29%
237990	Other heavy and civil engineering construction	$13,411,782	13.42%
238210	Electrical contractors and other wiring installation contractors	$1,144,424	1.14%
238220	Plumbing, heating, and air-conditioning contractors	$545,437	0.55%
238290	Other building equipment contractors	$3,971,694	3.97%
331110	Iron and steel mills and ferroalloy manufacturing	$603,692	0.60%
336510	Railroad rolling stock manufacturing	$5,553,076	5.56%
423130	Tire and tube merchant wholesalers	$42,969	0.04%
423710	Hardware merchant wholesalers	$466,694	0.47%

[7] The total dollars for each category of work (NAICS) that are summed from the values in Table 2.
[8] The percentage of dollars for each category of work (NAICS) for all projects anticipated to be awarded.

NAICS Code	Category of Work	NAICS Dollars[7]	NAICS Weight[8]
423850	Service establishment equipment and supplies merchant wholesalers	$647,296	0.65%
423990	Other miscellaneous durable goods merchant wholesalers	$672,000	0.67%
424720	Petroleum and petroleum products merchant wholesalers (except bulk stations and terminals)	$37,650	0.04%
485113	Bus and other motor vehicle transit systems	$23,967,630	23.98%
485991	Special needs transportation	$13,218,602	13.22%
488210	Support activities for rail transportation	$16,008,097	16.02%
488410	Motor vehicle towing	$237,952	0.24%
488490	Other support activities for road transportation	$281,138	0.28%
541330	Engineering services	$1,817,278	1.82%
541990	All other professional, scientific, and technical services	$7,039	0.01%
561612	Security guards and patrol services	$192,306	0.19%
561621	Security systems services (except locksmiths)	$750,561	0.75%
561710	Exterminating and pest control services	$205,733	0.21%
561720	Janitorial services	$1,658,512	1.66%
561730	Landscaping services	$325,129	0.33%
561790	Other services to buildings and dwellings	$69,760	0.07%
562111	Solid waste collection	$482,539	0.48%
562991	Septic tank and related services	$276,512	0.28%
611519	Other technical and trade schools	$32,831	0.03%
811111	General automotive repair	$4,556,726	4.56%
811219	Other electronic and precision equipment repair and maintenance	$49,328	0.05%
811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	$5,781,708	5.78%
812320	Drycleaning and laundry services (except coin-operated)	$652,192	0.65%
	Total	**$99,956,499**	**100.00%**

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure (26.45)[9]

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on MTS FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, MTS followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the 2021 *U.S. Census Bureau County Business Patterns Database* within the market area for each of the categories of work defined in Table 2.

[9] 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

$$\text{Base Figure} = \sum \frac{\text{(Number of Ready, Willing and Able DBEs)}}{\text{(Number of All Ready, Willing and Able Firms)}} \times \text{Estimated NAICS \%}$$

⇨ For the numerator: CUCP DBE Database of Certified Firms
⇨ For the denominator: 2021 U.S. Census Bureau's Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- dividing the number of ready, willing, and able DBE firms identified for each NAICS work category by the number of all firms identified within the market area for each corresponding work category (*relative availability*),
- weighting the relative availability for each work category by the corresponding work category weight from Table 2 (*NAICS %*) to determine the Weighted Ratio for each NAICS work category, and
- adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

The relative availability of DBEs is calculated in Table 4 below.

TABLE 4: DBE Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	DBEs[10]	ALL Firms[11]	Rel. Aval.[12]
236220	Commercial and institutional building construction	19	429	4.43%
237990	Other heavy and civil engineering construction	18	30	60.00%
238210	Electrical contractors and other wiring installation contractors	17	835	2.04%
238220	Plumbing, heating, and air-conditioning contractors	9	1001	0.90%
238290	Other building equipment contractors	2	59	3.39%
331110	Iron and steel mills and ferroalloy manufacturing	0	5	0.00%
336510	Railroad rolling stock manufacturing	0	0	0.00%
423130	Tire and tube merchant wholesalers	0	8	0.00%
423710	Hardware merchant wholesalers	1	58	1.72%
423850	Service establishment equipment and supplies merchant wholesalers	1	49	2.04%
423990	Other miscellaneous durable goods merchant wholesalers	10	124	8.06%
424720	Petroleum and petroleum products merchant wholesalers (except bulk stations and terminals)	1	40	2.50%
485113	Bus and other motor vehicle transit systems	0	3	0.00%
485991	Special needs transportation	1	35	2.86%
488210	Support activities for rail transportation	0	0	0.00%

[10] The number of DBEs in the market area for each NAICS code from the CUCP DBE Database.
[11] The number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2021 U.S. Census Bureau County Business Patterns Database.
[12] The number of DBEs divided by the number of all firms.

NAICS Code	Category of Work	DBEs[10]	ALL Firms[11]	Rel. Aval.[12]
488410	Motor vehicle towing	0	103	0.00%
488490	Other support activities for road transportation	4	52	7.69%
541330	Engineering services	47	1165	4.03%
541990	All other professional, scientific, and technical services	14	277	5.05%
561612	Security guards and patrol services	2	122	1.64%
561621	Security systems services (except locksmiths)	1	54	1.85%
561710	Exterminating and pest control services	0	178	0.00%
561720	Janitorial services	11	671	1.64%
561730	Landscaping services	7	941	0.74%
561790	Other services to buildings and dwellings	4	255	1.57%
562111	Solid waste collection	2	56	3.57%
562991	Septic tank and related services	0	24	0.00%
611519	Other technical and trade schools	1	71	1.41%
811111	General automotive repair	3	821	0.37%
811219	Other electronic and precision equipment repair and maintenance	0	46	0.00%
811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	0	116	0.00%
812320	Drycleaning and laundry services (except coin-operated)	0	182	0.00%
	Total	**175**	**7810**	**2.24%**

The relative availability of DBEs from Table 4 is 2.24%. However, to make the Base Figure more accurate, MTS used weighting to take into account the amount of work that is available for each category of work (NAICS).

The weighted relative availability of DBEs is calculated in Table 5 below.

TABLE 5: DBE Weighted Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Weight[13]	Rel. Aval.[14]	Weighted Ratio[15]
236220	Commercial and institutional building construction	2.29%	4.43%	0.10%
237990	Other heavy and civil engineering construction	13.42%	60.00%	8.05%
238210	Electrical contractors and other wiring installation contractors	1.14%	2.04%	0.02%
238220	Plumbing, heating, and air-conditioning contractors	0.55%	0.90%	0.00%
238290	Other building equipment contractors	3.97%	3.39%	0.13%
331110	Iron and steel mills and ferroalloy manufacturing	0.60%	0.00%	0.00%
336510	Railroad rolling stock manufacturing	5.56%	0.00%	0.00%

[13] From Table 2
[14] From Table 4
[15] The NAICS weight multiplied by the relative availability.

NAICS Code	Category of Work	NAICS Weight[13]	Rel. Aval.[14]	Weighted Ratio[15]
423130	Tire and tube merchant wholesalers	0.04%	0.00%	0.00%
423710	Hardware merchant wholesalers	0.47%	1.72%	0.01%
423850	Service establishment equipment and supplies merchant wholesalers	0.65%	2.04%	0.01%
423990	Other miscellaneous durable goods merchant wholesalers	0.67%	8.06%	0.05%
424720	Petroleum and petroleum products merchant wholesalers (except bulk stations and terminals)	0.04%	2.50%	0.00%
485113	Bus and other motor vehicle transit systems	23.98%	0.00%	0.00%
485991	Special needs transportation	13.22%	2.86%	0.38%
488210	Support activities for rail transportation	16.02%	0.00%	0.00%
488410	Motor vehicle towing	0.24%	0.00%	0.00%
488490	Other support activities for road transportation	0.28%	7.69%	0.02%
541330	Engineering services	1.82%	4.03%	0.07%
541990	All other professional, scientific, and technical services	0.01%	5.05%	0.00%
561612	Security guards and patrol services	0.19%	1.64%	0.00%
561621	Security systems services (except locksmiths)	0.75%	1.85%	0.01%
561710	Exterminating and pest control services	0.21%	0.00%	0.00%
561720	Janitorial services	1.66%	1.64%	0.03%
561730	Landscaping services	0.33%	0.74%	0.00%
561790	Other services to buildings and dwellings	0.07%	1.57%	0.00%
562111	Solid waste collection	0.48%	3.57%	0.02%
562991	Septic tank and related services	0.28%	0.00%	0.00%
611519	Other technical and trade schools	0.03%	1.41%	0.00%
811111	General automotive repair	4.56%	0.37%	0.02%
811219	Other electronic and precision equipment repair and maintenance	0.05%	0.00%	0.00%
811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	5.78%	0.00%	0.00%
812320	Drycleaning and laundry services (except coin-operated)	0.65%	0.00%	0.00%
Step 1 Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)				**8.95%**

The Step 1 base figure is the sum of the weighted ratios for each NAICS code, as shown in Table 5.

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, MTS reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

A. Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on MTS projects. The projects anticipated to be awarded during the triennial

period are substantially similar to those awarded in the recent past. MTS does not believe there were any abnormally high or abnormally low past FFY. Every semi-annual reporting period, MTS awards FTA-assisted contracts that consist of varying dollar amounts, varying term periods, use of varying procurement selection methods and depending on the subject matter of the contract, a varying number of DBE firms ready, willing, and able to perform those types of services. These multiple factors have consistently resulted in a range of DBE attainment rates in any given semi-annual reporting period, as seen in Table 6.

For instance, in FFY 2023 MTS awarded one (1) large, multi-year janitorial contract to a DBE. This resulted in a large amount of DBE participation in that FFY. Since 2007, MTS has awarded multi-year janitorial services to a DBE firm using only race-neutral outreach measures. As a result, every three (3) to five (5) years, MTS sees a high DBE attainment from these janitorial contracts. Achieving a high DBE attainment in FFY 2023 was not abnormal when reviewing previous triennial periods (e.g., See FFY 2019 DBE attainment in Table 6). Thus, MTS found no past FFY to be an outlier and thus no FFY was excluded.

MTS calculated past DBE participation attainments for the five (5) FFYs, for which DBE attainment data is available. Table 6 below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts.

TABLE 6: Past Participation

(amounts subject to rounding differences)

FEDERAL FISCAL YEAR (FFY)	FTA DBE GOAL %[16]	FTA DBE % ATTAINMENT[17]
2019	2.90%	23.22%
2020	2.90%	0.16%
2021	2.90%	0.05%
2022	6.30%	2.21%
2023	6.30%	37.19%
Median DBE Attainment Within the Last 5 FFYs		**2.21%**

The median participation for the past five (5) FFYs is lower than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

TABLE 7: ADJUSTED BASE FIGURE

Base Figure (A)	8.95%
Median DBE Attainment (B)	2.21%
Adjusted Base Figure [(A+B)/2]	**5.6%**

[16] The FTA DBE Goal percentage for each Federal Fiscal Year.

[17] The percentage of DBE attainment on the FTA share from the DBE Semi-Annual Uniform reports that were submitted to FTA.

Disparity Study

MTS reviewed and evaluated the 2019 San Diego Association of Governments (SANDAG) Disparity Study, the 2022 California Department of Transportation (Caltrans) Disparity Study, the 2022 North County Transit District (NCTD) Disparity Study, and the 2023 LA Metro Disparity Study as part of this goal setting process. MTS picked these due to their proximity to MTS's market area as a component of its larger analysis and their focus on public transportation projects. MTS has declined to apply the results of the SANDAG and Caltrans disparity studies to the triennial goal methodology since the nature of procurements covered under those studies include significantly different projects from the projects anticipated for MTS during this triennial period. SANDAG and Caltrans include a substantial number of construction projects in their analysis while MTS uses a small amount (approximately 10%) of FTA funds for Capital Improvement Program construction projects. MTS has declined to apply the results of NCTD's Disparity Study since its market area reviewed both San Diego County and Orange County market areas into one data set, without differentiating the data between the regions. Since MTS's market area is San Diego County, MTS could not appropriately identify the San Diego County data. MTS also declined to apply the results of the LA Metro study as the geographic region covered is significantly different that the MTS market area. For this reason, MTS will not be making an adjustment to the base figure using evidence from the other disparity studies.

MTS uses a strictly race-neutral DBE program since the *Western States Paving v. Washington State Department of Transportation (Westerns States)* decision. If MTS fails to reach its goal for two (2) complete FFYs, MTS will we re-evaluate its DBE program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation MTS believes a race-conscious program is necessary, as required by *Western States*, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DOT regulations and case law.

Other Available Evidence

In accordance with DOT DBE regulations, if available, MTS must consider evidence from related fields that affect the opportunity for DBEs to form, grow, and compete which include, but not limited to: statistical disparities in the ability of DBEs to get financing, bonding and insurance required to participate in MTS's DBE Program; and data on employment, self-employment, education, training, and union apprenticeship programs to the extent related to the opportunities for DBEs to perform in MTS's DBE Program. No such evidence was found. Therefore, no adjustment to MTS's Step One Base Figure based on other evidence was made.

V. PROPOSED OVERALL DBE GOAL

Since the Ninth Circuit Court of Appeals decision regarding *Western States*, MTS has set race neutral goals. MTS will periodically re-evaluate its DBE Program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation MTS believes a race-conscious program is necessary, as required by *Western States*, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DOT regulations and case law.

The Proposed Overall DBE Goal for FFY 2025-2027 for MTS FTA-assisted contracts is 5.6%[18].

[18] Rounded to a tenth of a percent, per FTA guidance.

MTS will continue to have race-neutral DBE program for FFY 2025-2027. MTS has been able to achieve moderate DBE participation by using only race-neutral methods and will continue to use the existing race-neutral measures as listed below and will consider new measures in order to achieve even greater participation over the triennial period. MTS will carefully monitor participation during the course of the goal period. At the conclusion of each year during the goal period, MTS will re-evaluate the effectiveness of the race-neutral methods and determine if it is necessary to institute a race-conscious portion and contract specific goals. If, in the future, as a result of this re-evaluation, MTS decides to implement race-conscious means, MTS will submit a revised DBE Goal methodology for FTA review and approval.

MTS intends to use race-neutral methods, as shown below, to meet the overall DBE goal of 5.6% for FFY 2025-2027 in accordance with Title 49 CFR Part 26.51.

TABLE 8: RACE-CONSCIOUS & RACE-NEUTRAL PROJECTIONS

DBE Adjusted Base Figure	**5.6%**
Race-Conscious Component	**0.0%**
Race-Neutral Component	**5.6%**

VI. RACE-NEUTRAL IMPLEMENTATION MEASURES

The DOT regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall goal. MTS is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in the MTS FTA-assisted contracting program. MTS plans to continue or implement the following race-neutral measures for FFY 2025-2027 and will continue to explore other options for consideration based on success in meeting overall DBE goals based on these efforts. MTS will:

- MTS will hold and/or participate in conferences, such as those that include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS will also actively promote the Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs.
- MTS will provide assistance in overcoming limitations such as inability to obtain bonding or financing. Specifically, MTS will, through its website, refer the DBE and Small Business contracting community to the U.S. Small Business Administration Bonding Assistance Program and San Diego Small Business Development Center.
- MTS will solicit DBEs and other small business participation by carrying out information and on specific contract opportunities. Specifically, MTS will: ensure the inclusion of DBEs and other small businesses are notified on MTS solicitations and/or MTS's e-procurement web-based vendor list; make available to prime contractor information on how to view a listing of potential DBE and other small business subcontractors; and provide contracting information in languages other than English, where appropriate and upon request.
- MTS will advise its contracting community of the benefits of becoming DBE certified, the eligibility requirements to become certified as a DBE, and the online directory of certified DBEs, found at the CUCP website: https://californiaucp.dbesystem.com/

- Encourage DBE and other small business contracting community to register and receive solicitation notices through MTS's e-procurement website: https://pbsystem.planetbids.com/portal/14771/portal-home.

Fostering Small Business Participation[19]

In addition to the race/gender-neutral measures that are aimed to increase small business participation, MTS has implemented several strategies to foster small business participation in its contracting process. These include the following:

- MTS will advise past and current MTS contractors of the benefits of becoming SB certified and the eligibility requirements to become certified as a SB.
- MTS will advise the contracting community of the online directory of certified SBs, found at the California Department of General Services (DGS) website: https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx.
- MTS will aim to advertise more of its small purchase procurements on MTS's e-procurement site to better outreach to the small business community of potential MTS contracting opportunities, rather than just requesting three quotes.

VII. PUBLIC PARTICIPATION AND FACILITATION

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the market area were contacted and provided an opportunity to review the triennial goal analysis and provide input.

MTS initiated the public participation by posting a notice on the website on May 13, 2024, with a 3.1% DBE goal. Outreach was performed to notify the local community of the goal, to request their comments, and to invite them to participate in a webinar about the triennial DBE goal. In early June of 2024, MTS identified additional projects to include in the goal methodology that changed the triennial DBE goal. The original public comment period on the 3.1% goal was completed and MTS initiated a second public participation on June 14, 2024, with a 5.6% DBE goal which concluded July 14, 2024.

Public Notices were issued on the MTS website (Attachment 1: Public Notice), publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027. The notice informed the public that the proposed goal and rationale were available upon request, that MTS would host a webinar to present the DBE goal and methodology, and that MTS would accept comments on the proposed goal for 30 days from the date of the Public Notice. MTS also published the notice in a local newspaper (Attachment 2: Newspaper Publication).

MTS reached out to 38 local minority, women, and community business organizations to provide them information on the MTS DBE program and specifically the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027 and to solicit comments. Each organization was contacted multiple times by e-blast (Attachment 3: E-Blast), telephone (Attachment 4: Contact Log), and direct email (Attachment 5: Direct Email), which included a link to a survey.

[19] See Title 49 CFR Part 26 Section 26.39 "Fostering Small Business Participation."

MTS hosted a webinar for public comment with a presentation (Attachment 6: Webinar Presentation) describing how the goal was developed and inviting questions and comments. 142 people registered and 56 individuals participated (Attachment 7: Comments Received).

358 individuals participated in the survey. MTS summarized the results of the Survey were summarized and the corresponding responses (Attachment 8: Summary of Survey Results). All responses received from the survey are included in Attachment 9: Survey Responses.

ATTACHMENT 1: PUBLIC NOTICE

Home > Business Center > Procurement > DBE

DBE

MTS's PROPOSED DBE OVERALL GOAL FOR FFY 2025-2027

In accordance with 49 CFR Part 26.45(g), the San Diego Metropolitan Transit System (MTS), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 3.1% for Federal Fiscal Years 2025-2027. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on MTS FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice.

Federal Transit Administration (FTA) Overall Disadvantaged Business Enterprise (DBE) Goal-Setting Methodology (PDF)

Webinar

MTS will host a webinar on **May 29, 2024 from 10:00 am – 11:00 am PDT** to present the methodology for establishing the proposed DBE goal, provide an opportunity for public comment, and answer any questions about the MTS' DBE program and proposed DBE goal.

Registration

Visit: MTS 2025-2027 DBE Triennial Goal Webinar to register for the webinar.

MTS will accept comments on this proposed goal for 30 days from the date of this notice (i.e. until June 13, 2024). Written comments to the MTS DBE Liaison Officer can be directed to DBEProgram@sdmts.com or mailed to:

MTS
Attn: MTS DBE Liaison Officer
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Home > Business Center > Procurement > DBE

DBE

MTS's PROPOSED DBE OVERALL GOAL FOR FFY 2025-2027

In accordance with 49 CFR Part 26.45(g), the San Diego Metropolitan Transit System (MTS), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 5.6% for Federal Fiscal Years 2025-2027. Please note, MTS previously proposed a goal of 3.1% on May 13, 2024 but after updates made to its methodology to include new identified projects, the proposed goal has increased to 5.6%. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on MTS FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice.

Federal Transit Administration (FTA) Overall Disadvantaged Business Enterprise (DBE) Goal-Setting Methodology (PDF)

MTS will accept comments on this proposed goal for 30 days from the date of this notice (i.e. until July 14, 2024). Comments to the MTS DBE Liaison Officer can be directed to DBEProgram@sdmts.com or mailed to:

MTS
Attn: MTS DBE Liaison Officer
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

We encourage participation by Disadvantaged Business Enterprises (DBEs) for all our contracting opportunities.

ATTACHMENT 2: NEWSPAPER PUBLICATION

THE DAILY TRANSCRIPT

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DALIA GONZALEZ
METROPOLITAN TRANSIT BOARD OF DIRECTORS
1255 IMPERIAL AVE #1000
SAN DIEGO, CA 92101

SD# 3814349

MTS Proposed Federal Transit Administration Triennial DBE Goal FFY 2025-2027 Dated May 13, 2024
MTS's Proposed Overall Triennial DBE Goal
In accordance with 49 CFR Part 26.45(g), the San Diego Metropolitan Transit System (MTS), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 3.1% for Federal Fiscal Years 2025-2027. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on MTS FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice. The methodology may be viewed at MTS's website at https://www.sdmts.com/business-center/procurement/dbe.
MTS will host a webinar on May 29, 2024 from 10:00 am – 11:00 am PDT to present the methodology for establishing the proposed DBE goal, provide an opportunity for public comment, and answer any questions about the MTS' DBE program and proposed DBE goal. Visit https://lp.constantcontactpages.com/ev/reg/3nk99x3 to register for the webinar.
MTS will accept comments on this proposed goal for 30 days from the date of this notice (i.e. until June 13, 2024). Written comments to the MTS DBE Liaison Officer can be directed to DBEProgram@sdmts.com or mailed to MTS, Attn: MTS DBE Liaison Officer, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.
5/16/24

SD-3814349#

COPY OF NOTICE

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Ad Description

Public Notice: MTS Proposed Federal Transit Administration Triennial DBE Goal FFY 2025-2027 Dated May 13, 2024

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SAN DIEGO, CA 92101

SD# 3825529

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

Ad Description
PUBLIC NOTICE: MTS Proposed Federal Transit Administration Triennial DBE Goal FFY 2025-2027 Dated June 13, 2024

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Publication	$45.90
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MTS PROPOSED FEDERAL TRANSIT ADMINISTRATION TRIENNIAL DBE GOAL FFY 2025-2027 Dated June 13, 2024

MTS's Proposed Overall Triennial DBE Goal

In accordance with 49 CFR Part 26.45(g), the San Diego Metropolitan Transit System (MTS), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 5.6% for Federal Fiscal Years 2025-2027. Please note, MTS previously posted notice on May 16, 2024 regarding a proposed goal of 3.1%. MTS has revised its methodology and now proposes a goal of 5.6%. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on MTS FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice. The methodology may be viewed at MTS's website at https://www.sdmts.com/business-center/procurement/dbe.

MTS will accept comments on this proposed goal for 30 days from the date of this notice (i.e. until July 14, 2024). Written comments to the MTS DBE Liaison Officer can be directed to DBEProgram@sdmts.com or mailed to MTS, Attn: MTS DBE Liaison Officer, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.
6/20/24

SD-3825529#

ATTACHMENT 3: E-BLAST

E-blasts were sent to the 39 organizations listed in the telephone log (Attachment 6) on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24.

MTS DBE Triennial Goal Methodology Webinar for FFY 2025-2027

The Metropolitan Transit System (MTS) as a recipient of U.S. Department of Transportation assistance, and in compliance with 49 CGR Part 26.45(g) announces a proposed Federal Transit Association (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 3.08% for Federal Fiscal Years 2025-2027.

To gather public participation and input regarding the proposed DBE goal, MTS will host a webinar on May 29th, 2024, from 10:00 am to 11:00 am PDT. We extend a warm invitation to all minority, women's, and general contractor groups, community organizations, and other officials and organizations to attend and contribute their valuable insights and feedback. Your participation is highly encouraged and appreciated.

Click Here to Register

If you have any questions about the proposed DBE goal for FFY 2025-2027 or the webinar, please contact Grace Turney at gturney@gcapservices.com

We look forward to hearing from you!

Unable to Attend?

MTS and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice.

Written comments may be sent to the MTS DBE Liaison Officer, Samantha Leslie, at **Samantha.Leslie@sdmts.com** or mailed to 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Written comments will be accepted until June 13, 2024.

MTS DBE Triennial Goal Methodology Webinar for FFY 2025-2027

The Metropolitan Transit System (MTS) as a recipient of U.S. Department of Transportation assistance, and in compliance with 49 CGR Part 26.45(g) announces a proposed Federal Transit Association (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 5.6% for Federal Fiscal Years 2025-2027.

To gather public participation and input regarding the proposed DBE goal, MTS will host a webinar on July 10th, 2024, from 11:00 am to 12:00 pm PDT. We extend a warm invitation to all minority, women's, and general contractor groups, community organizations, and other officials and organizations to attend and contribute their valuable insights and feedback. Your participation is highly encouraged and appreciated.

Click Here to Register

If you have any questions about the proposed DBE goal for FFY 2025-2027 or the webinar, please contact Grace Turney at gturney@gcapservices.com

We look forward to hearing from you!

Unable to Attend?

MTS and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice.

Written comments may be sent to the MTS DBE Liaison Officer, Samantha Leslie, at **Samantha.Leslie@sdmts.com** or mailed to 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Written comments will be accepted until July 14, 2024.

ATTACHMENT 4: CONTACT LOG

Organization	Contact Efforts
American Indian Chamber of Commerce-San Diego Chapter	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, went to voicemail, left a message. Called 6/28/24, spoke with Cheri. Chamber is doing business expo. on July 14-16th if rep. would be able to attend (particularly on Tuesday). Cheri will send email to Grace.
Asian Business Association	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, went to voicemail, left a message. 6/28/24: called and left a message
Associated General Contractors of America-San Diego Chapter	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Jason who forwarded the call to Dustin. Went to voicemail and left a message. Called 6/28/24, spoke with Jason who forwarded the call to Dustin. Went to voicemail and left a message.
Associated Subcontractor Alliance- San Diego	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, went to voicemail, left a message. Called 6/28/24 and left a message
Black Contractors Association, Inc.	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, went to voicemail, inbox was full-voicemail message was difficult to make out and might not be correct # anymore. Called 6/28/24, went to voicemail, inbox was full.
Black Entrepreneurs Leaders and Learners (BELL)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, received a "couldn't complete the call" message, tried to connect to the number multiple times. Called 6/28/24, received a "couldn't complete the call" message, tried to connect to the number multiple times.
Central San Diego Black Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Liddy Walker, requested an email be sent to info@sdblackchamber.org. Email sent. Called 6/28/24, left a message.

Organization	Contact Efforts
Chula Vista Chamber	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Marcy, requested an email be sent to marcy@chulavistachamber.org. Email sent. Called 6/28/24, left a message.
City Heights CDC	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Manny at 619-788-6445. Requested an email be sent to mrodriguez@cityheightscdc.org. Email sent. Called 6/28/24, spoke with Luis
Clairemont Town Council	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, tried number multiple times but kept receiving "caller busy" notification. Called 6/28/24, tried number multiple times but kept receiving "caller busy" notification.
Conference of Minority Transportation Officials, Southern California	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
Council for Supplier Diversity- San Diego	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and spoke with receptionist, asked to call back on Monday
American Planning Association California Chapter San Diego	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 reached Nancy's voicemail and left a message. Called 6/28/24 and left a message.
Latino Equity Council	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
Logan Heights Community Development Corporation	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Angie, requested an email be sent to angie@loganheightscdc.org. Email sent. Called 6/28/24, spoke with Luis

Organization	Contact Efforts
Mira Mesa Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, received a "number you dialed is not in service at this time" message. Called 6/28/24, received a "number you dialed is not in service at this time" message.
National Association of Minority Contractors (NAMC), Mid CA -E. Bay	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
National Association of Women in Construction (NAWIC)- San Diego, CH 21	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
National City Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Alejandra Arredondo. Requested an email be sent to arredondo@nationalcitychamber.org. Email sent. She does the marketing for the chamber and said she will add it to their weekly newsletter. Called 6/28/24, spoke with David.
National Latina Business Women Association	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
North San Diego Business Chamber	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
Old Town San Diego Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
Otay Mesa Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
San Diego Contracting Opportunities Center (SDCOC)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24.

Organization	Contact Efforts
	Called 5/20/24 and left voicemail. Called 6/28 and left voicemail.
San Diego County Hispanic Chamber of Commerce (SDCHCC)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. 6/28/24: Called, spoke with receptionist.
San Diego East County Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Stephanie. If we have a flyer, they can forward to event coordinator who will share in their newsletter. Email sent. Called 6/28/24, spoke with Pearl, requested email be resent to admin email.
San Diego Equality Business Association (SDEBA) *formerly Greater San Diego Business Association*	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
San Diego National Organization of Minority Architects	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24.
San Diego National Society of Black Engineers	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, received a "couldn't complete the call" message, tried to connect to the number multiple times. Called 6/28/24, received a "couldn't complete the call" message, tried to connect to the number multiple times.
San Diego Regional Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
San Diego Women's Transportation Seminar (WTS)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, went to a completely different number for an engineering firm. Called 6/28/24, went to a completely different number for an engineering firm.
San Ysidro Chamber of Commerce	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, received a "number is disconnected or no longer in service" message. Called 6/28/24 received a "number is disconnected or no longer in service" message.

Organization	Contact Efforts
Small Business Development Center- Imperial Valley	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24, spoke with receptionist, asked that we forward email again and she will pass on to her boss.
Small Business Development Center- North San Diego	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, spoke with Amy, requested an email be sent to centerinfo@miracosta.edu. Amy said she will forward to the Director to send to DBE businesses. Email sent. 6/28/24: called and left a message
Small Business Development Center- South San Diego	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
Society of Hispanic Professional Engineering (SHPE)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and left a message. Called 6/28/24 and left a message.
South County Economic Development Corporation (EDC)	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24 and spoke with Jasmine. Jasmine will forward message on to the person responsible for registering for these events and they will be in touch about attendance. Called 6/28/24 and left a message.
University Heights Community Development Corporation	Sent e-blasts on 5/14/24, 5/16/24, 5/20/24, 5/22/24, 5/24/24, 5/28/24, 6/17/24, 6/20/24, 6/25/24, 6/27/24, 7/2/24, and 7/9/24. Called 5/20/24, said to call back in the afternoon. Called back, requested an email be sent to uhcdc@netzero.net. Email sent. Called 6/28/24: spoke with receptionist. Note: receptionist does not seem receptive to these phone calls, little to no interest in hearing the information and hangs up quickly

ATTACHMENT 5: DIRECT EMAIL

From: PlanetBids <CustomerCare@planetbids.com>
Sent: Friday, May 24, 2024 10:47 AM
To:
Subject: MTS's Proposed DBE Overall Goal of 3.1% for FFY25-27 - Feedback Requested - Raffle Prizes Available!

This is an automated email notification. Please do not reply.

Dear

The San Diego Metropolitan Transit System (MTS) is proposing a Disadvantaged Business Enterprise (DBE) overall goal of 3.1% for its federally funded contracts awarded in the next 3 federal fiscal years.

We need your help to ensure we are setting an appropriate DBE overall goal for MTS's contracting opportunities and that we are informed on the experiences of DBEs and small businesses trying to win contracts.

Can you please help by completing this short online survey? As an incentive, if you respond to the survey by June 13, 2024, MTS will enter you into a raffle to win one of three (3) prizes! The MTS marketing team has some cool prizes to give away!

In addition to the survey, MTS is hosting a webinar on May 29, 2024 at 10am-11am to discuss MTS's DBE Overall Goal Methodology. If interested in attending, click here to register.

Thank you in advance for your help. For any questions, please email DBEProgram@sdmts.com.

Thank you,
San Diego Metropolitan Transit System

The San Diego Metropolitan Transit System (MTS) is proposing a Disadvantaged Business Enterprise (DBE) overall goal of 3.1% for its federally funded contracts awarded in the next 3 federal fiscal years.

We need your help to ensure we are setting an appropriate DBE overall goal for MTS's contracting opportunities and that we are informed on the experiences of DBEs and small businesses trying to win contracts.

You can help! Please complete this SHORT ONLINE SURVEY.

Scan for survey

Take the survey by June 13, 2024, and you will be entered into a raffle to win one of three (3) prizes!

In addition to the survey, MTS is hosting a webinar on May 29, 2024 at 10am-11am to discuss MTS's DBE Overall Goal Methodology. If interested in attending, click here to register.

Thank you in advance for your help. For any questions, please email DBEProgram@sdmts.com.

ATTACHMENT 6: WEBINAR PRESENTATION

FTA Overall DBE Goal-Setting Methodology

Federal Fiscal Years 2025-2027

Public Comment Webinar
May 29, 2024

1

1

Introduction

Title 49 CFR Part 26

- DBE regulations require triennial goal

Triennial Period

- Federal Fiscal Years 2025-2027
- October 1, 2024 - September 30, 2027

- MARKET AREA
- ANTICIPATED PROJECTS
- CATEGORIZATION OF WORK
- DBE BASE FIGURE
- ADJUSTMENTS

2

2

Market Area

San Diego County

- where large majority of contracting dollars are expended
- where a substantial number of contractors and subcontractors are located

3

3

Anticipated FTA-Assisted Projects
FFY 2025-2027

- 115Re Head Hardened Steel Rail
- 50- and 80-Gallon Parts Cleaner Services
- Air Pollution Control District (APCD) and Underground Storage Tank (UST) Annual Inspections- Bus Facilities
- Building and Facilities Related Minor Repair Services
- Bus Engine In-Frame Overhaul
- Bus Repair Parts (inventory excluded)
- Civil Related Minor Repair Services
- Clarifier Waste Services / 1000Lb Carbon Canister Services
- Crane Inspections & As-Needed Repair Services- Trolley
- Crane Preparation for Test
- Cylinder Rental and Gas Refill Services - Transit & Trolley
- Elevator and Escalator Maintenance & Repair Services
- Emergency Beehive Removal - Facilities and Maintenance of Way (MOW)
- Fire Alarm Monitoring Services
- Fire and Safety Monitoring & Maintenance at San Diego State University (SDSU)
- Fire Extinguisher Maintenance Services
- Fixed Route Bus Services
- Fleet and Ancillary Equipment Inspections, Maintenance and Repair Services- Trolley
- Generator Maintenance and Service- Bus Facilities
- Hi-Rail Vacuum Services
- Homeless Encampment Cleanup Services
- Interior Bus Cleaning Services
- Light Rail Vehicle (LRV) Accident and Vandalism Repair Services
- LRV Brake Overhaul
- LRV Lifts Maintenance Services
- LRV On Board Vehicle Surveillance System (OBVSS) Services
- LRV Repair Parts (inventory excluded)
- Minibus & Americans with Disabilities Act (ADA) Complementary Paratransit Fixed Route Services
- On-Call Electrical Repair Services
- On-Call Heating, Ventilation and Air Conditioning (HVAC) Preventative Maintenance Services
- On-Call Plumbing Repair Services
- Paint Gun Cleaning Services
- Pest Control Services
- Portable Toilet Services
- Power Washing Services- Bus Facilities
- Radio Communications Maintenance Support Services
- Rail Car Training
- Rail Maintenance Including Rail Grinding Services
- Rail Ties
- Rail Welding Services
- Railroad Related Minor Repair Services
- Security for Revenue Department
- Shop Tool Calibration Services
- Shop Tools / Supplies (inventory excluded)
- Tire Repairs- Facilities, Wayside and Track
- Towing Services
- Track Repair Parts (inventory excluded)
- Trash Disposal, Green Waste & Recycling Services
- Trash Receptacles
- Ultrasonic Rail Testing Services
- Uniform, Shop Materials Rentals
- Weed Abatement Services
- Wheel Lathe Maintenance Services

4

Anticipated FTA-Assisted Projects
FFY 2025-2027

PROJECT NAME	EST. TOTAL PROJECT COST	EST. FTA $ SHARE	EST. FTA % SHARE
115Re Head Hardened Steel Rail	$754,615	$603,692	80%
50- and 80-Gallon Parts Cleaner Services	$48,360	$38,688	80%
Air Pollution Control District (APCD) and Underground Storage Tank (UST) Annual Inspections- Bus Facilities	$8,798	$7,039	80%
Building and Facilities Related Minor Repair Services	$1,860,264	$1,488,211	80%
Bus Engine In-Frame Overhaul	$4,755,920	$3,804,736	80%
Bus Repair Parts (inventory excluded)	$939,987	$751,990	80%
Civil Related Minor Repair Services	$4,221,444	$3,377,155	80%
Clarifier Waste Services / 1000Lb Carbon Canister Services	$408,091	$326,473	80%
Crane Inspections & As-Needed Repair Services- Trolley	$96,509	$77,207	80%
Crane Preparation for Test	$41,038	$32,831	80%
Other Projects*	$320,628,848	$70,357,196	22%
Total	$333,763,873	$80,865,221	24%

*Please see Table 1 of the Goal-Setting Methodology for the full list of projects.

5

5

Categorization of Work

PROJECT NAME	NAICS	NAICS TITLE	EST. FTA SHARE
115Re Head Hardened Steel Rail	331110	Iron and steel mills and ferroalloy manufacturing	$603,692
50- and 80-Gallon Parts Cleaner Services	561790	Other services to buildings and dwellings	$38,688
Air Pollution Control District (APCD) and Underground Storage Tank (UST) Annual Inspections- Bus Facilities	541990	All other professional, scientific, and technical services	$7,039
Building and Facilities Related Minor Repair Services	236220	Commercial and institutional building construction	$1,488,211
Bus Engine In-Frame Overhaul	811111	General automotive repair	$3,804,736
Bus Repair Parts (inventory excluded)	811111	General automotive repair	$751,990
Civil Related Minor Repair Services	237990	Other heavy and civil engineering construction	$3,377,155
Clarifier Waste Services / 1000Lb Carbon Canister Services	488210	Support Activities for Rail Transportation	$326,473
Crane Inspections & As-Needed Repair Services- Trolley	488210	Support Activities for Rail Transportation	$77,207
Crane Preparation for Test	611519	Other technical and trade schools	$32,831
Other Projects*	Various	Various	$70,357,196
			$80,865,221

*Please see Table 2 of the Goal-Setting Methodology for the full list of projects.

6

NAICS Weighting

NAICS CODE	CATEGORY OF WORK	NAICS WEIGHT
236220	Commercial and institutional building construction	1.84%
237990	Other heavy and civil engineering construction	5.06%
238210	Electrical contractors and other wiring installation contractors	0.89%
238220	Plumbing, heating, and air-conditioning contractors	0.67%
238290	Other building equipment contractors	3.43%
331110	Iron and steel mills and ferroalloy manufacturing	0.75%
336510	Railroad rolling stock manufacturing	6.87%
423130	Tire and tube merchant wholesalers	0.05%
423710	Hardware merchant wholesalers	0.58%
423850	Service establishment equipment and supplies merchant wholesalers	0.80%
423990	Other miscellaneous durable goods merchant wholesalers	0.83%
424720	Petroleum and petroleum products merchant wholesalers (except bulk stations and terminals)	0.05%
485113	Bus and other motor vehicle transit systems	29.64%
485991	Special needs transportation	16.35%

NAICS CODE	CATEGORY OF WORK	NAICS WEIGHT
488490	Other support activities for road transportation	0.35%
541990	All other professional, scientific, and technical services	0.01%
561612	Security guards and patrol services	0.24%
561621	Security systems services (except locksmiths)	0.93%
561710	Exterminating and pest control services	0.25%
561720	Janitorial services	2.05%
561730	Landscaping services	0.40%
561790	Other services to buildings and dwellings	0.09%
562111	Solid waste collection	0.60%
562991	Septic tank and related services	0.34%
611519	Other technical and trade schools	0.04%
811111	General automotive repair	5.63%
811219	Other electronic and precision equipment repair and maintenance	0.06%
811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	0.31%

7

Base Figure

NAICS CODE	NAICS TITLE	DBES	ALL FIRMS	REL. AVAIL. (DBEs ÷ All Firms)	NAICS WEIGHT	WEIGHTED RATIO (Rel. Avail. x NAICS %)
236220	Commercial and institutional building construction	19	429	4.43%	4.43%	0.08%
237990	Other heavy and civil engineering construction	18	30	60.00%	60.00%	3.04%
238210	Electrical contractors and other wiring installation contractors	17	835	2.04%	2.04%	0.02%
238220	Plumbing, heating, and air-conditioning contractors	9	1001	0.90%	0.90%	0.01%
238290	Other building equipment contractors	2	59	3.39%	3.39%	0.12%
331110	Iron and steel mills and ferroalloy manufacturing	0	5	0.00%	0.00%	0.00%
336510	Railroad rolling stock manufacturing	0	0	0.00%	0.00%	0.00%
423130	Tire and tube merchant wholesalers	0	8	0.00%	0.00%	0.00%
423710	Hardware merchant wholesalers	1	58	1.72%	1.72%	0.01%
423850	Service establishment equipment and supplies merchant wholesalers	1	49	2.04%	2.04%	0.02%
Other	Other	21	4171	38.96%	38.96%	0.66%
	Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)					3.95%

*Please see Tables 4 and 5 of the Goal-Setting Methodology for the full list of NAICS codes.

8

Adjustments to the Base Figure

Past Performance

FFY	FTA DBE GOAL %	FTA DBE ATTAINMENT %
FFY 2019	2.90%	23.22%
FFY 2020	2.90%	0.16%
FFY 2021	2.90%	0.05%
FFY 2022	6.30%	2.21%
FFY 2023	6.30%	37.19%
Median DBE Attainment		2.21%

Adjustment

Base Figure	3.95%
Median DBE Attainment	2.21%
Adjusted Base Figure	3.08%

9

9

Adjustments to the Base Figure

Disparity Studies

- SANDAG 2019 study
- Caltrans 2022 study
- NCTD 2022 study

Other Available Evidence

10

10

GTO

MTS Overall Triennial DBE Goal

3.1%

FFY 2025-2027

Next Steps:

- Receive Comments Thru 6/12
- Analyze Responses
- Revise Goal, as needed
- Finalize Goal
- Submit Final Goal to FTA

11

11

Questions?

- Are you aware of or have you experienced any specific barriers toward DBEs in competing for federally funded contracts?
- Has your firm experienced discrimination in the process for competing for government contracts?
- Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?
- Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

12

Survey

You can help! Please complete this SHORT ONLINE SURVEY.

Scan for survey

Take the survey by June 13, 2024, and you will be entered into a raffle to win one of three (3) prizes!

https://sdmts.sjc1.qualtrics.com/jfe/form/SV_2c3OSEHp4Adrchw

13

Metropolitan Transit System

Thank You

DBELO
619.557.4539
DBEProgram@sdmts.com
https://www.sdmts.com/

14

ATTACHMENT 7: COMMENTS RECEIVED

Similar comments have been combined and/or edited to reduce duplicate responses. Where possible, comments that included multiple topics have been broken out in order to provide more direct responses.

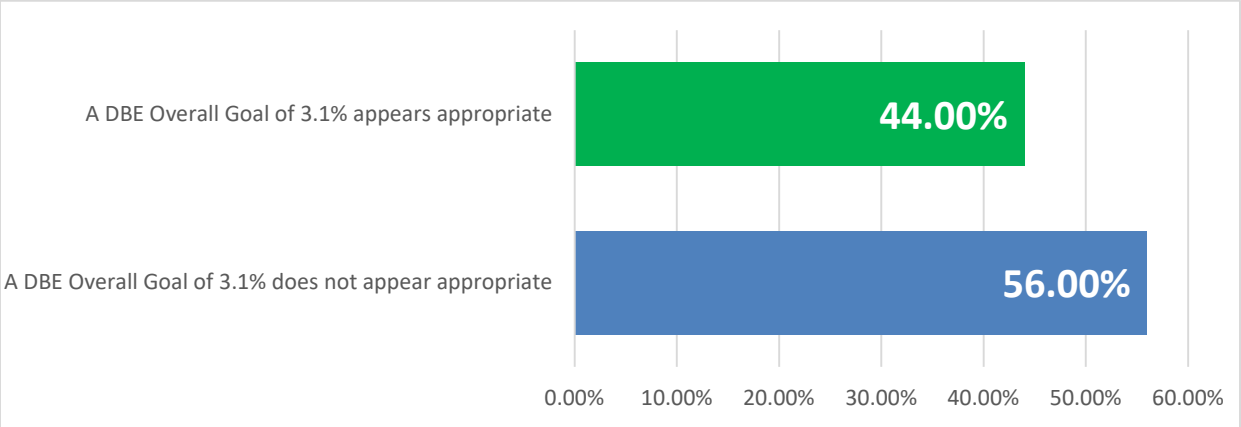
Question/Comment	Response
When you were doing adjustments to the base and looking at other studies, you limited to the market area, why not look at other market areas like LA metro, etc. and compare against their goals?	MTS reviewed disparity studies for agencies within similar markets and with similar projects. LA metro has a very large program that has a different market area and the projects they let are generally different than what MTS lets.
The list of FTA anticipated projects has no projects related to IT, marketing, etc. Is there a reason why? Are there any projects coming up for a painter or muralist. Also trying to obtain a DBE, any resources in getting help to file that paperwork? I am a certified small business and my focus is GIS. Met several times with MTS rep. at networking events and asked how to find out people who will use the services. Who is the person to contact to get use for the company. How to find any opportunities for GIS projects. Provide supply materials for construction, etc. if anyone is interested they can send their information, they will share theirs in the chat.	MTS uses FTA funding for specific projects. There may not be any identified IT or marketing projects with FTA funding, however there may be some with other funding. MTS currently has an RFP posted on the website for a muralist. Please register on our website to be included in our vendor database and notified of upcoming opportunities of interest to you. For resources and assistance with DBE certification, MTS recommends businesses reach out to the North County Small Business Development Center.
You used the bidder lists from past projects-don't believe that meets the federal requirements for goal settings. Need to use CUCP database. Don't use search box for county, this will restrict by mailing address of DBE businesses that are certified. Need to factor in the disparity in the number of businesses that come up in the search on CUCP website when doing goal-setting MTS goal should be similar to Caltrans District 11 goal.	MTS uses one of the recommended goal setting methods listed in 49 CFR Part 26 which includes DBEs from the CUCP database and all firms from U.S. Census data. MTS does not use the bidders list for establishing the base figure. MTS only used the bidder list to determine its geographic market area. The triennial DBE goal methodology is significantly different from the methodology Caltrans has established for setting contract goal, which uses Caltrans defined Work Category Codes, all DBEs willing to work in an area, and applies a 100% DBE factor.
Have you tried doing set asides for small businesses? If MTS has, they haven't been doing a good job of telling small businesses about it/advertising it. Have you considered any requirements for local small businesses? I'm seeing a lot where things are restricted to local SDBEs.	MTS has recently adopted a small business set-aside program and MTS looks forward to implementing on future appropriate projects. Since a DBE must also be a small business, a DBE firm can also participate on a small business set-aside.
Businesses are having problems getting DBE credited, competing with companies that are bigger/have been around longer. It's hard to get contracts or even bid on the work.	MTS is not a certifying agency and cannot advise on certification issues. We recommend contacting a certifying agency (for example, LA Metro or the City of Los Angeles). MTS procurements are open to all qualified bidders and proposers.

Are the goals MTS is setting going to be mandatory goals? My firm was used as a subcontractor because of the certification but wasn't given any actual work, just used for recruitment. Some percentage of the goals need to be mandatory, doesn't matter how high the goal is because if they are just voluntary they will get 0% of the work. We were replaced by a different DBE when they asked the contractor for actual work. It's frustrating that we have to do a lot to be certified and then can be easily replaced. An MTS officer told the prime company that it wasn't necessary to work with the DBE in front of them. Voluntary goals might as well not be goals, a lot of prime contractors use that just to take them out of the competition. If you're going to set a voluntary goal, might as well not set a goal.	The proposed overall goal is the percentage of work MTS anticipates being performed by certified DBEs on FTA-assisted projects. It is an aspirational goal. MTS follows the DBE regulations in 49 CFR Part 26 and operates a strictly race-neutral DBE program which does not allow for contract specific DBE goals. MTS does not condone switching list DBEs after award. Please reach out to the MTS DBELO for any instances where a DBE has been replaced on a project.
Have had a lot of challenges in establishing a relationship with MTS. It has been very difficult, but we are grateful that MTS is looking at this and looking to improve DBE activity in the region. LA Metro does a great job with their SBDE and DBE program, would encourage MTS to look at them for an example. They are very progressive. Sees a lot of traditional business activity with MTS, very difficult to introduce progressive business initiatives. Incorporate similar outreach like LA Metro and OCTA do, their outreach events have been very helpful since small/DBE businesses don't always have the resources to research these opportunities. Events like this town hall are helpful. If they want to establish a relationship does MTS have an internal advocate we can reach out to?	MTS attends networking events to engage with potential primes and subs. The MTS DBELO is available to provide references for resources for businesses.
I am not a DBE, but I am a small business. Can I still able to apply for these bids without the DBE as the primary contractor?	Yes, MTS procurements are open to all qualified bidders. We still highly encourage DBE certification.
As a DBE, they really appreciate us putting this together, shows we're listening and putting in an effort. Thank you and looking forward to future opportunities	MTS looks forward to continuing our outreach efforts.
When bids are posted, is there anywhere to know what the range for the budget is so they know how to accurately price it out?	MTS does not generally post MTS's cost estimate for projects when posting its procurements. MTS may do so for construction projects. However, MTS can provide information on current contract costs for similar projects or services that, upon request.

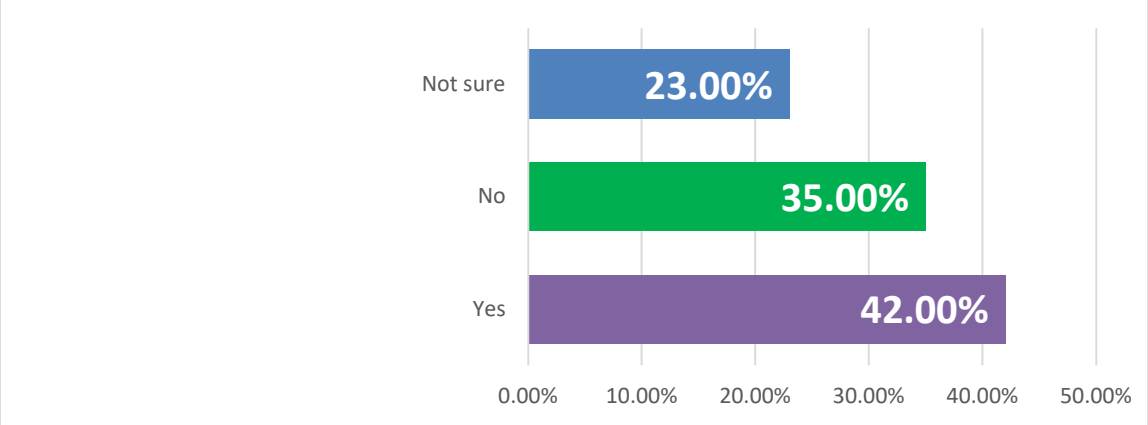
ATTACHMENT 8: SUMMARY OF SURVEY RESULTS

MTS received 292 responses to the survey. Many of the answers to questions were similar and we have summarized the responses to the questions related to the DBE goal and overall methodology. Similar comments have been combined and/or edited to reduce duplicate responses. Where possible, comments that included multiple topics have been broken out in order to provide more direct responses.

MTS has reviewed what federal funded contracts we will award in the next three years. Based on available DBEs in the San Diego market (some projects have limited or no DBEs available), compared to all firms in the San Diego market and reviewing past DBE participation rates, MTS' Overall Triennial DBE Goal for FY 2025-2027 came to 3.1%. (For reference, please review the list of MTS projects.) Based on the above, please select one of the following options:



Have you experienced any specific barriers toward DBEs in competing for federally funded contracts?



What specific barriers have you experienced.

COMMENT RECEIVED	MTS RESPONSE
The DBE goal is too low.	The MTS triennial DBE goal is based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on MTS's DOT-assisted contracts, per 49 CFR, Part 26.45.
Many contracts don't have DBE goals or contract goals are too low. Primes only perform Good Faith Efforts to meet the goal. Prime use us to get the contract by meeting the goal and then do the work themselves.	MTS operates a strict race-neutral DBE program in compliance with 49 CFR Part 26 and U.S. DOT guidance following case law, such as *Western States,* and is not able to set DBE goals on contracts under this type of program.
Contracts are too big for small businesses to take on. We are continually outbid by larger companies who can offer lower pricing. Too many bids are still being awarded based off low bid not best value. This creates a drastic advantage to companies who already have reserves and resources in place as they can absorb and operate within thinner margins.	MTS has numerous projects that are of a size that DBEs and small businesses can perform as primes. For example, the majority of MTS's federally funded contracts are less than $5,000 (e.g., misc. repairs/parts for buses and vehicles). MTS uses many different procurement methods, such as request for proposals (RFP). RFPs look at many factors, not just price, and award contracts based on best value. RFPs are used generally for many of our professional service type contracts.
Lack of information and notice given to small businesses to bid on projects.	MTS assists DBEs by performing outreach to notify them of opportunities, attending events and providing information to DBEs, hosting a virtual outreach event for small businesses, and promoting teaming opportunities. MTS also refers DBEs to organizations that provide technical assistance. MTS utilizes PlanetBids for procurements and encourages all prospective prime and sub bidders to register with PlanetBids to be aware of bid opportunities. MTS encourages potential DBEs to seek DBE certification which will increase the number of available DBEs.

COMMENT RECEIVED	MTS RESPONSE
Lack of resources and availability to go after as a prime. Bonding larger projects.	MTS provides assistance in overcoming limitations such as inability to obtain bonding or financing by referring the DBE and Small Business contracting community to the SBA Bonding Assistance Program and SBA loan program. Also, MTS generally limits its bond requirements to only construction projects, per state and federal law.
MTS interaction has only been through PlanetBids and other portals. Have yet to see affiliation with organizations like NMSDC or a large outreach to MBEs. There has been zero outreach to DBE community from MTS to invite DBE's women owned small business for opportunities bids. Primes don't want to use DBEs or use the same DBEs every time.	In addition to its use of PlanetBids, notice on its website and contracts regarding MTS aim for more DBE and SB firms to participate on MTS's contracts, MTS participates in outreach events hosted by other agencies in the region, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS encourages primes to utilize DBEs and to engage new DBEs on projects.
DBEs struggle to get work.	MTS actively promotes Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses. MTS provides resources for small business technical assistance by referring interested firms to the Caltrans Office of Civil Rights and the North County Small Business Development Center and other organizations that also provide training on how to do business with public agencies.
Insurance minimums are too high.	On a case-by-case basis, MTS will review requests for a reduction in insurance requirements and changes to worker's compensation requirements.
Unable to prequalify to bid certain projects due to not meeting requirements for past completed projects.	On a case-by-case basis, MTS will review requests to re-evaluate its minimum agency experience requirements on its procurements.
Lack of a project labor agreements have diminished the chances of working with the contractor.	MTS does utilize project labor agreements on construction projects estimated to be $1,000,000 or more.

COMMENT RECEIVED	MTS RESPONSE
Takes too long for SB/DBE to get paid.	The DBE program requires primes to pay their subs within 30 days of receiving payment from MTS. California Public Contract Code requires payment in a shorter time period of 7 days for public work contracts.
DBE Fraud. Companies that don't provide the actual service, they simply are a DBE. The DBE subcontracts the work to another vendor and gets paid for doing nothing, except securing the contract.	MTS takes DBE fraud seriously and reports all such instance to U.S. DOT.
I am not a DBE and consider it unfair that selection for projects are based on a nationality or race and not merit.	As a recipient of U.S.DOT FTA funding, MTS must comply with the DBE regulation in 49 CFR Part 26. MTS does not utilize contract specific DBE goals. MTS is interested to work with both DBE and SB firms on its contracting opportunities. Please note, DBE firm means a certified firm with a majority owner that is either a women or minority. SB firm means a small business firm, without regard to the majority owner's gender or race.
We see very few Small, micro small, and MBE set asides.	MTS has recently adopted a small business set-aside and looks forward to implementing on more projects in the future.

What are your recommendations for outreach to increase small and disadvantaged business participation?

COMMENT	RESPONSE
Increase the DBE goal requirements percentages. Make the goals mandatory. Remove goals and make DBE bid percentages a requirement. Mandate most solicitations to utilize 25% DBE or SBE companies as part of their proposal. Make sure that contractors are meeting the participation goals by providing documents to ensure that they are playing by the rules.	MTS operates a strict race-neutral DBE program in compliance with 49 CFR Part 26 and U.S. DOT guidance following case law such as *Western States.* When operating a strict race-neutral DBE program, there are no DBE specific goals set on contracts. MTS utilizes an aspirational goal and through various outreach measures to DBE and SB firms, aims to increase participation with DBEs and SBs. MTS's aspirational goal was developed in accordance with DOT DBE Regulations based on the type of projects MTS plans to award with federal funds and how many DBEs are available to perform that type of work compared to the total number firms that can perform that type of firm in MTS's geographic market area of San Diego. Initially MTS's proposed goal was 3.1% but after

COMMENT	RESPONSE
	identifying additional projects to include in our analysis, specifically some relating to construction services which does generally have more DBE firms available, the new proposal goal is 5.6%.
Specific contracts for SBE/DBE as prime contractors. Have DBE set-asides.	MTS is prohibited from using DBE set-asides or quotas on U.S. DOT assisted contracts per 49 CFR Part 26.43. However, MTS has adopted a small business set-aside. Since a DBE must also be a small business, a DBE firm can participate on a small business set-aside. MTS looks forward to implementing in future appropriate projects.
Compile a list of licensed DBE contractors who can provide valuable services and are pre-qualified to work on MTS projects. Build a comprehensive database/directory of certified small and disadvantaged businesses that can be easily accessed by procurement staff.	MTS has a link to the California Unified Certification Program DBE database on their website.
Do not allow fake "good faith" efforts. Primes should have to provide signed documentation of their outreach to DBEs.	Good faith efforts are applicable to projects with contract specific goals. MTS does not set goals on contracts as MTS utilizes a strict race-neutral DBE program.
Add DBE/SBE Participation to the evaluation of RFP/Qs and grant more points to those working with DBEs/SBEs.	MTS does not set goals on contracts as MTS utilizes a strict race-neutral DBE program. MTS uses many different procurement methods, such as request for proposals (RFP). RFPs look at many factors, not just price, and award contracts based on best value. RFPs are used generally for many of our professional service type contracts.
Streamline the DBE application procedures to make it easier for small businesses to participate.	DBE certification is managed by the California Unified Certification Program and includes federally mandated requirements. There are organizations that offer technical assistance to firms on how to process applications for DBE certification, such as the North County Small Business Development Center.
Need to increase informal contracts under a certain $ amount, which can be awarded to small businesses. Cut up the contracts into small pieces and allow the small businesses to bid on the contracts themselves.	MTS has numerous projects that are of a size that DBEs and small businesses can perform as primes. For example, the majority of MTS's federally funded contracts are less than $5,000 (e.g., misc. repairs/parts for buses and vehicles). MTS uses many different procurement methods, such as request for proposals (RFP). RFPs look at

COMMENT	RESPONSE
	many factors, not just price, and award contracts based on best value. RFPs are used generally for many of our professional service type contracts.
Conduct targeted marketing and advertising campaigns specifically aimed at small and disadvantaged business communities. Include advertising in local minority newspapers/media outlets, attending community events and trade fairs, and leveraging networks like minority chambers of commerce. Advertising in the weekly AGC Good Faith Publication. Host outreach events and workshops to educate these businesses on contracting opportunities, bidding processes, certification requirements, etc. Provide training on topics like responding to RFPs.	MTS assists DBEs by performing outreach to notify them of opportunities, attending events and providing information to DBEs, hosting a virtual outreach event for small businesses, and promoting teaming opportunities. MTS also refers DBEs to organizations that provide technical assistance. MTS utilizes PlanetBids for procurements and encourages all prospective prime and sub bidders to register with PlanetBids to be aware of bid opportunities and to join the MTS Bidders List. Links for both are included on the MTS webpage.
Offer free workshops on how to bid for contracts and meet eligibility requirements. Educating the contractors more on the importance of using DBE's, how to utilize the DBEs, and how to select DBE companies, and paperwork required by contractors and the importance.	MTS participates in outreach events hosted by other agencies in the region, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS encourages primes to utilize DBEs and to engage new DBEs on projects, through its solicitations, contracting language, and outreach efforts.
Assign dedicated staff or office to conduct outreach, provide ombudsman services, and advocate for these businesses.	MTS actively promotes Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses. Staff within MTS's Procurement Department has the responsibility to attend outreach events. MTS provides resources for small business technical assistance by referring interested firms to the Caltrans Office of Civil Rights and the North County Small Business Development Center and other organizations that also provide training on how to do business with public agencies.

COMMENT	RESPONSE
If Small Business knew they would be paid in a timely manner, they would want to participate in all projects.	The DBE program requires primes to pay their subs within 30 days of receiving payment from MTS. California Public Contract Code requires payment in a shorter time period (7 days for public work projects). MTS also aims to timely process and pay all undisputed invoices from its contractors to ensure prompt payment occurs for small businesses / subcontractors.
After we submit a subcontracting bid, it would significantly help if we received feedback on why not selected. So future bids we can make adjustments or refine proposal/SOW. When a DBE supplier wins your bid, reach out to them to correct anything instead of cancelling and going back out to bid	MTS can provide a debrief to provide feedback on prime bids/proposals that were unsuccessful upon request. Please note, per MTS's procurement policies and procedures, MTS does not generally allow bidders to change their proposal or bid after proposal or bid submittal deadline to ensure a fair and competitive process for all bidders and proposers.
The DBE program is outdated by not including DVBE participation to those that made a decision to join the military. DBE has become a catalyst for discrimination based on race.	As a recipient of U.S.DOT FTA funding, MTS must comply with the DBE regulation in 49 CFR Part 26. Any feedback about the DOT DBE regulations can be directed to: Department of Transportation, Departmental Office of Civil Rights, 1200 New Jersey Ave, S.E., Washington, DC 20590.
Establish a mentor-protégé program that pairs experienced businesses with smaller disadvantaged firms to transfer knowledge and build capacity.	MTS refers interested parties to the Calmentor program through Caltrans.
Streamline the bidding process.	MTS is always open to suggestions on how to improve our bidding process. Please direct feedback to: DBEProgram@sdmts.com.

Any other thoughts or concerns related to MTS 3.1% DBE goal?[20]

COMMENT RECEIVED	MTS RESPONSE
MTS has to lean on primes to exceed this goal, otherwise primes will not bother. You set the goal and then make it hard for the primes to meet it. The primes try but you are the barrier.	MTS operates a strict race-neutral DBE program in compliance with 49 CFR Part 26 and U.S. DOT guidance following Western States and as such, is does not set DBE specific goals on contracts. MTS aims to meet and exceed its DBE overall goal during the triennial period. MTS will monitor

[20] Any comments received that were similar to those made in response to previous questions have been excluded from this section to reduce duplicative responses.

	annually its achievements towards its triennial overall DBE goal and develop a corrective action plan as necessary.
Match the goal to what other agency's have (e.g., the US DOT goal is 10%. Since it's federal funds, match the federal goal) 3.1% goal is low, should be higher (e.g. 5%).	The MTS triennial DBE goal is based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on MTS's DOT-assisted contracts, per 49 CFR, Part 26.45. It would not be appropriate to use the US DOT Goal as MTS's goal. The MTS goal is different than the goals of other agencies because the relative availability of DBEs in the types of work anticipated to be awarded on MTS's FTA-assisted contracts over the triennial period are different for each agency. MTS is required to conduct a thorough analysis of what types of federally funded contract MTS specifically plans to award in the next three years and how many DBEs are available to perform that future work. Please not, MTS's initial proposed overall DBE goal was 3.1% but after identifying additional projects that MTS anticipates awarding in the next 3 years that will be federally funded, MTS's goal methodology was recalculated, and it is now 5.6%.
What are the ramifications if the number isn't met?	Per 49 CFR Part 26.47, if MTS does not meet the overall triennial goal based on awards and commitments shown on the Uniform Report at the end of any federal fiscal year, MTS is required to analyze the reasons for the shortfall and establish steps and milestones (i.e. corrective action plan) to meet the goal in the new federal fiscal year.
Have a SB goal, not just a DBE goal.	Twice a year, MTS includes an agenda item for the MTS Board of Directors Meeting regarding data on MTS's achievement toward meeting its DBE Overall Goal. Although MTS does not currently have an established SB specifical goal, MTS also includes information on MTS achievements toward awarding contracts to small businesses, minority owned businesses, women owned businesses, LGBT owned businesses, persons with disabilities owned businesses, and disabled veteran business enterprises. All Board of Director Meeting Agendas can be viewed here: https://www.sdmts.com/about-mts-meetings-and-agendas/boardmeetings.

ATTACHMENT 12: SURVEY RESPONSES

MTS has reviewed what federal funded contracts we will award in the next three years. Based on available DBEs in the San Diego market (some projects have limited or no DBEs available), compared to all firms in the San Diego market and reviewing past DBE participation rates, MTS' Overall Triennial DBE Goal for FY 2025-2027 came to 3.1%. (For reference, please review the list of MTS projects.) Based on the above, please select one of the following options:

- 132 selected: A DBE Overall Goal of 3.1% appears appropriate
- 165 selected: A DBE Overall Goal of 3.1% does not appear appropriate

Have you experienced any specific barriers toward DBEs in competing for federally funded contracts?

- 122 selected: Yes
- 103 selected: No
- 67 selected: Not sure

Please explain any barriers you've experienced in competing for federally funded contracts.

- We have very specific trade talent needed, and there is not a source for sub-contractors for what we do. So impossible for use to hire, or sub-contract for DBE.
  The manufactures for what we use on MTS projects have no DBE possibilities.
  So no possibilities for labor, or materials. So that is a frustration for us.
- A major barrier exists in the contracting mechanisms and subcontracting approaches used by prime contractors to pay their DBE subcontractors, which includes "paid when paid" clauses. Although the prime contractor may meet federal or state requirements for quick payment (e.g., within 7 days of being paid), this does not prevent them from sitting on subcontractor invoices for weeks or months before submitting them for payment to the agency client. Likewise, when agencies use deliverable-based contracts with a prime contractor, and subcontractors contribute to only part of that deliverable, then the subcontractor may have to wait (sometimes also weeks or months) for the prime contractor to submit the parent deliverable. Then the sub must wait again until the agency pays the Prime to get paid. This is not sustainable. It's no wonder that MTS couldn't find DBE's that may meet their various needs - it is difficult for DBE's to stay in business under these conditions. So, setting DBE goals in terms of a blanket contract percentage isn't the best approach for the DBE - changes should be made such that agencies and primes are credited for the work they provide their DBE subcontractor partners, with a floor (or minimum) goal set on a project by project basis. 3.1% may be acceptable for a multi-million dollar project - but considering the long pay cycles, this low percentage does not encourage DBE participation on smaller contracts, as the risk is too high.

  So, what's the solution... I would love to see some changes in contracting requirements from agencies to prime contractors; perhaps in the RFP process, agencies may request that prime contractors to create discrete deliverables within a project for their DBE subcontractors, so those deliverables can be submitted for payment to the agency sooner and subcontractors can get paid sooner; or perhaps agencies could accept invoices for progress from prime contractors for their DBE subcontractors. Progress payments would go a long way toward helping DBE's stay afloat, especially during longer duration contracts. I would love to explore more ideas here and brainstorm with other DBE's on their experiences.

Lastly, prime contractors tend to choose DBE's to meet only the minimum DBE requirement, when more often than not, DBE firms would prefer to be full partners and provide complimentary services that help them sustain or grow their business within their chosen domains of expertise.

- Agencies often prefer to purchase certain items through GWACs/contract vehicles that are hard for small businesses to participate in
- Although our company is on pre-approved list of contractors, we never have received an opportunity to bid on projects. Over years, or decades for some public entities.
- As a DBE, our firm is highly sought after by large Primes to fulfill stated DBE requirements. However, once a project is awarded, most large Primes take the lion's share of work from themselves and exclude our participation. It is unfair of us to put in the work for them to win the contract and not be allowed to benefit from that work.
- As a DBE, you can't compete directly with the large firms and large firms are often only interested in having subcontractor to meet a DBE goal. A low DBE goal means bare minimum involvement by the local small business community.
- As a newer company, being skipped over for not as many contracts. I have seen other companies awarded who had higher pricing but more contracts.
- As DBE most of the times we need a "Prime" contractor, because we don't have enough resources to cover big projects, for example IT Projects, and we can't respond to the bid as Prime. However, as "sub" there is not a way to communicate with a Prime. Even when we reach out, we get no answers. We should have a process where the smaller DBE "subcontractors" can bid on a subset of the project or being able to be visible to communicate to the prime, *before* the response is given.
- Awareness by prime contractors of my firm's expertise and experience.
  Restrictions to the DBE % fee despite the value offered
  Capability of priming contracts but not having a set aside for DBEs
- Because I am in the IT industry the majority of the work goes through primes and the primes do not take on new subs.
- Bonding larger projects.
- choice of primes to incorporate subs into project scope fully
- Competition
- Competitors rates.
- contract negotiation. initial start of the RFP, certification
- contracts are typically awarded to the same DBE in each type of classification
- DBE Contractors need to be prioritized more. The requirement allows contractors to get away with just asking for bids but not always using a DBE contractor.
- DBE goals are being met through only no or low risk company's such as a paper shredder, janitorial serves, trucking company, supplier, landscaper, etc. There is little to no opportunity for technology companies where risk is involved. Also, MTS specifically "sole sources" their digital signage and restricts open and fair competition,
- DBE goals are too low to reflect the demographics of San Diego. Not enough opportunities. Passed over for opportunities.
- DBE participation is not appropriate based on the services requested, particularly in drug testing, very specialized field for SAMHSA certified lab.
- DBE participation tends to lean on few subs verses multiple subs on each project creating an unfair advantage

- DBE's are generally small businesses. It takes a lot of marketing and admin time to pursue contracts as a prime, so we're better off being a sub to a prime. However, Prime's only give work away when they have to. The hardest thing being a SB/DBE is not getting paid for several months after performing the work. Something needs to change. We can't wait months to be paid.
- DBEs have challenges being Primes
- DBE's have the ability to bid way lower based on their ability to pay way lower than the prevailing wage.
- Difficult to get projects as a Small and emerging local business.
- Discrimination
- Early Termination for Convenience to later learn services were brought in house. We signed a 7 year contract with North County Transit Center only to be terminated for convince at no fault to us. But they had a Disadvantaged, Small, Woman, Local and Minority Preference Set. There needs to be something in place to sustain the contract and not be cut for budget reasons and financially cripple the very company you are supposedly trying to help.

  Our contract was federally funded and they still discontinued it. We tried to recoup a lot of start up costs since they required us to purchase vehicles, get a local office and storage unit. Which they provided to a huge company prior and to only force a smaller company to pay for it. To obtain those things and the equipment for a 7 year contract to end after only 6 months due to budget costs is disgraceful to the mission of assisting disadvantaged business to obtain government contracts.

  This is not our only government contract or client but it was our largest and we purposely hired and obtained equipment, material, supplies for this contract with the assumption we would do our part to at least continue services to the end of the contract or at least a complete year,

  We were notified on a Federal Holiday (New Year's Day) literally while the agency lawyer was at home he emailed us a termination of convenience letter.

  Had we of known we would have leased or rented equipment we purchased for the contract. Not purchased with the assumption these purchases would self pay throughout the life of the contract.

  After 6 months we are stuck with purchases as made for the contract and they turned around and stole our employees (10) of them and offered them higher pay. Including stealing our operational procedures for the services we provided.
- Ease of the bid process. Goals are not always set for RFPs, which limits the opportunities for DBE's to participate, which lowers the opportunity to spend with DBEs.
- Economic cost. You can spend 10's of hours contacting Prime contractors to become a subcontractor, and they don't really care. They have zero urgency or sometimes even decency to call or email you back. Everyone is so busy, its like people are just working to meet goals - not genuinely looking at the value of small business contracting. Especially with the power of the Unions, it seems they do this on purpose to not allow organic competition.
- Excessive paperwork, time-consuming RFPs which are very difficult for a small business to manage, and high insurance requirements similar to large contractors, which are not necessary.

- Financing, subcontracting opportunities are limited or the amount does not warrant getting addl staffing to cover. The #1 hurdle, though, is that it is very hard to get subcontracting opportunities.
- GL insurance minimum limits are too high
- goal is too low and DBE's struggle to get work
- Good Faith Efforts utilized by Prime Contractors are not assisting DBE contractors in achieving job awards.
- Haven't seen much opportunity or any at all for the field I'm in as a supplier.
- I am not a DBE and consider it unfair that selection for projects are based on a nationality or race and not merit.
- I submitted a bid for a contract and believe I was not awarded because I was a small business. I was able to supply the requested product and I believe I was passed over because we are a small/micro business.
- If the DBE goal is low, the GC's cover the goal with 1 company that provides a big-ticket item. So, a company that provides a service that is a small amount of money never gets taken into consideration. We provide Quality Control Services (usually 1% of the cost of construction). When there is a low DBE percentage it is not worth our time to bid. We can't compete with the large companies in our arena.
- Insanely long and difficult to RFP's to fill out. Utterly user UNfriendly convoluted registrations in different websites for different things which at some point communicate with each other, but impossible to figure out.
- Insurance requirements. Need for funding.
- It can sometimes be difficult to find qualified DBEs to partner with us as subcontractors. If there is not a logical way to chop up the work, it can also be inefficient to have another contractor on site performing a portion of the work.
- It is difficult to ensure you are able to connect with the Prime contractor on pursuits as a subcontractor. Also, once projects are awarded, it is difficult to find the awarded contractor in a timely manner to offer services.
- It's just useless paperwork at the end of the day; no matter how much paperwork is filled out (and it's mountains and mountains of paperwork), whichever bidder has the closest personal relationship with the final decision-maker deciding the award gets the job. THAT'S why the 3.1% number is so low; no one wants anyone but the person with whom they have a personal relationship, usually ongoing, and usually the incumbent.
- Lack of a project labor agreements have diminished the chances of working with the contractor.
- Lack of bonding capacity, DIR and certified payroll competency and applicable skilled tradesman in our specialty
- Lack of information and notice given to small businesses to bid on projects
- Lack of resources and availability to go after as a prime.
- Lack of specific past performance to be able to even bid for some contracts.
- Large corporations do not want to break out work for subcontractors. Higher DBE goals are an effective way to spur more involvement for smaller companies.
- Large firms.
- Larger firms always wins and choose previous partners are cover DBE in some other forms. It's always the same firms winning most all bids.
- Late notice on project bid date, job walks, and information.
- Locating Primes
- Low Interest for small DBE's

- Many contracts don't have DBE goals. DBE goals are very low. Primes are not reaching out to small businesses to meet the goals.
- Many IT software and networking companies will not provide competitive quotes to small businesses. Some will not even provide a quote.

  We are contacted by many primes that need DBEs, but after we provide our information, they do not respond after winning the contract.
- Many times, municipalities seem to select the larger brokerage/consulting firms that have offices nationally over the smaller based firms within the county of San Diego. In most cases, the smaller firms can operate more efficiently due to much lower overhead while providing excellent service, from dealing with Claims, negotiating pricing, etc. I have seen proposals from most of the large houses and they may show only select carriers vs doing due diligence researching the entire marketplace for employer they are representing. Though I've represented some of the largest private and public sectors in San Diego, I hear feedback form those employers stating H.R. peer groups asking why they are not using the big houses as they do. It's very frustrating and costly responding to RFP's when there is no intent of using other than large firms
- Most General Contractor's appear to perform good faith efforts but do not regularly utilize other DBE's.
- MTS interaction has only been through PlantetBids and other portals. Have yet to see affiliation with organizations like NMSDC or a large outreach to MBEs. I think more DBEs would work for contracts if given more opportunities to learn about the MTS process considering they are operating at a disadvantage
- No contract
- No feedback from primes so we are not sure if they even look at our proposals, seems like a waste of time to opt in
- Not able to compete with large companies with dedicated resources staff, etc to respond to RFPs.
- Not being able to log into provided link. It would be great if there were options added or actual webinar ID as an alternative
- Not being opportunities to demonstrate competence; primes are not offering opportunities in my skill area - I am technically their competition
- Not enough contracts for visual artists that do not require a c-33 license or contractor’s license, and substantial amount of time and paperwork to submit the RFP
- Not enough opportunities in NAICS 5415. Would like to team with prime contractors not many opportunities? Very little set aside for MBE/DBE contracts.
- Not knowing if it is mandatory use of DBE's
- Not much effort on GC's end to use DBE's
- not receiving bids from prime on time, it always seem to be final day they would need submission...
- Often times DBE's are smaller companies and not working off the same deviated costs the bigger players are working off of. Manufacturers give better pricing to the large companies like Staples, Waxie, Brady so they can sell at better pricing.
- often times it is difficult for DBE's to be competitive in the market due to their size, so their pricing is higher, therefore we do not get the work.
- On "lowest priced" solicitations, my pricing has not been low enough to competitive with major firms.
- Opportunities are not available to smaller firms.

- Opportunities that are truly for DBE
- opportunities that require bid bonds or performance bonds
  Unclear wage requirements- some rfps state: "prevailing wage ..look it up) etc.
- Our company is not a DBE and would have to sell to MTS through one. Our product manufacturing does not have the ability to bring a DBE into the process other than searching for a metal manufacturer. That too adds to the complication of finding one that is registered with the MTS.
- Outreach efforts were not genuine, DBE subs not being utilized on contracts, DBE goals set low based on "San Diego Area" ignoring firms in Riverside, Orange, and LA county that could easily do work in San Diego
- overwhelming paperwork
- Past experience with Federal contracts necessary, (and I don't have any)
- People not understanding what that it's really there for. The fact that a person holds the cert makes them more valuable and the funding if there for that purpose
- pricing, not having the resources to compete with the bigger firms
- Prime contractors are reaching out to my company via email, indicating that they are bidding on an RFP requiring a specific percentage of DBE participation. They ask that I respond to confirm our interest in being a subcontractor. However, no contractual documents specifying the percentage and scope of work are provided. The prime contractor only seeks a simple yes or no response to demonstrate their effort in contacting a DBE small business to meet participation requirements. If my firm expresses interest, we typically never hear back from the prime contractor.
- Primes do not want to use DBE's
- Primes hesitance to engage new DBE companies due to lack of proven experience as a firm despite lengthy professional work experience and relevance in the requirement of scope.
- Relationships with prime contractors tends to dictate what DBEs are selected. This in turn limits the DBE field that can actually realize work. And if you are a DBE that is selected, you work at the request of that prime contractor. Often you see no work for long periods and then get a huge amount of work dumped on you right at the end of the contract term that is hard to perform for small companies.
- Several reasons. Listing two herein:
  a) Too many bids are still being awarded based off low bid not best value. This creates a drastic advantage to Companies who already have reserves and resources in place as they can absorb and operate within thinner margins
  b) Still takes too long for SB/DBE to get paid. This drives way too many smaller operations away from taking risk and subsequent responsibilities.
- Short turnaround times between Q&A answers and proposal deadlines. We don't have marketing/proposal teams, so it's harder for us to hit quick turnarounds.
- Slow Pay, Small Business needs to be paid in a timely manner.
- Small company without experience, same large companies winning, same companies winning, same companies getting preferential pricing from vendors
- Southern California and MTS do not seem to require it very often. It is suggested not mandated on most contracts.
- Speaking strictly from elevator manufacturer and installer perspective. All major manufacturers are global corporations and all field labor, materials and etc. are provided by the elevator manufacturer and installer, so there is no scope to sub contract to small/disadvantaged businesses in San Diego. Especially for the elevators specified for MTS projects at stations.

- Startup cost and ongoing operational cost have deterred me from employing workers and expanding into other cities. Every city charges a business license fee, delayed payment, no advances, etc.
- The ability to prime contracts
- The amount of competition is fierce. And if One doesn't have a relationship with a prime, it makes it even harder.
- The bonding requirement. We are SBE/DBE and can handle large work, but the bonding requirement precludes us from winning the larger contracts that we can easily handle
- the connection between primes and DBE's is not always available. Primes need to be more accessible and ready to provide information
- The contracts are bundled into large multi disciplinary projects that a small minority owned business can't take on. Also, they require a contractor's license even when it is not construction.
- The definition of "good faith effort". The incentive to the prime should be increased for using or adding a penalty for not using. The use of DBE subs should be audited since some are used as pass-throughs. In other words, the DBE is brought on the project but the prime is doing the work or another sub is doing the work. In both cases the DBE sub creates an invoice but is not doing all the work invoiced.
- The larger contractors do not want to involve a third party or want to do all the work themselves without DVBE participation.
- The procurement process is cumbersome, time consuming, and opaque - all in pursuit of speculative return. It is difficult for a small business person to spend dozens of hours now on something that has a small chance of paying off in many months.
- The RFP process can be a barrier, given the limited resources of small businesses. Also some of the contract stipulations associated with contracts of these size can force small businesses to carry an unreasonable amount of risk.
- The services we provide have very limited vendors/subcontractors available due to the complexity and security requirements. We are therefore unable to meet most DBE goals.
- There are multiple agencies that state they want to encourage DBE involvement but then offer no initiatives to help attain that. Dbe bid preference is something that helps us stay competitive against larger corporations.
- there has been zero outreach to DBE community from MTS to invite DBE's women owned small business for opportunities bids - hence measure DBE GOALS on how many awards have been made to us? thus far no WINS
- These include complex and time-consuming application processes, lack of access to necessary capital and resources, limited awareness of available opportunities, and the high cost of compliance with federal regulations. Additionally, smaller businesses often struggle with the scale and scope of federal projects, which can be daunting without adequate support and mentorship. Addressing these barriers requires targeted outreach, simplified processes, and robust support systems to level the playing field for DBEs.
- This requirement and award system has created an real issue with companies that don't provide the actual service, they simply are a DBE. Many government and local municipalities trying to meet this requirement contract with the DBE, who is effectively nothing more than a contract aggregator. The DBE then subcontracts the work to the local vendor, that is usually a small business or DBE themselves and then DBE gets paid for doing nothing, except securing the contract. This practice involves an unnecessary third party and ultimately costs the contracting agency more money.
- Too many large companies bidding and winning.

- Unable to prequalify to bid certain projects due to not meeting requirements for past completed projects.
- We are a small family owned business and it is hard to compete with bigger corporations for these contracts.
- we are not a DBE therefore we are not able to submit for opportunities that have the requirement.
- We are underestimated and taken advantage of by traditional
  Primes, given the smaller roles or part time roles or most difficult to find and then not introduced to client to demonstrate our specialized expertise.
- We have been continually outbid by large organizations who can win the race to lower pricing. While we want to offer aggressive and competitive pricing, small businesses will never be able to truly compete with billion dollar organizations.
- We have bid as the prime on some contracts and felt we weren't competing on an even playing field (this is not with MTS, but with other agencies). A particular barrier is that we, as a DBE, are not given information on how to contact the prime bidders to let them know of our availability and our services. We REALLY appreciate "meet the prime" events that give us info on how to contact a prime to be on the team. Another barrier is that our services (safety security and certification) aren't always included in the RFP, but are often brought in as an afterthought. As a result, we don't get the opportunity to reach out to the primes because our services aren't included in the RFP.
- We have not been included in bids for some traditional contracting opportunities
- We see very few Small, micro small, and MBE setasides.
- We seem to be an after thought, and just on two bids we were discussing with a prime, there were no goals, so we weren’t even considered.
- Yes I need help getting my first contract and working through it successfully.

Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?

- 164 selected: Yes
- 116 selected: No

What are your recommendations for outreach to increase small and disadvantaged business participation?

- Break a bigger project into smaller tasks, and allow the DBEs to bid on those.
  2) Put a clause on the Prime, where they MUST subcontract a portion of the project to DBEs, and reach out to the DBEs of the area.
  3) Use the California DBEs database and publish the San Diego DBEs list into the RFQ, so that the prime can verify the suitable local DBE for that project and skills.
    - Create RFP opps for DBEs only.
      2. Create comms list for DBEs, communicating to them for RFP opps.
      3. Connect w/DBEs with specialty in certain areas asking that they rep replied to RFPs.
- Make prime contact information available to DBEs by showing who has downloaded documents as a prime, and their contact information 2. Include all services that will be needed in the RFP (instead of adding them on after project award) 3. Make the RFP easily available to DBEs (most agencies are good about this, but I sometimes have to do a public records request to get RFPs from California High Speed Rail) 4. Set goals for other certifications, such as SB Micro, to give a broader chance for small businesses to quality and get on a team 5. Have the Primes do

outreach to tell DBEs about their procurement requirements so I can be sure we are registered everywhere we need to be

- A designated webinar that walks you through the process of reaching out to various Counties or Contractors to be added to their vendor roster as a DBE organization.
- A direct email list with information geared toward small and disadvantaged businesses, not merely a massive list of links.
- Advertise in multiple location. Don't limit posting procurements to one site.
- Advertising in the weekly AGC Good Faith Publication
- After completing your certification for a DBE, there is really no direct path to take to increase your visibility as a DBE company.
- After we submit a subcontracting bid, it would significantly help if we received feedback on why not selected. So future bids we can make adjustments or refine proposal/SOW.
- Aloud a small % of pre pay, the larger companies will make us paid if full upfront I think to hold us back and we don't have the funds to prepay in full so we have to pass, this keeps us down.
- As a business representative for Patrol Vision Security, I have attended several in person seminars that have assisted in our business development.
- As a small (actually micro-business) I have some ideas:
  Qualified Small business offer some services that have traditionally been handled by large national size firms.
  When there is a small or DBE that is offering great service, and you like dealing with them, reach out to find out about other services they might be able to offer. Expand the scope of those you are already working with.
- As small businesses are not fully aware of all opportunities or registered in portals that send communications out. Most small business owners listen to voicemails and answer their phone when it rings so If you have the resources to have someone call DBEs that are lacking participation I bet you would see increased responsiveness.
- Avetta Cloud Software, States sponsored DBE program as well as Federal
- Be very honest with us. Say, "Look, we require X amount of bidders to be diverse, but because we don't really care or track which diverse bidders get significant contracts, and don't really penalize any contractor who doesn't hit the goals in any significant way, your bid doesn't mean much. But if you have a close personal relationship with the contract decision maker(s), then by all means, bid."
- Begin with a dedicated Board approved plan and act on it. Also use other CA State programs eg CMAS to engage minority small businesses. At least 5% preference should be a realistic target any else in just equitable!
- Bids are open only to Small business. If your using a scoring method a smaller business receives more points
- Compile a list of licensed DBE contractors who can provide valuable services and are pre-qualified to work on MTS projects.
- Conduct meetings such "Meet the Primes" whenever you have a program with DBE opportunities.
- Conduct outreach specific to projects where unbundling has occurred, so DBEs can engage on opportunities that are of scale to them.
- Could require bidders to make a good faith effort when bidding project instead of suggesting it but not requiring it.
- Create Set Aside Opportunities for DBE's and advertise them.

- Cut up the contracts into small pieces and allow the small businesses to bid on the contracts themselves. By consolidating these contracts into large bundles, this allows for corruption and cheating. So many slicked hands...
- DBE financing programs
- DBE goal should be increased to 10% of total awards regardless make an impact. mandate PRIMES increase their goals as well work with other industry authorities to make DBE awards a priority from today on. the economy should not be for the ELITIE PRIMES only MBE DBE 's small business are pertinent to removing the underserved and poverty out of California - we have seen too many OPS however due to past performance we cannot bid. ease up on past performance
- Dedicated 10% of all MTS IT AWARDS for Micro & Small businesses for any single award of $1M
- Development of a Mentor-Protege Program (similar to Caltrans, SANDAG, City of San Diego); Meet the Primes type of events (similar to San Diego County Regional Airport Authority); Consultant Outreach Meetings (similar to City of San Diego)
- Discontinue the bias towards smaller companies
- Do not allow fake "good faith" efforts. Open DBE participation to more companies then just low or no risk firms.
- don't allow big firms to participate in the categories you know small businesses have availability in
- Don't just copy and paste requirements from a completely different RFP and put such restrictive language that deters DBEs from participating. For example, requiring a janitorial license for COVID-19 cleaning when it should be a Dept. of Public Health license.
- early notice, individual webinars on process and expectations between subs and primes during period of performance
- Educating the contractors more on the importance of using DBE's, how to utilize the dbe's, and how to select Dbe companies, and paperwork required by contractors and the importance
- Email
- Email upcoming bid opportunities and continue to host in-reach events notifying DBEs and SBEs of upcoming opportunities.

  Allow DBEs to express interest in an opportunity and share that information with potential Prime contractors.
- Emails directly to those that qualify. Have a list of DBE's in a data base.
- Ensure a prequalification list for subs is created, current and utilized. Follow-up with prime consultants to ensure they are executing contracts with DBEs and SBEs.
- Ensure outreach is specific to services contractor offers, many of the solicitations I receive are not in line with our services
- Ensure that you're going to pay invoices quickly and DBE's may want to work for MTS over other agencies. For instance, the DBE submits directly to MTS instead of waiting for the prime to get their invoice together and MTS reviews and pays promptly.
- Ensure you are getting a list of the companies who are DBE certified and trying to connect with them.
- exhibit at government contracting events. email small businesses.
- Focus a bit more on women's business organizations, specific cultural and minority business organizations. There are organizations out there that help "start-up" small businesses, but often established DBEs aren't tapping into those resources as much. Also, check in with peer agencies and share outreach events and recently contracted DBE lists (these lists should include DBE

subcontractors, not just DBE primes) to ensure that there is some cross-pollination among agencies in engaging active DBE firms.

- Focus groups and open forums
- General emails, or Advertisements to General Public, billboards.
- Give small DBE a chance. There are roadblocks in the number of references. Sometimes we my only have one reference.
- Give the list of DBEs to the primes and make them seek DBEs. The should have to provide signed documentation of their outreach to DBEs.
- Have a direct marketing campaign and make certain they all staff have the same goal at heart.
- Have bidder sub contract to DBE's or small business
- Have contracts geared specifically towards SBE firms.
- Have in person networking events in MTS facility with procurement officers and buyers.
- Have the GC manage more of the project verses subcontracting all of the project
- Having a business size standard based on number of employees.
- Higher DBE goal as 3.5% is often too low to justify prim pursuits by DBE firms.
- Hire an outside consultant like MSS Strategic Partners who specializes in finding well qualified DBE's
- Hire me to make and implement the recommendations
- Hire staff to canvass specific areas of San Diego
- Hold more frequent events to "meet the primes" to encourage partnership. Do more outreach to firms for projects where there is a DBE requirement, to ensure response is received to a posted RFP.
- Hosting more one on ones with actual contracts presented for us to have a chance. I attend a lot of events and rarely see MTS
- How about increasing SB goals?
- I am in the process of registering for a DBE thanks to being educated on what a DBE license is and it's importance. Education and helping community members not only understand but offering resources in application process will be helpful in having more DBE participation.
- I own a DBE company and have won contracts throughout the U.S. With that said, we pass on projects with DBE goals of less than 5% unless there are huge projects. With smaller budgets/project goals, one DBE firm can help reach the stated goal/number. 95% of our bids are over a million dollars plus, many over $10 million. Our NAICS code is 423320
- I really appreciate that the State of CA has a procurement process that allows state entities to undergo a streamlined procurement process via code 14838.5 and 14838.7. I would advocate for all localities to develop a similar process, if this does not exist already!
  I would also advocate for streamlining the procurement process so that it is more accessible for DBE firms. For example, consider asking for references during the final selection stage, not during the initial proposal stage. Many smaller businesses work with a smaller number of clients and thus have fewer references to tap for proposals. When a RFP asks for client references in the initial proposal phase, small businesses have to request a reference from that smaller pool of clients repeatedly, which can put a strain on the client relationship.
- I suggest we have at least once a month or every other month a meet up so small and disadvantaged businesses come together with MTS and interact and learn about what opportunities are available to bid for. I think maybe DBEs are not aware of bid opportunities. Or emails to DBEs on a regular basis. Another suggestion is training webinars for DBEs in navigating the MTS website. Third suggestion is setting up a meeting with the Primes and subcontractors so more DBEs come forward to bid on projects.

- I'd go to the root of seeding the next generation of businesses. Explaining at trade schools, etc. the benefit of being a DBE and the potential of the civil customer base - rather than just going to work for someone. And, they have to eat and pay rent. Seems there needs to be an incubator for these business like there is in the tech space.
- If Small Business knew they would be paid in a timely manner, they would want to participate in all projects.
- In the wording of the documents, make sure you include "mandatory" use of JCS or DBE's in the contract
- Include information on how to do business on your website and include a section for disadvantage, small business, women owned, veteran...
- Include more specific set asides. Example, compile the tonnage of rebar needed for the project and send out for DVBE only bidding
- increase % goals
- Increase the required percentage.
  Require primes to show proof of contacting small businesses multiple times.
- Increase the requirements percentages
- Increased emails regarding specific projects bidding.
- Industry days where small and disadvantaged businesses get introduced to actual end users/consumers as well as purchasing staff
- Instead of just a DBE percentage goal provide an incentive to the GCs to employ multiple firms to achieve the goal. Also, GC's use the same DBE's over and over again and these companies are fairly large at this point, but they keep their billing just low enough to stay in the program. Maybe at some point if a company had been doing well for a decade or more, they either time out or they should mentor other DBEs.
- Involve the DBE early, allow us to help.
- Just make sure the contracts are advertised on Planet Bids or similar widely used system.
- Large Primes using DBE firms to fulfill requirements be required to utilize those firms during the contract period.
- Longer time periods for prime contractors to seek out DBE firms, enhanced training and support for the contractor within the authority that is requiring the contractor to provide the services.
- Look them up & reach out to the owners specifically to bid
- Make DBE program more accessible to the government agencies.
- Make direct contact, and assist with the procurement however needed.
- Make funding available directly to DBE's, being a sub delays payments and amount of potential funding.
- Make information easily accessible
- make it mandatory, when you make it a goal they will not use a DBE as often happens numbers are shared then someone will come in lower and they can show the DBE price was higher.
- Make sure that contractors are meeting the participation goals by providing documents to ensure that they are playing by the rules.
- Make sure to pick the right NAICS codes for opportunities. I frequently see inappropriate NAICS codes.
- Make sure you a contracting with a company that performs the work, not someone who subcontracts.
- Make the goals mandatory.
- Mandate most solicitations to utilize 25% DBE or SBE companies as part of their proposal.
- Many reach out to trades that have no basis of work for the project being bid. They also have no intention of utilizing DBE's.

- Market opportunities outside of the procurement platforms
- Maybe sending emails directly to the DBE vendors if possible.
- more events and Spanish speakers.
- More in person meeting
- More information on what bids are open and how to access them
- More locally funded improvement RFPs. RFP contracts that do not require so much paperwork just as being awarded through private sectors. Create a SB and DBE dept that will cater specifically to these businesses and agents that will help along with the bidding process- especially to those businesses that have never been awarded a contract yet.
- More seminars to meet individuals in purchasing online or in person.
- More small/DBE prime contracts issued so we can prime. When we prime we have delivered challenging projects on time and budget and have traditional firms sub to us
- My recommendation is to show support for Veteran and Disabled Veteran businesses within the Metro participation program. In this day and age, I feel the DBE program is outdated by not including DVBE participation to those that made a decision to join the military. DBE has become a catalyst for discrimination based on race. By not including DVBE as a requirement, i feel you are setting yourselves up for potential lawsuits.
- Need to increase informal contracts under a certain $ amount, which can be awarded to small businesses.
- networking sessions between Prime Contractors/Architects and Subconsultant SBE/DBE for new projects during RFP/RFQ.
- Notify small businesses when a contract may be coming up that they are qualified for.
- Offer more DBE bids and make sure they are advertised in advance. We are interested in the parts washing contract.
- Offer or make known of bonding solutions.
- On large projects requiring specialized equipment and or vehicles allow time for DBE to source or purchase equipment/vehicles or to seek out funding.
- One on one contact with us so we can spend time discussing items that are specific to our companies.
- One on one sessions with primes and with contracting agencies
  Specific contracts for SBE/DBE as prime contractors
- Online classes with zoom and a step by step method.
- online, webinars, community engagement
- Outlined set aside contracts ready for DBE suppliers. We need specifics and ensure the suppliers are aware, not just typical PR talk.
- Outreach
- Outreach -- there are many minority/female industry/service groups, many of which have members that are interested, or could be made interested, in going after public sector work. Faith-based institutions are also good to work with, both for businesses and employees. Make the application process for getting certified as simple as possible, starting with working with other organizations to share certification -- everyone uses standard methodologies and forms, so, once you are certified for one ,,,
- Pairing DBE firms with Primes to team together at a golf tournament. Or invite DBE firms to a prime table at industry events.
- Placing a bid is very time consuming from paperwork, to research, to working through the confusion. Winning a bid is also very unlikely, so it can viewed as a waste of time. Creating a way to streamline the process would be a positive start.

- Possibly a quick yelp search for small family owned businesses nearby desired locations will be nice. We have 2 locations. One in Chula Vista and another in San Diego.
- Primes hold a meet and greet; virtual and in-person.
- Provide significant percentage points or set-aside DBE's only. Provide sufficient contracts to allow for appropriate expansion.
- Reach out to community based organizations
- Reach out to each business and also review what has been awarded and to whom. Make sure that a variety of businesses take part, not a select few.
- reach out to registered DBE company's directly and give them incentives to bid the job.
- Reach out, pursue them, pursue human conversation, create easy paths for winning
- Real outreach - relationship facilitation opportunities - not the meet the prime online/inperson to get numbers, but working with primes to list out the scopes and then working with the prime to actually sub to the DBEs. It takes time but it works. Also, contracting with smaller outreach firms such as mine that understand what true outreach is, and are willing to do the work. Once larger firms gets the outreach contracts, we the smaller firms are cut out and the general method of outreach is an email and invitation to "yet another outreach meeting" that leads to nowhere.
- remove any barriers to applying, such as complicated forms, time consuming proposal requirements, etc. Small DBEs do not have resources to jump through a lot of hoops.
- Remove goals and make DBE bid percentages a requirement.
- Require prime estimators to reach out directly to DBEs and if we provide bids to them please give us feed back
- Require primes to reach out to small and disadvantaged businesses and provide evidence of all businesses outreached to.
  Increase the DBE / SBE requirements
  Add DBE/SBE Participation to the evaluation of RFP/Qs and grant more points to to those working with DBEs/SBEs
- SBEs/DBEs are hungry for information on how to connect with public agencies and primes. We go to networking events and then get ghosted. Our organization https://hub.tradesnetwork.us/home seeks to level the playing field and make opportunities and introductions easier on subs.
- Send emails about upcoming RFP's directly to the DBE's
- Set aside selected contracts for DBEs only, so that they can be their own prime. They are not reliant on a prime to give them work and not subject to work being dumped on them. My company is unlikely to work for MTS, so I don't think I have anything to gain in this. But in general, to help the DBE field overall.
- Set asides are imperative to small business success.
- Set goals that increase utilization and not goals that you can pat yourself on the back for achieving. Publish actual contract utilization so there is transparency for contracts
- set-asides
- Several incentives. Listing a few here:
  a) Mandatory quick pay (under 20 days)
  b) Support with large order(s) financing
  c) Help with compliance and bonding
- Social media isn't for everyone; discerning reliable sources continue to be hit-miss. Community outreach in person may attract more business owners and entrepreneurs. Ads in local papers may also help to get the word out.

- Some bids across CA include a percentage to help DBE's win more bids. Also, often times DBE's cant get pricing on the same name brand products the larger companies can so DBE's have to source different brands. Bid's should be open to competitive products.
- Special consideration for micro disadvantaged businesses - less than 20 employees
- Start with being transparent and acknowledge that without these businesses, no federal grants would be issued to you
- Targeted Outreach: Use social media, local business networks, and minority business associations to reach these businesses directly.
  Simplified Processes: Streamline application procedures to make it easier for small businesses to participate.
  Workshops and Training: Offer free workshops on how to bid for contracts and meet eligibility requirements.
  Partnerships: Collaborate with local chambers of commerce and business incubators to identify and support potential small business partners.
  Mentorship Programs: Establish mentorship programs where larger companies can guide small and disadvantaged businesses through the bidding process.
- The biggest problem is being able to break into the market because most San Diego government agencies have existing relationships with (in our case) ad agencies and don't hire outside of these.
- The DBE firms need to be introduced to the large primes decision makers. Then follow-up to confirm the primes are using the DBE firms as agreed to hit their agreed upon percentages.
- The process and the paperwork needs to be simplified. There needs to be a database for small businesses in which you could input your services and products and it would link you to the contractors that are in need of either your product or services.
- Think outside the box. it's not so much about the fluff, but the true content you your specific needs. Every municipality have different needs, it's not a cookie cutter presentation. Look at the details of is recommending the contract the broker consultant. Contracts vary a great deal from company to company
- To actually make contact similar to this survey, post on MTS, government sites and other Social accounts, occasional seminars with the intent to enhance to skills of DBE's
- To be more persistence. Some of us are DBE consultants we dong get much emails of invitations to bit. Or Big companies not know about DBE
- To increase small and disadvantaged business participation, I recommend the following strategies:
  1. Develop Targeted Outreach Programs: Create specific outreach programs aimed at small and disadvantaged businesses. This includes hosting workshops, informational sessions, and networking events tailored to the small and disadvantaged business needs and challenges.
  2. Simplify the Bidding Process: Simplify the bidding and qualification process to make it more accessible for small and disadvantaged businesses. Provide clear and concise instructions, and offer assistance in completing necessary documentation.
  3. Set Clear Goals and Track Progress: Set clear participation goals for small and disadvantaged businesses in your projects and track progress regularly. Share these goals and progress reports with all stakeholders to ensure accountability and transparency.
  4. Create Incentives for Primes: Develop incentives for prime contractors to actively engage and subcontract with small and disadvantaged businesses. This can include recognition programs, financial incentives, or additional evaluation points in the bidding process.
- To truly be inclusive. There are hidden politics within each agency. Everyone is rouge. There needs to be universal rules and a template and liaison for Small Business and the Small Business Advocates do not help. They work for the government too. You end up playing different rules

per agency based on the staffing personalities within each agency. And it shouldn't be that way. If we are expected to have a level of professionalism there should be a level of professionalism and standard that is shown at each agency regardless of race disability or sex. And unfortunately these barriers that can not be changed play a major part within government agencies.

- Try to partner a small DBE/DVBE company with a larger contractor or manufacturer and give those companies more incentive to work with DBE/DVBE's. The incentive needs to be noticeable larger companies bottom line on contracts awarded.
- Use a SBE that has a DBE utilize other SBE to help them get certified. Post a list of the not certified SBE so that others can reach out to them. I am a B2B for small businesses and my services are structured to help them participate.
- Use smaller manageable projects as a more feasible entry point. Introduce small businesses to insurance companies that are able to walk through policy processes.
- Utilize organizations that have a large voice in the DBVE network. See below for contact information for Veteran's In Business contact.
  If you're interested in supporting the Veteran Business Community as a VIB Corporate Member please contact CEO Rebecca Aguilera-Gardiner at (877) 270-8426 or email rebecca@vibnetwork.org.
- Virtual outreaches allow for DBEs from outside of San Diego area to participate
- We invested in Bid Boards as Kerns Builders Exchange and Construct Connect, where you can isolate DBE Bids. I would use LinkedIn as a marketing tool to notify SBE and DBE's. Its very inexpensive for SBE's to use LinkedIn.

  The DBE requirement should be mandatory, and not based on good effort. Good faith efforts are worthless, as it does not hold GC's accountable. Placing advertisements is all they do, and call it good effort. DBE requirements should be mandatory. If they cannot find a DBE it should be noted on record with the bid submittal for public use, and if there are DBE's that can perform the work, they should be able to reach out the agency to notify them.
- We need a better system to find Qualified Businesses. We are AI based matchmaking tool that combines all the different types of DBEs into one consolidated Database of 33.7 million Small Businesses. Our Tool is being used by several Federal agencies to find qualified businesses in their regions!
- We need more bids only for local Small DB, The Gross Sales annually is less than $2,000,000.00.
- Webinars advertised on evite, emails, phone calls to active DBE's, conferences, partnerships with score, Apex, and SBA affiliates
- We're certified and registered with tons of agencies. Reach out to us by email or telephone. We have shoestring budgets, wear dozens of hats on a daily basis, and very limited man-power. Help us by making our lives a bit easier. We're asked to give all information about what we offer, so you already know what that is. When you need it reach out to us. Save us the heartache of hours through online frustrating mazes "hoping" to find opportunities.
- Work with trusted organizations within DBE communities. Create programs that assist DBE firms in learning industries that currently do not have DBE participation through work/subcontracting with larger firms. It is a challenging time for DBE's because all around the economy is experiencing financial impacts of a Post Covid era, but DBEs are less capable of handling adverse market changes.
- Yes pair a new small business with another business that can help.

Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

- 139 selected: Yes

- 135 selected: No

What are your recommendations for encouraging prime contractors to utilize DBEs?

- Conduct targeted marketing and advertising campaigns specifically aimed at small and disadvantaged business communities. This could include advertising in local minority newspapers/media outlets, attending community events and trade fairs, and leveraging networks like minority chambers of commerce. Host outreach events and workshops to educate these businesses on contracting opportunities, bidding processes, certification requirements, etc. Provide training on topics like responding to RFPs. Establish a mentor-protégé program that pairs experienced businesses with smaller disadvantaged firms to transfer knowledge and build capacity. Unbundle larger contracts into smaller pieces that disadvantaged businesses can reasonably pursue as prime contractors. Set reasonable goals and accountability for including disadvantaged businesses as prime and subcontractors on certain contracts. Streamline and simplify certification processes to make it easier for firms to get certified as small/disadvantaged businesses. Build a comprehensive database/directory of certified small and disadvantaged businesses that can be easily accessed by procurement staff. Assign dedicated staff or office to conduct outreach, provide ombudsman services, and advocate for these businesses. Enforce prompt payment policies and provide access to capital/bonding assistance programs. Collect data, analyze metrics, and continually improve outreach strategies based on results.
- %of DBEs used will provide state and local district rankings. Ratio of contracts to DBE and study of DBEs on a registered panel must be awarded a project once a year, no matter how big or small a project. Even DBE can be given rankings, especially DBEs that have not been awarded first time projects.
- "Hey, we know the preferred method for you to work around DBE goals is to register a business in the name of your wife or sister, but we're cracking down on that and looking at the certifications more closely. You'll save yourself a lot of time and energy if you simply pair up with a sub contractor who is already truly and legitimately diverse AND CERTIFIED."
- 1 - Agency sponsored and incentivized mentorships programs for DBE's. 2 - Revisit the parameter for size of a DBE vs SBE. SBE company of over $5M or $10M in size is not a small organization. This size companies would typically already employ 100+ people. DBE's are typically much smaller companies with <10 employees.
- Break a bigger project into smaller tasks, and allow the DBEs to bid on those. 2) Put a clause on the Prime, where they MUST subcontract a portion of the project to DBEs, and reach out to the DBEs of the area. 3) Use the California DBEs database and publish the San Diego DBEs list into the RFQ, so that the prime can verify the suitable local DBE for that project and skills.
- A subcontract with my firm where we help our local firms to meet goals when it seems like they cannot find any firms is my #1 suggestion.
    - Pricing advantages/incentives, b) Faster pay from Owner for reaching certain utilization of DBE's/SB's, c) make DBE participation mandatory - no exceptions
- Advertise and canvas DBE's in emails and trade journals
- An RFP usually has a 1-2 month window which is not long enough for a prime to meet, connect, and create a trusting relationship that there is a good fit. Identifying subs needs to be a year-round effort so at RFP time there is already a potential bench of trusted subs in place.
- As a DBE we are not in love with this idea of Primes which are the big guys to use DBE's. In most cases we've seen that it's just a pass through. Many of these big companies are trying to find a company who is not doing 90% of the work just to rebill for them at a small markup. It defeats the purpose of awarding DBE's.

- As stated in my prior recommendations, I think if you are doing a breakdown of percentages per requirements, have extra points for being a local company, experience with whatever you're out to bid for. samples of past presentations,
- Attend in-person events to promote your company's supplier diversity programs and DBE goals. Proactivity email DBEs to gauge their interest in joining an internal DBE roster.
- Award to contractor that has the higher percentage of DBE listed at Bid time, if they are one of the low 2 Bidders.
- Besides the minimum standards, bonus points for exceeding. Meet and great get-togethers where DBEs can meet the primes. Good database, preferably regional, state, or national, of DBEs with detail that primes can search.
- Bring DBEs on projects that do not have an incentive on a small scale to use as evaluation of the DBE's performance.
- Check local small business for even subcontract work to assist with meeting goals. Even for vehicle maintenance, small purchasing, etc.
- consideration in the pricing that would give incentives to both to encourage it.
- Contact them and be upfront from the start. Instead of waiting our time summiting proposals and they already know who they want to work with.
- Contacting subs with DBE certifications before a RFP is posted to form a strategic partnership, get to know capabilities, etc.
- Create a goal/requirement spend threshold and then an incentive for exceeding the threshold by 25%+.
- Create an opt in option for companies to identify as a small business/more established business so when one is looking for a partner they can utilize the identifier to see who they may be able to reach out to even if that potential partner
- create more of an incentive to utilize DBEs based on their scope of work. We are an MEP engineering firm so we would like to see more opportunities for design work in order to connect with Prime contractors.
- DBE firms would prefer to be full partners and provide complimentary services that help them sustain or grow their business within their chosen domains of expertise.
- Do a follow up with both Prime and Sub-Contractors listed on the bid. I have personally experienced being added to a bid but then never actually being utilized.
- Do more than a GFE. Hold an event. Meet us.
- Do outreach that tells me what your company needs from us, such as registration with your company as a vendor. Make sure the RFPs are available to me so I can reach out to you and tell you what RFP requirements, specifically, we can fulfill. Make the DBE percentage large enough (larger than 3%) that YOU are motivated to seek out and work with DBEs
- Educate them before they start talking to the subs, as to the fact that it helps the community, not that it’s GIVING something to them, it’s a service that is NEEDED, not a pass through.
- educating prime contractors on how to utilize DBEs and networking events to bring them together
- Education for the contractors detailing their incentives.
- Encouraging relationship building to grow the pool of DBE and SBE partners; markups on subs as a financial incentive; rewarding Prime contractors by recognizing their achievements (companies like to be recognized by agencies for their DBE/SB engagement and success stories)
- engagement
- Ensure full bill rate goes to sub and the prime doesn't take a 30% cut. Contract language should state that the bill rate paid to any sub contractor must be no less than 85% of what the prime Is charging hourly for that sub contractor.

- Establish partnerships with DBEs that support their business with complimentary services. I.e. staffing, consulting, VAR, etc.
- Find a small business that does a service that you don't offer.
- Firstly, the projects have to be designed with DBEs in mind, and secondly prime contractors should encourage DBEs to bid for sub-contracts.
- For MTS to encourage those firms to utilize DBE's by only choosing firms that have 5% or more requirements.
- Force primes to rotate smalls periodically to avoid incumbency; carefully note actually task flow down to subs
- Give quality time to prepare bids and not send with having a short amount of time to put bids together...
- Giving incentive for going above the allocated DBE goal
- Have an online event or flyer for potential contractors to meet potential subs.
- Have MTS specify what DBE contractors will be used for specific portions of the work regardless of who the prime contractor is.
- Have networking opportunities and platforms where connection can occur.
- Have Primes as part of their proposal - list all DBE firms that the contacted, and why they were not selected.
- Have real conversations involving a real portion of the contract and not the general call for DBE participation that they don't actually intend to subcontract
- have specific verbiage in the RFP that requires people to sub part of the contract to small business.
- Have the Subcontractor sign up with you and as part of the assistance partner with an organization to assist them with getting certified if they are not and provide mentorship. I recommend they reach out and have Online Informational Sign Up Webinars where potential subcontractors can provide capability information and sign up for those services if needed
- I found that Prime's generally will only give away work that they have to, so you have to set goals they have to meet.
- If it is required by Prime/Bidders to make good faith efforts, MTS could have a registrar of DBEs/SBEs on website or provided with each project in the Planetbids document section
- If it’s a requirement for Primes to reach out just don’t let the prime fill out a good will form and not follow up with the firms they claim to have contacted.
- If primes felt that were was less risk in working with DBE's they would be more inclined to do so. A bond program for DBE's may be beneficial
- Incentive goal similar to the State, SB and DVBE, GC obtains incentive % reduction in evaluation of bid
- Incentives or penalties
- Include the word "mandatory use" of DBE's and JCS in the contract
- increase % goals
- increase allocations, mandate DBE utilization, encourage DBE diverse association
- Increase the DBE participation requirements to 5-6%
- Increase the percentage of DBE use
- increase the required participation %
- Increase their incentive percentage which may increase their encouragement to incorporate DBEs.
- Increase your percentage on small bus. participation.
- Instead of suggesting contractor to use DBE why not have a small portion required unless contractor can't find suitable vendor(s)

- It has been my experience that many Prime Contractors, do not have contacts with Small Business or Disadvantage Business. I would require them to contact and develop relationships with SB Or DVBs.
- Large contract should go to all bidders not just send to DBE only. You can still include the DBE requirement but at minimum we can initiate working together. No offence meant but many DBE are clueless and many have no idea what they are doing.
- Larger businesses already have their one DVBE or SBE they use every time. Again, SD government agencies don't hire outside their existing relationships.
- Let DBEs present their capabilities to the actual decision makers
- Let us know Primes are interested versus having to go through bid list and call every business to see if Primes are seeking subcontractors
- Listed on previous page
- Local companies are more flexible on scheduling on projects.
- Make it easier to find the point of contact for government agencies that handle the DBE program.
- make it easy for them
- Make it mandatory first. Then, remove fee if they don't comply. Alternately, provide incentives to those contractors who do consistently work with SBEs and DBEs
- Make it mandatory, and penalize them for not using DBE's. Encouraging them to use a DBE is laughable, because they don't have to. They don't want to share to the money with minority firms..
- Make prime contractors use qualified DBE's in more categories then low or no risk. Do not allow them to make phone calls the day before a bid is do asking if we are bidding a certain project as a good faith effort know that 1, 2 or 3 days to prepare a reasonable and accurate bid is impossible. Prime contractors always ask for a bid last minute knowing one cannot be provided and using this as their good faith effort when they have already selected a subcontractor and are merely going through the motions to circumvent the DBS requirement.
- Make take offs available—larger companies can more easily afford this than DBEs.
- Make the goals mandatory so the Primes have to comply with goals. Southern California is not a place where DBE firms are scarce. All we need is a chance to participate.
- Make the goals mandatory.
- make the percentage mandatory similar to what the city of San Diego does with ELBE firms.
- Make themselves available to community based organizations and post their opportunities
- mandate across the board. meet with them on monthly bases to ensure it's a policy and see awards to DBE MBE
- Mandate most solicitations to utilize 25% DBE or SBE companies as part of their proposal.
- Mandate Participation
- Mandate that a percentage of the labor force be from a DBE organization. Incentivize the use of DBE subcontractors by giving a more points during the proposal evaluation process for firms that have a DBE as part of their bid.
- Mandated goals rather than GFE acceptance
- Mandating all Large Prime contractors to use Local Small business certified firms and allocate min of 25% of the award
- Mandatory goals help them use us but they never use us like we can be used if we prime. Because we are all for profit companies and need the positions to survive. And the traditional firms typically have incentives and goals for their managers to have the key positions and many positions.
- Manpower, cost to get the job done

- Matchmaking sessions
- Maybe the primes could try new DBE's. They stay put with whoever they have been working with.
- mentorship programs, outreach events, emails and phone calls
- Money is the strongest motivator as well as deep penalty fees for not employing DBEs. It's not enough to require them to show effort. Metrics of employment speaks to their efforts. Employee/contract compensation needs to be equal to their internal employees total compensation (medical benefits, PTO, child care, etc.). Prime companies hire contractors to cut employment costs and this affects the basic standards of living for many DBEs.
- More outreach programs
- More outreach. Also, less credit for Good Faith efforts towards the project goal for Primes
- Offer a roster of qualified small and disadvantaged businesses which have been vetted as qualified and experienced.
- Offer Tax Credits
- only award it to them if they do
- Our Tool provides a seamless way to find Qualified Small Businesses! Same as earlier comment!
- Outreach for small business with qualifications but no public past performance
- Prime contractors should be mandated to work with small business as sub contractors. Sub contractors should also include suppliers not just construction or labor workers. I have noticed that subcontracting is highly focused on construction projects but never any suppliers of equipment and software.
- Primes could create a team experience with growth potential on the main core of the proposal rather than a limited scope. For example to meet DBE goal a Prime may ask a supplier to provide consumable product rather than carving out a piece of the rfp so contractor can get real experience and grow.
- provide contact information with specialties on annual or quarterly frequency
- require a higher percentage of contractors
- require primes to use dbes for a percentage of large or federally funded projects
- Same as previous answer
- Same as previous answer
- scour E-Procure and other databases for certified DBE's and reach out by phone or email.
- Set a substantial DBE goal that requires primes to perform significant outreach to multiple firms. A 3% DBE goal is far too low and requires primes only engage a DBE firm for a relatively miniscule, part time piece of work. Agencies like Caltrans have goals up to 22% and LA Metro has goals up to 30%, this often allows DBE's to secure full time positions of the period of a contract which ensures they can grow and become competitive.
- Set up a day that local DBE's can present to Primes. Not a virtual workshop, but physically have primes and vendors in attendance. We are prepared to host these demos at our facility, depending on the amount of attendees, or we can travel to a different site.
- Set up webinars to meet with the Prime Contractors and DBEs on a regular basis so they meet each other and are to offer their services.
- Setup matchmaking events. Highlight the goal or general need for DBE subcontracting earlier on in the RFP docs. Set meeting with your Prime contractors and specifically set an agenda item to discuss their plan and achievement.
- Simply give us the opportunity
- Small businesses like ourselves strive to satisfy and care for our clientele. Usually bigger companies are too busy with the many contracts that they oversee and the wait times can be extensive for the employees when testing. Smaller businesses like ourselves take clients in and

out. We just do drug testing so our wait times are little (10 mins) to none. We also offer mobile testing and many bigger companies do not. We work hard to grow and keep our clients happy.

- Specific % requirements to have local SBE/DBE contractors on the team. Mentoring program to build relationships between primes and subs.
- Specific goals rather than aspirational goals will increase participation.
- Stated on the previous question. Team building activities are key to building stronger relationship or understanding of each other's firm.
- STOP HAVING VIRTUAL MEETINGS....They need to get to know the DBE's which they used to do, but now that most of the outreaches are virtual it is a waste of time to attend.
- Stop using old traditional methods and update how they engage with DBE's
- Tell everyone which primes are actually exceeding the goals (not primes that are claiming they will meet the goals)
- The contractors need to share 20% with local small business.
- The Prime contractor should or can use DBE's to purchase their supplies for certain equipment that pertains to the DBE's qualifications.
- There should be monetary penalties for Primes who fail to utilize DBE partners during the life of a contract.
- They should be mandatory for all prime to have a DBE, but MTS should ensure that the DB are used correctly and not just for bidden purposes, which is what happens a lot while the prime maintains all the money and the funding and only uses the DBE's For RFP purposes to win the bid
- To encourage prime contractors to utilize DBEs and other small businesses on their contracting teams, I recommend the following strategies: 1. Set Clear Participation Goals: Establish specific DBE and small business participation goals for projects. Make these goals a key evaluation criterion in the bid process to emphasize their importance. 2. Provide Financial Incentives: Offer financial incentives or bonuses for prime contractors who meet or exceed DBE and small business participation targets. This can motivate primes to actively seek out and engage with these businesses. 3. Implement a Scoring System: Use a scoring system in the bid evaluation process that awards additional points to prime contractors who include DBEs and small businesses in their proposals. This encourages primes to prioritize these partnerships. 4. Offer Training and Support: Provide training programs and resources to prime contractors on how to effectively work with DBEs and small businesses. This can include workshops on compliance, capacity building, and best practices for collaboration. 5. Facilitate Networking Opportunities: Organize networking events, match-making sessions, and pre-bid meetings that connect prime contractors with DBEs and small businesses. These events can help build relationships and foster partnerships. 6. Create a Mentor-Protégé Program: Establish a mentor-protégé program where experienced prime contractors can mentor DBEs and small businesses. This can help smaller firms build capacity and gain the experience needed to successfully participate in larger projects. 7. Simplify Subcontracting Processes: Simplify the subcontracting process to make it easier for prime contractors to engage with DBEs and small businesses. Provide templates, guidance, and support to streamline paperwork and compliance requirements. 8. Recognize and Celebrate Success: Publicly recognize and celebrate prime contractors who successfully utilize DBEs and small businesses. This can include awards, press releases, and features in industry publications to highlight their commitment and success. 9. Regularly Monitor and Report: Implement a robust monitoring and reporting system to track DBE and small business participation. Share these reports with all stakeholders to ensure transparency and accountability. 10. Provide Feedback and Continuous Improvement: Solicit feedback from both prime contractors and DBEs/small businesses on the challenges and successes of their partnerships. Use this feedback to continuously improve processes and support systems.

- To encourage prime contractors to utilize DBEs and other small businesses, I recommend implementing incentives for meeting DBE participation goals, providing clear guidelines and resources for finding and partnering with DBEs, and offering mentorship programs to support DBE development. Additionally, fostering a collaborative environment through networking events and workshops can help prime contractors understand the value and benefits of including DBEs in their contracting teams. These steps can promote inclusivity and create more opportunities for small businesses.
- To have a list of the services we provide.
- to send out emails early in the bid process, give sub quality time for submittal...
- To work with us, giving us the same payment terms that are in the contract, allowing the large company to be added to the payment, this will remove the fear of them not getting paid and the contract to go with ease for all parties.
- Using a compliance firm like us, labor compliance pros, to post ads and recruit workers.
- Utilize brokers that roster DBE certified owner operators to increase participation
- Vet the DBEs and relay the DBE's abilities to the primes.
- Create higher DBE goals and audit their good faith efforts to mandate GC's are reaching out to proper contractors.
- We are have quality services that we provide, with the ability to be a valued partner.
- We only work for certain agencies / municipalities for this very reason. The agencies that have hard, if you do not meet your goals you are not eligible for this contract again agencies, the primes tend to meet their goals. We see work with those agencies. If there are no real consequences, then a prime is never going to attempt to meet the goals. Revenue is the driver. If there is no fear in losing it, then there is no incentive to share it.
- Yes pair the partnerships
- Yes, offer a certain hourly rate for using of DBE's which may be more competitive for DBE's.

Do you believe companies in your industry could participate in any of the work scope opportunities identified in MTS' proposed project list?

- 91 selected: Likely
- 39 selected: Neither likely nor unlikely
- 141 selected: Very unlikely

Are any of the businesses you work with on job sites certified DBEs and/or SBEs?

- 112 selected: Yes
- 53 selected: No
- 105 selected: Not sure

Please list the names of the certified DBEs or SBEs that you work with.

- Destination Enterprises, Inc (that's us)
  2) Logic
  3) 02EPCM
- 4Tech Solutions LLC
- A&S Engineers Inc. We are a California Certified SBE and are in the process of obtaining certification for DBE.
- ABBA Distributors
- ABC Acoustics, Inc.

- Advanced Railway Innovations
  Advanced Electrical Innovations
  SENTINEL BUILT INC
  Global Signals Group, Inc
- Advanced Railway Innovations, Inc
- ALTA Land Surveying, Beyaz and Patel, Coastal Engineering, CPM Partners, E3 Consultants, Bernard Johnson Group
- Alta One Inc.
- AMEG, Anchor 41
- As we are a DBE, we work with a lot of DBEs and SBEs that the prime contracted with
- Asian Star Contracting Services
  Genesis Staffing Services
  Eternal Love Limited Liability Service dba Vested Solutions
- Better way plumbing
- Bottom Line Refined, LLC
- BriteWorks
- BriteWorks
- C.A. Wehsener Engineering, Inc., La Salle Solutions, LLC, S2 Engineering, Inc., Blue Lake Civil, Civic CM, CJ Roberts Inc, CPM Partners, Inc., Destination Enterprises, Inc., Gateway Pacific Management, Inc., LKG-CMC, Inc, Reddy Engineering Services, Inc., SafeworkCM
- C2PM
- CAFTECH, BM Associates
- CDS Services Inc.
- CG Inc.
- CG Inc.
- Comply171 and some others
- Conaway Geomatics, SafeProbe, Inc.; AIX; among others.
- Converse
  L.D. King
- CPC Constructors, TRP Logistics, Lechuga Trucking, Simon Elite, CHOM
- CR Associates
- DBE
- Dees Burke
  American River Contractors
- Diego & Son Printing, San Diego
- E-4 Construction, Inc. DBA Cali Construction
- EFS West Inc
- Electro Specialty Systems, SBE
- Elephino
- Enabled Consultants, Terravanta
- Energy management pros
- Fed Vet
- FMF Pandion, Mikhail Ogawa Engineering, PacRim Engineering
- For now I list my own company, SBE certified, and I applied for DBE (waiting for final confirmation): InnovaPronto LLC, for all the SAP projects, support, helping the new 2 prime contractors with speeding up the SAP tickets, IT learning & Classes & Training materials, and Project Management projects.
- Global Diversified Voltage

- GSS, Vectra, and many others.
- I believe Northrop Grumman, Lockheed Martin, Boeing...
- I would with over 100 DBE's and SBE's
- iVet Environmental, Diversified Landscape, High-Light Electric
- Just to name a couple:
  Kendall Association (amazing woman-owned compliance company)
  https://callcpdbra.com/meet-our-team/

  Leopold Biological Services (Biologist)
  https://leopoldbiological.com/contact-us
- Katz & Associates, Chen ryan Associates, Cityworks people + Places, balk biological, blue lake civil, earth mechanics, KKCS, Monument ROW, MTGL, Nasland engineering, pacific railways enterprises, paleo solutions, panGIS, redman consulting, tri-county drilling, trifilettie, zephyr, etc
- Ketchie, L&L Tooling
- LBI
- Leimcom
- Logic - program/project management
  ARHS - roofing demo/install
  Parkins - data science & analytics
- Merrimac Energy Group
- Metro
  TOPG
- MTGL, Blue Pacific, Plam Engineering, San Dieguito Engineering
- Mullins Law Group
- My Company Signa Digital.
- National Electric Works
  Odigos
  Elevated Sales
  National Security Works
- Our company FRS Environmental Inc.
- Our firm, RT Engineering & Associates, Inc. is both a SBE and DBE. We also work with Dynamic Engineering Services, Inc.
- PanGIS, Inc.
- Paradigm Geospatial, Inc - DBE & SBE
- Patrol Vision Security Services
- Payco Specialties is certified WBE, SBE.
- Photo Geodetic Corporation - aerial mapping
- Please visit https://hub.tradesnetwork.us/home for our network of DBEs/SBEs
- Polaris land surveying
- PVJOBS
- Quality Sprayer, INC.
- RMS Life Safety, GL Plumbing,
- Roberts group
- Rod Fuller Electric Coporation dba: Fuller Electric
- Ronda Jackson, Robin Thorne, Theodora Oyie - I know hundreds. I am sure you do not expect me to list them all here.

- RQS
  Virginkar
  Casamar
- S1 Eleven Security, Inc.
- Sama Construction Services, La Salle Solutions, Grit Force, Berg CM
- SD Shredding, Inc., our company, is a DBE and SBE
- Sling and Stone
  DynaSec International
  B2G International
  QuinnWilliams
  Spectrum ITC
  Toth Group
  Navigating Preparedness Inc.
- StarOne MS
- Supply Solutions is a Certified MBE
- The Golden Rebar, Inc
- There are too many to list out. I get them from the CUCP and DGS database and our internal database.
- There are too many to list. We do a lot of work with METRO - LA. Required to use DBE firms.
- Too many to list
- Too many to nsme
- United Pipe and Steel Fabrication is one. They are located in Bakersfield. They fabricate Misc Steel and Process Piping and they also hold a Class A License for Construction. There are many more out there that can be used.
- Various
- Veltre Engineering, Inc.
  OCMI, Inc.
- Vertical Computers is a DVBE and AM-TEC is an SBE.
- We are a DBE, SBE, and WBE certified subcontractor.
- We are JV with SDVOSB, HUBZONE, Women-owned, Native, Tribal and other communities!
- We work with over 900 DBE's and SBE's
- Wethington Engineering Inc. (DBE certification recently applied for)

Any other thoughts or concerns related to MTS 3.1% DBE goal?

- 3.1% seems low compared to other agencies nationwide or even in California, but I will accept any goal at this time if it mandated.
- 5% would be a better goal.
- A goal if 3.1% is far too low and shows MTS does not want serious engagement from the small business/DBE community.
- A goal of 5% would be better.
- A higher goal encourages more businesses to participate.
- A higher rate would definitely help
- Achieving the MTS 3.1% DBE goal is a positive step, but it's essential to ensure ongoing support and resources for DBEs to sustain their participation. Continuous monitoring, feedback mechanisms, and adjustments to outreach strategies will be crucial in addressing any emerging challenges and ensuring the goal is met effectively. Also, the goal can be up to a 5%.
- Again, I believe 3.1% is low believe the goal should be a range of 8%-10%
- All extra paperwork costs money, so an incentive to spend the money is always good.

- As a certified small business -PW. We would like too be a part of helping MTS achieve that goal.
- As a DBE making access to primes more available would help
- As a public entity your goal is not a commitment to DBE nor equitable is more of the same-status quo! You need to think differently being a tax funded organization!
- Based on my experience with California eProcure website, many of us DBEs are eager to work with the prime contractors. In that portal we are able to post some ADs called "Sub seeking for a Prime". However, even there, the Prime has no interest in sharing the project with the DBEs, unless they are forced to.
- Caltrans goals are 20%+ for District 11 (Sand Diego and Imperial Counties). MTS should be around the same percentage as it is the same group of consultants and contractors.
- Continue to strive for DBE goals beyond 2027
- Could be 5%
- DBEs follow the money and the opportunities. If you aren't getting enough DBEs, it is because your work is hard to acquire. Reduced access to relationships results in reduced opportunity and therefore reduced past performance/experience.
- Far too small. Taxpayers deserve to have the talent and commitment offered by small businesses engaged in this very important program.
- For marketing/advertising/public outreach, do an audit of the contracts awarded and you will see the same businesses being awarded contracts.
- Given the order of magnitude of the total contracts/scope of work, 3.1% seems very low.
- good goal
- Good Goal
- Hope to one day be able to represent MTS in handling/defending their workers' compensation claims.
- I am sure that this goal is very, very low and overly conservative. It sends a message that DBEs are second class citizens and do not really factor. Prime contractors can and do find firms when there is a goal but agencies tend to lean to the side that they do not want to burden the primes.
- I believe 3.1% is great goal
- I believe since it is a challenge and a long process to be awarded a DBE 3.1% sounds fair.
- I believe this is small and more can be done, esp. if this is just a goal. Unless there's not enough DBEs to do the work
- I can be contacted at hr@niciinsure.com
- I could use a list of prime companies that employ or are required to employ DBEs. Also, prime companies could employ staff to work in favor of DBEs. They need to show their efforts quarterly and meet the hiring goals. Penalties need to be enforced and contracts terminated if primes do not meet the requirements. Lastly, a requirement to employ DBEs at 3plus percent is too low, considering the number of small business owners out there.
- I don't have any employees so I run it myself. Since I'm so small a business I don't get picked for the job.
- I feel like this goal is way too low.
- I feel the percentage could be increased to 10 - 15 percent, especially in the construction sector where there are numerous DBE and SBE qualified contractors.
- I have a professional services business. It appears as though MTS's target is for construction-like services. I think the approach is slightly different when we are talking about professional services versus construction – like services. I'd love to see specific DBEs targeted when requesting professional services.
- I read the attachment and understand you do not have enough DBE's and SBE's so I feel the 3.1% is fair for now. But I do hope you are able to reach out to more organizations to spread the

word on how to get signed up and how to attain even a small $7k contract to get our foot in the door.

- i think it can be brought up by focusing on some of the good categories that have availability
- I think it is a fair goal and possibly could go higher to 5%
- I think it is a rather low-level goal considering the amount of minority owned businesses in San Diego. It doesn't seem like this a goal will bring about substantive change considering it is for 3 fiscal years. Perhaps MTS should take on a more challenging goal of 3% each of the three next fiscal year
- I think it is a very respectable goal. My company doesn't fit the stated MTS needs as we focus on the needs that companies have to get their people to work well with other people. Efficiency, satisfaction and staff retention - these are areas for which we're suited.
- I think it would be helpful is the percentage were larger
- i think its a great opportunity for DBE contractors to be given a fighting chance at making a profit
- I think it's too low.
- I think the 3.1 DBE goal is low. Many of the CalTrans DOT projects are over 20% and reached. 3.1 % DBE goal is discouraging.
- I think the MTS 3.1% DBE goal is too low and recommend a 5% DBE goal.
- I think we all know how this will go, to be honest... The bulk of the 3.1% spending will go to companies that are owned by white women who (conveniently) are the wives, mothers or sisters of the white male owners of existing incumbent contractors; a few micro-sized legitimately BIPOC DBE companies will get micro-sized grants; any huge "DBE" companies that get big contracts will have convoluted ownership structures that lead straight overseas (not that anyone on the prime side will check); and all the real DBE companies will get tied up in red tape and paperwork that goes nowhere, draining them of time, money and resources and setting them several steps back.
- I think with a goal so low, it's very unlikely that many dbe's will be able to move towards being a prime.
- I would like to see an equal percentage for all business certifications if possible.
- If you are currently reaching the 3.1% goal, maybe increase the goal to 4%.
- Increase it
- Increase the 3.1%. Additionally, just reaching out to a DBE by a large contractor and listing their outreach effort should not constitute participation. Participation should be just that- hire a the DBE as a sub with a contract or allow them to be partner, protege. Also, a larger company can contract with a DBE for 1 year and receive incentive for doing so.
- Increase the DBE goal to 25%.
- increase the goal to 10-20%
- Increase the percentage to min of 10% for Small Business certified firms in IT
- Increase to 5%.
- Increase to 5-6% participation.
- Increased communication and exposure to bidders in need of a DBE supplier.
- It could be more than 3.1%
- It could even be higher. I don't think a 10% DBE goal is unreasonable.
- It is probably too low. Most entities have at least 5%
- It is to low. It should be around 10% to 15%, if you really want to make a change? Caltrans is 22.5%.
- It is too low!

- It is very reasonable and could potentially even increase. I believe that LA Metro's Purple Line Extension had a 5% DBE goal.
- It needs to be increased beyond 3.1%. There are a lot of disadvantaged business in need of opportunity and that low goal reduces their chances.
- It seems high. 2% seems more reasonable given the list of services MTS is looking to source.
- It seems low.
- It seems very low
- It seems very low, and when the math is low the requirement to meet this goal allows the prime contractor/MTS to bypass the use of any DBE's.
- It should be higher, like 5%+
- It should be mandatory not a goal
  There should be a much more thorough search behind the scenes to ensure Companies claiming DBE/SB status are legitimate and not a front creating ghost monopoly
- It would be nice if the % was a little higher, we have not received any work with MTS and would like to.
- It's a good starting point but increasing that goal and further incentivizing primes to involve DBE's would go a long way.
- Its a good starting point, but needs to increase in the next few years
- It's small, should be 10%. Additionally, an amount that small could be given to one or two subs. There should be requirements to bring on SBEs and DBEs through all trades for a small portion of the scope. That's the spirit of this requirement, right? Help the next group of team members grow and prosper.
- It's very low
- Just hope to see action plans to achieve it.
- Make DBE participation a fair opportunity for ALL DBE firms and as the agency, stop the practice of sole sourcing your digital signage to 1 company while pretending it is not. My company presented a better digital signage product aP1 HDR resolution) display and it was rejected as not being equal when technically it is superior. Of course this was done to keep the same "sole source" product. Stop making DBE participation a scam to get Federal dollars and be honest.
- Make it at least 5%. Track compliance. Our firm was listed as a DBE subcontractor by a large firm to help win a long-term contract with the City of San Diego for the Pure Water project. That was over 8 years ago and we have received zero work and there has been no accountability.
- Maybe help provide DBE Resources with RFP
- N/A
- N/A
- N/A
- Na
- na
- Nice number
- no
- no
- No
- No
- No
- no
- No
- No
- No

- No
- No
- No, We are not in the list.
- none
- None
- none
- None
- none
- None
- None
- none
- None
- None that I can think of.
- Nope
- nope
- Not currently, but I do look forward to the webinar to see how the DBE Overall Goal Methodology is structured.
- Our company Supply Solutions for example could have done many more items on your janitorial supply bid. We won like 5 items but could have been awarded many more and spend would have counted towards your supplier diversity goals.
- Pair us with help.
- People will wake up to the fact of how this is a give away to large business.
- Perhaps a 5% -10% goal depending on cost of contract.
- Please have a Small Business Goal not just a DBE - look at the LA Metro program as a good example
- Please increase the 3.1%.
- Please remember that since this goal applies to professional services DBEs in addition to construction, vehicle acquisition, maintenance, and other types support services. So, please consider that professional services (i.e., management or technology consulting) may have different needs and opportunities for DBE partners where a higher percentage DBE goal would make much more sense.
- Realistically, if only a 3.1% DBE requirement is utilized, that is the amount of work that a Prime firm will give to a DBE, nothing more.
- Seems a low goal
- Seems like a good start. 5% would be even better.
- Seems very low. Even Caltrans have 25% DBE requirements.
- Sometimes Prime get the Job, them they don call the DBE
- sure more opportunities should be given to make more competitive to maybe 4%
- Surprised it is so low, particularly considering where you are located.
- Thank you for allowing me to share my thoughts.
- Thank you for reaching out!
- That is an embarrassing goal, when your minority community is greater than 3.1 %. You act like you are doing something great.
- The goal is too low. Also, the focus should be on contacting with local San Diego DBEs to support the local economy.
- The goal seems a little small
- The goal seems low.

- The only reason for primes not meeting the DBE goal is due to scope changes. As long as MTS understands that the scope has changed, and we can no longer find DBEs to perform the new task, we are not concerned about not meeting the goal.
- The percentage is way too low.
- The US DOT goal is 10%. Since it's federal funds, match the federal goal.
- The volume of 3.1% seems light for a DBE goal.
- There are many other trades that could provide participation to the 3.1% goal, however the elevator scope is not one of them.
- There are qualified subs out there that can help MTS exceed the 3.01%goal. MTS has to lean on primes to exceed this goal, otherwise primes will not bother.
- There may be more DBEs in San Diego in the future so you may want to raise the DBE goal at one point.
- Think it should be 5%. Comparable to the state DVBE goal.
- This goal seems very small. It is just that a goal. It's not mandatory. What is the ramifications if the number isn't met?
- This question is very arbitrary as it depends on the size of your budget. But, just like in life, a one size fits all solution does not usually work well.
- This should be significantly higher given the number of DBEs interested in working in this marketplace
- To low. This is San Diego, #2 in California population!
- Too low of a goal. Should be 6-10% minimum.
- We have always strived to utilize DBE contractors if possible.
- What does MTS 3.1% and DBE goal mean?
- What would it hurt to increase the goal?
- When a DBE goes to a non-DBE to quote on the work, where the non-DBE becomes a subcontractor to the DBE. Only use a DBE that will not use a subcontractor.
- When a DBE supplier wins your bid, reach out to them to correct anything instead of cancelling and going back out to bid
- Why only 3.1%?
- with current economic conditions, higher percentage of the DBE goal will help small businesses more.
- Would like to see the % amount required instead of just a goal.
- would propose to increase it
- yes see my comments earlier
- Yes, goal is too low
- You set the goal and then make it hard for the primes to meet it. The primes try but you are the barrier.
- Your program is welcomed.

Metropolitan Transit System

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Parking Lot Sweeping Services – Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. PWL395.0-24 (in substantially the same format as Attachment A) with San Diego Power Clean Inc., a Small Business (SB), in the amount of $386,760.00 for the provision of parking lot sweeping services for a five (5) year term.

Budget Impact

The total contract cost of services is estimated to be $386,760.00 (Attachment C). The project will be funded by the Facilities Maintenance Operating Budget account 380016-571140.

DISCUSSION:

Sweeping services are needed by MTS's Facilities Maintenance to keep the Trolley station parking lots, Rail Yard, and Bus Loops located throughout the MTS Rail System clean of debris and safe for the public. This contract will provide cleaning for twenty-one (21) transit center parking lots as well as MTS Trolley Yards. The proposed sweeping services will prevent the buildup of dirt and debris in the Trolley station parking lots and will also keep the storm drains located in the parking lots clean of debris.

MTS Policy No. 52, Procurement of Goods and Services", requires a formal competitive bid process for procurements exceeding $150,000.00.

On March 24, 2024, MTS issued an Invitation for Bids (IFB) for Parking Lot Sweeping Services to interested parties. On May 14, 2024, a total of two (2) bids were received, as follows:

#	Proposer	Certifications	Overall Bid Total
1	San Diego Power Clean Inc.	SB	$386,760.00
2	Sweeping Corporation of America LLC	N/A	$2,697,348.00

MTS staff has deemed San Diego Power Clean Inc. the lowest responsive and responsible bidder. Based on a comparison of these bids, including MTS's Independent Cost Estimate (ICE) at $317,457.28 and MTS past purchase history, staff deemed San Diego Power Clean Inc's. pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc No. PWL395.0-24 (in substantially the same format as Attachment A) with San Diego Power Clean Inc., in the amount of $386,760.00 for the provision of parking lot sweeping services for a five (5) year term.

/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. PWL395.0-24
B. Scope of Work
C. Bid Summary

Metropolitan Transit System

STANDARD AGREEMENT
FOR

MTS DOC. NO. PWL395.0-24

PARKING LOT SWEEPING SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2024 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":

me San Diego Power Clean Inc. Address: PO BOX 151353

San Diego, CA 92175

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

Email: sdpowerclean@gmail.com

Telephone: 619-460-8177

Authorized person to sign contracts Eric Friend (Name) President (Title)

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

The contract term is for five (5) years effective August 1, 2024 through July 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract (inclusive of CA 7.75% sales tax) shall not exceed $386,760.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SAN DIEGO POWER CLEAN INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

4. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

[SECTIONS 4.1 THROUGH 4.20 APPLY TO ALL GROUPS]

4.1. INTRODUCTION

The purpose of this Contract is to obtain parking lot sweeping services for MTS Rail Stations' parking lots and bus loops, and San Diego Transit Corp (SDTC) locations located throughout the MTS Rail System. The names and addresses of each site where parking lot sweeping services are to be performed are attached hereto as shown in *Attachment 2 – List of Parking Lots and Aerial Views* and made part of this Scope of Work. Estimated square footage for each location is also included.
Generally, the successful Contractor shall provide parking lot sweeping services at the following locations.

- UC San Diego Blue Line consists of eleven (11) locations.
- Orange Line consists of eight (8) locations.
- Green Line consists of two (2) locations.
- MTS Trolley A & C Yard one (1) location.
- SDTC bus locations consists of two (2) locations.

4.2. GROUPS

Group	Description
A	San Diego Trolley, Inc. (SDTI)
B	San Diego Transit Corp. (SDTC)

4.3. DEFINITIONS

A. The word "clean" is defined as meaning: no visible debris such as dirt, sand, glass, paper, cans, leaves, sticks, small limbs and other objects left on any freshly swept areas.

B. The word "debris" is defined as meaning: items such as, but not limited to, the following: paper, glass, cans, bottles, sand, rocks, wire, cellophane, leaves, grass clippings, cigarette butts.

4.4. PERFORMANCE OF SERVICES

A. The Contractor shall provide parking lot sweeping services, including all supervision, products, materials, equipment operators, and transportation to complete the work. The Contractor shall provide personnel who are skilled in the performance of parking lot sweeping. All personnel are to conduct work in a professional manner with minimal disturbances.

B. Contractor shall be responsible for disposing of all collected dirt and waste at an approved facility or landfill. The Contractor shall not use any MTS receptacle(s) to dispose of any material collected during the performance of this contract.

C. Contractor shall take all appropriate steps to ensure that all services performed under this contract are in accordance with all applicable city, county, state and federal laws and in accordance with best practices of environmental professionals.

D. The Contractor shall provide an adequate staff of personnel with the necessary management of expertise to ensure the performance of the work is in accordance with sound and efficient management practices. The Contractor shall provide competent Supervisors and/or Project Managers. The Supervisor and/or Project Manager shall be knowledgeable of the terms and specifications of this Contract.

E. The Contractor shall perform the work in a way to minimize disruption to the flow of traffic which will include patrons traveling to and from the stations.

F. The Contractor is responsible for providing enough sweeper trucks and workers to perform the service per location, and a Manager / Supervisor shall be available (on-call) if needed.

G. The Contractor shall send (via e-mail) the Monthly sweeping schedule to the Contract Manager by the first Monday morning of each month. This is used to monitor progress and give a true picture of the work that is performed. If any changes are made during the week, the MTS Project Manager shall be notified of the changes.

4.5. SUPPLIES AND EQUIPMENT

A. The Contractor shall furnish at its own expense, all labor, supervision, materials, supplies, and equipment necessary to perform the Contract.

B. Examples of commercial equipment to be utilized by the Contractor include sweeper trucks, equipment with broom attachment for sand removal, and blowers.

C. Examples of additional supplies and materials expected to be required during the performance of the walk through of the parking lots include: trash bags, litter picker, dustpan, and broom.

D. The equipment used to perform the sweeping service shall be maintained to prevent excessive noise.

E. The Contractor’s vacuum / sweeping fleet shall be sufficient enough to carry out contract requirements. As part of MTS’s due diligence, these requirements shall be verified by a formal inspection.

4.6. SPECIAL CONDITIONS

A. If the sweeper cannot reach or clean an area, the Contractor will be expected to use a vacuum/blower or broom and dustpan method to clean. This includes areas under parked vehicles, behind the tire stops, in corners, and areas adjacent to curbs in the lots.

B. Bottles, cans, sticks, branches, small limbs, and other trash or debris shall be picked up by hand if the sweeper truck will not pick them up due to the clogging of the hopper or if the debris is located behind the tire stops.

C. The Contractor shall not blow or dump debris and leaves onto MTS parking lot surfaces, sidewalks or in the drains. If the Contractor is found dumping debris on MTS property, it may result in adjustments to the payment. If the Contractor fails to remove the debris after (2) days, including weekends and holidays, this may also result in adjustment of the payment.

D. The Contractor shall perform a walk-through of the parking lots after each visit to de-litter the lot of hard to reach debris such as cans and bottles that are left on the light pole pedestals, sidewalks, behind the tire stops and other hard to reach areas.

E. Some parking lots have an abundance of leaves during the months of October, November, December, and January: a truck with 6 – 8 yd. hopper for leaves or additional sweeps may be necessary at no additional cost to MTS. It will be the Contractor's responsibility to remove and dispose of the leaves and debris.

4.7. UNSATISFACTORY WORK

The MTS Project Manager reserves the right to perform random inspections at any time throughout the duration of the contract. Any deviation from the requirements set forth in the Scope of Work will be communicated to the Contractor via email and or telephone call. The Contractor is expected complete any missing or unsatisfactory work within 24 hours of notification at no additional cost.

4.8. PROPERTY DAMAGE

A. The Contractor shall adequately protect MTS property, adjacent property and the public. In the event of damage to a structure or vehicles in the parking lots/bus loops as a result of the Contractor's operations, the Contractor shall take immediate steps to notify the MTS Project Manager.

B. All costs involved in making repairs and restoring the structure shall be borne by the Contractor, and the Contractor shall be fully responsible for any and all claims resulting from damage.

C. If damage caused by the Contractor has to be repaired or by MTS, the cost of such work shall be deducted from the monies due to the Contractor.

4.9. RESPONSE TIME/DESIGNATED PROJECT MANAGER

Contractor shall assign a Project Manager to act as the single point of contact for services related to this contract. Contractor's Project Manager or designee/call center shall be available twenty four (24) hours per day, 7 days per week, and furnish MTS with dispatch phone numbers.

4.10. EMERGENCY/WILL CALL SERVICES

The Contractor shall perform emergency/will call services within two (2) hours after notification by MTS Project Manager. The sweeping services shall be performed in accordance with Section 2.3 – Performance of Services of the Scope of Work.
Compensation for emergency/will call services shall be made according to the all-inclusive emergency hourly rate given on the original bid sheets. The Contractor's personnel performing these services shall notify the MTS Project Manager at their time of arrival at location and departure for time verification.

4.11. [NOT APPLICABLE] HPE MINIMUM REQUIREMENTS

4.12. [NOT APPLICABLE] CONTRACTOR' S INFORMATION SECURITY RESPONSIBILITIES

4.13. [NOT APPLICABLE] BUY AMERICA

4.6.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

4.6.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

4.6.3. [NOT APPLICABLE] ROLLING STOCK

4.6.4. [NOT APPLICABLE] IRON OR STEEL

4.14. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.
Payment terms shall be net 30 days from invoice date.
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.

4.15. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

4.16. [NOT APPLICABLE] WARRANTY

4.17. [NOT APPLICABLE] REPLACEMENT PARTS

4.18. [NOT APPLICABLE] DELIVERY AND ACCEPTANCE

4.19. [NOT APPLICABLE] LIQUIDATED DAMAGES

4.20. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

Group A
SDTI

4.21. INTRODUCTION

Contractor shall remove debris from parking lots, LRV Yards A & B, Maintenance Facilities Parking areas, bus loops, sidewalks, behind the tire stops, on curbs, and other hard to sweep areas.

4.22. ROUTINE SERVICE HOURS AND FREQUENCY SCHEDULE

A. The Contractor shall perform routine service at listed locations between the hours of 10:00 P.M. PST and 5:00 A.M PST with the exception of Trolley A & C Yard.

B. The Contractor shall perform routine service of Trolley A & C yard between the hours of 10:00 A.M. PST and 2:00 P.M. PST.

C. Contractor shall provide service for each location two (2) times per week with the exception of Trolley A & C Yard. Sweepings of the same location will not be done within 48 hours of each other or separated by more than 96 hours.

D. Contractor shall provide service for the Trolley A & C Yard one (1) time per week.

Group B
SDTC

4.23. INTRODUCTION

Contractor shall provide power vacuum sweeping of the bus parking lots for San Diego Transit at the Imperial Avenue Division, and Kearny Mesa Division.

4.24. ROUTINE SERVICE HOURS AND FREQUENCY SCHEDULE

A. Contractor shall sweep the bus lot with a vacuum assisted, truck mounted, rotating broom brush that contacts the lot surface. Vacuum trucks without brooms shall not be allowed.

B. The bus lots shall be swept once every other week (26 services per year). Sweeping services shall be provided according to a fixed schedule. Deviations from the schedule must be approved by the MTS Project Manager in advance.

C. Sweeping services shall be scheduled between the hours of 7:30 a.m. and 10:30 a.m.

ICE

GROUP A

Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 147.00	12	$ 1,764.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 178.50	12	$ 2,142.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 194.25	12	$ 2,331.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 189.00	12	$ 2,268.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 183.75	12	$ 2,205.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 189.00	12	$ 2,268.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 131.25	12	$ 1,575.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 120.75	12	$ 1,449.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 215.25	12	$ 2,583.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 152.25	12	$ 1,827.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 141.75	12	$ 1,701.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 147.00	12	$ 1,764.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 257.25	12	$ 3,087.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 120.75	12	$ 1,449.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 157.50	12	$ 1,890.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 173.25	12	$ 2,079.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 173.25	12	$ 2,079.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 162.75	12	$ 1,953.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 157.50	12	$ 1,890.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 273.00	12	$ 3,276.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 225.75	12	$ 2,709.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 416.67	12	$ 5,000.04
Total Year 1						$ 49,289.04

ICE						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 154.35	12	$ 1,852.20
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 187.43	12	$ 2,249.16
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 203.96	12	$ 2,447.52
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 198.45	12	$ 2,381.40
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 192.93	12	$ 2,315.16
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 198.45	12	$ 2,381.40
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 137.81	12	$ 1,653.72
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 126.79	12	$ 1,521.48
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 226.01	12	$ 2,712.12
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 159.86	12	$ 1,918.32
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 148.84	12	$ 1,786.08
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 154.35	12	$ 1,852.20
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 270.11	12	$ 3,241.32
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 126.79	12	$ 1,521.48
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 165.38	12	$ 1,984.56
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 181.91	12	$ 2,182.92
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 181.91	12	$ 2,182.92
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 170.89	12	$ 2,050.68
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 165.38	12	$ 1,984.56
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.65	12	$ 3,439.80
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 237.04	12	$ 2,844.48
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 437.50	12	$ 5,250.00
Total Year 2						$ 51,753.48

ICE						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 162.07	12	$ 1,944.84
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 196.80	12	$ 2,361.60
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 214.16	12	$ 2,569.92
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 208.37	12	$ 2,500.44
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 202.58	12	$ 2,430.96
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 208.37	12	$ 2,500.44
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 144.70	12	$ 1,736.40
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 133.13	12	$ 1,597.56
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 237.31	12	$ 2,847.72
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 167.85	12	$ 2,014.20
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 156.28	12	$ 1,875.36
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 162.07	12	$ 1,944.84
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 283.62	12	$ 3,403.44
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 133.13	12	$ 1,597.56
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 173.65	12	$ 2,083.80
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 191.01	12	$ 2,292.12
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 191.01	12	$ 2,292.12
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 179.45	12	$ 2,153.40
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 173.55	12	$ 2,082.60
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 300.99	12	$ 3,611.88
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 248.89	12	$ 2,986.68
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 459.38	12	$ 5,512.56
Total Year 3						$ 54,340.44

ICE						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 170.17	12	$ 2,042.04
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 206.64	12	$ 2,479.68
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 224.87	12	$ 2,698.44
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 218.79	12	$ 2,625.48
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 212.71	12	$ 2,552.52
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 218.79	12	$ 2,625.48
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 151.94	12	$ 1,823.28
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 139.79	12	$ 1,677.48
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 249.18	12	$ 2,990.16
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 176.24	12	$ 2,114.88
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 164.09	12	$ 1,969.08
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 170.17	12	$ 2,042.04
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 297.80	12	$ 3,573.60
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 139.79	12	$ 1,677.48
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 182.33	12	$ 2,187.96
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 200.56	12	$ 2,406.72
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 200.56	12	$ 2,406.72
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 188.42	12	$ 2,261.04
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 182.23	12	$ 2,186.76
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 316.04	12	$ 3,792.48
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 261.33	12	$ 3,135.96
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 482.35	12	$ 5,788.20
Total Year 4						$ 57,057.48

ICE						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 178.68	12	$ 2,144.16
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 216.97	12	$ 2,603.64
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 236.11	12	$ 2,833.32
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 229.73	12	$ 2,756.76
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 223.35	12	$ 2,680.20
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 229.73	12	$ 2,756.76
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 159.54	12	$ 1,914.48
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 146.78	12	$ 1,761.36
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 261.64	12	$ 3,139.68
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 185.05	12	$ 2,220.60
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 172.29	12	$ 2,067.48
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 178.68	12	$ 2,144.16
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 312.69	12	$ 3,752.28
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 146.79	12	$ 1,761.48
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 191.45	12	$ 2,297.40
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 210.59	12	$ 2,527.08
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 210.59	12	$ 2,527.08
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 197.84	12	$ 2,374.08
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 191.34	12	$ 2,296.08
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 331.84	12	$ 3,982.08
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 274.40	12	$ 3,292.80
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 506.47	12	$ 6,077.64
Total Year 5						$ 59,910.60

SDPC

GROUP A

Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 286.00	12	$ 3,432.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 286.00	12	$ 3,432.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 286.00	12	$ 3,432.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 286.00	12	$ 3,432.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 286.00	12	$ 3,432.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 286.00	12	$ 3,432.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 286.00	12	$ 3,432.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 286.00	12	$ 3,432.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 286.00	12	$ 3,432.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 286.00	12	$ 3,432.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 286.00	12	$ 3,432.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 286.00	12	$ 3,432.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 286.00	12	$ 3,432.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 286.00	12	$ 3,432.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 286.00	12	$ 3,432.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 286.00	12	$ 3,432.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 286.00	12	$ 3,432.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 286.00	12	$ 3,432.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 286.00	12	$ 3,432.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.00	12	$ 3,432.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 286.00	12	$ 3,432.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 143.00	12	$ 1,716.00
Total Year 1						$ 73,788.00

SDPC						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 286.00	12	$ 3,432.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 286.00	12	$ 3,432.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 286.00	12	$ 3,432.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 286.00	12	$ 3,432.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 286.00	12	$ 3,432.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 286.00	12	$ 3,432.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 286.00	12	$ 3,432.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 286.00	12	$ 3,432.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 286.00	12	$ 3,432.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 286.00	12	$ 3,432.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 286.00	12	$ 3,432.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 286.00	12	$ 3,432.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 286.00	12	$ 3,432.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 286.00	12	$ 3,432.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 286.00	12	$ 3,432.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 286.00	12	$ 3,432.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 286.00	12	$ 3,432.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 286.00	12	$ 3,432.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 286.00	12	$ 3,432.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.00	12	$ 3,432.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 286.00	12	$ 3,432.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 143.00	12	$ 1,716.00
Total Year 2						$ 73,788.00

SDPC						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 286.00	12	$ 3,432.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 286.00	12	$ 3,432.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 286.00	12	$ 3,432.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 286.00	12	$ 3,432.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 286.00	12	$ 3,432.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 286.00	12	$ 3,432.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 286.00	12	$ 3,432.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 286.00	12	$ 3,432.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 286.00	12	$ 3,432.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 286.00	12	$ 3,432.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 286.00	12	$ 3,432.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 286.00	12	$ 3,432.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 286.00	12	$ 3,432.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 286.00	12	$ 3,432.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 286.00	12	$ 3,432.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 286.00	12	$ 3,432.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 286.00	12	$ 3,432.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 286.00	12	$ 3,432.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 286.00	12	$ 3,432.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.00	12	$ 3,432.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 286.00	12	$ 3,432.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 143.00	12	$ 1,716.00
Total Year 3						$ 73,788.00

SDPC						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 286.00	12	$ 3,432.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 286.00	12	$ 3,432.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 286.00	12	$ 3,432.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 286.00	12	$ 3,432.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 286.00	12	$ 3,432.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 286.00	12	$ 3,432.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 286.00	12	$ 3,432.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 286.00	12	$ 3,432.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 286.00	12	$ 3,432.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 286.00	12	$ 3,432.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 286.00	12	$ 3,432.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 286.00	12	$ 3,432.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 286.00	12	$ 3,432.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 286.00	12	$ 3,432.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 286.00	12	$ 3,432.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 286.00	12	$ 3,432.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 286.00	12	$ 3,432.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 286.00	12	$ 3,432.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 286.00	12	$ 3,432.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.00	12	$ 3,432.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 286.00	12	$ 3,432.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 143.00	12	$ 1,716.00
Total Year 4						$ 73,788.00

SDPC						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 286.00	12	$ 3,432.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 286.00	12	$ 3,432.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 286.00	12	$ 3,432.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 286.00	12	$ 3,432.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 286.00	12	$ 3,432.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 286.00	12	$ 3,432.00
7	24th Street (National City) Trolley Station – 506 W 22nd St, NC	65,500	2	$ 286.00	12	$ 3,432.00
8	8th Street (National City) Trolley Station – 555 W 8th St, National City	93,000	2	$ 286.00	12	$ 3,432.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 286.00	12	$ 3,432.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 286.00	12	$ 3,432.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 286.00	12	$ 3,432.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 286.00	12	$ 3,432.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 286.00	12	$ 3,432.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 286.00	12	$ 3,432.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 286.00	12	$ 3,432.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 286.00	12	$ 3,432.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 286.00	12	$ 3,432.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 286.00	12	$ 3,432.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 286.00	12	$ 3,432.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 286.00	12	$ 3,432.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 286.00	12	$ 3,432.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 143.00	12	$ 1,716.00
Total Year 5						$ 73,788.00

SCA

GROUP A

Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 884.00	12	$ 10,608.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 1,664.00	12	$ 19,968.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 3,466.00	12	$ 41,592.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 2,600.00	12	$ 31,200.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 2,114.00	12	$ 25,368.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 2,513.00	12	$ 30,156.00
7	24th Street (National City) Trolley Station – 506 W 22 nd St, NC	65,500	2	$ 1,135.00	12	$ 13,620.00
8	8th Street (National City) Trolley Station – 555 W 8 th St, National City	93,000	2	$ 1,612.00	12	$ 19,344.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 3,640.00	12	$ 43,680.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 1,282.00	12	$ 15,384.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 1,005.00	12	$ 12,060.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 1,404.00	12	$ 16,848.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 4,550.00	12	$ 54,600.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 468.00	12	$ 5,616.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 1,378.00	12	$ 16,536.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 1,473.00	12	$ 17,676.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 1,473.00	12	$ 17,676.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 1,248.00	12	$ 14,976.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 1,152.00	12	$ 13,824.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 2,149.00	12	$ 25,788.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 2,513.00	12	$ 30,156.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 3,042.00	12	$ 36,504.00
Total Year 1						$ 513,180.00

SCA						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 884.00	12	$ 10,608.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 1,664.00	12	$ 19,968.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 3,466.00	12	$ 41,592.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 2,600.00	12	$ 31,200.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 2,114.00	12	$ 25,368.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 2,513.00	12	$ 30,156.00
7	24th Street (National City) Trolley Station – 506 W 22 nd St, NC	65,500	2	$ 1,135.00	12	$ 13,620.00
8	8th Street (National City) Trolley Station – 555 W 8 th St, National City	93,000	2	$ 1,612.00	12	$ 19,344.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 3,640.00	12	$ 43,680.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 1,282.00	12	$ 15,384.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 1,005.00	12	$ 12,060.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 1,404.00	12	$ 16,848.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 4,550.00	12	$ 54,600.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 468.00	12	$ 5,616.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 1,378.00	12	$ 16,536.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 1,473.00	12	$ 17,676.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 1,473.00	12	$ 17,676.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 1,248.00	12	$ 14,976.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 1,152.00	12	$ 13,824.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 2,149.00	12	$ 25,788.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 2,513.00	12	$ 30,156.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 3,042.00	12	$ 36,504.00
Total Year 2						$ 513,180.00

SCA						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 910.00	12	$ 10,920.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 1,714.00	12	$ 20,568.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 3,466.00	12	$ 41,592.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 2,652.00	12	$ 31,824.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 2,156.00	12	$ 25,872.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 2,563.00	12	$ 30,756.00
7	24th Street (National City) Trolley Station – 506 W 22 nd St, NC	65,500	2	$ 1,157.00	12	$ 13,884.00
8	8th Street (National City) Trolley Station – 555 W 8 th St, National City	93,000	2	$ 1,664.00	12	$ 19,968.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 3,640.00	12	$ 43,680.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 1,307.00	12	$ 15,684.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 1,025.00	12	$ 12,300.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 1,432.00	12	$ 17,184.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 4,550.00	12	$ 54,600.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 477.00	12	$ 5,724.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 1,400.00	12	$ 16,800.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 1,502.00	12	$ 18,024.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 1,502.00	12	$ 18,024.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 1,272.00	12	$ 15,264.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 1,175.00	12	$ 14,100.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 2,192.00	12	$ 26,304.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 2,563.00	12	$ 30,756.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 3,042.00	12	$ 36,504.00
Total Year 3						$ 520,332.00

SCA						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 910.00	12	$ 10,920.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 1,714.00	12	$ 20,568.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 3,466.00	12	$ 41,592.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 2,652.00	12	$ 31,824.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 2,156.00	12	$ 25,872.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 2,563.00	12	$ 30,756.00
7	24th Street (National City) Trolley Station – 506 W 22 nd St, NC	65,500	2	$ 1,157.00	12	$ 13,884.00
8	8th Street (National City) Trolley Station – 555 W 8 th St, National City	93,000	2	$ 1,664.00	12	$ 19,968.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 3,640.00	12	$ 43,680.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 1,307.00	12	$ 15,684.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 1,025.00	12	$ 12,300.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 1,432.00	12	$ 17,184.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 4,550.00	12	$ 54,600.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 477.00	12	$ 5,724.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 1,400.00	12	$ 16,800.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 1,502.00	12	$ 18,024.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 1,502.00	12	$ 18,024.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 1,272.00	12	$ 15,264.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 1,175.00	12	$ 14,100.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 2,192.00	12	$ 26,304.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 2,563.00	12	$ 30,756.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 3,042.00	12	$ 36,504.00
Total Year 4						$ 520,332.00

SCA						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Week	Monthly Price	# of Months	Extended Price
1	Beyer Street Trolley Station – 4035 Beyer Blvd, Chula Vista	51,000	2	$ 910.00	12	$ 10,920.00
2	Iris Street Trolley Station – 3120 Iris Ave, Chula Vista	96,000	2	$ 1,714.00	12	$ 20,568.00
3	Palm Avenue Trolley Station – 2340 Palm Ave, Chula Vista	200,000	2	$ 3,466.00	12	$ 41,592.00
4	Palomar Street Trolley Station – 1265 Industrial Ave, Chula Vista	150,000	2	$ 2,652.00	12	$ 31,824.00
5	"H" Street (Chula Vista) Trolley Station – 745 H St, Chula Vista	122,000	2	$ 2,156.00	12	$ 25,872.00
6	"E" Street (Chula Vista) Trolley Station – 750 E Street, Chula Vista	145,000	2	$ 2,563.00	12	$ 30,756.00
7	24th Street (National City) Trolley Station – 506 W 22 nd St, NC	65,500	2	$ 1,157.00	12	$ 13,884.00
8	8th Street (National City) Trolley Station – 555 W 8 th St, National City	93,000	2	$ 1,664.00	12	$ 19,968.00
9	Old Town Transit Center - 4009 Taylor Street, San Diego	210,000	2	$ 3,640.00	12	$ 43,680.00
10	Morena Linda Vista Trolley Station - 5210 Linda Vista Rd. San Diego	74,000	2	$ 1,307.00	12	$ 15,684.00
11	70th Street Trolley Station – 7255 Alvarado Road, San Diego	58,000	2	$ 1,025.00	12	$ 12,300.00
12	Amaya Trolley Station – 9100 Amaya Dr, La Mesa	81,000	2	$ 1,432.00	12	$ 17,184.00
13	El Cajon Trolley Station – 352 S Marshall, El Cajon	350,000	2	$ 4,550.00	12	$ 54,600.00
14	Arnele Trolley Station – 762 ½ N Marshall, El Cajon	27,000	2	$ 477.00	12	$ 5,724.00
15	Gillespie Field Trolley Station – 1990 ½ N Cuyamaca St, El Cajon	79,500	2	$ 1,400.00	12	$ 16,800.00
16	Spring Street Trolley Station – 4250 Spring St, La Mesa	85,000	2	$ 1,502.00	12	$ 18,024.00
17	Massachusetts Street Trolley Station – 1787 San Altos Pl, SD	85,000	2	$ 1,502.00	12	$ 18,024.00
18	Euclid Avenue Trolley Station – 450 Euclid Ave, San Diego	72,000	2	$ 1,272.00	12	$ 15,264.00
19	47th Street Trolley Station – 350 47th St, San Diego	66,500	2	$ 1,175.00	12	$ 14,100.00
20	Tecolote Transit Center – 1364 West Morena Blvd., San Diego	124,000	2	$ 2,192.00	12	$ 26,304.00
21	Balboa Transit Center – 3690 Morena Blvd., San Diego	145,000	2	$ 2,563.00	12	$ 30,756.00
22	Trolley A & C Yards – 1535 Newton Avenue, San Diego	540,000	1	$ 3,042.00	12	$ 36,504.00
Total Year 5						$ 520,332.00

ICE			
Will-Call/Emergency Services			
#	Est. Qty. of Hours	Hourly Rate	Extended Price
1	36	$ 52.50	$ 1,890.00
2	36	$ 55.13	$ 1,984.68
3	36	$ 57.88	$ 2,083.68
4	36	$ 60.78	$ 2,188.08
5	36	$ 63.81	$ 2,297.16

SDPC			
Will-Call/Emergency Services			
#	Est. Qty. of Hours	Hourly Rate	Extended Price
1	36	$ 45.00	$ 1,620.00
2	36	$ 45.00	$ 1,620.00
3	36	$ 45.00	$ 1,620.00
4	36	$ 45.00	$ 1,620.00
5	36	$ 45.00	$ 1,620.00

SCA			
Will-Call/Emergency Services			
#	Est. Qty. of Hours	Hourly Rate	Extended Price
1	36	$ 195.00	$ 7,020.00
2	36	$ 195.00	$ 7,020.00
3	36	$ 195.00	$ 7,020.00
4	36	$ 195.00	$ 7,020.00
5	36	$ 195.00	$ 7,020.00

ICE	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$ 49,289.04
Year Two - 8/1/2025 - 7/31/2026	$ 51,753.48
Year Three - 8/1/2026 - 7/31/2027	$ 54,340.44
Year Four - 8/1/2027 - 7/31/2028	$ 57,057.48
Year Five - 8/1/2028 - 7/31/2029	$ 59,910.60
Subtotal (Years 1-5)	**$ 272,351.04**
Will Call/Emergency Services Year 1	$ 1,890.00
Will Call/Emergency Services Year 2	$ 1,984.68
Will Call/Emergency Services Year 3	$ 2,083.68
Will Call/Emergency Services Year 4	$ 2,188.08
Will Call/Emergency Services Year 5	$ 2,297.16
Subtotal (Will-Call/Emergency Services)	**$ 10,443.60**
Group A GRAND TOTAL - (BASIS OF AWARD):	**$ 282,794.64**

SDPC	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$ 73,788.00
Year Two - 8/1/2025 - 7/31/2026	$ 73,788.00
Year Three - 8/1/2026 - 7/31/2027	$ 73,788.00
Year Four - 8/1/2027 - 7/31/2028	$ 73,788.00
Year Five - 8/1/2028 - 7/31/2029	$ 73,788.00
Subtotal (Years 1-5)	**$ 368,940.00**
Will Call/Emergency Services Year 1	$ 1,620.00
Will Call/Emergency Services Year 2	$ 1,620.00
Will Call/Emergency Services Year 3	$ 1,620.00
Will Call/Emergency Services Year 4	$ 1,620.00
Will Call/Emergency Services Year 5	$ 1,620.00
Subtotal (Will-Call/Emergency Services)	**$ 8,100.00**
Group A GRAND TOTAL - (BASIS OF AWARD):	**$ 377,040.00**

SCA	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$ 513,180.00
Year Two - 8/1/2025 - 7/31/2026	$ 513,180.00
Year Three - 8/1/2026 - 7/31/2027	$ 520,332.00
Year Four - 8/1/2027 - 7/31/2028	$ 520,332.00
Year Five - 8/1/2028 - 7/31/2029	$ 520,332.00
Subtotal (Years 1-5)	**$ 2,587,356.00**
Will Call/Emergency Services Year 1	$ 7,020.00
Will Call/Emergency Services Year 2	$ 7,020.00
Will Call/Emergency Services Year 3	$ 7,020.00
Will Call/Emergency Services Year 4	$ 7,020.00
Will Call/Emergency Services Year 5	$ 7,020.00
Subtotal (Will-Call/Emergency Services)	**$ 35,100.00**
GRAND TOTAL - (BASIS OF AWARD):	**$ 2,622,456.00**

GROUP B	ICE					
Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 213.75	12	$ 2,565.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 236.25	12	$ 2,835.00
Total Year 1						$ 5,400.00

GROUP B	SDPC					
Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 66.00	12	$ 792.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 66.00	12	$ 792.00
Total Year 1						$ 1,584.00

GROUP B	SCA					
Year One - 8/1/2024 - 7/31/2025						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 520.00	12	$6,240.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 585.00	12	$7,020.00
Total Year 1						$13,260.00

ICE						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 224.44	12	$ 2,693.28
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 248.06	12	$ 2,976.72
Total Year 2						$ 5,670.00

SDPC						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 66.00	12	$ 792.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 66.00	12	$ 792.00
Total Year 2						$ 1,584.00

SCA						
Year Two - 8/1/2025 - 7/31/2026						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 520.00	12	$ 6,240.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 585.00	12	$ 7,020.00
Total Year 2						$ 13,260.00

ICE						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 235.66	12	$ 2,827.92
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 260.46	12	$ 3,125.52
Total Year 3						$ 5,953.44

SDPC						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 66.00	12	$ 792.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 66.00	12	$ 792.00
Total Year 3						$ 1,584.00

SCA						
Year Three - 8/1/2026 - 7/31/2027						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 520.00	12	$ 6,240.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 585.00	12	$ 7,020.00
Total Year 3						$ 13,260.00

ICE						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 247.45	12	$ 2,969.40
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 273.48	12	$ 3,281.76
Total Year 4						$ 6,251.16

SDPC						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 66.00	12	$ 792.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 66.00	12	$ 792.00
Total Year 4						$ 1,584.00

SCA						
Year Four - 8/1/2027 - 7/31/2028						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 535.00	12	$ 6,420.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 603.00	12	$ 7,236.00
Total Year 4						$ 13,656.00

ICE						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 247.44	12	$ 2,969.28
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 287.15	12	$ 3,445.80
Total Year 5						$ 6,415.08

SDPC						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 66.00	12	$ 792.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 66.00	12	$ 792.00
Total Year 5						$ 1,584.00

SCA						
Year Five - 8/1/2028 - 7/31/2029						
#	Description	Square Footage	Frequency Per Year	Monthly Price	# of Months	Extended Price
1	SDTC Imperial Avenue Division - 100 16th Street, San Diego	120,000	26	$ 535.00	12	$6,420.00
2	SDTC Kearny Mesa Division - 4630 Ruffner St, Street, San Diego	135,000	26	$ 603.00	12	$7,236.00
Total Year 5						$13,656.00

ICE				
-Call/Emergency Services				
#	Contract Year	Est. Qty. of Hours	Hourly Rate	Extended Price
1	Contract Year 1	8	$ 112.50	$ 900.00
2	Contract Year 2	8	$ 118.12	$ 944.96
3	Contract Year 3	8	$ 124.03	$ 992.24
4	Contract Year 4	8	$ 130.23	$ 1,041.84
5	Contract Year 5	8	$ 136.74	$ 1,093.92

SDPC				
-Call/Emergency Services				
#	Contract Year	Est. Qty. of Hours	Hourly Rate	Extended Price
1	Contract Year 1	8	$ 45.00	$ 360.00
2	Contract Year 2	8	$ 45.00	$ 360.00
3	Contract Year 3	8	$ 45.00	$ 360.00
4	Contract Year 4	8	$ 45.00	$ 360.00
5	Contract Year 5	8	$ 45.00	$ 360.00

SCA				
Will-Call/Emergency Services				
#	Contract Year	Est. Qty. of Hours	Hourly Rate	Extended Price
1	Contract Year 1	8	$ 195.00	$1,560.00
2	Contract Year 2	8	$195.00	$1,560.00
3	Contract Year 3	8	$195.00	$1,560.00
4	Contract Year 4	8	$195.00	$1,560.00
5	Contract Year 5	8	$195.00	$1,560.00

ICE	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$ 5,400.00
Year Two - 8/1/2025 - 7/31/2026	$ 5,670.00
Year Three - 8/1/2026 - 7/31/2027	$ 5,953.44
Year Four - 8/1/2027 - 7/31/2028	$ 6,251.16
Year Five - 8/1/2028 - 7/31/2029	$ 6,415.08
Subtotal (Years 1-5)	**$ 29,689.68**
Will Call/Emergency Services Year 1	$ 900.00
Will Call/Emergency Services Year 2	$ 944.96
Will Call/Emergency Services Year 3	$ 992.24
Will Call/Emergency Services Year 4	$ 1,041.84
Will Call/Emergency Services Year 5	$ 1,093.92
Subtotal (Will-Call/Emergency Services)	**$ 4,972.96**
Group B GRAND TOTAL - (BASIS OF AWARD):	**$ 34,662.64**

ICE Groups A and B GRAND TOTAL - (BASIS OF AWARD):	**$ 317,457.28**

SDPC	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$ 1,584.00
Year Two - 8/1/2025 - 7/31/2026	$ 1,584.00
Year Three - 8/1/2026 - 7/31/2027	$ 1,584.00
Year Four - 8/1/2027 - 7/31/2028	$ 1,584.00
Year Five - 8/1/2028 - 7/31/2029	$ 1,584.00
Subtotal (Years 1-5)	**$ 7,920.00**
Will Call/Emergency Services Year 1	$ 360.00
Will Call/Emergency Services Year 2	$ 360.00
Will Call/Emergency Services Year 3	$ 360.00
Will Call/Emergency Services Year 4	$ 360.00
Will Call/Emergency Services Year 5	$ 360.00
Subtotal (Will-Call/Emergency Services)	**$ 1,800.00**
Group B GRAND TOTAL - (BASIS OF AWARD):	**$ 9,720.00**

SDPC Groups A and B GRAND TOTAL - (BASIS OF AWARD):	**$ 386,760.00**

SCA	
CONTRACT TERM	**TOTALS**
Year One - 8/1/2024 - 7/31/2025	$13,260.00
Year Two - 8/1/2025 - 7/31/2026	$13,260.00
Year Three - 8/1/2026 - 7/31/2027	$13,260.00
Year Four - 8/1/2027 - 7/31/2028	$13,656.00
Year Five - 8/1/2028 - 7/31/2029	$13,656.00
Subtotal (Years 1-5)	**$ 67,092.00**
Will Call/Emergency Services Year 1	$1,560.00
Will Call/Emergency Services Year 2	$1,560.00
Will Call/Emergency Services Year 3	$1,560.00
Will Call/Emergency Services Year 4	$1,560.00
Will Call/Emergency Services Year 5	$1,560.00
Subtotal (Will-Call/Emergency Services)	**$ 7,800.00**
GRAND TOTAL - (BASIS OF AWARD):	$74,892.00

SCA Groups A and B GRAND TOTAL - (BASIS OF AWARD):	**$ 2,697,348.00**

Metropolitan Transit System

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Bus Shelters – 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. B0763.0-24 (in substantially the same format as Attachment A) with Tolar Manufacturing Company, Inc. (Tolar), to manufacture and deliver bus shelters for a five (5) year period, for a total contract cost of $6,042,400.19 inclusive of 7.75% CA Sales Tax.

Budget Impact

The total contract cost is estimated to be $6,042,400.19 inclusive of 7.75% CA Sales Tax. The project will be funded by the Capital Improvement Program (CIP) Bus Stop Shelter project 1008121301-599901.

DISCUSSION:

MTS has 4,200 bus stops that it services throughout our jurisdiction. Of those bus stops, 515 currently have MTS-owned bus shelters installed. A separate contractor, Clear Channel Outdoor, provides advertising and maintenance at each bus shelter. Under that contract, MTS had the right to add 50 new bus shelter locations over the term of the contract. MTS has reached its new shelter limit and that contract is set to expire in 2028. Today's proposed action would authorize the purchase of 260 additional shelters over a five year period (52 per year), which would be installed throughout MTS's jurisdiction. MTS is in the early stages of procuring a new contractor to install, maintain, and advertise on the new shelters that will be purchased under today's proposed contract with Tolar.

On January 25, 2024, MTS issued a Request for Proposals (RFP) for Bus Shelters on PlanetBids. That RFP sought a firm for the manufacture and delivery of up to 260 bus shelters, including roofs, panels, seats, advertising kiosks, map cases, trash receptacles, lighting, and other features. The RFP specified that shelter design should provide a consistent appearance and design compared to MTS's existing shelters that are already deployed across the system. It also required that shelter proposals be of the highest of standards, improve and maintain safe pedestrian access, and comply with all Americans with Disability Act (ADA) requirements.

MTS received a total of three (3) proposals on the due date of March 1, 2024, from the following firms:

Proposer	Firm Disadvantage Business Enterprise (DBE) or Small Business (SB) Certification
Justified Performance LLC	SB
LNI Custom Manufacturing, Inc.	N/A
Tolar Manufacturing Company, Inc.	N/A

LNI Custom Manufacturing was deemed non-responsive as they did not submit a technical proposal to evaluate. Justified Performance and Tolar's proposals were deemed responsive and responsible and were forwarded to the evaluation committee. The evaluation committee was comprised of representatives from the MTS Bus, Planning, Marketing, and Finance Departments. The proposals were evaluated on the following:

1. Qualifications and Experience of the Firm and Management Team 30%
2. Work Plan: Design and Fabrication 30%
3. Cost and Price 40%

Total 100%

The following table illustrates the initial scores of the proposers:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Tolar	$5,990,184.54	36.40	54.60	91.00	1
Justified Performance	$5,451,452.22	40.00	25.80	65.80	2

As a result of the initial review, Tolar was the highest-ranked firm and Justified Performance was deemed outside of the competitive range. MTS invited Tolar for an interview, which was held virtually on April 22, 2024. During the interview, staff learned more about the solar process, possible improvements on the new proposed bus shelters, including an overview of the new constrained bus shelter. After the interview, staff determined a second type of constrained bus shelters (non-ad and ad) would need to be added to the scope. The reduced width "constrained" shelters shall be no larger than 3' deep at the base of the shelter to fit a 7' deep sidewalk while remaining ADA compliant. Staff also identified the type and number of as-needed parts anticipated to be purchased throughout the term of the contract. As a result of this new information and to be fair to all proposers, staff went back to both Tolar and Justified Performance for a revised technical and cost proposal. The following table illustrates the revised scores of the proposers:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Tolar	$6,105,592.33	38.83	54.60	93.43	1
Justified Performance	$5,926,540.57	40.00	25.80	65.80	2

After negotiations, staff was able to reduce Tolar's cost proposal by $60,606.14 (1.00%). Justified Performance did not reduce their pricing. In comparison to MTS's Independent Cost Estimate (ICE) in the amount of $6,844,845.66 and proposals received, staff determined Tolar's pricing to be fair and reasonable. Final scores are as follows:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Tolar	$6,042,400.19	39.23	54.60	93.83	1
Justified Performance	$5,926,540.57	40.00	25.80	65.80	2

Based on the objectives of this procurement, consideration of the evaluation criteria and Tolar's technical and cost proposals, the evaluation committee determined that Tolar presented the best overall value to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0763.0-24 (in substantially the same format as Attachment A) with Tolar, to manufacture and delivery bus shelters for a five (5) year period, for a total contract cost of $6,042,400.19 inclusive of 7.75% CA Sales Tax.

/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. B0763.0-24
B. Scope of Work
C. Cost Proposals

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0763.0-24

BUS SHELTERS

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Tolar Manufacturing Company, Inc.

Address: 258 Mariah Circle

Corona CA 92879
City State Zip

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

Email: pmerrick@tolarmfg.com

Telephone: 951-547-8209

Authorized person to sign contracts Patrick Merrick (Name) Executive Vice President (Title)

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

The contract term is for up to five (5) years effective August 1, 2024 through July 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $6,042,400.19 (inclusive of CA 7.75% sales tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	TOLAR MANUFACTURING COMPANY, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

5. REVISED_SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. GENERAL OVERVIEW

The San Diego Metropolitan Transit System (“MTS”) is soliciting proposals from qualified firms for the manufacture and delivery of 260 solar-powered bus shelters, including roofs, panels, seats, advertising kiosks, map cases, trash receptacles, lighting and other features as described more fully in this scope of work/minimum technical specifications. The shelters will be part of a coordinated street furniture project located in the public right-of-way within selected cities within the MTS service territory. The coordinated street furniture program for MTS shall be of the highest of standards, improve and maintain safe pedestrian access, and comply with all Americans with Disability Act (ADA) requirements. This project is funded through a MTS Capital Improvement Project and will not utilize any Federal funds.

5.2 BACKGROUND

MTS operates more than 90 fixed routes in the greater San Diego area. There are about 275,000 trips taken each day aboard MTS buses and trolleys. Approximately 60 percent of these trips are on buses. The vast majority of MTS services are within the urban core of San Diego County.

MTS currently has, or is in negotiations for, Memoranda of Understanding to locate shelters in the City of San Diego, City of National City, City of La Mesa, City of Lemon Grove, City of Chula Vista, City of Santee, San Diego County / Unincorporated, City of El Cajon, and City of Imperial Beach. These agreements allow the placement of transit amenities in the public rights of way in their respective jurisdictions. Additionally, the number of shelters with and without advertising has been broken out for the communities within the City of San Diego.

The Memoranda of Understanding (MOU) have no percentage requirements for non-advertising shelters; only that advertising panels cannot be located in residential neighborhoods or adjacent to parks. Approximately 81% of the 515 shelters have advertising kiosks, including the 59 digital shelter locations.

Bus Shelter installation and maintenance services are not part of this RFP. Those services are provided in a separate MTS contract. The successful Proposer will be required to deliver shelters to MTS at a designated location (to be determined by MTS separately) located within San Diego County. The shelters should be manufactured of the best materials and advertising kiosks should be designed in such a way as to maximize visibility to the advertising by passing vehicles and pedestrians without blocking the view of the shelter interior from bus operators.

Areas served by MTS include a wide variety of climates and weather conditions. MTS desires that responders propose shelter materials and construction methods that will best maintain their structural integrity over a 20-year life span and minimal maintenance costs for all areas. These areas include the beach communities of La Jolla, Pacific Beach, Mission Beach, Ocean Beach, Coronado and Imperial Beach where fog and sea salt air

are prevalent, and the inland communities of Santee and La Mesa where extreme heat and wind are common. A Regional Transit Map of the MTS service area is included as *Attachment 1*.

5.2.1 GENERAL OBJECTIVES

a. Expand and add to existing shelter inventory with new, modern, and similar-looking solar shelters.
b. Shelters shall be viewed as improving the streetscape for the communities in which they are placed and not just an amenity for transit users.
c. Shelters shall be constructed with the highest of standards. Structures shall be free from kinks, twists or bends; and shall be uniform in appearance. Any metal work exposed to view shall consist of materials that are smooth and free of surface blemishes including pitting, seam marks, and roller and grinding marks. Discolorations and stains will not be acceptable. Shelters must be powder coated.
d. Shelters will use materials best suited for the varied environmental conditions in which they will be placed.
e. Shelters shall include advertising kiosks that maximizes impressions by passing motorists and pedestrians without blocking views of transit passengers from bus operators.
f. Shelters shall be able to be easily modified for hardwired electrical lines in the rare case the shelter does not receive adequate sunlight from the solar panels.
g. Shelters shall include interior lighting and advertising lighting.
h. Shelters shall include benches with transient bars, trash receptacles, and standard map cases. Proposers are to include size of map cases in technical proposal.
i. Shelters shall include perforated metal rear panels with MTS branding decals.
j. Shelters shall comply with the latest Americans with Disabilities Act (ADA) standards.
k. Shelters shall comply with the latest electrical standards and codes.
l. Shelters shall be built to the more exact specifications as they are further described in Scope of Work/minimum technical specifications below.

5.3 SCOPE OF WORK/SPECIFICATIONS – BUS SHELTERS

5.3.1 BUS SHELTER SIZES

For the purposes of this Solicitation proposers shall provide a per unit cost for five shelter types – 13’ advertising, 13’ non-ad, 17’ advertising, 17’ non-ad, and a reduced width option (constrained shelter) ad and non-ad. Nominal roof dimensions for standard depth shelters shall be 13’ and 17’ long and 5’ deep. Roofs shall be 7’ high from the ground to the lowest point of the roof’s perimeter. The reduced width “constrained” shelters shall be no larger than 3’ deep at the base of the shelter to fit on a 7’ deep sidewalk while remaining ADA compliant. The constrained shelter length is 13’ and will be an advertising shelter. The advertising kiosk should be

located on the back panel facing the street. The kiosk must be consistent in size with the other two advertising shelters.

5.2.2 BUS SHELTER SPECIFICATIONS

The following are general descriptions based on shelter procurements of other transit properties. MTS will rely on the Proposer to specify materials and construction methods based on best practices. MTS's subcontractor, which will be responsible for shelter installation and maintenance. All shelters must be able to anchor into a 4" concrete foundation without requiring additional footing.

5.3.2 ROOF

a. The roofs shall be offset and arched.
b. Roofs shall include gasketed channels to allow for insertion of wall material and support posts.
c. Roof design shall prevent rain runoff from the front and side opening of the shelter. Rain water shall not be able to collect or be entrapped within any void or component cavity.
d. Construction shall include hidden or completely blended high-quality welds and delivered in one piece with no snap together corners.
e. The roof panels shall be secured with extruded flat bars and rubber gaskets, attached with Tek screws with rubber washers, with no silicone sealer required.
f. LED lights shall illuminate the shelter interior from the roof. This illumination must be powered by a flexible solar source allowing for approximately 8 days of autonomy through a battery backup. Battery storage must be theft resistant and weatherproof.
g. Solar lighting shall consist of a roof mounted flexible solar panel that follows the contour of the roof, a self-contained, tamper resistant housing to accommodate LED light(s), batteries, and controller. The lights shall be adjusted to stay on from dusk until dawn. Proposers shall describe lumens/candle power, dusk to dawn features, and component warranties. Lighting shall include at a minimum 5ft candles.
h. Rear tube shall be a minimum of 4" x 4" x ¼" material to include the possibility of adding a highlight color.
i. All surfaces must be powder coated, and if decals are proposed, they must durable enough not get damaged during shelter installation.

5.3.3 ADVERTISING KIOSK

a. Transit Advertising Kiosks should be manufactured according to industry standards to accommodate advertising per the specifications.
b. Kiosks shall include two side-hinged doors with gasketed 3/16" clear tempered safety glass (seamed and bugged) and poster hanging mechanisms along with fiberglass diffusers to sandwich the advertising copies between the door and advertising kiosk. Doors need to swing open at least 90 degrees to reach the internal hinges.
c. Kiosks shall include LED illumination to allow for backlighting the advertising displays. It shall be powered by a flexible solar panel allowing for approximately

8 days of autonomy through a battery backup. The solar panel should follow the contour of the roof. Electrical access is through the left rear post should these shelters be retrofitted to be hardwired.

d. Advertising kiosk shall have the ability to be modified to include a hardwired digital component.
e. Advertising poster inserts are 48” x 69”.

5.3.4 BACK AND SIDE PANELS

a. Back panel shall be 16 gauge framed perforated aluminum. Back panel shall be a non-structural windscreen, with the ability to be installed or not, at MTS’ discretion. There shall be no adverse structural or safety conditions with the shelter if windscreen is uninstalled or removed.
b. Panel shall include the MTS logo or other distinguishing branding element as directed by MTS.
c. The side panel opposite the advertising kiosk shall be a standard single-face map case/schedule holder with a visible display area of approximately 33” high and 22” wide. It shall include a ¼” clear tempered safety glass in the face and a removable arm secured with tamper proof fasteners for copy changes.

5.3.5 BENCH AND TRASH RECEPTACLE

a. Each shelter shall include a metal bench with bars to provide seating. The bench should be backless. Seating under the shelter should be maximized while still complying with ADA regulations. Please refer to typical shelter images provided in the RFP.
b. Each shelter shall include a 20-gallon smooth side pole mount (to shelter) trash receptacle with a lid. Trash receptacle shall comply with all applicable regulations. For reduced footprint version, the receptacles cannot encroach into a 48” path of travel on a 7’ deep sidewalk.
c. Each shelter shall include a separate 20-gallon smooth side pole mount receptacle for recyclable materials per city ordinance. Two receptacles per shelter, one trash and one recycling. Receptacles should be attached mechanically to the side posts using tamper-resistant connections. There are no rigid plastic liners inside the receptacles. Please refer to typical shelter images provided in the RFP.

5.3.6 MATERIALS, CONSTRUCTION METHODS AND INSTALLATION HARDWARE

a. All aluminum extrusions and components shall be 6063-T6 grade with a minimum 1/8” wall thickness unless otherwise recommended.
b. Support posts shall be a minimum of 3” in diameter and schedule 40 aluminum.
c. The shelters shall include four adjustable shoes with circular mount plates that allow for up to 12” grade separation.
d. Shelters shall be constructed of modular, interchangeable components to allow for ease of installation and parts replacement.
e. All metal components shall be welded in accordance with AWS D1.2 and performed by certified welders.

a. Shelters shall be prefabricated and shipped in knock down condition. Parts to be clearly identified and complete instructions are to be provided.
b. All hardware and ground anchors necessary for site installation are to be prepackaged in complete kits for each individual shelter. All anchors shall be stainless steel.

5.4 BUS SHELTER QUANTITIES, SPARE PARTS, AND DRAWINGS

5.4.1 Proposers shall provide prices for shelter as specified on the Cost proposal forms included herein.

Note: At its sole discretion, MTS may choose to test solar capabilities with selected shelters in the first year of installation to determine effectiveness of the lighting option.

5.4.2 Proposer shall provide a price list for spare parts as specified on the attached proposal forms. Additionally, Proposer shall provide a price list for all spare parts necessary to assemble a complete shelter including solar power unit, trash receptacles, etc. Proposer shall submit information on how to purchase spare parts after the five-year contract term has expired and a separate price list including an escalation factor, if applicable.

5.4.3 Proposers will provide MTS with a proposed shelter design that meets the requirements set forth in this Scope of Work. Details should include overall design, all materials for structure (including posts, roof, screens, advertising cases, advertising case hinges, map cases, benches, trash receptacles and hardware), fabrication methods, assembly and framing details, parts lists, and field installation instructions. Shelter design should provide a consistent appearance and design compared to MTS's existing shelters that are already deployed across the system.

5.5 DELIVERY

The successful Proposer shall provide a prototype pilot shelter(s) within three (3) months of Notice to Proceed (NTP) date for MTS to install and verify build quality and compliance with requirements. After MTS approves of the pilot shelter(s), the successful Proposer is required to deliver the requested number of shelters. Deliveries can be split up by truckload. Bus shelters shall be delivered to 1695 Main Street, San Diego, CA 92113, Attention: Clarke Peters, Supervisor of Passenger Facilities.

All delivery and handling costs should be included in the unit price on the Cost Proposal Forms. MTS will be responsible for providing the staff to unload the shelter deliveries from the truck and move the items into storage. Unit price is a fully-burdened rate.

5.6 PRODUCT LIABILITY

All materials and workmanship shall be guaranteed to be free of defects and UV deterioration for a minimum of five (5) years from the date of delivery. Any defects shall be rectified or replaced to meet specifications at the expense of the successful proposer, including freight and parts. Defects shall be rectified or replaced within 30-60 days of request from MTS via email. If additional time is needed, Contractor shall communicate

this to MTS. Upon receipt of the parts, MTS will provide Contractor with acceptance of the parts via email.

5.7 MANAGEMENT REPORTS

5.7.1 The successful Proposer shall provide the following to MTS after contract award:

f. Shop Drawings
   i. Initial drawings
   ii. Timeline for approval
   iii. Final drawings
g. Fabrication Inspections
h. Fabrication Schedule
i. Delivery Schedule
j. Proposers should include a timeline for the delivery of all management reports in their proposal submission.

5.8 CONTRACT TERM

The successful Proposer shall manufacture and deliver 260 new shelters and components over a (5) five-year period effective August 1, 2024.

5.9 INVOICES

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

Payment terms shall be net 30 days from invoice date.

The successful Proposer 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. The successful Proposer must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

REVISED_COST/PRICING FORM

RFP TITLE: BUS SHELTERS_____ MTS DOC NO.:_B0763.0-24_

PROPOSER NAME: TOLAR MANUFACTURING COMPANY INC

Year 1 (July 1, 2024 – June 30, 2025)				
Line #	**Description**	**Estimated Quantity**	**Unit Price**	**Extended Price**
1	13ft Ad Shelter 27580	30	19,355.00	580,650.00
2	13ft Non-Ad Shelter 27581	5	17,025.00	85,125.00
3	17ft Ad Shelter 26800	6	23,265.00	139,590.00
4	17ft Non-Ad Shelter 27582	1	21,730.00	21,730.00
5	Ad Constrained Shelter 48225	8	18,510.00	148,080.00
6	Non-Ad Constrained Shelter	2	17,025.00	34,050.00
	51337		Subtotal	1,009,225.00
			Tax (7.75%)	78,214.94
			Total (Year 1)	**1,087,439.94**
Year 2 (July 1, 2025 – June 30, 2026)				
Line #	**Description**	**Estimated Quantity**	**Unit Price**	**Extended Price**
1	13ft Ad Shelter	30	19,935.00	598,050.00
2	13ft Non-Ad Shelter	5	17,535.00	87,675.00
3	17ft Ad Shelter	6	23,960.00	143,760.00
4	17ft Non-Ad Shelter	1	22,380.00	22,380.00
5	Ad Constrained Shelter	8	19,065.00	152,520.00
6	Non-Ad Constrained Shelter	2	17,535.00	35,070.00
			Subtotal	1,039,455.00
			Tax (7.75%)	80,557.76
			Total (Year 2)	**1,120,012.76**
Year 3 (July 1, 2026 – June 30, 2027)				
Line #	**Description**	**Estimated Quantity**	**Unit Price**	**Extended Price**
1	13ft Ad Shelter	30	20,930.00	627,900.00
2	13ft Non-Ad Shelter	5	18,415.00	92,075.00
3	17ft Ad Shelter	6	25,160.00	150,960.00
4	17ft Non-Ad Shelter	1	23,400.00	23,400.00
5	Ad Constrained Shelter	8	20,020.00	160,160.00
6	Non-Ad Constrained Shelter	2	18,415.00	36,830.00
			Subtotal	1,091,325.00
			Tax (7.75%)	84,577.69
			Total (Year 3)	**1,175,902.69**
Year 4 (July 1, 2027 – June 30, 2028)				
Line #	**Description**	**Estimated Quantity**	**Unit Price**	**Extended Price**
1	13ft Ad Shelter	30	21,975.00	659,250.00
2	13ft Non-Ad Shelter	5	19,335.00	96,675.00
3	17ft Ad Shelter	6	26,415.00	158,490.00
4	17ft Non-Ad Shelter	1	24,640.00	24,640.00
5	Ad Constrained Shelter	8	21,040.00	168,320.00

6	Non-Ad Constrained Shelter	2	19,155.00	38,310.00
			Subtotal	1,145,685.00
			Tax (7.75%)	88,790.59
			Total (Year 4)	**1,234,475.59**
Year 5 (July 1, 2028 – June 30, 2029)				
Line #	**Description**	**Estimated Quantity**	**Unit Price**	**Extended Price**
1	13ft Ad Shelter	30	22,855.00	685,650.00
2	13ft Non-Ad Shelter	5	20,105.00	100,525.00
3	17ft Ad Shelter	6	27,470.00	164,820.00
4	17ft Non-Ad Shelter	1	25,630.00	25,630.00
5	Ad Constrained Shelter	8	21,880.00	175,040.00
6	Non-Ad Constrained Shelter	2	20,105.00	40,210.00
			Subtotal	1,191,875.00
			Tax (7.75%)	92,370.31
			Total (Year 5)	**1,284,245.31**

CONTRACT TERM	TOTALS
YEAR 1	**$ 1,087,439.94**
YEAR 2	**$ 1,120,012.76**
YEAR 3	$ **1,175,902.69**
YEAR 4	$ **1,234,475.59**
YEAR 5	$ **1,284,245.31**
GRAND TOTAL (YEARS 1-5)	**$ 5,902,076.29**

MTS anticipates the purchase of spare parts listed in the Scope of Work/Specifications during the contract term. Please submit a cost proposal as a separate sheet for these anticipated spare parts.

Proposer shall submit pricing for all the work described in the Scope of Work section. In preparing a cost proposal, Proposers are requested to provide a total all-inclusive cost for each year of service.

Estimated quantities are for proposal purposes only. The quantities do not reflect guaranteed usage by MTS and may be more or less than indicated.

Read attached General Provisions carefully. They are a part of your proposal. Unit prices will prevail regardless of extensions submitted by the Proposer.

All proposers must complete proposal forms as provided, failure to do so will deem the proposal non-responsive.

Proposer accepts responsibility for accuracy and presentation of the numbers included in the cost/price form.

Submit the proposal following instructions as specified in Submission Requirements section.

Patrick Merrick

Digitally signed by Patrick Merrick
Date: 2024.06.04 09:18:19 -07'00'

As-Needed Parts (B0763.0-24)

		Year 1			Year 2			Year 3			Year 4			Year 5		
Item Description	**EOM**	**Estimated Quantity**	**Unit Price**	**Total Cost**	**Estimated Quantity**	**Unit Price**	**Total Cost**	**Estimated Quantity**	**Unit Price**	**Total Cost**	**Estimated Quantity**	**Unit Price**	**Total Cost**	**Estimated Quantity**	**Unit Price**	**Total Cost**
Advertising Kiosk 3/16" glass	ea	1	$ 155.00	$ 155.00	1	$ 160.00	$ 160.00	1	$ 168.00	$ 168.00	1	$ 177.00	$ 177.00	1	$ 186.00	$ 186.00
Back Screen Panel with Decal	ea	1	$ 725.00	$ 725.00	1	$ 762.00	$ 762.00	3	$ 800.00	$ 2,400.00	3	$ 840.00	$ 2,520.00	3	$ 882.00	$ 2,646.00
Side Panel	ea	1	$ 620.00	$ 620.00	1	$ 650.00	$ 650.00	1	$ 683.00	$ 683.00	2	$ 717.50	$ 1,435.00	2	$ 753.50	$ 1,507.00
Roof Structure - no panels 13'	ea	1	$ 2,100.00	$ 2,100.00	1	$ 2,205.00	$ 2,205.00	1	$ 2,315.00	$ 2,315.00	2	$ 2,431.00	$ 4,862.00	2	$ 2,553.00	$ 5,106.00
Roof Structure - no panels 17'	ea	1	$ 2,900.00	$ 2,900.00	1	$ 3,045.00	$ 3,045.00	1	$ 3,197.00	$ 3,197.00	2	$ 3,357.00	$ 6,714.00	2	$ 3,525.00	$ 7,050.00
Roof panels excluding solar	ea	3	$ 175.00	$ 525.00	3	$ 184.00	$ 552.00	3	$ 193.00	$ 579.00	6	$ 184.00	$ 1,104.00	6	$ 193.00	$ 1,158.00
Escucheon Spacers	ea	3	$ 75.00	$ 225.00	3	$ 79.00	$ 237.00	15	$ 83.00	$ 1,245.00	15	$ 87.00	$ 1,305.00	15	$ 90.00	$ 1,350.00
Battery Dura 80	ea	2	$ 350.00	$ 700.00	2	$ 368.00	$ 736.00	20	$ 387.00	$ 7,740.00	30	$ 406.00	$ 12,180.00	50	$ 426.00	$ 21,300.00
Round Puck Roof Light	ea	2	$ 240.00	$ 480.00	2	$ 95.00	$ 190.00	2	$ 100.00	$ 200.00	4	$ 105.00	$ 420.00	6	$ 110.00	$ 660.00
Replacement PV 99 Solar Panel	ea	2	$ 510.00	$ 1,020.00	2	$ 536.00	$ 1,072.00	6	$ 563.00	$ 3,378.00	10	$ 592.00	$ 5,920.00	10	$ 622.00	$ 6,220.00
Ad kiosk lighting kit	ea	1	$ 575.00	$ 575.00	1	$ 604.00	$ 604.00	1	$ 634.00	$ 634.00	1	$ 666.00	$ 666.00	1	$ 699.00	$ 699.00
Touch up paint-per can	ea	3	$ 55.00	$ 165.00	3	$ 58.00	$ 174.00	10	$ 61.00	$ 610.00	10	$ 64.00	$ 640.00	10	$ 68.00	$ 680.00
			Subtotal	$ 10,190.00			$ 10,387.00			$ 23,149.00			$ 37,943.00			$ 48,562.00
			TAX	$ 789.73			$ 804.99			$ 1,794.05			$ 2,940.58			$ 3,763.56
		Yr1 Total		$ 10,979.73	**Yr2 Total**		$ 11,191.99	**Yr3 Total**		$ 24,943.05	**Yr4 Total**		$ 40,883.58	**Yr5 Total**		$ 52,325.56
													Grand Total			$ 140,323.90

Metropolitan Transit System

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Program Management Consulting Services - Orange Line Improvement Project (Project) Phases 1 & 2 – Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute contract G2868.0-24 (in substantially the same format as Attachment A), with T.Y. Lin International (dba TYLin), for Program Management Consulting Services for the Project Phases 1 & 2, for five (5) years, in the amount of $2,438,778.80.

Budget Impact

The total contract cost is estimated to be $2,438,778.80 (Attachment A). Phase 1 project will be funded by the Capital Improvement Program (CIP) account 2005119501 - Orange Line Rail Signals Part 1, and Phase 2 will be funded by CIP account 2005123501 – Orange Line Rail Signal Part 2.

DISCUSSION:

The Project is a major capital project being undertaken by MTS. The Project has a current budget of $135,879,860.00 across two phases:

Orange Line Improvement Costs	Phase 1	Phase 2	Total
Staff Admin	$ 179,510	$ 289,080	$ 468,590
Design	$ 1,436,750	$ 2,533,200	$ 3,969,950
Construction Management	$ 4,667,260	$ 6,359,830	$ 11,027,090
Construction	$ 35,902,030	$ 68,399,940	$ 104,301,970
Construction Flagging and Bus Bridges	$ 1,960,000	$ 1,960,000	$ 3,920,000
Signal System Integration	$ 3,000,000	$ 3,000,000	$ 6,000,000
Contingency	$ 1,895,100	$ 4,297,160	$ 6,192,260
TOTAL	**$ 49,040,650**	**$ 86,839,210**	**$ 135,879,860**

The Project funding currently includes two discretionary Transit and Intercity Rail Capital Program (TIRCP) grant awards of $14,560,000 (2022 grant for Phase 1) and $48,315,712 (2023

grant for Phase 2). On December 14, 2023 (Agenda Item (AI) 29), the Board approved the SB 125 Allocation Package, which allocated $26,000,000 in state funds for the Phase 1 project. The remaining Project funding consists of MTS local matching funds. This contract will be funded using the project contingency line item in the Orange Line Improvement Project budget.

The Project will make Trolley system improvements at various locations along the 17.6-mile Orange Line, benefitting the riding public and the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. To do so, the Project will make track, signal, and grade crossing improvements along the Orange Line. For practical and grant funding reasons, the Project has been divided into two phases. Phase 1 is the work between 32nd/Commercial Station and Massachusetts Avenue Station. Phase 2 is the work between Massachusetts Avenue Station and El Cajon Transit Center. Once completed, the Project will allow Trolleys to safely operate at higher speeds and allow reverse-run on certain sections of the line, improving transit times and operational flexibility.

The design for Phase 1 is currently 95% complete and is expected to be advertised for construction in August 2024. The design for Phase 2 is currently 30% complete and is expected to be advertised for construction in mid-2025.

Due to the magnitude of these two projects, MTS requires program management services to assist staff with the tracking and monitoring project schedules and budgets and to enhance coordination among internal stakeholders, current and future contractors, and external parties. Today's proposed action is a contract for Program Management Services that will include a Project Manager, a Project Controls Lead, and a variety of as-needed services including Value Engineering, Risk Management, Communication, and ADA compliance services. Phase 1 construction work has an anticipated construction completion date of June 30, 2027, and Phase 2 estimated completion date is March 2028.

Consultant Selection Process

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements and service contracts over $150,000.00.

On March 13, 2024, MTS issued a Request for Proposals (RFP) for qualified proposers to provide Program Management Consulting Services for the Phase 1 and Phase 2 of the Project. The MTS Architectural and Engineering as-needed bench does not include program management services. Therefore, an RFP was published openly on PlanetBids, looking for a qualified and experienced proposer to perform these services for both phases of the Project to maximize efficiency and incorporate lessons learned along the way.

On May 8, 2024, MTS received two proposals from the following firms:

Firm Name	Firm Certification
Psomas	N/A
TYLin	N/A

On May 22, 2024, an evaluation committee consisting of representatives from Finance, MTS Trolley and Capital Projects scored the proposal based on the following evaluation criteria:

Evaluation Criteria	Total Possible Points
Qualifications of the Firm	25
Staffing, Organization, and Management Plan	25
Work Plan	25
Cost and Price	25
Total	**100**

The table below represents the proposer's initial score and ranking:

Proposer Name	Cost	Technical Score	Cost Score	Total Score (Maximum: 100)	Ranking
TYLin	$2,438,778.80	68.50	25.00	93.50	1
Psomas	$3,593,798.00	45.50	16.97	62.47	2

Based on this scoring, the evaluation committee proceeded with TYLin as the superior proposal. The evaluation committee requested a revised proposal including clarification questions from TYLin. On May 29, 2024, MTS received all clarifications. By comparison of both proposals, and MTS Independent Cost Estimate (ICE) in the amount of $4,592,300.00, staff deems the proposal to be fair and reasonable.

For this project TYLin will utilize the following subconsultants on an as-needed basis:

Subconsultant Name	Subconsultant Certification
Bender Rosenthal, Inc.	SB, WBE
Blue Lake Civil	DBE, SB (Micro), WBE
Krebs Corporation	SBE
Rio Grande Pacific Technology, Inc.	N/A
Santolucito Doré Group, Inc.	DBE, SB (Micro), WBE
Towill, Inc.	SBE-PW

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute contract G2868.0-24 (in substantially the same format as Attachment A), with TYLin for Program Management Consulting Services for the Project Phases 1 & 2, for five years, in the amount of $2,438,778.80.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc. No. G2868.0-24
B. Scope of Work
C. Cost Proposal

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. G2868.0-24

PROGRAM MANAGEMENT CONSULTING SERVICES - ORANGE LINE IMPROVEMENT PROJECT PHASES 1 & 2

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: T.Y. Lin International dba TYLin

Address: 404 Camino del Rio South, Suite 700

San Diego (City) CA (State) 92108 (Zip)

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

Email: ray.fares@tylin.com

Telephone: (213) 943-7961

Authorized person to sign contracts Ray Fares (Name) Senior Vice President (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), and Forms (Exhibit D).

The contract term is for five (5) years effective August 15, 2024 through August 14, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $2,438,778.80 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	T.Y. LIN INTERNATIONAL dba TYLIN
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form: By: _____ Karen Landers, General Counsel	Title: _____

5. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. PROJECT DESCRIPTION

The Orange Line Improvement Program ("Project") is a group of Orange Line projects that will bring the existing 17.6-mile Orange Line trolley up to current MTS standards. The Signaling System and Grade Crossing Warning Systems will be updated to support Bi-Directional running of trolleys between 32nd/Commercial Street Station and El Cajon Trolley Station.

The project will benefit the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. The Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, and increase the state of good repair.

The project was developed over time as State of California Transit and Intercity Rail Capital Program (TIRCP) grants have been awarded. MTS local funds will be used to fully fund the project. The grant awards associated with this work include:

A. Phase 1, Cycle 5, Awarded in 2022: $14.56M
B. Phase 2, Cycle 6, Awarded in 2023: $48.3M
C. SB125, Awarded in 2023: Allocated to Phase 1 for FY25: $26M

Phase 1 of the project will upgrade the signal system and grade crossing warning systems to support bi-directional running of trolleys between 32nd/Commercial Station and Massachusetts Avenue Station. The Orange Line automatic block signal (ABS) system was originally built for unidirectional running with the grade crossing warning systems monitoring trains approaching the crossing in the normal direction of traffic. Trains operating reverse current of traffic must do so under a set of rules that significantly reduce efficiency. Trains must operate at restricted speed, which limits the Maximum Authorized Speed (MAS) to 20 mph. Trains must stop one car length approaching at each grade crossing to activate the warning system and then proceed once the gates are in the down position. The signal system upgrade for Phase 1 will include twenty-three (23) new signal houses and sixteen (16) new switch machines, all to be certified through a California Public Utilities Commission (CPUC) safety certification plan. The current project cost estimate for Phase 1 is $49M and the deadline for seeking reimbursement through the TRICP program is June 30, 2027.

Similar to the scope for Phase 1, the Phase 2 Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between Massachusetts Avenue Station and El Cajon Transit Center, including interlocking upgrades, grade crossing warning system upgrades, fiber system upgrades, utility coordination, trackwork and pedestrian walkway, and Overhead Catenary System (OCS) modifications to support the new trackwork. Installation of the signal system upgrade will include thirty-four (34) new signal houses, eighteen (18) new switch machines, all to be certified through a CPUC Safety Certification plan. The cost estimate for Phase 2 is $87M and the deadline for seeking reimbursement through the TIRCP program is June 30, 2028.

The purpose of this Request for Proposal (RFP) is to procure program management consulting ("Consultant") services to support MTS project management through all phases of the project. The project has been cleared environmentally and is currently in the design phase. The base scope of Program Management (PM) services requested include management and technical assistance, project controls and program wide status/grant reporting, and evaluation of project delivery methods and contracting strategies. In addition to the base scope of work, several additional services have been identified and classified as "as needed". Proposers are encouraged to put together a team capable of providing the comprehensive services listed, with the knowledge that some of the optional, as needed services, may not be exercised. Optional services in support of the Orange Line projects include: Right of Way (ROW) assistance and third-party coordination, design review, value engineering, cost estimation, risk

management, communication services, ADA compliance, and, if pursued, alternate delivery method contract support.

The consultant shall provide personnel with the following technical expertise obtained from direct experience working on railroad projects during the planning, design and construction phases:

A. Project Implementation experience on active rail corridors, included those with mixed passenger and freight operations;
B. Railroad infrastructure including track, signaling, grade crossings;
C. Safety Certification Process with CPUC.

MTS plans to separately and competitively procure Construction Management (CM) services and construction contractors, using on-call contracts or other procurement methods determined by MTS. The successful Consultant shall collaborate openly with all parties under contract with MTS for the execution of this Project. Consultant shall endeavor to work within the budget established with MTS during negotiations. Services shall be performed in accordance with MTS policies and procedures (located here: https://www.sdmts.com/business-center/reports-records-and-policies/policies-and-procedures and under the management of MTS staff.

The successful CM firm for the Orange Line Construction Management services is precluded from participating in this RFP for the Program Management Consulting Services contract.

5.2. SCOPE OF WORK

Task 1 – Program Management Services

The Consultant will provide a qualified Project Manager (PM) with demonstrated experience in the development of rail projects to work closely with the MTS project team to ensure the following scope of services are delivered effectively.

1.1 Consulting Contract Management

A. Provide monthly invoicing and a progress report to document the deliverables and level of effort of services reflected in the invoice;
B. Consult regularly with MTS management to monitor the consultant team's performance and make adjustments as needed; and
C. Make staff assignments to meet the needs of the project; and
D. Provide, coordinate and oversee consultant staff assignments.

1.2 Program Management Services

In support of the MTS project team:

A. Attend progress meetings, conference calls, and other meetings as required;
B. Preparation of meeting agendas, meeting summaries, and action item lists as directed by MTS;
C. Conduct ongoing coordination with MTS stakeholder departments, Operations, MOW, Procurement, Legal, and other MTS consultants working on the Project, including but not limited to, Engineering, Construction Management;
D. Develop and maintain Weekly Status Report of Deliverables/Action Items Report of deliverables to include technical documents and submittal packages being prepared by MTS consultants and to be reviewed by the project team;

E. Assist the MTS with integrating, ensuring all groups project activities are coordinated;
F. Monitor budget and monthly burn rates by Consultant and any of its subcontractors to ascertain the project budget is maintained and report to the MTS Project Manager monthly on remaining funds in the task order and the task order expiration date; and
G. Other Project Management tasks as required and specified by MTS.

1.3 Comprehensive Project Delivery Plan

Due to the aggressive schedule for grant reimbursement, MTS staff is developing strategies to limit the project's schedule risk, including pre-purchase of long lead materials, creating multiple construction bid packages, etc. While these strategies may help the project meet the schedule requirements, they are introducing addition demands on MTS staff time for procurement and coordination between contracts. The Consultant shall gain a detailed understand of the current MTS approach to delivery of the project, analyze the plan for risks, resulting in a comprehensive project delivery plan the full team, from MTS the Owner to the construction team in the field, will work to achieve the goals of the project.

Specific tasks associated with this effort will include:

A. Detailed Review of MTS schedule;
B. Risk Analysis of the current plan;
C. Evaluation and presentation of alternate delivery methods to MTS leadership; and
D. Recommendation of Comprehensive Project Delivery Plan.

Task 2 – Project Controls

The Consultant will provide services to assist MTS in implementing procedures and processes for managing and controlling the budget and schedule for the Project. Activities will include establishing well-planned baselines, measuring status, reporting progress, controlling changes, and monitoring performance.

These Consulting services will be provided by three Consultant staff lead roles shown below:

2.1 Cost Control Services

The Consulting will provide a qualified Cost Control Task Lead. The responsibilities of the Cost Control Task Lead include, but are not limited to:

A. Develop a project Work Breakdown Structure (WBS) using MTS's existing WBS as a framework;
B. Create and maintain budget and cost control system that tracks baseline budgets, escalations, change orders, estimate to complete, estimate at completion and variances;
C. Quarterly reports on the expiration dates and dollar capacity of project contract documents; and
D. Deliver monthly project control status reports for issue to MTS.

Provide support to code, track, and review project invoices for compliance with the executed Standard Services Agreements, Task Order, and other supporting contract documents.

2.2 Schedule Monitoring Services

The responsibilities of the Scheduling Task Lead include:

A. Maintain, analyze, update and report on Orange Line Improvement Program schedule, developed by others, to assist with detailed project schedule status reporting;
B. Update the schedule monthly including start and finish dates, activity percent completes, and actual expended costs to date;
C. Coordinate with disciplines on schedules and percent complete; and
D. Provide key milestone and critical path analyses; and assist MTS with coordination with responsible parties for completion of milestones on a timely manner.

2.3 Project Status Reporting

The Monthly Grant Reporting Lead will prepare monthly project status reports to support the MTS grants team in reporting on TIRCP grants funding the projects.

Task 3 – As Needed Technical Services

As needed services will be exercised at MTS's sole discretion. MTS will notify the Consultant of the as-needed project and the negotiated terms will apply.

3.1 Right of Way Services

Right of Way Services could be needed as part of this project. For estimating purposes, assume 40 hours per year, for 5 years. The types of services could include, but are not limited to, the following:

A. Record research and review (including field review);
B. Perform surveys and control surveys;
C. prepare record maps, preliminary title reports, litigation guarantees and deed research;
D. Prepare legal descriptions, plats, easements, quitclaims, grant deeds, and subordination documents; and
E. Appraisals and acquisition Assistance.
    i. Appraisals of real property and good will;
    ii. Independent appraisal review;
    iii. Full Appraisal reports;
    iv. Coordination of escrow, including review of instructions and recent title reports;
    v. Conducting negotiations with property owners, including settlement agreements; and
    vi. Negotiating leases and various other right-of-way agreements.

3.2 Third Party Coordination

Third Party Coordination could be needed as part of this project. For estimating purposes, assume 120 hours per year, for 5 years. The types of services could include, but are not limited to the following:

A. Seek to accomplish early identification and inter-agency resolution of technical, community, or political issues related to the planning/design, approval, and construction of the Project;
B. Assist in coordinating and managing the review of project deliverables by the stakeholders including, but not limited to, City of San Diego, Caltrans, and permitting agencies as required;
C. Analyze data, specifications, and drawings;
D. Attend and participate in third party meetings;
E. Assist in the preparation of third-party annual work plans and work authorization; and
F. Assist in the preparation of purchase orders and review of third-party invoices;

3.3 Design Review

As needed, the Consultant shall provide staff with demonstrated experience in engineering disciplines specific to the Orange Line Improvement Program to review of design deliverables submitted by the engineering consultant. In addition to perform the design review, the consultant will also support MTS efforts to develop a comprehensive set of design review comments, including comments from MTS and other stakeholders, and ensure comments are resolved. For the purposes of estimating, please include 120 hours per year, for 3 years.

3.4 Value Engineering Services

Value Engineering services may be needed to assist staff to coordinate and manage the value engineering effort. For estimating purposes, include 120 hours per year, for 3 years. The types of services could include, but are not limited to the following:

A. Developing/Assessing alternative solutions for delivering the Project;
B. Allocating costs to the alternative solutions;
C. Developing in more detail the most cost-effective alternatives with the highest likelihood of success; and
D. Summarizing the results of the value engineering effort in a report.

3.5 Risk Management Services

The Consultant could be asked to oversee and coordinate the development of a risk register, quarterly updating, and implementation of action assignments defined in the risk register. The risk register will include the selection of appropriate management strategy for each risk event. The Consultant will provide periodic reviews of the risk register for potential mitigations, assignment of personnel, assignment of due dates, and informing the Project team of risks requiring an action or a decision by the Project team for resolution or mitigation. For estimating purposes, assume 120 hours per year, for 3 years.

3.6 Alternate Delivery Method Support Services

If, as a result of the adopted Comprehensive Project Delivery Plan, the use of alternate delivery methods becomes part of the Orange Line improvement program, the consultant will provide the following services to support MTS' integration of these methods into our procurement practices. These services could include educating MTS leadership and staff on the best practices, providing guidance on adoption of recommended contract templates, participation in selection process, serving as the lead representative in information sharing, reviews and negotiations between the design and construction teams, providing independent cost estimation to support negotiations, review/recommendation on construction change orders, invoices, pay applications, etc. For estimating purposes, assume 800 hours per year, for 3 years.

3.7 Communication Consultant Services

As needed, the consultant may provide support to the MTS marketing team for the Project including but not limited to supporting MTS staff in the preparation of speaking points for media engagement, preparation of exhibits and presentations, and development of general communication tools the Project. For estimating purposes, assume 120 hours per year, for 3 years.

3.8 ADA Compliance Services

As needed, the consultant may provide support to the design team and MTS to ensure all new pedestrian grade crossings comply with ADA standards. For estimating purposes, assume 40 hours per year, for 3 years.

5.3. PERIOD OF PERFORMANCE AND STAFFING

A. Period of Performance: While the budget established in the task order with consist of consultant services from Notice to Proceed (NTP) through construction completion anticipated in 2027 for phase 1 and 2028 for phase 2, project closeout is expected to continue into early 2028 and MTS reserves the right to extend this contract beyond 2028, if needed to complete the work. MTS will have sole discretion in defining and making changes to the duration of this consulting contract, to best meet the needs of the Orange Line Improvement Program.

B. Staffing: With the exception of as-needed services, the level of effort required by the consultant under this contract is anticipated to be the full time equivalent (FTE) of 1.5 persons per year. It is anticipated that the Consultant Project Manager will be required half of the time to support MTS' project management team; in addition, a half time project controls person is expected to support the project. Technical expertise from various engineering disciplines will be required through the year on an as-needed basis, equivalent to approximately .50 FTE.

The level of effort will be re-evaluated periodically to ensure the appropriate levels of support for the project are maintained. MTS will have sole discretion in defining and making changes in positions and tasks assigned to the consultant during the term of this agreement.

C. Key Staff Qualifications:

i. Project Manager: The project manager shall oversee and monitor the development of the collective Orange Line Improvement projects. The project manager will develop and monitor project budgets and schedules, review construction cost estimates, monitor compliance with requirements of funding agencies and represent MTS at meetings with other consultants, contractors, other agencies and the public. The project manager should have at least ten (10) years of related experience in managing complex rail projects, knowledge of FTA/FRA/CPUC rules, regulations and requirements and knowledge of the MTS rail system.

ii. Project Controls Specialist: The project controls specialist shall have experience in scheduling and monitoring projects, review and tracking project budgets and costs, cost estimating, analyzing contract changes, and in preparing project status reports. The project controls specialist shall have at least six (6) years of experience in project controls with similar in scope and budget to the Orange Line improvement projects.

iii. Work Location: Co-location is not a requirement for this contract; however, MTS can provide temporary office space for consultant use as needed for up to 2 individuals at MTS' administration building located at 1255 Imperial Avenue, San Diego, CA, 92101. Consultant will provide computer equipment needed to support its staff for the project.

5.4. DELIVERABLES

Task 1 – Program Management Services

A. Consulting Contract Management
   i. Monthly Invoices and Progress Reports

B. Program Management Services
   i. Preparation of Meeting Agendas and Minutes
   ii. Weekly Status Report of Deliverables/Action Items
   iii. Monthly consultant budget reports

C. Comprehensive Project Delivery Plan
   i. Risk Analysis of current MTS delivery plan
   ii. Presentation of alternate delivery methods
   iii. Comprehensive Project Delivery Plan

Task 2 – Project Controls

A. Cost Control
   i. Monthly project budget status reports
   ii. Quarterly reports on project contract status

B. Schedule Monitoring
   i. Monthly schedule reports
   ii. Project Deliverable/Milestone achievement Status

C. Project Status Reporting
   i. Monthly Project Status Report

Task 3 – As Needed Technical Services

Deliverables to be determined based on detailed scope negotiated at the time the services are determined to be needed for the success of the project.

5.5. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
Task 1 – Project Management Services	NTP – 12/30/2028
Task 2 – Project Controls	NTP – 12/30/2028
Task 3 – As Needed Technical Services	As Needed, defined through contract change process

Note: The expiration date listed in the above tables cover the current duration of the grant funding for the project and may be extended through future Task Orders or task order amendments if needed to ensure Consultant participation in the project during all phases of work, including closeout of the Project.

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
Monthly Invoices	Monthly through contract duration
Comprehensive Project Delivery Plan	NTP + 90 days
Cost Control Reports	NTP + 120 days, monthly thereafter
Schedule Monitoring	NTP + 60 days, monthly thereafter
Project Status Reporting	NTP + 120 days, monthly thereafter

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

Access to grant contracts and all work orders associated with the Orange Line projects, as required to perform listed scope of work.

5.7. WORK ORDERS

Contractor shall not be compensated at any time for unauthorized work outside of this Contract. When MTS needs a task performed, the Contractor will be notified, submit a proposal using the contracted rates for that year, and MTS will review for cost fair and reasonableness. Once MTS approves, approved a Work Order will be issued for a Not-To-Exceed (NTE) amount, and will be executed by both parties.

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

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

5.8. DEFICIENT WORK PRODUCT

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

A. Revising provided documents:

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

5.9. DELIVERABLE REQUIREMENTS

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

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

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

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

5.10. PRICING

Except where otherwise noted herein, pricing shall be firm and fixed for the duration of the agreement. Unless negotiated into the final agreement, there shall be no other escalation of rates or fees allowed.

Contractor's proposed rates increase shall not exceed more than 3% per year through the duration of the contract.

Contractor shall include in the cost proposal all titles for proposed staff and billable rates. These will also be the same rates that will apply for the as-needed services.

5.11. [NOT APPLICABLE] BUY AMERICA

5.12. [NOT APPLICABLE] CONSTRUCTION MATERIALS

5.13. [NOT APPLICABLE] MANUFACTURED PRODUCT

5.14. [NOT APPLICABLE] ROLLING STOCK

5.15. [NOT APPLICABLE] IRON OR STEEL

5.16. INVOICES

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

Payment terms shall be net 30 days from invoice date.

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.

5.17. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

5.18. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

Proposal Summary

MTS Contract # G2868.0-24

Consultant/ Subconsultant Name: **TYLin**

Project: **Program Management Consulting Services - Orange Line Improvement Program**

Tasks (Hours and Costs)

		Year 1		Year 2		Year 3		Year 4		Year 5	
Tasks	**TASKS/WBS Description**	**Labor Hrs**	**Total Costs**	**Labor Hrs**	**Total Costs**	**Labor Hrs**	**Total Costs**	**Labor Hrs**	**Total Costs**	**Labor Hrs**	**Total Costs**
1	Program Management Services	604.5	$141,916.18	734.0	$178,009.70	709.0	$175,863.17	649.0	$162,107.55	254.5	$64,947.84
2	Project Controls	530.0	$91,820.00	725.0	$121,478.20	700.0	$123,722.16	640.0	$116,736.03	250.0	$45,639.38
3	As-Needed Services	760.0	$172,414.98	1,520.0	$378,192.59	1,520.0	$406,207.99	860.0	$234,094.39	100.0	$25,628.63
	Totals =	**1,894.5**	**$406,151.16**	**2,979.0**	**$677,680.49**	**2,929.0**	**$705,793.33**	**2,149.0**	**$512,937.97**	**604.5**	**$136,215.86**

Consultant/Subconsultant Summary (Hours and Costs)

(If Applicable, Select One)				**Consultant/Subconsultant**	**Labor Hrs**	**Total Costs**
DBE	**DVBE**	**SBE**	**Other**			
			X	TYLin	7,705.9	$1,674,377
		X		Bender Rosenthal Inc., (BRI)	80.0	$16,091
X		X		Blue Lake Civil, (BLC)	1,562.0	$466,886
		X		Krebs Corporation (Kerbs)	878.0	$196,747
				Rio Grande Pacific Technology, (Riotech)	210.0	$55,446
		X		Santolucito Dore Group, Inc., (SD Group)	19.0	$4,039
			X	Towill, Inc.	101.0	$25,193
				Totals =	**10,555.9**	**$2,438,778.80**

YEAR 1 Total Hours = 1,894 | Proposer Name: TYLin

YEAR 1 Total Costs = $406,151.16 | Project: Program Management Consulting Services - Orange Line Improvement Program

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technical Expert - Senior	Project Controls - Manager	Project Controls - Senior	Project Controls - Senior	Project Controls - 2	Project Controls - 2	Project Controls - 1	Engineer - Principal	Deputy PM Engineer - Senior	Engineer - Senior	Engineer - Senior	Engineer - 2	Engineer - 1	Principal in Charge	Project Manager	Senior Acquisition Agent	Senior Appraiser	Engineer - Principal	Technical Expert	Engineer - 2	Project Controls	Principal	Senior Cost Estimator	Cost Estimator	Principal Engineer	Project Admin	Sr. Project Manager	Project Surveyor	Associate Surveyor	Project Coordinator (Admin)	2-Man Crew	Total Hours	Totals	Percent of Total	
				David Holman	Sharon Humphreys	Sierra Mckeever	Anthea Diem	Brett Makley	Jennifer Farrell	Claire Jasareno	Jessica Moczulemski	Mike Widmann	Phil Brand	Katharine Baker	Shawn Chow	Gabi Brocklehurst	Javier Lopez	BRI	BRI	BRI	SCPSC	BLC	BLC	BLC	BLC	Krebs	Krebs	Krebs	Riotech	Riotech	Towill	Towill	Towill	Towill	Towill				
				$ 290.00	$ 400.00	$ 275.00	$ 240.00	$ 240.00	$ 170.00	$ 170.00	$ 120.00	$ 320.00	$ 225.00	$ 225.00	$ 225.00	$ 185.00	$ 125.00	$ 250.00	$ 190.00	$ 150.00	$ 200.00	$ 298.88	$ 286.76	$ 125.83	$ 109.50	$ 222.53	$ 206.64	$ 190.74	$ 280.40	$ 55.63	$ 235.00	$ 175.00	$ 165.00	$ 95.00	$ 356.52			Hours	Costs
1	Task 1	Program Management Services																																				
	1.1 Consulting Contract Management		$602.50	80												60																				140	$34,902.50		
	1.2 Program Management Services			104.5									20			140																				264	$60,700.00		
	1.3 Comprehensive Project Delivery Plan												10				30					24	100	32	4											200	$46,313.68		
		Subtotals (Hours) =	N/A	184									30			200	30					24	100	32	4											604	$141,916.18		
		Subtotals (Costs) =	$602.50	$53,500									$6,750			$37,000	$3,750					$7,173	$28,676	$4,026.56	$438.00											**604**	**$141,916.18**	32%	35%
2	Task 2	Project Controls																																				
	2.1 Cost Control Services					60			60			84																									204	$36,780.00		
	2.2 Schedule Monitoring Services						50				100	100																									250	$41,000.00		
	2.3 Project Status Reporting					24			24			28																									76	$14,040.00		
		Subtotals (Hours) =	N/A			84	50		84	100	212																									530	$91,820.00		
		Subtotals (Costs) =				$23,100	$12,000		$14,280	$17,000	$25,440																										**530**	**$91,820.00**	28.0%	22.6%
3	Task 3	As-Needed Services																																				
	3.1 Right of Way Services		$125.00															2	5	5										1	4	2	1	5	25	$5,467.60		
	3.2 Third Party Coordination				10											20	45																		75	$13,325.00		
	3.3 Design Review											5	5			10	20												18	2						60	$12,233.48		
	3.4 Value Engineering Services											9				12	24												13	2						60	$11,856.46		
	3.5 Risk Management Services							10								15	15					10	10													60	$12,906.40		
	3.6 Alternative Delivery Method Support Services		$602.50									10				30						80	124		4	76	76									400	$101,876.00		
	3.7 Communication Consultant Services				10											20	30																			60	$11,450.00		
	3.8 ADA Compliance Services													8			12																			20	$3,300.00		
		Subtotals (Hours) =	N/A		20			10				24	5	8		107	148	2	5	5		90	134		4	76	76		31	4	1	4	2	1	5	760	$172,414.98		
		Subtotals (Costs) =	$727.50		$8,000			$2,400				$7,680	$1,125	$1,800		$19,795	$18,250	$500	$950	$750		$26,899	$38,426		$438	$16,912	$15,705		$8,692	$223	$235	$700	$330	$95	$1,783	**760**	**$172,414.98**	40.1%	42.5%

Totals (Summary) = **1,894** **406,151**

Total (Hours) =	N/A	184	20	84	50	10	84	100	212	24	35	8		307	176	2	5	5		114	234	32	8	76	76		31	4	1	4	2	1	5	1,894			
Total (Costs) =	$1,330	$53,500	$8,000	$23,100	$12,000	$2,400	$14,280	$17,000	$25,440	$7,680	$7,875	$1,800		$56,795	$22,000	$500	$950	$750		$34,072	$67,102	$4,027	$876	$16,912	$15,705		$8,692	$223	$235	$700	$330	$95	$1,783	$406,151			

Percentage of Total (Hours) = N/A

Percentage of Total (Costs) = 0%

YEAR 2 Total Hours = 2,979
YEAR 2 Total Costs = $677,680.49

Proposer Name: TYLin
Project: Program Management Consulting Services - Orange Line Improvement Program

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technical Expert - Senior	Project Controls - Manager	Project Controls - Senior	Project Controls - Senior	Project Controls - 2	Project Controls - 3	Project Controls - 1	Engineer - Principal	Deputy PM Engineer - Senior	Engineer - Senior	Engineer - Senior	Engineer - 2	Engineer - 1	Principal in Charge	Project Manager	Senior Acquisition Agent	Senior Appraiser	Engineer - Principal	Technical Expert	Engineer - 2	Project Controls	Principal	Senior Cost Estimator	Cost Estimator	Principal Engineer	Project Admin	Sr. Project Manager	Project Surveyor	Associate Surveyor	Project Coordinator (Admin)	2-Man Crew	Total Hours	Totals	Percent of Total	
				David Holman	Sharon Humphreys	Sierra Mckeever	Anthea Diem	Brett Makley	Jennifer Farrell	Claire Jasareno	Jessica Moczulemski	Mike Widmann	Phil Brand	Katharine Baker	Shawn Chow	Gabi Brocklehurst	Javier Lopez	BRI	BRI	BRI	SCPSC	BLC	BLC	BLC	BLC	Krebs	Krebs	Krebs	Riotech	Riotech	Towill	Towill	Towill	Towill	Towill	Towill			Hours	Costs
				$ 298.70	$ 412.00	$ 283.25	$ 247.20	$ 247.20	$ 175.10	$ 175.10	$ 123.60	$ 329.60	$ 231.75	$ 231.75	$ 231.75	$ 190.55	$ 128.75	$ 257.50	$ 195.70	$ 154.50	$ 206.00	$ 307.85	$ 295.36	$ 129.60	$ 112.79	$ 229.21	$ 212.84	$ 196.46	$ 288.81	$ 57.30	$ 242.05	$ 180.25	$ 169.95	$ 97.85	$ 380.14				
1	Task 1	Program Management Services																																					
	1.1	Consulting Contract Management	$602.50	120												120																				240	$59,312.50		
	1.2	Program Management Services		212									40			242																				494	$118,697.20		
	1.3	Comprehensive Project Delivery Plan																																					
		Subtotals (Hours) =	N/A	332									40			362																				734	$178,009.70		
		Subtotals (Costs) =	$602.50	$99,158									$9,270			$68,979																				734	$178,009.70	25%	26%
2	Task 2	Project Controls																																					
	2.1	Cost Control Services				40			110		120																									270	$45,423.00		
	2.2	Schedule Monitoring Services					71			140	170																									381	$63,077.20		
	2.3	Project Status Reporting				24					50																									74	$12,978.00		
		Subtotals (Hours) =	N/A			64	71		110	140	340																									725	$121,478.20		
		Subtotals (Costs) =				$18,128	$17,551		$19,261	$24,514	$42,024																									725	$121,478.20	24.3%	17.9%
3	Task 3	As-Needed Services																																					
	3.1	Right of Way Services	$850.00															2	8	9	6										2	8	4	3	8	50	$11,497.68		
	3.2	Third Party Coordination			24									26			100																			150	$28,788.50		
	3.3	Design Review										20	20				40												36	4						120	$27,003.36		
	3.4	Value Engineering Services										20	40			30													26	4						120	$29,316.76		
	3.5	Risk Management Services						40					40									20	20													120	$31,222.18		
	3.6	Alternative Delivery Method Support Services	$602.50									80										155	260		5	150	150									800	$218,351.71		
	3.7	Communication Consultant Services			24											48	48																			120	$25,214.40		
	3.8	ADA Compliance Services												16			24																			40	$6,798.00		
		Subtotals (Hours) =	N/A		48			40				120	100	16	26	78	212	2	8	9	6	175	280		5	150	150		62	8	2	8	4	3	8	1,520	$378,192.59		
		Subtotals (Costs) =	$1,453		$19,776			$9,888				$39,552	$23,175	$3,708	$6,026	$14,863	$27,295	$515	$1,566	$1,391	$1,236	$53,873	$82,702		$564	$34,381	$31,926		$17,906	$458	$484	$1,442	$680	$294	$3,041	1,520	$378,192.59	51.0%	55.8%
		Totals (Summary) =																																		2,979	677,680		
		Total (Hours) =	N/A	332	48	64	71	40	110	140	340	120	140	16	26	440	212	2	8	9	6	175	280	-	5	150	150	-	62	8	2	8	4	3	8	2,979			
		Total (Costs) =	$ 2,055	$ 99,158	$ 19,776	$ 18,128	$ 17,551	$ 9,888	$ 19,261	$ 24,514	$ 42,024	$ 39,552	$ 32,445	$ 3,708	$ 6,026	$ 83,842	$ 27,295	$ 515	$ 1,566	$ 1,391	$ 1,236	$ 53,873	$ 82,702	$ -	$ 564	$ 34,381	$ 31,926	$ -	$ 17,906	$ 458	$ 484	$ 1,442	$ 680	$ 294	$ 3,041	$ 677,680			
		Percentage of Total (Hours) =	N/A																																			
		Percentage of Total (Costs) =	0%																																			

YEAR 3 Total Hours = 2,929
YEAR 3 Total Costs = $705,793.33

Proposer Name: TYLin
Project: Program Management Consulting Services - Orange Line Improvement Program

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technical Expert - Senior	Project Controls - Manager	Project Controls - Senior	Project Controls - Senior	Project Controls - 2	Project Controls - 3	Project Controls - 1	Engineer - Principal	Deputy PM Engineer - Senior	Engineer - Senior	Engineer - Senior	Engineer - 2	Engineer - 1	Principal in Charge	Project Manager	Senior Acquisition Agent	Senior Appraiser	Engineer - Principal	Technical Expert	Engineer - 2	Project Controls	Principal	Senior Cost Estimator	Cost Estimator	Principal Engineer	Project Admin	Sr. Project Manager	Project Surveyor	Associate Surveyor	Project Coordinator (Admin)	2-Man Crew	Total Hours	Totals	Percent of Total Hours	Percent of Total Costs
				David Holman	Sharon Humphreys	Sierra Mckeever	Anthea Diem	Brett Makley	Jennifer Farrell	Claire Jasareno	Jessica Moczulemski	Mike Widmann	Phil Brand	Katherine Baker	Shawn Chow	Gabi Brocklehurst	Javier Lopez	BRI	BRI	BRI	SCPSC	BLC	BLC	BLC	BLC	Krebs	Krebs	Krebs	Riotech	Riotech	Towill	Towill	Towill	Towill	Towill				
				$ 307.66	$ 424.36	$ 291.75	$ 254.62	$ 254.62	$ 180.35	$ 180.35	$ 127.31	$ 339.49	$ 238.70	$ 238.70	$ 238.70	$ 196.27	$ 132.61	$ 265.23	$ 201.57	$ 159.14	$ 212.18	$ 317.08	$ 304.22	$ 133.49	$ 116.17	$ 236.08	$ 219.22	$ 202.36	$ 297.48	$ 59.03	$ 249.31	$ 185.66	$ 175.05	$ 100.79	$ 389.50			Hours	Costs
1	**Task 1**	**Program Management Services**																																				
	1.1	Consulting Contract Management	$602.50	100												120																			220	$54,920.58		
	1.2	Program Management Services		209									40			240																			489	$120,942.59		
	1.3	Comprehensive Project Delivery Plan																																				
		Subtotals (Hours) =	N/A	309									40			360																			709	$175,863.17		
		Subtotals (Costs) =	$602.50	$95,057									$9,548			$70,656																			**709**	**$175,863.17**	24%	25%
2	**Task 2**	**Project Controls**																																				
	2.1	Cost Control Services				60			100		130																								290	$52,090.19		
	2.2	Schedule Monitoring Services					80			100	150																								330	$57,500.78		
	2.3	Project Status Reporting				24					56																								80	$14,131.19		
		Subtotals (Hours) =	N/A			84	80		100	100	336																								700	$123,722.16		
		Subtotals (Costs) =				$24,507	$20,369		$18,035	$18,035	$42,775																								**700**	**$123,722.16**	23.9%	17.5%
3	**Task 3**	**As-Needed Services**																																				
	3.1	Right of Way Services																2	8	9	6									2	8	4	3	8	50	$10,950.75		
	3.2	Third Party Coordination			36									50		64																			150	$35,699.29		
	3.3	Design Review										40	40																36	4					120	$34,073.02		
	3.4	Value Engineering Services										30	60																26	4					120	$32,477.39		
	3.5	Risk Management Services						40					40									20	20												120	$32,158.85		
	3.6	Alternative Delivery Method Support Services	$602.50									80										155	260		5	150	150								800	$224,884.19		
	3.7	Communication Consultant Services			36											40	44																		120	$28,982.97		
	3.8	ADA Compliance Services													16		24																		40	$7,001.94		
		Subtotals (Hours) =	N/A		72			40				150	140	16	50	40	132	2	8	9	6	175	280		5	150	150		62	8	2	8	4	3	8	1,520	$406,207.99		
		Subtotals (Costs) =	$603		$30,554			$10,185				$50,923	$33,418	$3,819	$11,935	$7,851	$17,505	$530	$1,613	$1,432	$1,273	$55,489	$85,183		$581	$35,412	$32,884		$18,444	$472	$499	$1,485	$700	$302	$3,116	**1,520**	**$406,207.99**	51.9%	57.6%
		Totals (Summary) =																																	**2,929**	**705,793**		
		Total (Hours) =	N/A	309	72	84	80	40	100	100	336	150	180	16	50	400	132	2	8	9	6	175	280		5	150	150	-	62	8	2	8	4	3	8	2929			
		Total (Costs) =	$ 1,205	$ 95,057	$ 30,554	$ 24,507	$ 20,369	$ 10,185	$ 18,035	$ 18,035	$ 42,775	$ 50,923	$ 42,966	$ 3,819	$ 11,935	$ 78,507	$ 17,505	$ 530	$ 1,613	$ 1,432	$ 1,273	$ 55,489	$ 85,183	$ -	$ 581	$ 35,412	$ 32,884	$ -	$ 18,444	$ 472	$ 499	$ 1,485	$ 700	$ 302	$ 3,116	$ 705,793			
		Percentage of Total (Hours) =	N/A																																			
		Percentage of Total (Costs) =	0%																																			

YEAR 4 Total Hours = 2,149
YEAR 4 Total Costs = $512,937.97

Proposer Name: TYLin
Project: Program Management Consulting Services - Orange Line Improvement Program

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technical Expert - Senior	Project Controls - Manager	Project Controls - Senior	Project Controls - Senior	Project Controls - 2	Project Controls - 3	Project Controls - 1	Engineer - Principal	Deputy PM Engineer - Senior	Engineer - Senior	Engineer - Senior	Engineer - 2	Engineer - 1	Principal in Charge	Project Manager	Senior Acquisition Agent	Senior Appraiser	Engineer - Principal	Technical Expert	Engineer - 2	Project Controls	Principal	Senior Cost Estimator	Cost Estimator	Principal Engineer	Project Admin	Sr. Project Manager	Project Surveyor	Associate Surveyor	Project Coordinator (Admin)	2-Man Crew	Total Hours	Totals	Percent of Total Hours	Percent of Total Costs
				David Holman	Sharon Humphreys	Sierra Mckeever	Anthea Diem	Brett Makley	Jennifer Farrell	Claire Jasareno	Jessica Moczulemski	Mike Widmann	Phil Brand	Katharine Baker	Shawn Chow	Gabi Brocklehurst	Javier Lopez	BRI	BRI	BRI	SCPSC	BLC	BLC	BLC	BLC	Krebs	Krebs	Krebs	Riotech	Riotech	Towill	Towill	Towill	Towill	Towill				
				$ 316.89	$ 437.09	$ 300.50	$ 262.25	$ 262.25	$ 185.76	$ 185.76	$ 131.13	$ 349.67	$ 245.86	$ 245.86	$ 245.86	$ 202.15	$ 136.59	$ 273.18	$ 207.62	$ 163.91	$ 218.55	$ 326.59	$ 313.35	$ 137.50	$ 119.65	$ 243.16	$ 225.80	$ 208.43	$ 306.40	$ 60.79	$ 256.79	$ 191.23	$ 180.30	$ 103.81	$ 401.19			Hours	Costs
1	Task 1	Program Management Services																																				
	1.1	Consulting Contract Management	$602.50	80												110																				190	$48,190.76		
	1.2	Program Management Services		169									40			250																				459	$113,916.79		
	1.3	Comprehensive Project Delivery Plan																																						
		Subtotals (Hours) =	N/A	249									40			360																				649	$162,107.55		
		Subtotals (Costs) =	$602.50	$78,895									$9,835			$72,776																				649	$162,107.55	30%	32%
2	Task 2	Project Controls																																						
	2.1	Cost Control Services				48			80		100																									228	$42,397.81		
	2.2	Schedule Monitoring Services					80			124	150																									354	$63,684.13		
	2.3	Project Status Reporting				18					40																									58	$10,654.09		
		Subtotals (Hours) =	N/A			66	80		80	124	290																									640	$116,736.03		
		Subtotals (Costs) =				$19,833	$20,980		$14,861	$23,035	$38,027																									640	$116,736.03	29.8%	22.8%
3	Task 3	As-Needed Services																																						
	3.1	Right of Way Services																2	8	8	7										2	8	4	3	8	50	$11,333.94		
	3.2	Third Party Coordination			36									50			64																			150	$36,770.26		
	3.3	Design Review										20	20																16	4						60	$17,056.28		
	3.4	Value Engineering Services										15	30																13	2						60	$16,725.76		
	3.5	Risk Management Services						20					20									10	10													60	$16,561.81		
	3.6	Alternative Delivery Method Support Services	$602.50									40										80	150		4	62	64									400	$117,725.59		
	3.7	Communication Consultant Services			16											20	24																			60	$14,314.72		
	3.8	ADA Compliance Services												8			12																			20	$3,606.00		
		Subtotals (Hours) =	N/A		52			20				75	70	8	50	20	100	2	8	8	7	90	160		4	62	64		29	6	2	8	4	3	8	869	$234,094.39		
		Subtotals (Costs) =	$603		$22,729			$5,245				$26,225	$17,210	$1,967	$12,293	$4,043	$13,659	$546	$1,661	$1,311	$1,530	$29,393	$50,136		$479	$15,076	$14,451		$8,886	$365	$514	$1,530	$721	$311	$3,209	860	$234,094.39	40.0%	45.6%
		Totals (Summary) =																																		2,149	512,938		
		Total (Hours) =	N/A	249	52	66	80	20	80	124	290	75	110	8	50	380	100	2	8	8	7	90	160		4	62	64		29	6	2	8	4	3	8	2,149			
		Total (Costs) =	$1,205	$78,895	$22,729	$19,833	$20,980	$5,245	$14,861	$23,035	$38,027	$26,225	$27,045	$1,967	$12,293	$76,819	$13,659	$546	$1,661	$1,311	$1,530	$29,393	$50,136		$479	$15,076	$14,451		$8,886	$365	$514	$1,530	$721	$311	$3,209	$512,938			
		Percentage of Total (Hours) =	N/A																																			
		Percentage of Total (Costs) =	0%																																			

YEAR 5 Total Hours = 604
YEAR 5 Total Costs = $136,215.86

Proposer Name: TYLin
Project: Program Management Consulting Services - Orange Line Improvement Program

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technical Expert - Senior	Project Controls - Manager	Project Controls - Senior	Project Controls - Senior	Project Controls - 2	Project Controls - 3	Project Controls - 1	Engineer - Principal	Deputy PM Engineer - Senior	Engineer - Senior	Engineer - Senior	Engineer - 2	Engineer - 1	Principal in Charge	Project Manager	Senior Acquisition Agent	Senior Appraiser	Engineer - Principal	Technical Expert	Engineer - 2	Project Controls	Principal	Senior Cost Estimator	Cost Estimator	Principal Engineer	Project Admin	Sr. Project Manager	Project Surveyor	Associate Surveyor	Project Coordinator (Admin)	2-Man Crew	Total Hours	Totals	Percent of Total	
				David Holman	Sharon Humphreys	Sierra Mckeever	Anthea Diem	Brett Malley	Jennifer Farrell	Claire Jasareno	Jessica Moczulemski	Mike Widmann	Phil Brand	Katharine Baker	Shawn Chow	Gabi Brocklehurst	Javier Lopez	BRI	BRI	BRI	SCPSC	BLC	BLC	BLC	BLC	Krebs	Krebs	Krebs	Riotech	Riotech	Towill	Towill	Towill	Towill	Towill			Hours	Costs
				$ 326.40	$ 450.20	$ 309.51	$ 270.12	$ 270.12	$ 191.34	$ 191.34	$ 135.06	$ 360.16	$ 253.24	$ 253.24	$ 253.24	$ 208.22	$ 140.69	$ 281.38	$ 213.85	$ 168.83	$ 225.11	$ 336.39	$ 322.75	$ 141.62	$ 123.24	$ 250.46	$ 232.58	$ 214.68	$ 315.58	$ 62.61	$ 264.49	$ 196.96	$ 185.71	$ 106.92	$ 413.22				
1	**Task 1**	**Program Management Services**																																					
	1.1	Consulting Contract Management	$602.50	24												56																				80	$20,096.31		
	1.2	Program Management Services		64									20			90																				174	$44,851.53		
	1.3	Comprehensive Project Delivery Plan																																					
		Subtotals (Hours) =	N/A	88									20			146																				254	$64,947.84		
		Subtotals (Costs) =	$602.50	$28,881									$5,065			$30,400																				**254**	**$64,947.84**	42%	48%
2	**Task 2**	**Project Controls**																																					
	2.1	Cost Control Services				18			40		50																									108	$19,977.78		
	2.2	Schedule Monitoring Services					20			30	46																									96	$17,355.35		
	2.3	Project Status Reporting				12					34																									46	$8,306.26		
		Subtotals (Hours) =	N/A			30	20		40	30	130																									250	$45,639.38		
		Subtotals (Costs) =				$9,285	$5,402		$7,653	$5,740	$17,558																									**250**	**$45,639.38**	41.4%	33.5%
3	**Task 3**	**As-Needed Services**																																					
	3.1	Right of Way Services																2	5	5										1	4	2	1	5	25	$6,072.92		
	3.2	Third Party Coordination			20									25			30																		75	$19,555.72		
	3.3	Design Review																																					
	3.4	Value Engineering Services																																					
	3.5	Risk Management Services																																					
	3.6	Alternative Delivery Method Support Services																																					
	3.7	Communication Consultant Services																																					
	3.8	ADA Compliance Services																																					
		Subtotals (Hours) =	N/A		20									25			30	2	5	5										1	4	2	1	5	100	$25,628.63		
		Subtotals (Costs) =			$9,004									$6,331			$4,221	$563	$1,069	$844										$264	$788	$371	$107	$2,066	**100**	**$25,628.63**	16.5%	18.8%
		Totals (Summary) =																																		**604**	**136,216**		
		Total (Hours) =	N/A	88	20	30	20	-	40	30	130	-	20	-	25	146	30	2	5	5	-	-	-	-	-	-	-	-	-	1	4	2	1	5	604			
		Total (Costs) =	$ 603	$ 28,881	$ 9,004	$ 9,285	$ 5,402	$ -	$ 7,653	$ 5,740	$ 17,558	$ -	$ 5,065	$ -	$ 6,331	$ 30,400	$ 4,221	$ 563	$ 1,069	$ 844	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 264	$ 788	$ 371	$ 107	$ 2,066	$ 136,216			
		Percentage of Total (Hours) =	N/A																																			
		Percentage of Total (Costs) =	0%																																			

Work Order Estimate Summary

Proposer Name: **TYLin**

Project: **Program Management Consulting Services - Orange Line Improvement Program**

Contract No: **G2868.0-24**

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3	
				Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Miles	$0.67	750	$502.50			750	$502.50
2	Parking	Each	$10.00	10	$100.00			10	$100.00
3	Preliminary Title Report	Report	$850.00					1	$850.00
4	Research Fees	Sheet/Document	$5.00					25	$125.00
5									
6									
7									
8									
9									
10									
				Subtotal =	**$602.50**	Subtotal =		Subtotal =	**$1,577.50**

Metropolitan Transit System

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Procurement of Prewired Signal Houses and Related Materials for Orange Line Improvement Project – 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. L1668.0-24 (in substantially the same format as attachment A) with Diverging Approach, Incorporated (DAI) in the amount of $6,083,568.18 for the purchase of prewired signal houses and related materials for Phase 1 of the Orange Line Improvement Project; and

2) Authorize the CEO to execute amendments or change orders up to a 10% contingency ($608,356.82) for this contract, bringing total expenditure authority to $6,691,924.99.

Budget Impact

The total cost of the equipment is estimated to be $6,083,568.18, inclusive of 7.75% CA Sales Tax (Attachment C) plus up to a 10% contingency in the amount of $608,356.82 for an estimated total contract cost of $6,691,924.99.

This contract will be funded by the Capital Improvement Program (CIP) account 2005119501 – Orange Line Rail Signals. The Orange Line Improvement Project has a current budget of $135,879,860.00 across two phases:

Orange Line Improvement Costs	Phase 1	Phase 2	Total
Staff Admin	$ 179,510	$ 289,080	$ 468,590
Design	$ 1,436,750	$ 2,533,200	$ 3,969,950
Construction Management	$ 4,667,260	$ 6,359,830	$ 11,027,090
Construction	$ 35,902,030	$ 68,399,940	$ 104,301,970
Construction Flagging and Bus Bridges	$ 1,960,000	$ 1,960,000	$ 3,920,000
Signal System Integration	$ 3,000,000	$ 3,000,000	$ 6,000,000
Contingency	$ 1,895,100	$ 4,297,160	$ 6,192,260
TOTAL	**$ 49,040,650**	**$ 86,839,210**	**$ 135,879,860**

This direct, pre-purchase of materials will come from the Construction line item of the above budget.

Project funding currently includes two discretionary Transit and Intercity Rail Capital Program (TIRCP) grant awards of $14,560,000 (2022 grant for Phase 1) and $48,315,712 (2023 grant for Phase 2). On December 14, 2023 (Agenda Item (AI) 29), the Board approved the SB 125 Allocation Package, which allocated $26,000,000 in state funds for the Phase 1 project. The remaining Project funding consists of MTS local matching funds.

DISCUSSION:

The Orange Line Improvement Project (Project) will make Trolley system improvements at various locations along the 17.6-mile Orange Line, benefitting the riding public and the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. To do so, the project will make track, signal, and grade crossing improvements along the Orange Line. For practical and grant funding reasons, the Project has been divided into two phases. Phase 1 is the work between 32nd/Commercial Station and Massachusetts Avenue Station. Phase 2 is the work between Massachusetts Avenue Station and El Cajon Transit Center. Once completed, the Project will allow Trolleys to safely operate at higher speeds and allow reverse-run on certain sections of the line, improving transit times and operational flexibility.

The design for Phase 1 is currently 90% complete and is expected to be advertised for construction in August 2024.

The design process began in January 2023 after a work order to Pacific Railway Enterprises, Inc. (PRE) was awarded on December 8, 2022 (AI 13). PRE used the standard signal design documented and implemented with the Mid-Coast Project as a basis for the Orange Line Improvement work. While the design has progressed, MTS Capital Projects staff and the design team have been working on a project implementation schedule to meet the TIRCP grant's required completion date of June 30, 2027. The scheduling effort identified required start dates for construction. When compared with known lead times for specialty equipment to be installed by the contractor, staff identified that equipment lead times could put the construction schedule at risk. To limit the schedule risk associated with long lead equipment, the MTS Capital Projects team proposes that MTS directly purchase the signaling equipment so that it can be provided as "owner-furnished equipment" to the construction contractor for installation.

The following items have been, or are expected to be pre-purchased to maintain the schedule for Orange Line Phase 1:

#	Item	MTS Board Meeting	Total
1	Signal instrument components	April 25,2024 (AI.5)	$ 427,222.03
2	Vital signals, switch machines and crossing gate equipment	April 25,2024 (AI.6)	$ 757,712.32
3	Impedance bonds and plug-in relay socket assembly	May 16, 2024 (AI.13)	$ 323,833.14
4	Special trackwork materials	June 20, 2024 (AI.12)	$1,077,473.06
5	Signal houses	Today's agenda item	$6,691,924.99
6	OCS poles	Est. Fall 2024	TBD
7	OCS assembly kits	Est. Fall 2024	TBD

8	Unarmored signal cable	Est. Fall 2024	TBD

Signal House Manufacturer Selection Process

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements and service contracts over $150,000.00.

On March 30, 2024, MTS issued a Request for Proposals (RFP) for qualified proposers to provide prewired signal houses and related materials for Phase 1 of the Orange Line Improvement Project. On May 15, 2024, MTS received a total of five (5) proposals from the following firms:

Firm Name	Firm Certification
ATSI	N/A
B&C Transit, Inc.	N/A
Progress Rail Services	N/A
Siemens Mobility, Inc.	N/A
Diverging Approach, Inc. (DAI)	N/A

On June 21, 2024, an evaluation committee consisting of representatives from Finance, MTS Trolley and Capital Projects scored the proposal based on the following evaluation criteria:

Evaluation Criteria	Total Possible Points
Qualifications of the Firm	30
Staffing, Organization, and Management Plan	20
Work Plan	25
Cost and Price	25
Total	**100**

The table below represents the proposer's initial score and ranking:

Proposer Name	Cost	Technical Score	Cost Score	Total Score (Maximum: 100)	Ranking
DAI	$6,083,568.18	70.00	25.00	95.00	1
Progress Rail	$6,599,253.15	71.67	23.05	94.72	2
ATSI	$9,682,463.36	67.67	15.71	83.38	3
Siemens	$10,348,823.71	52.67	14.70	67.37	4
B&C Transit	$8,872,951.00	46.00	17.14	63.14	5

Based on this scoring, after the initial review the evaluation committee proceeded with DAI as the top ranked proposal. By comparison of both proposals, and MTS' Independent Cost Estimate (ICE) at $8,624,368.000, staff deems the proposal to be fair and reasonable.

For this project DAI will not utilize any subcontractors.

Therefore, staff recommends that the MTS Board of Directors:

1) Authorize the CEO to execute MTS Doc. No. L1668.0-24 (in substantially the same format as attachment A) with DAI in the amount of $6,083,568.18 for the purchase of prewired signal houses and related materials for Phase 1 of the Project; and

2) Authorize the CEO to execute amendments or change orders up to a 10% contingency ($608,356.82) for this contract, bringing total expenditure authority to $6,691,924.99.

/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. L1668.0-24
B. Scope of Work
C. Cost Proposal

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. L1668.0-24

PROCUREMENT OF PREWIRED SIGNAL HOUSES AND RELATED MATERIALS

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Diverging Approach, Incorporated

Address: 6623 Richmond Road Suite L

Williamsburg (City) VA (State) 23188 (Zip)

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

Email: jstanko@divappinc.com

Telephone: 757-220-2316

Authorized person to sign contracts: Joseph Stanko (Name) President (Title)

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

The contract term shall be effective from August 1, 2024, through June 30, 2026. This period allows for the completion of deliveries and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $6,083,568.18 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	DIVERGING APPROACH, INCORPORATED
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

5. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. GENERAL

The San Diego Metropolitan Transit System (MTS), on behalf of San Diego Trolley, Inc. (SDTI), is inviting qualified Contractors to submit bids for prewired signal enclosures and related materials. Requirements are generally described below and described in more detail in the Attachment 2: Specifications, and Attachment 3: Orange Line Improvement Project Phase 1: Signal Instrument Enclosure Wiring Contract Drawings (Contract Plans) (See Attached on PlanetBids).

The specifications provide the minimum acceptable technical requirements for the manufacturing and delivery of the prewired signal enclosures and related materials for the Project with the Contractor providing all labor, materials, equipment, storage space and services.

The contract term shall be effective approximately from August 1, 2024 through June 30, 2026. This timeframe allows for the completion of deliveries and processing of all invoices.

5.1.1. SCOPE OF WORK

In general, the Work consists of manufacturing and delivering twenty-four (24) new, prewired signal enclosures in four (4) Delivery Segments more specifically detailed within the Contract Plans. Enclosure sizes include 6'x8', 6'x10', 6'x12', 4-door case, and 2-door case. The objective of this procurement is to reduce lead times by procuring signal enclosures separately from a future construction contract. Time is of the essence in the performance of this Work.

DELIVERY SEGMENT	LOCATION AND ENCLOSURE SIZE
1	R311RC – 6'x8' signal enclosure
1	R358RC – 6'x10' signal enclosure
1	R396RC – 6'x10' signal enclosure
1	R442RC – 6'x12' signal enclosure
1	R467RC – 6'x12' signal enclosure
1	Temporary Interface Case – 2-door case
2	R480RC – 6'x8' signal enclosure
2	R507RC – 6'x8' signal enclosure
2	R537RC – 6'x8' signal enclosure
2	R552RC – 6'x12' signal enclosure
2	R574RC – 6'x12' signal enclosure
2	Temporary Interface Case – 2-door case
3	R602RC – 4-door case
3	R617RC – 6'x8' signal enclosure
3	R650RC – 6'x10' signal enclosure
3	R671RC – 6'x10' signal enclosure
3	R697RC – 6'x12' signal enclosure
3	R719RC – 6'x12' signal enclosure
4	R729RC – 6'x10' signal enclosure
4	R738RC – 6'x10' signal enclosure
4	R769RC – 6'x10' signal enclosure

4	R782RC – 6’x10’ signal enclosure
4	R820RC – 6’x8’ signal enclosure
4	R847RC – 6’x12’ signal enclosure

A. Work, including material, shall comply with all Federal, State, and local laws and regulations.

B. The signal instrument enclosure manufacturer selected by the Contractor shall be ISO 9001-2015 certified. All signal instrument enclosures shall be 12-gauge Type 316 stainless steel.

C. Contractor shall note that each 6’x8’, 6’x10’ or 6’x12’ enclosure will have specific door outswing (left or right) associated with its location as shown in the Drawings, to accommodate final placement in the field for required clearances within limited railroad right-of-way.

D. Certain material to be installed within the signal instrument enclosures will be Owner furnished by MTS to reduce overall Contract time. All Owner furnished material will be made available to the Contractor six (6) months after Notice to Proceed. All other material to be procured by the Contractor is anticipated to require a lead time of 6 months or less.

E. Specific material is shown in the Contract Plans. All equivalent material shall be proposed by the Contractor for evaluation and acceptance by MTS during the bid Question and Answer Period only. No equivalent material will be accepted during the performance of the Work.

F. Upon completion of each Delivery Segment and prior to shipment to San Diego, CA, the prewired signal instrument enclosures within that Segment shall undergo Factory Acceptance Testing (FAT). The Contractor shall be responsible for basic functional FAT as listed in the Specifications, under MTS’ observation to confirm compliance with the Specifications. Materials which do not comply with the Specifications, or materials which, notwithstanding tests, inspection or acceptance are found to contain deficiencies, will be subject to rejection. Upon completion of the Contractor’s functional FAT, MTS will conduct a performance FAT at the Contractor’s facility.

G. Upon MTS acceptance of the signal instrument enclosures within each Segment, the Contractor shall be responsible for all costs associated with the supply, delivery, and offloading of the prewired signal enclosures and related materials.

H. Because the manufacturer’s warranty for material begins when the material is received, the Contractor shall supplement the manufacturer’s warranty for time elapsed between Contractor’s receipt of materials and MTS’ final acceptance plus one (1) year.

5.1.2. SPECIFICATIONS

Standard specification sections applicable to this procurement package are as follows.

A. 34 42 01 - Transportation Signaling and Control
B. 34 42 13.13 - General Railway Signal Requirements
C. 34 42 13.14 - Route Control Equipment
D. 34 42 13.15 – Battery and Charging Equipment
E. 34 42 13.17 – Track Circuits
F. 34 42 13.18 – Instrument Enclosures
G. 34 42 13.19 – Signal System Grounding
H. 34 42 13.20 – Relays
I. 34 42 13.21 – Miscellaneous Signal System Products

J. 34 42 13.26 – Highway Grade Crossing Warning System
K. 34 44 13.27 – Painting and Galvanizing
L. 34 42 13.28 – Block Signal and Highway Grade Crossing Warning Systems Factory Acceptance Testing
M. 34 42 16 – Train Control Wire and Cable
N. 34 42 19.01 – Vital Logic Controller
O. 34 42 23 – Railway Control Equipment
P. 34 42 26.13 – Signal System Fiber Optic Equipment

5.1.3. DRAWINGS

See Attachment A, Orange Line Improvement Project Phase 1 - Signal Instrument Enclosure Wiring Contract Drawings.

5.1.4. CODES AND STANDARDS

Applicable codes and standards as described in the specifications but not limited to:

A. AREMA Communications and Signal (C&S) Manual
B. G.O. 143-B – Safety Rules and Regulations Governing Light-Rail Transit
C. G.O. 164-E – Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems
D. 49 CFR Part 212 – State Safety Participation Regulations
E. 49 CFR Part 234 – Grade Crossing Safety
F. 49 CFR Part 236 - Rules, Standards, and Instructions Governing the Installation, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances
G. NFPA 70 – National Electrical Code

5.2. MATERIALS

5.2.1. OWNER FURNISHED MATERIALS

MATERIAL	QUANTITY
USGA High Voltage Lightning Arrestor	96
AC Vane Relay PV-250	20
PV-250 Relay Base	20
PSO 4000 Crossing Assembly	24
PSO 4000 Transceiver Assembly	14
PSO 4000 Transmitter Assembly	40
Vital DC Relay Base (B1 or ST1)	180

5.2.2. CONTRACTOR FURNISHED MATERIALS

The Contractor shall furnish all materials necessary to supply new prewired signal enclosures as shown in the Contract Drawings and defined in the Contract Specifications.

5.3. EXECUTION

5.3.1. ASSEMBLY FACILITY

The systems housed in the prewired signal instrument enclosures shall be assembled in a facility normally engaged in such work. The Contractor shall provide the necessary space for storage, assembly, factory acceptance testing, and delivery of wayside signal instrument enclosures in

successive Segments. The Contractor shall provide sufficient space to wire approximately six (6), 6'x12' enclosures simultaneously during an active Segment, while staging/storing another six (6), 6'x12' enclosures for the next Segment.

5.3.2. QUALITY ASSURANCE

All materials and equipment provided by the Contractor shall be new. All materials and equipment shall conform to the recommendations of AREMA C&S Manual, except as modified in the Specifications and Contract Plans.

5.3.3. INSPECTION

All materials supplied by the Contractor shall be subject to inspection and testing at the Contractor's plant by MTS or their representative to confirm compliance with the specifications prior to shipment to the project site. The Contractor shall provide the Inspector, without any charges, with all necessary facilities to examine the work during its progress as well as the finished product to satisfy the Inspector that the signal instrument enclosures comply with the Specifications.

The signal instrument enclosures shall not be packaged for shipment without being released or approved by MTS. Signal instrument enclosures shipped before release or approved by MTS shall be subject to rejection and may be returned to the Contractor who shall be responsible for the expenses of handling and transport in both directions.

5.3.4. HANDLING AND DELIVERY

Contractor shall be responsible for transporting the Owner furnished materials from San Diego to the signal instrument enclosure assembly and wiring facility at no additional cost. All Owner furnished material will be made available to the Contractor as it becomes available to MTS, but no later than six (6) months after Notice to Proceed.

Once MTS has approved a Segment, the Contractor shall ship the enclosures to a designated location within a twenty-five (25) mile radius of MTS headquarters at 1255 Imperial Avenue, San Diego, CA, 92101.

Delivery of each Segment must be completed in a timely manner. MTS has determined that a progressive delivery schedule is required for this procurement. The delivery schedule durations of each Segment below shall be from the date of Material on Hand. To support this schedule:

A. Signal instrument enclosure detail drawings (each type) shall be submitted within 14 calendar days from Notice to Proceed (NTP).

B. Material submittals shall be submitted within 30 calendar days from NTP.

C. The Contractor shall have Material on Hand (MoH) within 238 calendar days of NTP.

All orders shall be delivered completely within these time frames unless otherwise approved by MTS.

5.3.5. DELIVERY SCHEDULE

Contractor shall deliver the signal enclosures on or before the MTS target dates listed.

QTY	Description	MTS Target Date
6	Segment 1 Signal Instrument Enclosures	8/25/25
6	Segment 2 Signal Instrument Enclosures	11/24/25
6	Segment 3 Signal Instrument Enclosures	2/24/26
6	Segment 4 Signal Instrument Enclosures	5/27/26

The contract term shall be effective approximately from August 1, 2024 through June 30, 2026. This timeframe allows for the completion of deliveries and processing of all invoices.

5.4. MEASUREMENT AND PAYMENT

Full compensation for the Work required in the Contract Plans shall be included in the contract price paid for each measure of "Signal Enclosure Complete", therefore no separate payment will be made.

5.5. [NOT APPLICABLE] BUY AMERICA

5.1.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

5.1.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

5.1.3. [NOT APPLICABLE] ROLLING STOCK

5.1.4. [NOT APPLICABLE] IRON OR STEEL

5.6. INVOICES

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

Payment terms shall be net 30 days from invoice date.

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.

5.7. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

5.8. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

L1668.0-24 Signal Instrument Enclosure Wiring Procurement RFP

Line #	Item Description	Notes	Est. Qty	Diverge Unit Cost	Diverge Ext Total
1	R311RC Signal Enclosure Complete	6x8	1	$ 193,497.76	$ 193,497.76
2	R358RC Signal Enclosure Complete	6x10	1	$ 247,019.47	$ 247,019.47
3	R396RC Signal Enclosure Complete	6x10	1	$ 252,003.12	$ 252,003.12
4	R442RC Signal Enclosure Complete	6x12	1	$ 259,532.42	$ 259,532.42
5	R467RC Signal Enclosure Complete	6x12	1	$ 268,454.81	$ 268,454.81
6	2-Door Interface Case Signal Enclosure Complete	2-door case	2	$ 126,646.73	$ 253,293.47
7	R480RC Signal Enclosure Complete	6x8	1	$ 191,006.42	$ 191,006.42
8	R507RC Signal Enclosure Complete	6x8	1	$ 201,650.86	$ 201,650.86
9	R537RC Signal Enclosure Complete	6x8	1	$ 204,531.61	$ 204,531.61
10	R552RC Signal Enclosure Complete	6x12	1	$ 330,670.52	$ 330,670.52
11	R574RC Signal Enclosure Complete	6x12	1	$ 346,610.29	$ 346,610.29
12	R602RC Signal Enclosure Complete	4-door case	1	$ 164,865.61	$ 164,865.61
13	R617RC Signal Enclosure Complete	6x8	1	$ 184,922.05	$ 184,922.05
14	R650RC Signal Enclosure Complete	6x10	1	$ 240,607.97	$ 240,607.97
15	R671RC Signal Enclosure Complete	6x10	1	$ 176,469.25	$ 176,469.25
16	R697RC Signal Enclosure Complete	6x12	1	$ 401,449.15	$ 401,449.15
17	R719RC Signal Enclosure Complete	6x12	1	$ 356,868.90	$ 356,868.90
18	R729RC Signal Enclosure Complete	6x10	1	$ 161,778.59	$ 161,778.59
19	R738RC Signal Enclosure Complete	6x10	1	$ 247,388.97	$ 247,388.97
20	R769RC Signal Enclosure Complete	6x10	1	$ 169,173.81	$ 169,173.81
21	R782RC Signal Enclosure Complete	6x10	1	$ 240,525.77	$ 240,525.77
22	R820RC Signal Enclosure Complete	6x8	1	$ 190,348.94	$ 190,348.94
23	R847RC Signal Enclosure Complete	6x12	1	$ 363,333.19	$ 363,333.19
			Total Delivery Cost (If Applicable)		
			Sub-Total		$ 5,646,002.95
			Taxes		$ 437,565.23
			Grand Total		**$ 6,083,568.18**

Costs shall be firm fixed, all-inclusive with the exception of California sales tax. MTS will calculate sales tax at purchase order issuance. Other than the CA sales tax, MTS will not pay any other additional costs.

Delivery shall be F.O.B. within 25-mile radius of MTS Headquarters at 1255 Imperial Avenue, San Diego, CA 92101.

Metropolitan Transit System

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Orange Line Improvement Project Phase 1 Design Services –– 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 WOA356-AE-06.04 under MTS Doc. No. PWL356.0-22 (in substantially the same format as Attachment A), with Pacific Rail Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE), in the amount of $1,517,309.03 for additional design services, signal software development and design services during construction for Phase 1 of the Orange Line Improvement Project.

Budget Impact

The total contract cost is estimated to be $1,517,309.03, bringing the total work order value to $5,487,262.05. The project will be funded by the Capital Improvement Program (CIP) account 2005119501 - Orange Line Rail Signals Phase 1.

The Orange Line Improvement Project has a current budget of $135,879,860.00 across two phases:

Orange Line Improvement Costs	Phase 1	Phase 2	Total
Staff Admin	$ 179,510	$ 289,080	$ 468,590
Design	$ 1,436,750	$ 2,533,200	$ 3,969,950
Construction Management	$ 4,667,260	$ 6,359,830	$ 11,027,090
Construction	$ 35,902,030	$ 68,399,940	$ 104,301,970
Construction Flagging and Bus Bridges	$ 1,960,000	$ 1,960,000	$ 3,920,000
Signal System Integration	$ 3,000,000	$ 3,000,000	$ 6,000,000
Contingency	$ 1,895,100	$ 4,297,160	$ 6,192,260
TOTAL	**$ 49,040,650**	**$ 86,839,210**	**$ 135,879,860**

This work order amendment will be funded from the Construction line item of the budget, since it relates to the upcoming Phase I construction activities.

Project funding currently includes two discretionary Transit and Intercity Rail Capital Program (TIRCP) grant awards of $14,560,000 (2022 grant for Phase 1) and $48,315,712 (2023 grant for Phase 2). On December 14, 2023 (Agenda Item (AI) 29), the Board approved the SB 125 Allocation Package, which allocated $26,000,000 in state funds for the Phase 1 project. The remaining Project funding consists of MTS local matching funds.

DISCUSSION:

The Orange Line Improvement Project (Project) will make Trolley system improvements at various locations along the 17.6-mile Orange Line, benefitting the riding public and the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. To do so, the Project will make track, signal, and grade crossing improvements along the Orange Line. For practical and grant funding reasons, the Project has been divided into two phases. Phase 1 is the work between 32nd/Commercial Station and Massachusetts Avenue Station. Phase 2 is the work between Massachusetts Avenue Station and El Cajon Transit Center. Once completed, the Project will allow Trolleys to safely operate at higher speeds and allow reverse-run on certain sections of the line, improving transit times and operational flexibility.

The design for Phase 1 is currently 90% complete and the plans and specifications are expected to be advertised for construction in August 2024. The construction work is anticipated to be complete in Mid-2027.

The Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Approval Date
WOA356-AE-06	Original Work Order – Phase 1 Design Services	$1,411,503.63	Board approval on 12/08/22, AI 13
WOA356-AE-06.01	Additional Survey Services	$25,250.30	Board ratification on 10/19/23, AI 10
WOA356-AE-06.02	Reallocation of Funds from Signal Design to Survey & OCS Field Visits ($36,537.46)	$0.00	Board ratification on 10/19/23, AI 10
WOA356-AE-06.03	Phase 2 Design Services	$2,533,199.09	Board approval on 10/19/23, AI 10
WOA356-AE-06.04	Phase 1 Software Design and Design Support During Construction	$1,517,309.03	Today's proposed action
	Total	**$5,487,262.05**	

Today's proposed action will approve Work Order WOA356-AE-06.04 with PRE to add time, scope, and budget to the contract for 1) additional Design for Grade Crossings and Interlocking upgrades, 2) signal software design, testing, simulation, factory testing and operational cutovers (4), and 3) design support during construction and safety certification. PRE was designated two (2) subcontractors to assist with this work, as detailed in Attachment A.

PRE's initial proposal was $1,717,411.43 and was reduced to $1,517,309.03 after negotiation. The final proposal is less than MTS's Independent Cost Estimate (ICE) of $1,637,952.00 and was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order Amendment WOA356-AE-06.04 under MTS Doc. No. PWL356.0-22 (in substantially the same format as Attachment A), with PRE, in the amount of $1,517,309.03 for additional design services, signal software development and design services during construction for Phase 1 of the Orange Line Improvement Project.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order Amendment MTS Doc No. WOA356-AE-06.04

Metropolitan Transit System

July 18, 2024

MTS Doc. No. PWL356.0-22
Work Order No. WOA356-AE-06.04

Pacific Rail Enterprises, Inc.
Jennifer . Seccombe
President/CEO
3560 University Ave, Suite F
Riverside, CA 92501

Dear Mrs. Seccombe:

Subject: AMENDMENT NO. 4 TO WORK ORDER WOA356-AE-06, TO MTS DOC. NO. PWL356.0-22, GENERAL ENGINEERING SERVICES FOR THE ORANGE LINE IMPROVEMENT PROJECT – PHASE 1

This letter shall serve as Amendment No. 4 to our agreement for Work Order WOA356-AE-06 to MTS Doc. No. PWL356.0-03, for engineering services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Amendment shall provide for additional design services, signal software development and design services during construction for Phase 1 of the Orange Line Improvement Project. (Attachment A).

SCHEDULE

This Amendment shall add one thousand four hundred seventeen calendar days (1,417) to the Phase I Schedule. The Scope of Services, as described above shall be extended to December 30, 2027, or through the completion of construction.

PAYMENT

This Amendment add to the $1,517,309.03 to the Payment. The Payment shall be based on actual costs in the revised amount of $5,487,262.05, and shall not be exceeded without prior authorization of MTS (Attachment B).

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

Jennifer Seccombe, President/CEO
Pacific Rail Enterprises

Date:

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

ATTACHMENT A
SCOPE OF SERVICES

WORK ORDER TITLE: Orange Line Improvement Phase 1 DSDC and Software **WORK ORDER: WOA356-AE-06.04**

Scope of Work

With an amendment to the existing contract (PWG356.0-22) Pacific Railway Enterprises, Inc. (PRE) will provide some additional design tasks, bid support services, design support during construction (DSDC), and software development for the Project described below. PRE subconsultants will execute some tasks. In general, the subconsultants may perform all or a portion of the following tasks:

- DSDC and as-builts – Burns Engineering, Inc.
- Field Investigation/Surveying – Guida Surveying, Inc.

Project Understanding

The Orange Line Improvement Project will make trolley system improvements at various locations within the 17.6-mile line, benefitting the riding public and the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. The Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, increase the State of Good Repair, and, ultimately, ridership.

The Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between 32nd/Commercial Station and Massachusetts Avenue Station. The Orange Line automatic block signal (ABS) system was initially built for unidirectional running, with the grade crossing warning systems monitoring trains approaching the normal traffic direction. Trains operating reverse current of traffic must do so under a set of rules that significantly reduce efficiency. Trains must stop one car length approaching each grade crossing to activate the warning system and then proceed once the gates are in the down position. Trains must operate at restricted speed, which limits the maximum authorized speed (MAS) to 20 mph.

In addition to upgrading signal and grade crossing warning device systems for increased speed, some curves may need increased superelevation and minor grade crossing civil improvements. In areas when the track civil speeds will allow, between 32nd/Commercial Station and Lemon Grove Station, the Project will increase trolley speeds from 45 mph to 55 mph. The horseshoe curve leaving 32nd/Commercial Station has a restricted speed of 25 mph; however, the curve will be evaluated for an increased speed to 35 mph.

Following is a detailed description of the additional tasks required to meet the Project goal.

Task 2 – Signal Design

With the amendment, additional hours for Task 2.2 Interlocking Upgrades to support coordination with MTS right of way engineering consultant (by others) to ensure property rights are sufficient for the installation of two signal instrument enclosures immediately adjacent to the MTS right of way along the Orange Line. The sign enclosures are numbered: R2 R442RC, located in the vicinity of Raven Court and R10 R574RC near Euclid Avenue.

Task 3 - Grade Crossing Civil Design

The original design scope included civil design for grade crossings under Task 3.3.2. The scope also included CPUC processing for 11 grade crossings that are included in the project (Task 6). Task 6 required a field diagnostic meeting with the CPUC and the local roadway owners, City of San Diego and City of Lemon Grove respectively. During the diagnostic meeting, the City of San

Diego requested that changes to the 3 pedestrian crossing locations (66th, 68th and 54th Streets) and will require MTS to obtain a City of San Diego permit to construct the improvements. This amendment provides additional hours for the design team to generate the City requested drawings and pay the fees associated with obtaining City permits for these improved crossings.

Task 8 – Phase 1 Vital Application Software Development

This task includes Vital Application Software Development and related activities for 22 new signal locations along the Orange Line where an ElectrologIXS vital signal processor will be installed.

Task 8.1 – Software Development / Phasing Support

Consultant shall develop Vital Application Software for the following locations:

- Segment 1: R311RC, R358RC, R396RC, Segment 1 R442RC (Phasing), Segment 1 R467RC (Phasing)
- Segment 2: Segment 2 R442RC (Final), Segment 2 R467RC (Final), R480RC, R507RC, R537RC, R552RC, Segment 2 R574RC (Phasing)
- Segment 3: Segment 3 R574RC (Final), R602RC, R617RC, R650RC, R671RC, R697RC, Segment 3 R719RC (Phasing)
- Segment 4: Segment 4 R719RC (Final), R729RC, R738RC, R769RC, R782RC, R820RC, R847RC

Consultant shall provide the phasing documents for interface cases to be placed within each project Segment once coordinated and validated with MTS, the Construction Contractor, and the Construction Management Team.

Task 8.2 – Local Control Panel (LCP Development)

Consultant shall develop LCP panel configurations for all interlocking locations:

- R442RC (R2 Interlocking)
- R552RC (R6 Interlocking)
- R574RC (R10 Interlocking)
- R697RC (R12 Interlocking)
- R719RC (R14 Interlocking)
- R847RC (R18 Interlocking)

The configurations shall be loaded into the Qwest panels during Rack Testing and Factory Acceptance Testing to verify local control functions.

Task 8.3 – Software Simulation

Consultant shall utilize Vital-Sim software to simulate all Vital Application Software developed in Task 8.1. Consultant shall also utilize this software to emulate boundary locations as needed

during FAT testing. Consultant will demonstrate software simulation for functionality at the request of MTS.

Task 8.4 – Rack Testing

Consultant shall test all Vital Application Software on a physical rack configured to represent future field conditions for each location developed in Task 8.1. Consultant will demonstrate rack testing at the request of MTS.

Task 8.5 – Factory Acceptance Testing (FAT) Procedure Development

Consultant shall develop draft and final Factory Acceptance Test procedures to be utilized during Consultant's rack testing and FAT testing at the Signal Enclosure Wiring location. The test procedures shall exercise the complete wired enclosures for Segments 1-4.

Task 8.6 – Conduct FAT Testing

Consultant shall lead and conduct the FAT testing at the Signal Enclosure Wiring location with the approved procedures developed in Task 8.5. All test documentation will be completed and certified by the Consultant. This task supports the Consultant's lead application programmer labor effort.

Task 8.7 – Signal Cutover Software Support

Consultant shall be available during each signal cutover Absolute Work Window (AWW) period to support the Construction Contractor with any software issues, troubleshooting and make software changes if necessary. This support will be necessary for each signal cutover during Segments 1-4.

Task 9 – Design Support During Construction Activities for Phase 1 Early Material Procurement Contracts and Phase 1 Construction Contract

To meet the project schedule critical path driven by funding deadlines, early material procurement is necessary for the Orange Line Improvements Project Phase 1. The following items within this task are required to support general early procurement contracts, the Signal Instrument Enclosure Wiring Contract and the Construction Contract.

Task 9.1 – Bid Support

Consultant shall support MTS Contracts during the procurement phase. This support includes coordination with MTS procurement staff, providing recommended responses to bidder questions,

issuing addendums to design documents as necessary, supporting bid analysis, and serving as a technical advisor to MTS procurement evaluations.

Task 9.2 – Conformed Documents

Consultant shall provide Conformed Documents that incorporate all changes made during the procurement phase to support Contract Award and Notice to Proceed.

Task 9.3 – Request for Information (RFI) Support

Consultant shall review and respond to RFIs as requested by MTS and the Construction Management team. RFIs will be reviewed and responded to within five (5) working days. Design Team responses will be electronically stored and an RFI log will be maintained.

Task 9.4 – Submittal Review Support

Consultant shall review Contractor prepared shop drawings, product submittals, and certificates of compliance and make recommendations for action as requested by MTS and the Construction Management team. Submittals will be reviewed and responded to within five (5) working days. Design Team responses will be electronically stored and a submittal log will be maintained.

Task 9.5 – Request for Change Support

Consultant shall prepare revisions to design plans and technical specifications as directed by MTS and the Construction Management team and issue as a Design Change Notice (DCN). Such design revisions may be in response to Contractor RFI, an unforeseen site condition, or value engineering. Consultant shall prepare an estimated cost for the DCN. Design Team DCNs will be stored and a DCN log will be maintained.

Task 9.6 – Project Management

Project management services including document control, schedule, progress reports, and administration of the Consultant and Subconsultants shall be continued during the construction phase. Monthly progress reports will be submitted with the invoice.

Task 10 – Design Support During Construction Activities Specific to Phase 1 Construction Contract

The following items within this task are required to support the Construction Contract only and will support the overall Safety Certification Plan required by the CPUC.

Task 10.1 – Safety Certification Plan (SCP) Checklist Support

Consultant shall certify design specific SCP checklists that are completed during the construction period. This may require field visits for verification of checklist items.

Task 10.2 – Safety Certification Verification – Concept of Operations

This task supports the Consultant's labor effort to certify the Vital Application Software has implemented the Concept of Operations as part of the Safety Certification Plan. This activity takes

place at the Signal Enclosure Wiring location as part of the Construction Contractor's acceptance and receipt of the Consultant provided Vital Application Software.

Task 10.3 – Contractor Value Proposals

Consultant shall review Construction Contractor value engineering proposals and provide a cost-benefit tradeoff analysis of each upon the request of MTS and the Construction Management Team.

Task 10.4 – Dispatch Systems Coordination, IP Address and Vital Remote Configuration

Consultant shall coordinate with the Dispatch System Contractor to make changes to the dispatch system during cutover of Segments 1-4, including phasing. Consultant will work with MTS and Construction Management Team to determine IP address and Vital Remote configuration for the system. Consultant will coordinate delivering this information to the Construction Contractor.

Task 10.5 – Construction Management Meeting Support

Consultant shall attend Construction Management Meetings as requested by MTS and the Construction Management Team.

Task 10.6 – Vital Application Software Configuration Management

After each signal cutover, Consultant will archive the new vital application software into MTS' software configuration management database and complete associated records for 49 CFR Part 236 Subpart H compliance. Updates will be necessary during each Segment 1-4, including all phasing programs.

Task 10.7 – Asbuilt Documentation and Maintenance Plans

Consultant shall complete contract asbuilt documentation and final signal location plans in MTS' maintenance format. One paper copy and electronic format will be delivered for MTS to distribute at each new location in service. An electronic copy of all asbuilt locations in PDF and CAD will be provided to SANDAG as the recordkeeper.

Period of Performance

The Scope of Services, as described above, shall be completed by December 30, 2027, or through completion of construction, whichever comes first.

SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Task	Schedule
2 – Signal Design	NTP + 60 days
3 – Grade Crossing Civil Design	NTP + 180 days
8 – Signal Software Development	NTP + 365 days
9 – DSDC Material Procurement	NTP + 365 Day
10 – DSDC & Safety Certification	NTP through 12/30/2027

Exclusions/Extras

1. Any environmental studies, documentation, surveys, and other environmental activities are excluded.

2. Traffic studies and traffic engineering are excluded.
3. Utility investigation requiring utility potholing
4. Crossover demolition/removal drawings not required.
5. Crossover construction staging drawings not required.
6. Any flagging requests cost to support field visits will be funded by MTS.

Assumptions

1. Freight speeds will not be increased.

ATTACHMENT B
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No.	**PWL356.0-22**
Work Order No.	**WOA356-AE-06.04**
Attachment:	**B**
Work Order Title:	**Orange Line Improvement Project Design Phase 1 Rates**
Project No:	

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes Description	Total Costs
1	Signal Design	$46,086.00
2	Track Alignment and Grade Crossign Civil Design	$58,147.80
3	Field Investigations	$29,312.03
4	Application Software Development	$790,748.06
5	House Wiring and Construction Contracts DSDC	$435,048.26
6	Construction Contract DSDC/Safety Certification	$157,966.88
	Totals =	**$1,517,309.03**

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

Item	TASKS/WBS Description	Labor Hrs	Total Costs
1	Signal Design	240.00	$46,086.00
2	Track Alignment and Grade Crossign Civil Design	180.00	$58,147.80
3	Field Investigations	170.00	$29,312.03
4	Application Software Development	3,980.00	$790,748.06
5	House Wirirng and Construction Contracts DSDC	2,181.00	$435,048.26
6	Construction Contract DSDC/Safety Certification	1,814.00	$157,966.88
	Totals =	**8,565.0**	**$1,517,309.03**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
x		x		Pacific Railway Enterprises, Inc.	8,112.0	$1,417,493.94
				Burns Engineering	283.0	$70,503.06
		x		Guida Survey	170.0	$29,312.03
				Totals =	**8,565.0**	**$1,517,309.03**

Work Order Estimate
Summary

Total Hours = **8,112**

Total Costs = **$1,417,493.94**

Consultant/Subconsultant: **PACIFIC RAILWAY ENTERPRISES**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

MTS Doc. No.: **PWL356.0-22**

Work Order No.: **WOA356-AE-06.04**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Engineer - Senior	Project Manager	Intern	Technical Expert	Task Manager	Technician - Senior	Technician - 3	Technician - 2	Technician - 1	Engineer - 1	CADD - 3	CADD - 2	Total Hours	Totals
				$239.71	$191.25	$193.33	$41.69	$208.44	$174.05	$143.56	$113.25	$107.35	$96.23	$81.81	$78.69	$66.70		
1	**Task 2**	**Signal Design**																
	2.1 ABS Upgrades																0	$0.00
	2.2 Interlocking Upgrades			40				120		80							240	$46,086.00
	2.3 Grade Crossing Warning System Upgrades																0	$0.00
	2.4 Fiber System Upgrades																0	$0.00
	2.5 Utility Coordination																0	$0.00
		Subtotals (Hours) =	N/A	40	0	0	0	120	0	80	0	0	0	0	0	0	240	$46,086.00
		Subtotals (Costs) =	$0.00	$9,588.40	$0.00	$0.00	$0.00	$25,012.80	$0.00	$11,484.80	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**240**	**$46,086.00**
2	**Task 3**	**Track Alignment and Grade Crossing Civil Design**																
	3.1.1 Track Alignment Phase I - Initial Alignment Evaluation																0	$0.00
	3.1.2 Track Alignment Phase I - Review Holland Data and Other MTS Data																0	$0.00
	3.1.3 Track Alignment Phase I - Field Investigation																0	$0.00
	3.1.4 Track Alignment Phase I - Evaluate Holland and Field Measurements																0	$0.00
	3.1.5 Track Alignment Phase I - Prepare Curve Evaluation Memo to MTS																0	$0.00
	3.2.1 Track Alignment Phase II - Determine Alignment and Superelevation for Plan/Profile (Horseshoe Curve)																0	$0.00
	3.2.2 Track Alignment Phase II - Determine Alignment and Superelevation for Plan/Profile (69th Street Curve)																0	$0.00
	3.3.1 Grade Crossing Modifications Due to Superelevation Increase (69th St)																0	$0.00
	3.3.2 Pedestrian Crossing Modifications (66th, 68th, 54th Street)		$15,000.00	180													180	$58,147.80
	3.4 Crossover Design (E8, E10)																0	$0.00
		Subtotals (Hours) =	N/A	180	0	0	0	0	0	0	0	0	0	0	0	0	180	$58,147.80
		Subtotals (Costs) =	$15,000.00	$43,147.80	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**180**	**$58,147.80**
4	**Task 8**	**Application Software Development**																
	8.1 Software Development / Phasing Support							790	790								1,580	$302,167.10
	8.2 LCP Development							160	32								192	$38,920.00
	8.3 Software Simulation							480	56								536	$109,798.00
	8.4 Rack Testing							348	348								696	$133,106.52
	8.5 FAT Test Procedures							180	180								360	$68,848.20
	8.6 Conduct FAT Testing		$23,372.00						424								424	$97,169.20
	8.7 Cutover SW Support		$4,020.00					96	96								192	$40,739.04
		Subtotals (Hours) =	N/A	0	0	0	0	2054	1926	0	0	0	0	0	0	0	3,980	$790,748.06
		Subtotals (Costs) =	$27,392.00	$0.00	$0.00	$0.00	$0.00	$428,135.76	$335,220.30	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**3,980**	**$790,748.06**
5	**Task 9**	**House Wiring and Construction Contracts DSDC**																
	9.1 Bid Support			120				24	8								152	$35,160.16
	9.2 Conformed Documents			26									16	40			82	$11,044.54
	9.3 RFI Support			112				176	176					88			552	$101,365.04
	9.4 Submittal Support			88					160								248	$48,942.48
	9.5 Request for Change			56				16	16				80	176			344	$41,640.56
	9.6 Project Management		$2,680.00	600													600	$146,506.00
		Subtotals (Hours) =	N/A	1002	0	0	0	216	360	0	0	0	96	304	0	0	1,978	$384,658.78
		Subtotals (Costs) =	$2,680.00	$240,189.42	$0.00	$0.00	$0.00	$45,023.04	$62,658.00	$0.00	$0.00	$0.00	$9,238.08	$24,870.24	$0.00	$0.00	**1,978**	**$384,658.78**
6	**Task 10**	**Construction Contract DSDC/Safety Certification**																
	10.1 Safety Certification Plan Checklist Support			80				176	176								432	$86,495.04
	10.2 FAT Testing		$23,372.00					424									424	$111,750.56
	10.3 Contractor Value Proposals			16					80								96	$17,759.36
	10.4 Dispatch System Coordination/IP Adress/Vital Remotes							120									120	$25,012.80
	10.5 CM Meetings			4				40	48								92	$17,650.84
	10.6 Software Management			2				160									162	$33,829.82
	10.7 Asbuilts/Maintenance Plans		$4,020.00	8				40					120	240			408	$45,457.28
																	0	$0.00
																	0	$0.00
																	0	$0.00
																	0	$0.00
																	0	$0.00
																	0	$0.00
																	0	$0.00
		Subtotals (Hours) =	N/A	110	0	0	0	960	304	0	0	0	120	240	0	0	1,734	$337,955.70
		Subtotals (Costs) =	$27,392.00	$26,368.10	$0.00	$0.00	$0.00	In	$52,911.20	$0.00	$0.00	$0.00	$11,547.60	$19,634.40	$0.00	$0.00	**1,734**	**$137,853.30**
		Totals (Summary) =															**8,112**	**$1,417,493.94**
		Total (Hours) =	N/A	1332	0	0	0	3350	2590	80	0	0	216	544	0	0	8,112.00	
		Total (Costs) =	$72,464.00	$319,293.72	$0.00	$0.00	$0.00	#VALUE!	$450,789.50	$11,484.80	$0.00	$0.00	$20,785.68	$44,504.64	$0.00	$0.00		$1,417,493.94
		Percentage of Total (Hours) =	N/A	16%	0%	0%	0%	41%	32%	1%	0%	0%	3%	7%	0%	0%	100%	
		Percentage of Total (Costs) =	5%	23%	0%	0%	0%	#VALUE!	32%	1%	0%	0%	1%	3%	0%	0%		#VALUE!

Work Order Estimate Summary

Consultant/ Subconsultant: **Pacific Railway Enterprises**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

TASKS/WBS (8-10)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9		Task 10		Task 3		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage (IRS Rate)	MI	$0.670	6,000	$4,020.00	4,000	$2,680.00	6,000	$4,020.00		$0.00	**16,000**	**$10,720.00**
2	Round Trip Flight 2 Personnel	EA	$2,200.000	2	$4,400.00		$0.00	2	$4,400.00		$0.00	**4**	**$8,800.00**
3	Hotel (2 Weeks) 2 Personnel	EA	$5,850.000	2	$11,700.00		$0.00	2	$11,700.00		$0.00	**4**	**$23,400.00**
4	Meals (2 Weeks)	EA	$1,512.00	2	$3,024.00		$0.00	2	$3,024.00		$0.00	**4**	**$6,048.00**
5	Airport Parking (2 Weeks)	EA	$1,260.00	2	$2,520.00		$0.00	2	$2,520.00		$0.00	**4**	**$5,040.00**
6	Rental Vehicle (2 weeks)	EA	$864.00	2	$1,728.00		$0.00	2	$1,728.00		$0.00	**4**	**$3,456.00**
7	City of San Diego Permit Fees (Estimated)	EA	$5,000.00		$0.00		$0.00		$0.00	3	$15,000.00	**3**	**$15,000.00**
8					$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
9					$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
10					$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
				Subtotal =	**$27,392.00**	Subtotal =	**$2,680.00**	Subtotal =	**$27,392.00**	Subtotal =	**$15,000.00**	**Totals =**	**$72,464.00**

Work Order Estimate Summary

Total Hours = **283**

Total Costs = **$70,503.06**

Consultant/Subconsultant: **BURNS Engineering**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Engineer - Senior	Classification	Classification	Classification	Classification	Total Hours	Totals
				$275.84	$233.37						
5	**Task 9**	**House Wirirng and Construction Contracts DSDC**									
	9.1 Bid Support			8	16					24	$5,940.64
	9.2 Conformed Documents			4	16					20	$4,837.28
	9.3 RFI Support			25	30					55	$13,897.10
	9.4 Submittal Support			30	60					90	$22,277.40
	9.5 Request for Change			4	10					14	$3,437.06
		Subtotals (Hours) =	N/A	71	132	0	0	0	0	203	$50,389.48
		Subtotals (Costs) =	$0.00	$19,584.64	$30,804.84	$0.00	$0.00	$0.00	$0.00	**203**	**$50,389.48**
6	**Task 10**	**Construction Contract DSDC/Safety Certification**									
	10.1 Safety Certification Plan Checklist Support									0	$0.00
	10.2 FAT Testing									0	$0.00
	10.3 Contractor Value Proposals									0	$0.00
	10.4 Dispatch System Coordination/IP Adress/Vital Remotes									0	$0.00
	10.5 CM Meetings			30	30					60	$15,276.30
	10.6 Software Management										$0.00
	10.7 Asbuilts/Maintenance Plans			4	16					20	$4,837.28
										0	$0.00
										0	$0.00
		Subtotals (Hours) =	N/A	34	46	0	0	0	0	80	$20,113.58
		Subtotals (Costs) =	$0.00	$9,378.56	$10,735.02	$0.00	$0.00	$0.00	$0.00	**80**	**$20,113.58**
	Totals (Summary) =									**283**	**$70,503.06**
	Total (Hours) =		N/A	105	178	0	0	0	0	283	
	Total (Costs) =		$0.00	$28,963.20	$41,539.86	$0.00	$0.00	$0.00	$0.00		$70,503.06
	Percentage of Total (Hours) =		N/A	37%	63%	0%	0%	0%	0%	100%	
	Percentage of Total (Costs) =		0%	41%	59%	0%	0%	0%	0%		100%

Work Order Estimate Summary

Consultant/ Subconsultant: **Burns Engineering**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 9		Task 10		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total
1	Travel	Trips	$1,200.00					**0**	**$0.00**
2	Travel	Trips	$1,199.93					**0**	**$0.00**
3								**0**	**$0.00**
4								**0**	**$0.00**
5					$0.00		$0.00	**0**	**$0.00**
6					$0.00		$0.00	**0**	**$0.00**
7					$0.00		$0.00	**0**	**$0.00**
8					$0.00		$0.00	**0**	**$0.00**
9					$0.00		$0.00	**0**	**$0.00**
10					$0.00		$0.00	**0**	**$0.00**
				Subtotal =	**$0.00**	Subtotal =	**$0.00**	**Totals =**	**$0.00**

Work Order Estimate
Summary

Total Hours = **170**

Total Costs = **$29,312.03**

Consultant/Subconsultant: **Guida Surveying Inc**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	CADD - 3	CADD - Senior	Field Technician - Senior	Surveyor - 1	Surveyor - 2	Surveyor - 3	Surveyor - Senior	Task Manager	Technical Expert	Technician - 1	Technician - 2	Technician - 3	Technician - Senior	Admin Senior		Total Hours	Totals
				$123.75	**$148.50**	**$145.04**	**$183.14**	**$ 195.39**	**$ 204.93**	**$ 222.79**	**$ 349.16**	**$256.78**	**$155.58**	**$166.18**	**$189.17**	**$226.29**	**$127.29**			
3	**Task 4**	**Field Investigation**																		
	4.1 Track Curve (69th St)																		0	$0.00
	4.2 Track Crossovers (E2(E304), E315, E8, E10)																		0	$0.00
	4.3 Pedestrian Crossings (66th,68th, 54th St)		$335.00	48	16	1	48	1	48	1	1	1	1	1	1	1	1		170	$29,312.03
	4.4 Survey Services along Rail on Curves #4,#5,& #8																		0	$0.00
	4.5 Supplemental Phase 1 Survey - Post 30% Submittal																		0	$0.00
		Subtotals (Hours) =	N/A	48	16	1	48	1	48	1	1	1	1	1	1	1	1		170	$29,312.03
		Subtotals (Costs) =	$335.00	$5,940.00	$2,376.00	$145.04	$8,790.72	$195.39	$9,836.64	$222.79	$349.16	$256.78	$155.58	$166.18	$189.17	$226.29	$127.29	Totals =	**170**	**$29,312.03**
		Totals (Summary) =																Totals =	**170**	**$29,312.03**
		Total (Hours) =	N/A	48	16	1	48	1	48	1	1	1	1	1	1	1	1		170	
		Total (Costs) =	$335.00	$5,940.00	$2,376.00	$145.04	$8,790.72	$195.39	$9,836.64	$222.79	$349.16	$256.78	$155.58	$166.18	$189.17	$226.29	$127.29			$29,312.03
		Percentage of Total (Hours) =	N/A	28%	9%	1%	28%	1%	28%	1%	1%	1%	1%	1%	1%	1%	1%		99%	
		Percentage of Total (Costs) =	1%	20%	8%	0%	30%	1%	34%	1%	1%	1%	1%	1%	1%	1%	0%			30%

Work Order Estimate Summary

Consultant/ Subconsultant: **Guida Engineering**

Work Order Title: **Orange Line Improvement Project Design Phase 1 Rates**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Deliveries	LS			$0.00		$0.00		$0.00		$0.00		$0.00
2	Mileage	MI	$0.670		$0.00		$0.00		$0.00	500	$335.00		$0.00
3	Research	LS			$0.00		$0.00		$0.00		$0.00		$0.00
4	Preliminary Title Report	EA			$0.00		$0.00		$0.00		$0.00		$0.00
5	Record of Survey Fees	EA			$0.00		$0.00		$0.00		$0.00		$0.00
6					$0.00		$0.00		$0.00		$0.00		$0.00
7					$0.00		$0.00		$0.00		$0.00		$0.00
8					$0.00		$0.00		$0.00		$0.00		$0.00
9					$0.00		$0.00		$0.00		$0.00		$0.00
10					$0.00		$0.00		$0.00		$0.00		$0.00
			Subtotal =		**$0.00**	Subtotal =	**$0.00**	Subtotal =	**$0.00**	Subtotal =	**$335.00**	Subtotal =	**$0.00**

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8						Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Deliveries		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
2	Mileage		$0.00		$0.00		$0.00		$0.00		$0.00	**500**	**$335.00**
3	Research		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
4	Preliminary Title Report		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
5	Record of Survey Fees		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
6	0		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
7	0		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
8	0		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
9	0		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
10	0		$0.00		$0.00		$0.00		$0.00		$0.00	**0**	**$0.00**
		Subtotal =	**$0.00**	Subtotal =	**$0.00**	Subtotal =	**$0.00**	Subtotal =	**$0.00**	Subtotal =	**$0.00**	**Totals =**	**$335.00**

Metropolitan Transit System

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

12th and Imperial Transit Center Project Design – Architectural & Engineering Consultant Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA353-AE-08 under MTS Doc. No. PWL353.0-22 (in substantially the same format as Attachment A), with Dokken Engineering (Dokken), in the amount of $470,845.34 for the 12th and Imperial Transit Center Project.

Budget Impact

The initial contract cost is estimated to be $470,845.34. The project will be funded by the Capital Improvement Project (CIP) account 3006119801 – 12th and Imperial Transit Center Project.

DISCUSSION:

On October 20, 2022 (Agenda Item (AI) 12), the MTS Board of Directors enacted Resolution No. 22-12 that accepted the 2022 Transit Intercity Rail Capital Program (TIRCP) Grant Award for the Zero Emission Transit Enhancement Project and approved three different projects to be funded by the grant award, including the 12th and Imperial Transit Center Project. The Board further found the 12th and Imperial Transit Center Project was statutorily and categorically exempt from environmental review under the California Environmental Quality Act and filed a Notice of Exemption with the San Diego County Clerk on October 28, 2022.

The total budget for the 12th and Imperial Project is $13.65 million. The TIRCP grant award covers $10.9 million and the remaining $2.73 million in project costs will be paid with Transportation Development Act (TDA) funds.

The 12th and Imperial Transit Center project will expand the bus transit center at 1255 Imperial Avenue, San Diego into the adjacent “triangle lots” and the street right of way at 13th Street and National Avenue. The project will increase the number of bus bays at MTS’s busiest transit center, incorporate multi-modal hub components, and improve passenger amenities. After construction of the Project, the remainder parcels will be available for a potential Transit Oriented Development (TOD) project.

On June 15, 2023 (AI 20), MTS entered into a collaboration agreement with the San Diego Foundation (SDF), allowing SDF to conduct a competitive solicitation process to identify a developer or developers to partner with the Foundation to design, permit, and/or construct a joint development project on the remainder property. At the time of this Board agenda item, SDF is in negotiations with a developer, and once an agreement is reached, the selection will be presented to the MTS Board of Directors.

The 12th and Imperial Transit Center Project is a separate project with independent utility from any potential TOD project on the adjacent property and will be implemented with or without any future TOD project. MTS is responsible for the design and construction of the transit center to comply with the TIRCP grant requirements. The initial scope of work for the transit center project is to define the concept and footprint of the expanded transit center. In order to avoid construction or design conflicts, it is also important for the design team to meet and confer with the SDF TOD team to ensure the two projects can be built and function independently. Today's proposed action would issue a work order to Dokken to take the design to this level.

Once the transit center project concept is finalized, MTS intends to negotiate a work order amendment with Dokken Engineering to create final design and construction documents, and ultimately to provide Design Services During Construction (DSDC) to ensure continuity throughout the entirety of the transit center project.

A&E Consultant Selection Process

On September 15, 2021, MTS issued a solicitation for On-Call Architectural and Engineering (A&E) Design Services by requesting Statements of Qualifications (RFSQ) from firms with expertise in a variety of A&E design and related consulting services separated into the following three (3) categories:

Category A: Comprehensive/Full Service - Five (5) prime contracts

Category B: Small Business Set Aside- Three (3) prime contracts awarded to a certified Small Business (SB) or a Disadvantaged Business Enterprise (DBE) certified firm, (which is also considered to be a Small Business)

Category C: Specialty Prime – Up to Five (5) specialty service contracts

As a result of the RFSQ, seven (7) firms were selected to perform various A&E services. For projects requiring A&E Services, work orders will be issued to these firms.

On April 3, 2024, MTS requested proposals from the firms on the A&E Services List to provide Conceptual Design Services for the 12th and Imperial Transit Center Project.

On May 8, 2024, MTS received a total of three (3) proposals from the following A&E firms:

Firm Name	Firm Certification
CR Associates (CRA)	DBE, SBE, Minority Business Enterprise (MBE), Woman Owned Business Enterprise (WBE)
Dokken	None
Psomas	None

On May 20, 2024, a selection committee consisting of MTS staff evaluated the proposals received using the following criteria:

Criteria	Points
Project Team	25
Project Team's Capabilities	25
Project Understanding and Approach	25
Schedule	25
Total Possible Score	**100**

During the initial evaluation, the committee scored and ranked the firms as follows:

Ranking	Proposer Name	Total Score
1	Dokken	89.33
2	CRA	82.66
3	Psomas	76.67

As a result of the evaluations, Dokken was deemed to be the most qualified firm to perform the services. Dokken's initial proposed amount for the services was $778,579.45. Through negotiations, staff moved some of the tasks in the scope of work from the initial phase of work to future phases of work. As a result, the associated cost was reduced by $307,734.11, approximately a 39.5% savings to MTS. The ICE for the first phase of work was $491,390.00. Based on the level of effort and proposed classifications, Dokken's final cost proposal in the amount of $470,845.34 was determined to be fair and reasonable.

For this project Dokken will utilize the following subconsultants:

Subconsultant Name	Subconsultant Certification	Subconsultant Amount
Aguirre & Associates	DBE, MBE and SB	$68,928.68
Geocon Inc.	None	$38,264.92
KTU&A	SB	$30,543.54
Parametrix	None	$52,263.46
VRPA Technologies, Inc.	DBE, WBE and SB	$3,459.62
WSP USA Inc.	None	$92,027.01

Therefore, the MTS Board of Directors authorize the CEO to execute Work Order WOA353-AE-08 under MTS Doc. No. PWL353.0-22 (In substantially the same format as Attachment A), with Dokken, in the amount of $470,845.34 for the 12th and Imperial Transit Center Project.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order Agreement WOA353-AE-08

Metropolitan Transit System

July 18, 2024

MTS Doc. No. PWL353.0-22
WOA353-AE-08

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

Dear Mr. Klemunes:

Subject: WORK ORDER WOA353-AE-08, TO MTS DOC. NO. PWL353.0-22, ENGINEERING SERVICES FOR 12TH AND IMPERIAL TRANSIT CENTER REHABILITATION

This letter shall serve as Work Order WOA353-AE-08, under the General Engineering Consultant Agreement, MTS Doc. No. PWL353.0-22, as further described below.

SCOPE OF SERVICES

This Work Order shall provide design services 12th and Imperial Transit Center Rehabilitation project in accordance with the attached Scope of Services (Attachments A and A1). Federal terms do not apply.

SCHEDULE

The Scope of Services shall remain in effect for a period of sixty (60) calendar days from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount of $470,845.34, and shall not be exceeded without prior authorization of MTS (Attachment B).

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

John Klemunes, PE
Regional Manager, Dokken Engineering

Date: _____

Attachments: Attachment A, Scope of Services
Attachment A1, Consultant's Proposal
Attachment B, Negotiated Fee Proposal

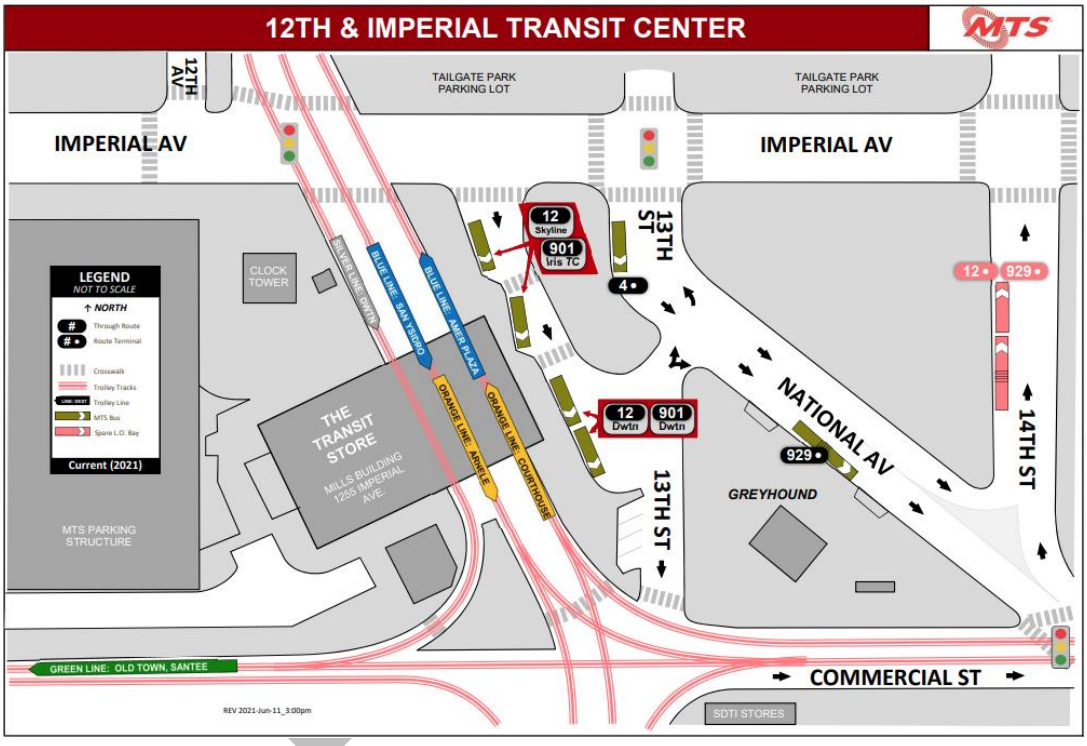
ATTACHMENT A
SCOPE OF SERVICES

TITLE: 12th and Imperial Transit Center Rehabilitation WOA #:

I. PROJECT DESCRIPTION

The 12th and Imperial Transit Center, shown in Figure 1 below, is the busiest transit center in MTS's entire operating system. This transit center is utilized by approximately 18,000 passengers daily, (Pre-COVID) between the San Ysidro Port of Entry and University City community of San Diego and all its surrounding communities within the County of San Diego. The 12th and Imperial Transit Center provides a near-seamless connection to all three light rail trolley lines and connecting bus routes; it is the only station where all three trolley lines (Blue, Orange and Green) connect. Providing the opportunity to access rail and bus transfers at one point of connection is essential for streamlining access to service for San Diego residents and visitors.

Figure 1. Current Layout of 12th and Imperial Transit Center

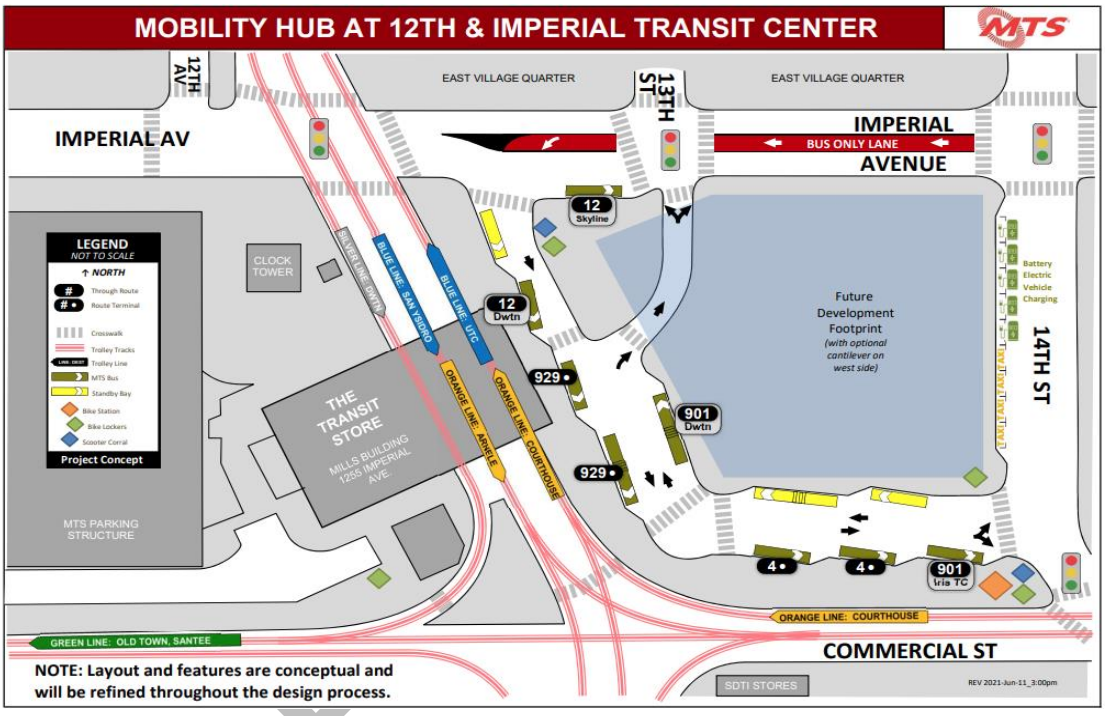


The project will modify the current layout and footprint of the existing transit center, by combining the two triangular parcels along National Avenue into one larger parcel to create a true multimodal facility. The transit center rehabilitation project, funded by a Transit and Intercity Rail Capital Program (TIRCP) Grant in 2022, has an estimated cost of $13.6M. MTS has developed a concept for the project, highlighted in Figure 2, to provide a possible layout/location for the required project components:

- Layout designed to accommodate 11 bus bays, located off street, for MTS 40' and 60' buses.
- Upgraded passenger platform areas to include shelters, 6 variable Message Signs (VMS), signage and wayfinding to direct passengers between the bus platforms and the trolley platforms.

- Lighting enhancements to ensure 100% artificial light and CCTV camera coverage to provide a safe and secure transit center.
- Multimodal Access for one drop off/ pick up space, bike lockers, bike repair and pedestrian access throughout the transit center.
- Landscaping to create shade areas for passengers.
- Trolley Orange Line platform along commercial street.
- Traffic signal and circulation studies as required by the City of San Diego.
- Stormwater system upgrades.

Figure 2. Proposed Layout of 12th and Imperial Transit Center



The project is grant funded and the following specific items must be included in the resulting facility:

A. Bus Bay Requirements

- 11 bus bays required inside transit center (off-street).
  - Six 40’ bus bays.
  - Five 60’ bus bays.
  - Two of the 60’ bus bays require overhead bus battery charging hookup.
- Height: Standard Caltrans freeway overhead clearance.
  - Overhead clearance must accommodate bus tow truck scenario.
- One bus stop (40’ bus) pull-out bay required along eastbound Imperial Avenue, ideally west of 13th Street.

B. Passenger Platforms

- The platform for each bay must accommodate a 17'x10'x10' passenger shelter with advertising panel and bench and a bus stop pole. No footings or foundations are required for the passenger shelters.
    - See MTS Bus Stop Specifications, November 1, 2006, for additional detail.
- Minimum platform width of 10' at the narrowest points, and 12' anywhere a passenger shelter is installed.
- Maximum slope of 2% from face of curb to back of platform (ADA requirement).
- Concrete (non-reinforced) with minimum thickness of 4" and broom finish. Must be doweled into an 8" curb.
- Six MTS Visual Message Signs (VMS), located on the passenger platforms, evenly distributed for visibility from all bays.
- Static wayfinding signage sufficient to direct passengers among trolley platforms, bus bays, and points of interest.
- Crosswalks with appropriate curbcuts must be included in sufficient locations to allow convenient passenger transfers across the bus aisle without undue out-of-direction travel.

C. Bus Circulation Requirements

- Dedicated bus only path of travel – no comingling of bus and public automobile or private development automobile traffic.
- Buses must be able to enter and exit the transit center to and from all directions on 14th Street and on Imperial Avenue.
- Circulation paths must allow for a bus parked facing either direction to re-orient to the opposite direction, using only the transit center roadway(s) and immediately adjacent blocks of 14th Street and Imperial Avenue.
- Striping and signaling for a single westbound bus-only traffic lane (minimum 11' wide) between 14th Street and the Trolley grade crossing and allowing a left turn into the transit center off of Imperial Avenue. This should be bid as an optional item, pending a feasibility assessment.

D. Pavement Standards

- All concrete – no asphalt.
- See MTS Bus Stop Specifications Case III: Concrete Bus Pad, page 29.
    - Portland cement concrete
        - 8" depth with rebar
        - 9" depth without rebar
    - Concrete treated base, 6" depth compacted to 95% standard proctor

- All pavement subject to geotechnical evaluation to ensure Case III specifications are sufficient.
- Gutter pan must be flat and doweled into adjacent concrete slab.
- Curb must be flat and doweled into adjacent concrete passenger platform panel.
- 8” curbs required in bus bays and off-street boarding areas.
- No drain inlets near passenger boarding areas.

E. Local Street Traffic Modifications

- Combined 5-way traffic signal at 14th Street, National Avenue, and Commercial Street.
- Traffic signal at 13th Street and Imperial Avenue to remain.
- 14th Street and Imperial Avenue intersection upgrade from four way stop to traffic signal.
- 14th Street requires upgrade from one way to two-way traffic south of Imperial Avenue.

F. Site Stormwater and Landscaping

- Mitigate flooding during storms or high tide events, This may be accomplished via underground stormwater storage systems, bioswales, etc.
- Bring transit center area into compliance with MTS MS4 permit standards.
- Ensure that the transit center maximizes large tree canopy for passenger shading.
- Maximize porous surface area to minimize storm water runoff.
- Minimize irrigation needs by selecting vegetation with low water needs.

G. Security

- 100% artificial light coverage of transit station to ensure CCTV cameras and security personnel can effectively monitor the transit center.
  - See SANDAG design Criteria Manual Chapter 7.0 Section 7.4 Lighting for details.
- 100% CCTV camera coverage
  - Requires underground fiberoptic connection to all camera locations.
  - Requires secure communication room/box/vault.

H. Orange Line Platform

- Transit Center must include a poured concrete passenger platform adjacent to the westbound Orange Line tracks.
- Concrete (non-reinforced) with minimum thickness of 4” and broom finish. Platform must have an elevation of 8” above the nearest rail.
- Minimum 12’ platform width and 320’ length.

- Must be connected with contiguous walkway to nearby bus bays and the eastern most northbound Trolley platform, requiring minimal walk distance for transfers.
- Minimum platform width of 12'.
- Maximum slope of 2% from face of curb to back of platform.

I. Multimodal Access

- One vehicle drop off space / 3 min drop off curb.
- Sufficient pedestrian access on all sides and within the transit center.
- Space for SANDAG bicycle locker storage.

The consolidation of two MTS owned parcels provides the opportunity to create a larger, more secure transit center. In addition, the parcel consolidation creates a footprint that could be used for a future mixed-use development. MTS has partnered with the San Diego Foundation (SDF) to procure a development partner for the mixed-use development site. SDF published an RFQ for development teams interested in the site in February and expects to select a development partner in May.

MTS is responsible for the design and construction of the transit center to comply with the TIRCP grant. If the development project proceeds, the transit center design team will be required to collaborate with the selected developer to ensure the two projects can be built and function independently. The SDF RFQ documents contain images and information on the transit center rehabilitation as presented herein.

The initial scope of work for the transit center rehabilitation, as described in more detail below, is to define the geometry and footprint of the transit center and to develop a Preliminary Review set of plans to submit to the City of San Diego, equal to approximately 30% design. The preliminary design work order shall fully determine the scope design scope for final design and construction documents. MTS intends to negotiate a work order amendment with the preliminary design team to finalize design and develop construction documents to obtain bids for the construction work.

II. SCOPE OF WORK

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

TASK 1 PROJECT MANAGEMENT

1.1 Project Management

- Staffing
  - Consult regularly with MTS management to monitor the consultant team's performance and make adjustments as needed.
  - Make staff assignments to meet the needs of the project.
  - Provide, coordinate, and oversee consultant staff assignments.
- Design Cost Management
  - Monthly Invoicing - Provide monthly invoicing and a progress report to document the deliverables and level of effort of services reflected in the invoice.
  - Monitor rate of expenditures to ensure work completion within agreed cost.

- Identify any new or out of scope requests immediately work with MTS project manager to determine appropriate level of effort and path to incorporate, if approved.

- Concept Design Schedule
  - Develop a detailed progress schedule, for MTS concurrence, and manage the design progress in accordance with the schedule.
  - Monitor rate of design progress to ensure work completion per the agreed upon schedule.
  - Identify schedule changes as issues are identified and work with MTS project manager to determine best path forward.
  - Update schedule as needed.

1.2 Stakeholder Coordination

- MTS Stakeholders: Facilitate and lead bi-weekly meetings with design team and MTS staff from Design NTP through completion of this scope of work, including preparation of agenda and meeting minutes.

- Site Development Team: Participate in weekly meetings with TOD development team and their designers to ensure the transit rehabilitation project and the TOD project can work together and neither project will adversely affect the other. Review developer prepared meeting minutes to ensure proper documentation of decisions affecting both projects.

Task 1 Deliverables:

1. Monthly Invoices
2. Project Design Schedule
3. Bi-Weekly Meeting Agendas and Meeting Minutes

TASK 2 CONCEPT REFINEMENT AND OPTIMIZATION

Within 2 weeks of Notice to Proceed, a project kick-off meeting will be held to review and document the goals of the project, constraints of the project site, as understood by MTS, and to have the project design team outline their workplan to meet the projects scope and schedule goals.

MTS developed a concept layout to identify one way to accommodate the transit center needs within the property boundaries available. The MTS concept, depicted in Figure 2, is the concept used to solicit developers for the Mixed Use, TOD portion of the site. The purpose of this task is to:

- Confirm required components can be accommodated within the designated project site.

- Develop alternative layouts (1-2) for MTS consideration, to include bus circulation and turning radius impacts/improvements.

- Conduct a workshop with MTS to evaluate all concepts and select a preferred to advance to preliminary design.

Task 2 Deliverables:

1. Site plan of MTS concept
2. Alternate layouts, at least 1, for MTS consideration
3. Workshop agenda and meeting materials to select preferred concept

TASK 3 INITIATE PRELIMINARY DESIGN

The following tasks are included in this preliminary scoping effort to get the work started. Many of the following items require weeks and months to pull the information together, analyze, and develop recommendations for final design. Including the initiation of this work now is expected to advance the following design work.

3.1 Survey - Basemap and Aerial Topography & Utility Mapping

A basemap with topographic detail is needed to document the existing conditions of the site and to be used as the background for all design documentation. Record maps, public and private utility drawings, and title reports will be provided by MTS for the design team's use. Any supplemental data required should be collected as part of this task to prepare a complete basemap.

3.2 Geotechnical Evaluation for Proposed Improvements

Design Professional shall obtain a geotechnical engineering analysis and report for the site, to include data gathering, field exploration and laboratory testing, as required to provide a general surface and subsurface conditions at the site, geotechnical parameters for use in design of the grading plan, foundation design recommendations, pavement section recommendations, site infiltration characteristics, and general construction-related considerations for earthwork, including testing and disposal of fill materials, as needed.

3.3 Hydraulic Analysis and Studies

The project site is prone to flooding, particularly during storm events coinciding with high tide. Flooding in the project area presents a tremendous, negative impact on public transportation within the San Diego region as all trolley lines and many bus lines pass through the project site. A goal of this project is to mitigate some of the nuisance water and flooding that occurs, by incorporating dry wells or other storm water retention strategies, to reduce the impact on MTS operations teams and our customers during these storm events.

The drainage and hydraulic study for this project should include:

- Existing drainage assessment.
- Provide preliminary post-construction stormwater recommendations that could be incorporated into the final design for the project.

Work to be excluded at this time, but part of the follow-on design effort, will include the following:

- Hydraulic modeling of storm events.
- Identification of options to mitigate or reduce impacts of storm events.

- Recommendations to be incorporated into the final design for the project.

3.4 Traffic Scoping Agreement Memo

The transit center rehabilitation project involves combining two MTS owned parcels into one, rerouting National Avenue, modifying two signalized intersections (National and Imperial & 14th, Commercial, National), and converting 14th Street to bi-directional traffic. Due to the large number of changes to the streets and intersections surrounding the project site, extensive coordination with the City of San Diego will be required to obtain permits to proceed with this type of realignment.

The consultant shall use the selected, preferred alternative to begin an outline for the traffic scoping agreement memo. Develop of the memo and associated data collection will be completed as part of the follow-on scope of work.

3.5 Outline of Preliminary Review Package

With the selection of a preferred alternative, MTS intends to amend this work order to proceed with preliminary and final design of the preferred alternative. One of the early efforts anticipated for preliminary design will be a submittal to the City of San Diego as part of their preliminary review process. During this concept development task, the consultant shall put together an outline of documents needed for a 30% preliminary design submittal to the City of San Diego.

Task 3 Deliverables:

1. Draft Basemap including topo and existing utilities.
2. Preliminary Geotechnical Report
3. Summary of Existing Drainage System and Letter Memorandum of stormwater recommendations
4. Outline of Traffic Scoping Memo
5. Outline of Preliminary Design Submittal

III. PERIOD OF PERFORMANCE

List period of performance for required services.

IV. DELIVERABLES

All deliverables will be provided in electronic PDF format. Some hard copy meeting materials may be required, however the majority of the work product is expected to be in electronic format transmitted digitally.

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Task	Begin/End Dates
1. Project Management	NTP – Completion
2. Concept Development	NTP + 30 days (September 6, 2024)
3. Initiate Preliminary Design	Task 2 Complete + 30 days (October 11, 2024)

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
Weekly coordination meetings with TOD	Ongoing through October 2024
Select Preferred Concept	September 2024
Initiate Preliminary Design	October 2024

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

1. Phase I and Phase II Environmental Reports by Ninyo & Moore, July 2010
2. CEQA Notice of Exemption, October 2022
3. MTS Stormwater Fact sheet and Standard Construction BMPs
4. SDHF_12th and Imperial RFQ, February 2024, For Reference Only
5. MTS Bus Stop Specifications, November 1, 2006
6. Designing for Transit, A Manual for Integrating Public Transportation and Land Development in the San Diego Metropolitan Area, February 2018
7. SANDAG LRT Design Criteria, Rev0 March 14, 2014
8. SANDAG Bicycle Storage Specifications
9. SANDAG design Criteria Manual Chapter 7.0 Section 7.4 Lighting

VII. SPECIAL CONDITIONS

Not Applicable.

VIII. MTS ACCEPTANCE OF SERVICES:

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

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Contractor shall only be compensated for actual performance of services and at no time shall be compensated for

services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

IX. DEFICIENT WORK PRODUCT

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

- Revising provided documents,

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

X. DELIVERABLE REQUIREMENTS

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

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

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

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

XI. PRICING

Except where otherwise noted herein, pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XII. ADDITIONAL INFORMATION

List additional information as applicable to the specific Work Order scope of services.

XIII. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? ■ Yes ☐ No

ATTACHMENT A1
CONSULTANT'S PROPOSAL

Proposal for

A&E MASTER AGREEMENT AWARDS FOR 12th AND IMPERIAL TRANSIT CENTER REHABILITATION WOAXXXX-AE-08

MTS Metropolitan Transit System

SUBMITTED TO:
STEVE AUGUSTYN
PROCUREMENT SPECIALIST
METROPOLITAN TRANSIT SYSTEM
1255 IMPERIAL AVENUE
SUITE 1000
SAN DIEGO, CA 92101

SUBMITTED BY:

DOKKEN ENGINEERING

Kimberly Wender, PE, Project Manager
1450 Frazee Road, Suite 100
San Diego, CA 92108
(858) 514-8377
kwender@dokkenengineering.com

SUBMITTED ON:
MAY 8, 2024

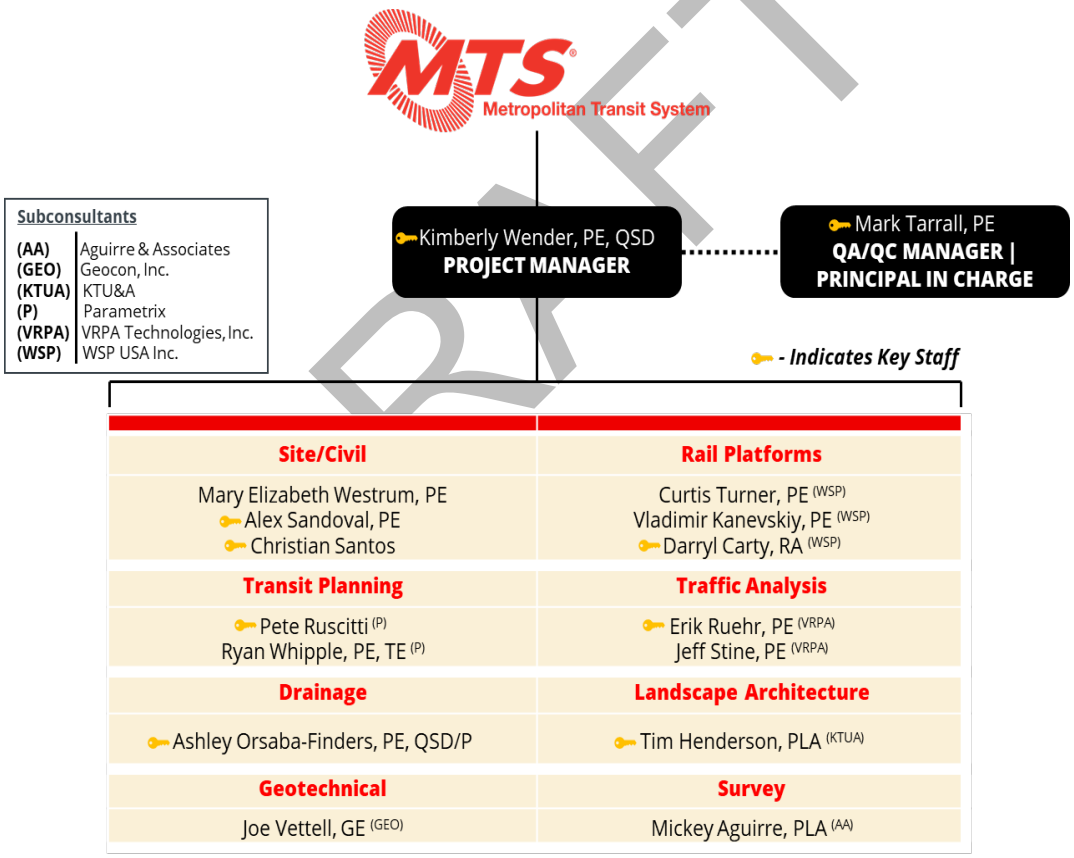
EXECUTIVE SUMMARY

The Dokken team appreciates the opportunity to continue being your trusted partner for the 12th and Imperial Transit Center Rehabilitation project. To best demonstrate our knowledge and understanding of the project, the following proposal was written specifically for the 12th and Imperial Transit Center Rehabilitation project. This proposal demonstrates our expansive knowledge and experience with multimodal transit center planning and design, City of San Diego coordination, and right-of-way vacations. Our team was personally selected for their dedication and passion for public transit. No team will be more dedicated than us on this project.

1. Project Team

QUALIFICATIONS AND RELEVANT EXPERIENCE

Dokken Engineering has assembled a qualified team of engineers, planners, technical experts and support staff who will support the delivery of the 12th and Imperial Transit Center Rehabilitation project. This team specializes in public transit projects while also having significant experience partnering with the City of San Diego. Project Manager, Kimberly Wender, has over 16 years of experience working closely transit agencies and the Cities they operate in, to provide safe, efficient, pedestrian, and rider friendly facilities. and Kimberly will lead delivery of the task order scope of services and be responsible for planning, executing, and managing the team. The following organization chart visually represents the structure of our proposed team.



The qualifications that make our team uniquely suitable for this project are represented in the descriptions on the following page.

Kimberly Wender, PE | Project Manager: Kimberly has over 16 years of experience specializing in transit facilities and public works projects, including mobility hubs, bus transit centers, bus rapid transit, bus stop engineering, and light rail stations. She has worked closely with multiple transit agencies, and the cities in which they operate, to provide safe, efficient, pedestrian, and rider-friendly facilities.

Mark Tarrall, PE | QA/QC Manager/ Principal in Charge: Mark has 24 years of experience specializing in the management, permitting, and design of transportation-related projects, including local roadway, interchange, bike path, highway widening, and transit projects. He has extensive experience with transit infrastructure delivery and has coordinated and designed multiple MTS facilities.

Mary Elizabeth Westrum, PE | Site/Civil: Mary Elizabeth has significant experience in preparing preliminary design, PS&E packages, and providing design support during construction for City of San Deigo projects. Her duties have included the design of horizontal alignments, vertical profiles and superelevation diagrams, roadway alternative analysis, stage construction and traffic handling, right-of-way engineering support, and preparation of cost estimates

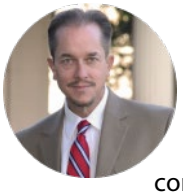
Alex Sandoval, PE | Site/Civil: Alex is a registered professional engineer and has provided support for large-scale transportation projects. Alex has been involved with design and plan production for bikeway, light rail transit, drainage, traffic, street improvements, utilities, roadway design and retaining walls. Other experience includes earthwork, quantity calculations, and As-Built research.

Christian Santos, EIT | Site/Civil: Christian assists senior engineers in various aspects of roadway and transit design in accordance with City, County, Caltrans, and MTS standards. Mr. Santos is proficient in both AutoCAD Civil 3D and MicroStation V8i/OpenRoads design software. Christian has supported numerous projects through COSD DSD permit review process.

Ashley Orsaba-Finders, PE, QSD/P | Grading/Drainage: Ashley is a Senior Engineer with 17 years of experience in water resources and transportation engineering, project management, site development, planning, and GIS analysis. She is experienced in the design of water resources and transportation projects including hydraulic modeling, alternatives analysis, and utility coordination.

Erik Ruehr, PE | Traffic Analysis: Erik has over thirty years of experience in traffic engineering and transportation planning. He has experience in the preparation of traffic forecasts for regional transportation plans, corridor studies, and traffic impact analyses and has applied traffic forecasts in a variety of planning, operational, and design projects.

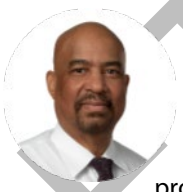
Jeff Stine, PE | Traffic Analysis: Jeff's experience spans 25+ years and includes transportation planning and traffic engineering, environmental analysis, ITS, project outreach support, technical traffic engineering support, and internet web site development.



Tim Henderson, PLA | Landscape Architecture: Tim has experience with all phases of the design process from conceptual design through construction, on both small and large projects. He has coordinated large teams of engineering consultants and agency representatives and has participated in extensive quality control training.

Curtis Turner, PE, PLS | Rail Platforms: Curt is a registered civil engineer and licensed land surveyor with more than 34 years of experience. Curt experience includes large scale transportation infrastructure projects, including work with SANDAG (Mid-Coast LRT), MTS (LRT and ZEB), San Diego Regional Airport Authority (Rental Car Center), LA Metro (LRT) and Texas Central (HSR).

Vladimir Kanevskiy, PE | Rail Platforms: Vladimir brings 37 years of experience in preliminary and final design of transportation facilities projects. He excels in preparing construction drawings, estimates and specifications for rail and light rail transit. His transit and rail experience includes guideway and trackwork design, site design and light rail transit (LRT) station design.



Darryl Carty, RA | Rail Platforms: Darryl offers extensive experience in complex projects with architectural, engineering, systems and subconsultants. He previously served the Metropolitan Atlanta Rapid Transit Authority (MARTA) as deputy program manager and project manager for the automated fare collection system and performed master planning and conceptual design for the 1.3 million square foot Georgia Multimodal Passenger Terminal.

Pete Ruscitti | Transit Planning: Pete is a mobility planner and project manager with more than a decade of multimodal experience across California. Pete specializes in conceptual design, mobility analyses, and policy development for a wide range of projects and programs including railroads, public transit, complete streets, bikeways, pedestrian facilities, corridors, and multimodal hubs.

Ryan Whipple, PE, TE | Transit Planning: Ryan is experienced in traffic impact studies, transportation facility and intersection control analyses, and transportation and complete street design. Ryan also has extensive experience in design disciplines including traffic signal, signing/striping, MOT, TCP, and overhead sign design.

Joe Vettel, GE | Geotechnical: Joe began his geotechnical engineering career in 1990. Joe's experience spans a wide variety of projects including foundation design of buildings, pipelines, transmission towers, reservoirs and retaining walls and ground improvement design for marginal sites.

Mickey Aguirre, PE | Survey: Mickey's experience includes rail and light rail, public works, residential, commercial, churches, schools and other institutional projects. Mr. Aguirre has extensive surveying and mapping experience under contracts for local agencies in San Diego County including MTS for rail and light rail projects.

UNIQUE QUALIFICATIONS OF PROJECT PERSONNEL & TIME COMMITMENT TO PROJECT

A summary table of our key project personnel outlining each of their qualifications, years of experience, and relevant project experience is included on the following page. Full resumes of key staff are provided in **Exhibit A** detailing our team's qualifying experience.

KEY PERSONNEL ROLE	YEARS EXP.	EDUCATION/LICENSES	SIMILAR PROJECT PERFORMANCE	CURRENT COMMITMENTS	AVAILABILITY TO MTS
KIMBERLY WENDER Project Engineer	16 yrs	• BSCE • Professional Civil Engineer (CA) • Qualified SWPPP Developer	• CTAC Master Plan • MTS Bus Stop Improvements • Hemet Mobility Hub • Vine Street Mobility Hub	• MTS As-Needed • Otay Mesa Land Port of Entry • NCTD Bus Stop Improvements	50%
MARK TARRALL Project Manager	25 yrs	• MSCE • BSCE • Professional Civil Engineer (CA)	• SBMF ZEB Concept Plan and Final Engineering • IAD ZEB Concept Plan and Final Engineering • CTAC Master Plan	• MTS As-Needed • NCTD As-Needed Engineering Services • Alvarado Canyon Road Realignment	40%
ALEX SANDOVAL Site/Civil	8 yrs	• BSCE • Professional Civil Engineer (CA)	• IAD ZEB Concept Plan and Final Engineering • CTAC Master Plan • Mid-Coast Corridor Transit	• MTS As-Needed • Otay Mesa Port of Entry	55%
CHRISTIAN SANTOS Site/Civil	5 yrs	• BSCE • Engineer in Training (CA)	• Iris Rapid Corridor & Station • IAD ZEB Concept Plan and Final Engineering • East Campus Loop Road	• Santa Monica Pier • East Campus Loop Road	60%
ASHLEY ORSABA-FINDERS Drainage	17 yrs	• MBA • BSCE • Professional Civil Engineer (CA) • QSD/QSP	• San Diego Naval Base Improvements • South Bay BRT East Palomar Street Improvements • Otay Mesa Transit Center	• Caltrans District 9 On-Call • Cripple Creek Repairs • Laguna Creek Inter-Regional Trail Crossing at SR-99	40%
DARRYL CARTY Rail Platforms	45 yrs	• MA College of Architecture • BA College of Architecture • NCARB	• Mid-Coast Corridor Transit • Honolulu High Capacity Transit Corridor Project	• Tri-Valley Link	30%
PETE RUSCITTI Transit Planning	14 yrs	• Masters, Public Policy • BS Economics	• San Ysidro Mobility Hub Phase 1 • Border to Bayshore Bikeway • Oceanside Transit Center Bus Operations	• Purisima Multimodal Access Implementation • Albany Active Transportation Plan	70%
ERIK RUEHR Traffic Analysis	40 yrs	• MSCE • BSCE • Professional Civil Engineer (CA)	• City of San Diego On-Call • Mira Mesa Blvd BRT Study • I-5 South Mulitmodal Corridor Study	• Mid County Parkway • SR-57 • High Speed Rail	30%
TIM HENDERSON Landscape Architecture	31 yrs	• BLA • Professional Landscape Architect (CA)	• Mid-Coast Corridor Transit • NCTD Fuel Cell Electric Bus Station • Memorial Community Park	• Fallbrook Energy Storage • Olive Street Park • San Ysidro Park • Camp Pendleton Child Development Center P2401	15%

2. Project Team's Capabilities – Experience with Similar Projects

Kimberly Wender is a strong local project manager with extensive experience managing projects similar to the 12th and Imperial Transit Center Rehabilitation project. A copy of her resume is included in Exhibit A. Additionally, Kimberly has been working with MTS on a variety of projects that are reaching substantial completion. Through this experience, Kimberly has built strong relationships and trust with MTS staff – ***truly demonstrating that she can act as an extension of MTS staff.***

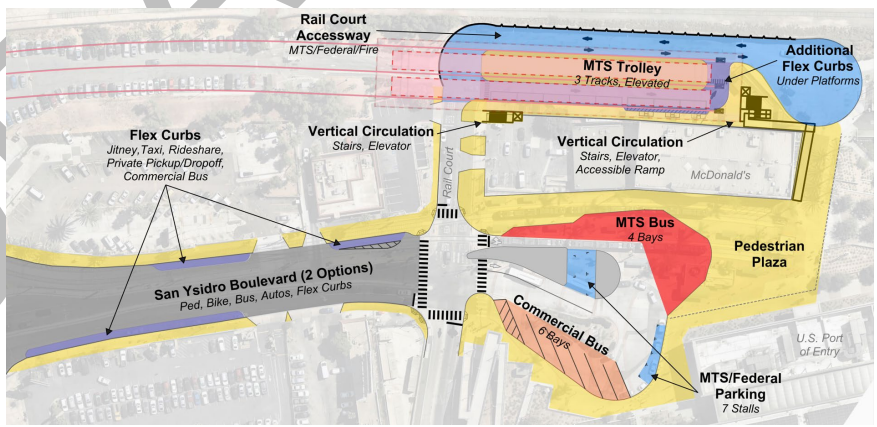
Beyond her transit experience is Kimberly's **unparalleled experience working with the City of San Diego and their Development Services Department (DSD)**. Kimberly has managed numerous projects for the City of San Diego that required DSD approvals, such as the Carmel Valley and Carmel Park projects, requiring approvals from planning and engineering within DSD. Kimberly was the project manager for the Otay Mesa Modernization and Expansion project that required close ***coordination with the City of San Diego for stormwater management, public right-of-way vacations, and off-site improvements.***

As demonstrated in section 1 and the following project sheets, Kimberly and the key staff have extensive experience working on similar projects. This enables a ***"no learning curve"*** approach when establishing the scope and budget for the 12th and Imperial Transit Center Rehabilitation project. We are the experienced team that will be able to deliver on this project – helping keep project budgets and schedules in check.

MULTIMODAL TRANSIT CENTER PLANNING AND DESIGN

This team has worked on numerous projects for multimodal transit center planning and design. An example project that has many similar components to the 12th and Imperial Transit Center Rehabilitation project is the Hemet Mobility Hub Project. Kimberly and team members from WSP and KTUA worked with Riverside Transit Agency, in partnership with the City of Hemet, to develop a conceptual plan for a new Mobility Hub within the City's downtown core. The goal of the new mobility hub was to connect passengers from local and commuter routes, as well as provide connections to various other modes of transportation including bus, rail, car sharing, ride sharing, biking and walking. Other elements of the TOD included opportunities for retail improvements, street and path improvements, signalized intersections, and coordination with the City for requirements of the ***developer RFP for future workforce housing*** - all features similar in nature to this project.

Additionally, this team provided planning and design for the San Ysidro Transit Center reconfiguration and upgrades project. The project includes conceptual design for integration of various transportation modes including light rail, bus services, private transportation, and biking and pedestrian facilities. Key stakeholders for the project include MTS, City of San Diego, Caltrans, and the Federal Government (GSA/CBP). Our team of experts knows how to reach stakeholder consensus while achieving the main goals and objectives of MTS.



TRAFFIC MODIFICATIONS AND STREET VACATIONS

We have assembled a team of experts with extensive experience in the preparation in development of traffic impact studies, traffic forecasts, conducting transportation facility and intersection control analysis, traffic signal and signage/striping. For example, this team provided the traffic engineering and analysis for the Mid-Coast Corridor Transit Project and conducted the transportation analyses for MTS projects in based on the completed Downtown Bus Facility and Clean Transit Advancement projects.

Thie team has extensive experience with intersection design, traffic signals, bus preemption and striping. We recently completed a traffic signal modification for the Iris West Transit Center and the Iris Rapid Bus Stop Improvement project located within the City of San Diego.

As the project manager for Otay Mesa Port of Entry Modernization and Expansion project, Kimberly had to work closely with City of San Diego DSD and surveyors to develop documents to vacate publicly owned easements on-site. Kimberly and team learned the City's specific requirements for vacation, including the submittal requirements matrix and DSD review process. This checklist was updated in 2023, however, the process is similar to what will be required for the Public Right-of-Way vacation.

SUCCESS WITH CITY OF SAN DIEGO DSD PERMITTING

This team knows the City of San Diego. Every key staff selected for this project has extensive experience working with the City of San Diego and DSD. Most recently, MTS learned of our broad knowledge and understanding of City of San Diego's DSD permitting process during the Iris Rapid Project. The project went through the approval process with the City, however, MTS ultimately needed to split the contact and award to multiple contractors. This process normally starts a *NEW* review cycle with DSD. (A new review cycle would have added permit fees, new comments from reviewers that would increase design fees, and would have added 9 months to the schedule for a new Issue for Bid package). ***Dokken introduced MTS staff to key leadership at DSD*** and collaborated on an improved solution to avoid a new review cycle, critical to moving the project forward.

Our experience with City of San Diego DSD permitting continues with the traffic signal modification and off-site improvements required for the UCSD East Campus Loop Project, and the stormwater management, public right-of-way vacations, and off-site improvements approvals for the and Otay Mesa Modernization and Expansion project. Our staff are experts at using the City's online permitting system, Accela. Our project experience has provided us with numerous connections at DSD. We are confident in our ability to successfully process and deliver the 12th and Imperial Transit Center Rehabilitation project.

EXPERT PROJECT CONTROLS SKILLS

As project manager, Kimberly will implement a sustainable project control methodology, which includes the Project Management Plan. The plan outlines the procedures for conducting work, managing project resources, and reporting project status and progress. The successful project management tools identified ensures on-time and within budget project deliverables. These tools enable Kimberly to develop a systematic approach for project delivery. All project personnel, including MTS and the Dokken Engineering team, will be aware of the project status to make informed management decisions. Kimberly will prepare and maintain a project schedule, similar to the schedule shown in Section 4. The schedule will be monitored, and staffing is adjusted to meet key milestones. Critical path items, such as approvals through City of San Diego, will be identified to keep MTS aware of project status. Performance is monitored through quality control checks, review of actual versus planned progress, completion of action items prepared after meetings, monthly invoicing, and progress reporting. We will use MTS standards and formats, making invoice review streamlined and familiar to MTS.

Our project controls plan has proved successful project after project, including recent MTS projects South Bay Maintenance Facility ZEB Phase 1, Imperial Avenue Division ZEB Phase 1, and Clean Transit Advancement Campus.

PROACTIVE COMMUNICATION

As an extension of MTS staff, Kimberly and team will use a suite of communication techniques to keep MTS informed and maintain the project schedule. The diagram below identifies the key communication methods to deliver project for MTS.

Internal: Dokken Engineering has long-standing relationships with our sub consultants, and we have established communication protocols that all team members understand. We host weekly internal team conference calls to track progress and keep everyone current on project status and recent decisions that affect their awareness and productivity.

External - MTS: Our number one goal when working with our clients is successful project delivery. We identify risks early in the process and develop ways to mitigate these risks. We work closely with our clients to keep them informed on the status of their projects and any pending decisions, and we are extremely responsive to their needs.

External - City of San Diego: We are experts in proactive communication when it comes to coordination with the City of San Diego. We have learned firsthand the value in documenting meetings, decisions made, and City personnel involved to keep projects moving forward during the City's lengthy review processes.

QUALITY CONTROL

Our team is committed to MTS to deliver quality project documents that exceed the standards in the industry. For our team, quality is not just a priority—it is a core value. We take quality very seriously. This team has worked on many projects in the past and have streamlined our ability to provide high quality deliverables. We use both SharePoint and Bluebeam Studio for comprehensive and collaborative documents, schedule interdisciplinary reviews amongst team members, and have regularly scheduled meetings with the design team.

This project requires City of San Diego approvals and coordination. Our team develops key comment matrices and workflows to ensure no comment is missed on a resubmittal and City comments are not conflicting between various departments. MTS can rest assured in the quality of our documents for approval.

STAFF AVAILABILITY/COMMITMENT TO PROJECT

All staff listed on the organization chart are committed and ready to work on this project. SBMF Phase 1 Construction is complete, IAD will be out for bid this summer, CTAC schematic design will be completed this fall. Based on the RFP schedule and anticipated NTP in July 2024, our team will be ready for the next task with MTS. The table on page 3 presents other ongoing projects/current commitments of our project personnel showing real availability and capacity to successfully deliver this project.

This team is passionate about transit in San Diego. No one will be more dedicated to this project than us.

EXPERIENCE ON SIMILAR PROJECTS

Our team offers outstanding experience and technical competence to successfully deliver projects similar to the requirements of the 12th and Imperial Transit Center Rehabilitation project. The following projects were selected to best demonstrate out team's capabilities for delivering multimodal transit projects and permitting through City of San Diego.

IRIS RAPID CORRIDOR AND TRANSIT STATION | San Diego, CA

This project will provide new and upgraded bus stop locations along Seacoast Drive, Imperial Beach Blvd, and Coronado Ave, a new 4-bay transit center island at the westerly MTS parking lot at Iris Avenue, and modifications to the existing Iris Avenue Transit Center. Modifications to existing traffic signals, new transit priority signaling, fiber optic backbone infrastructure, and restriping of existing streets are included as part of the project.

This new bus route will extend from the Otay Mesa and Imperial Beach—connecting residents to coastal destinations, regional employment and activity centers, and the UC San Diego Blue Line. Rapid services are high-frequency, limited-stop routes that help move people to their destinations more quickly than traditional local bus services. Dokken Engineering is providing support to MTS for PS&E, including surveying, preliminary and final project plans, technical specifications, and an Opinion of Probable Cost (OPCC).

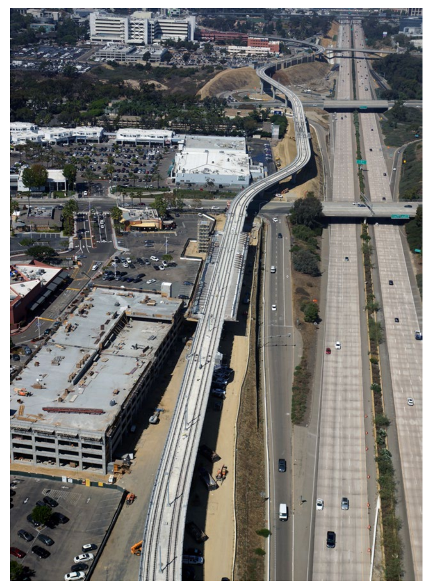
The project improvements span multiple local jurisdictions within the south bay area of San Diego, including the City of Imperial Beach, City of San Diego, and Caltrans owned right of way. In addition, there are several private parcels located along the bus route that require permission to enter and construct within or immediately adjacent to their property. The Dokken team completed coordination with the Cities of IB and San Diego to obtain design approvals and process right of way/engineering permits with each agency.

SAN YSIDRO TRANSIT CENTER | San Ysidro, CA

The project required developing and evaluating different multimodal improvements for the San Ysidro Transit Center for future reconfiguration and upgrades. The San Ysidro Port of Entry is the busiest land border crossing in the western hemisphere, with over 100,000 northbound travelers entering the United States from Mexico every day. Nearly 30,000 of these cross as pedestrians, with approximately 14,500 passengers boarding either a San Diego Metropolitan Transit System bus or Trolley at the San Ysidro Transit Center. WSP's team consists of planners, architects, and engineers developed conceptual

options for light rail, bus services, private transportation, and pedestrian circulation. Components of the project included concepts to move and expand the San Diego Trolley light-rail transit platforms, redesign MTS and commercial bus terminals, create new pedestrian plazas and amenities, and develop a new multimodal street design for San Ysidro Blvd. These concepts will be evaluated based on approved criteria to determine which configuration will best lay the foundation for SANDAG's ultimate vision for a world-class mobility hub at the international border. The project is a multi-disciplinary mobility hub study requiring input from key stakeholders such as the transit agency (MTS), local jurisdiction (City of San Diego), Caltrans, and the federal government (GSA/CBP). The analysis and recommendations cover light rail, bus, bicycle, pedestrian, and vehicular modes in a congested light rail terminus area.

MID-COAST CORRIDOR TRANSIT PROJECT | San Diego, CA



WSP was the lead engineering and environmental consultant and Dokken Engineering was the lead dry utility coordination and right of way engineering consultant to SANDAG on this project, which will extend the existing MTS Trolley Blue Line from the Santa Fe Depot in downtown to the UTC Transit Center in University City. The light rail transit (LRT) project will use existing tracks for 3.5 miles beginning at the Santa Fe Depot and construct 10.9 miles of new double tracks. The project also involves design of eight bridge crossings, 6.85 miles of at-grade alignment in or adjacent to existing railroad right-of-way (R/W), 4.04 miles of aerial viaduct structure in new R/W or within existing street R/W and nine proposed stations—four at-grade and five aerial. A total of 1,170 parking spaces will be provided at five stations, including structured parking at two.

Environmental: Prepared the alternatives analysis, Draft and Final SEIS/SEIR, and the SEIS/Supplement to the SEIR for impacts to the federally endangered San Diego fairy shrimp. The Record of Decision (ROD) for NEPA compliance was issued by the FTA in October 2014, and the Notice of Determination (NOD) for CEQA compliance was issued in November 2014.

New Starts Support: Provided land use, cost estimating, financial and travel forecasting services and preparation of materials in support of the preliminary engineering and engineering applications. The project received a "Medium-High" overall rating from the FTA at both milestones. The team also provided support to SANDAG with preparing the Fiscal Year 2014 and 2016 submittals and assisted with the Full Funding Grant Agreement (FFGA) documents.

Track and Systems Design and Operations Analysis: Performed design of LRT and LOSSAN alignment geometry and systems engineering components (traction power, train control, communications and safety and security systems).

Engineering: Performed geotechnical investigations and fault studies; traffic studies; VISSIM microsimulation analysis; and developed final design of LRT guideway and stations, including drainage and grading, roadways and bike path, bridge and retaining wall structures, water and sewer relocations, and over 20 modified and new traffic signals. DSDC services included responding to contractor RFIs, review of construction submittals, and preparing design revisions.

Dry Utility Relocations: Provided consultant support to SANDAG for coordinating and managing the dry utility relocations by third-party utility owners, relocation and upgrades to wet utility infrastructure by the project contractor, new power and telephone services by SDG&E and AT&T, and right-of-way engineering for the three rail projects along the 11-mile corridor. Over $90M in dry utility relocations involving 15 different private utility companies were required.

Right of Way Engineering: Provided right of way engineering and management in support of the project right of way acquisitions. Developed the project LandNet Base Mapping and Record of Survey to define the existing right of way. Prepared the plat maps, legal descriptions, and owner exhibits for approximately 250 public and private acquisitions. More than 50 pre-construction corner records were prepared to ensure existing monuments were adequately documented.

RIVERSIDE TRANSIT AGENCY HEMET MOBILITY HUB | Hemet, CA

The Hemet Mobility Hub project was the development of a plan to assist the City in implementing an intermodal mobility hub to meet projected demand for local and regional transit services (bus, rail, shared mobility options such as car/bike sharing, non-motorized/active transportation elements, and travel management companies). The intermodal mobility hub serves as a park-and-ride facility and includes solar power and electric vehicle charging stations. The plan guides the development of a transit-oriented development that includes housing, retail, office, public spaces, and entertainment venues with energy efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center. The Hemet Mobility Hub site is central to the Hemet Civic Center, the County Administrative Center, the Hemet Valley Hospital Complex, and the historic center of downtown.

Internal circulation was focused on getting people to and from the Riverside County Transportation Commission Metrolink platform, buses, parked vehicles, drop-off locations and to possible new development north of the site. A multi-use path and landscaped buffer was planned for the corridor between the commuter rail right-of-way and bus transfer station. East to west pedestrian routes are more directed and controlled than north to south movement. This was a result of the need to control access to the center platform areas since bus movements are frequent in this area and movements need to be free of conflict.

KTUA provided the following services:

- Site mapping and analysis to summarize site assets, liabilities, opportunities, and constraints.
- Support for various infographics for workshops, visualizations to better display the project's features, and precedence images for design treatments.
- Walktime analysis to determine origins and destinations found in the immediate area that need to be connected and enhanced.
- 3D model of street sections, site program, site plan, and precedent images.
- Urban design elements and document concepts.
- Costs estimation for the non-architectural elements.

E PALOMAR ST TRANSIT STATION, PARK & RIDE AND DAR AT I-805 | Chula Vista, CA

The California Department of Transportation (Caltrans), in cooperation with the City of Chula Vista, the Federal Highway Administration (FHWA), the San Diego Association of Governments (SANDAG), and San Diego Metropolitan Transit System (MTS) proposed modifications to improve Interstate 805 (I-805) and construct a transit transfer station for the South Bay Bus Rapid Transit System (SBBRT) in the City of Chula Vista, at East Palomar Street. Dokken Engineering completed the Plans, Specifications, and Estimate for the $37.6 million East Palomar Street Transit Station, Park and Ride, and Direct Access Ramp (DAR) Project. This included the roadway and structure plans, supporting PS&E level engineering reports, Critical Path Method construction schedule, and final Engineer's Cost Estimate. Dokken Engineering also provided design support services during construction.

The project involved extensive improvements to I-805, including reconstruction of the East Palomar Street overcrossing, construction of the new DAR structure, nearly 1 mile of freeway widening on I-805, and construction of approximately 68,500 square feet of new retaining walls to minimize impacts to abutting residential properties. East Palomar Street was widened to accommodate the new freeway entrance/exit ramp and new BRT Transit Station and realigned to minimize right-of-way costs. Replacement/upgrades to three existing bus stops located along East Palomar Street, construction of new "Kiss and Ride" passenger vehicle pull-outs along Raven Ave, and two new Park and Ride lots were also provided with the project improvements.

Design for the new transit station and associated roadway improvements included concrete bus stop pads, seat walls, retaining walls, enhanced landscaping, concrete stairs and planter boxes, station platform shelters, station amenities (e.g., trash receptacles, bike lockers, ticket vending machines, pay phones, etc.), station signing, lighting, and power/communication infrastructure. Sidewalks up to 15 feet in width, enhanced hardscape (e.g., decorative sidewalk and crosswalks areas), pedestrian bulb-outs, reduced lane widths to promote traffic calming, and guide signing are provided along East Palomar Street to ensure safe and efficient pedestrian access to the new BRT Transit Station and the 350 space Park and Ride facility.

Stage construction and traffic handling was a key consideration during design. Dokken Engineering coordinated with the City of Chula Vista and Caltrans early in the design phase to identify viable road closures and develop traffic control plans that would effectively reduce temporary impacts to the nearby residents, business, and schools, along with the heavily traveled I-805 south corridor. In order to minimize the duration of these traffic impacts, a closure of East Palomar Street was proposed and approved for the project. Prior to the demolition of the existing overcrossing, Caltrans, in conjunction with SANDAG, employed an extensive media campaign nicknamed "DARmageddon" to notify the public of the 14 hour closure of I-805 between State Route 54 and State Route 905. During the 14 hour closure along I-805, vehicles were successfully detoured to Interstate 5 and State Route 125 and experienced minimal delay.

3. Project Understanding and Approach

DEMONSTRATE KNOWLEDGE OF THE WORK REQUIRED

The 12th and Imperial Transit Center is the busiest transit center in MTS's entire operating system. This transit center is utilized by approximately 18,000 passengers daily, between the San Ysidro Port of Entry and University City community of San Diego and all its surrounding communities within the County of San Diego. The Transit Center Rehabilitation project will help alleviate passenger congestion and provide greater efficiency for transfer between bus and rail modes of operation. This project will take a fresh look at the bus sawtooth platform across from transit center to improve overall passenger experience, transfers, circulation by expanding the platform area to accommodate the new sawtooth bus platform.

Our team collaborated over various meetings to advance the design provided in the RFP, as shown in the attached concept plan on page 12. We believe this graphic further showcases our project understanding and potential opportunities to be considered by MTS for the future concept.

BUS BAY LAYOUT AND CIRCULATION

We are experts in bus bay/sawtooth layouts and circulation. Our team performed iterations of the layout provided in the RFP to align the 13th Street intersection, reduce the drive aisle width at 14th and National Ave, and incorporate the minimum requirements outlined in the RFP. In doing so, our team was able to maximize the developer space and include an additional bus bay internal to the mobility hub circulation, 12 total. This provides MTS maximum flexibility to determine bay assignments and need for the turnout on Imperial Avenue.

To validate our geometry and approach, we performed a turn template study to analyze critical maneuvers, including the ability to U-turn back to Imperial (should MTS elect to perform such maneuver), a right and left turn on-to the new bi-directional 14th Street, and bus pull-outs from the bays onto 13th street. The image on the next page the analyses performed.

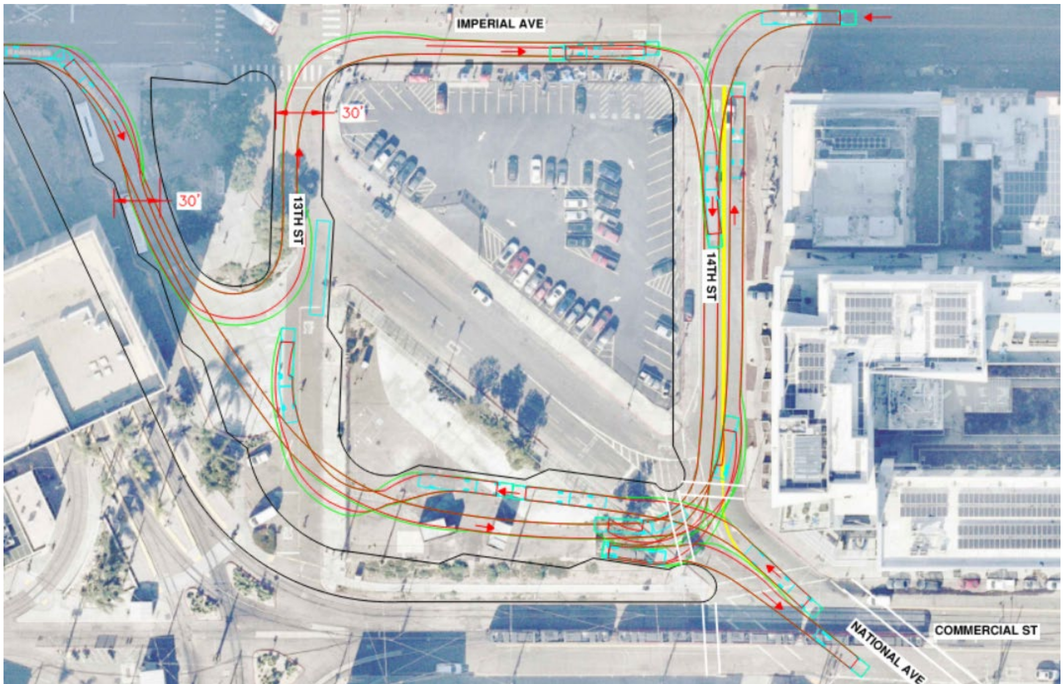


Exhibit: Turn template study for standard and articulated buses

We understand MTS would like to include a minimum of two overhead pantograph charges at this station. After reviewing the potential plans for the developer RFP, we understand EV charges will be installed along 14th Street, making an ideal location for the charges to be placed at the two bus bays west of 14th Street (as shown on the concept plan). This allows for SDGE equipment to be placed on the frontage of 14th Street, providing SDGE public access.

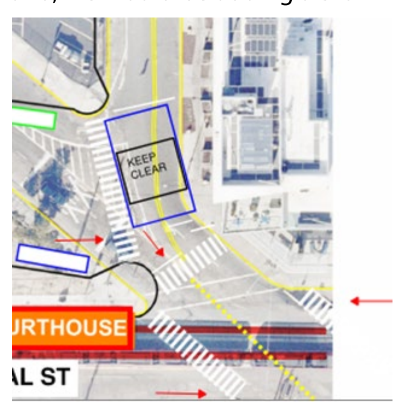
TROLLEY PLATFORM – ORANGE LINE

An additional trolley platform for unloading passengers only is included in the concept to aid in transfers from the Trolley to buses. Trolley passengers will disembark at this location for specific desired bus routes on the adjacent bus sawtooth platform. Other passengers will remain on the trolley as it advances to the existing combined bus/trolley platform where passengers will disembark for transfer to specific buses or trolley routes and new passengers embark to other trolley destinations. Accessible routes from the platform to the bus plaza will be identified, highly visible and include necessary wayfinding for passengers.

TRAFFIC SIGNAL MODIFICATIONS

Our team reviewed the forecasted 2050 ADTs along Imperial Avenue and have determined the feasibility of the westbound bus only lane to enter the site. However, based on the existing lane configuration and modifications as proposed by this project, there is also an opportunity to explore an eastbound bus only lane. These bus only lanes could promote transit use during special events at Petco Park.

We recognize that this project will require traffic signal modifications at Imperial Ave and 13th Street, Imperial Ave and 14th Street, and the intersection of 14th Street, National Ave, and Commercial Street. Our team has explored a few configurations for the 14th Street, National Ave, and Commercial Street. The signal is currently two-phased plus the trolley signal which would run concurrently with the green signals along Commercial Avenue. In a 5-legged intersection scenario, we would be adding a 3rd actuated phase for the transit center. We recommend to prioritizing a crossing across 14th on the development side of the transit center in order to be able to keep the full intersection area clear. A striped scenario that could be implemented under this 3 phase scenario is shown on the concept exhibit.



Alternatively, our team evaluated the option to allow for the signal to operate in the same way as it currently does, see image to the right. This alternative configuration would allow the City and MTS to keep the exact same signal timing at the intersection. There are some drawbacks with this alternative, including mixing bus and public traffic and the limited KEEP CLEAR area to provide enough clear for a full bus length to sit and turn into.

Our team has experience coordinating with the CPUC in the event that we need to get GO-88B Authorization for adjusting an existing grade crossing.

PEDESTRIAN AND BIKE FACILITIES

On the attached concept plan, our team has identified a pedestrian path of travel internal and external to the transit center. We recognize the need to improve pedestrian facilities and would recommend exploring 8-foot sidewalks along Imperial Ave and the pedestrian route that runs parallel to the Orange line. Wider sidewalks can help enhance pedestrian linkages to downtown, improves roadway crossings by pedestrians, and increase safety. Internal to the site, our team understands the importance of crosswalk placement in a transit center. Having worked with MTS planning in the past, we have learned the importance of bus operators' line of site to a crossing and placing crosswalks for how people will want to cross. With this in mind, we would explore a pie-shaped crosswalk connecting the transit center to the developer area, as shown our concept plan.

To best understand the future bike needs, our team researched the planned bike routes through available planning documents including the Regional Bicycle Plan Early Action Program and the Downtown Mobility Element. Based on this document review, we understand that a Class III bike lane is proposed down 14th Street next to the project area. With this understanding, we concur with MTS original placement of the bike lockers and/or bike racks along 14th Street.

CITY OF SAN DIEGO PERMITTING

Our team is familiar with the City's Preliminary Review Process (Bulletin 513) and currently in the early stages of this process on a project with MTS. This process is critical path for meeting the schedule outlined by MTS. Using our teams extensive experience with the City and DSD process, we ensure our documents will be thorough and complete to aid in the City's review and determination of the project.

A key product of the traffic analysis will be a Traffic Scoping Agreement Memo that will form the basis for a Limited Mobility Analysis (LMA) to be prepared during the final design and construction phase of the project. The consultant team will prepare a Draft Traffic Scoping Agreement Memo and will meet with MTS and the City of San Diego to agree on the details and provide a final memo that has the agreement of both agencies. The Traffic Scoping Agreement Memo will follow the guidance of the City's Transportation Study Manual (TSM) and will include the necessary assumptions regarding the study area, data to be collected, scenarios to be studied, and methodologies to be used to analyze the operations of various transportation modes and vehicle miles traveled (VMT). Our team has extensive experience with the City of San Diego and was a peer reviewer of the TSM during its preparation.

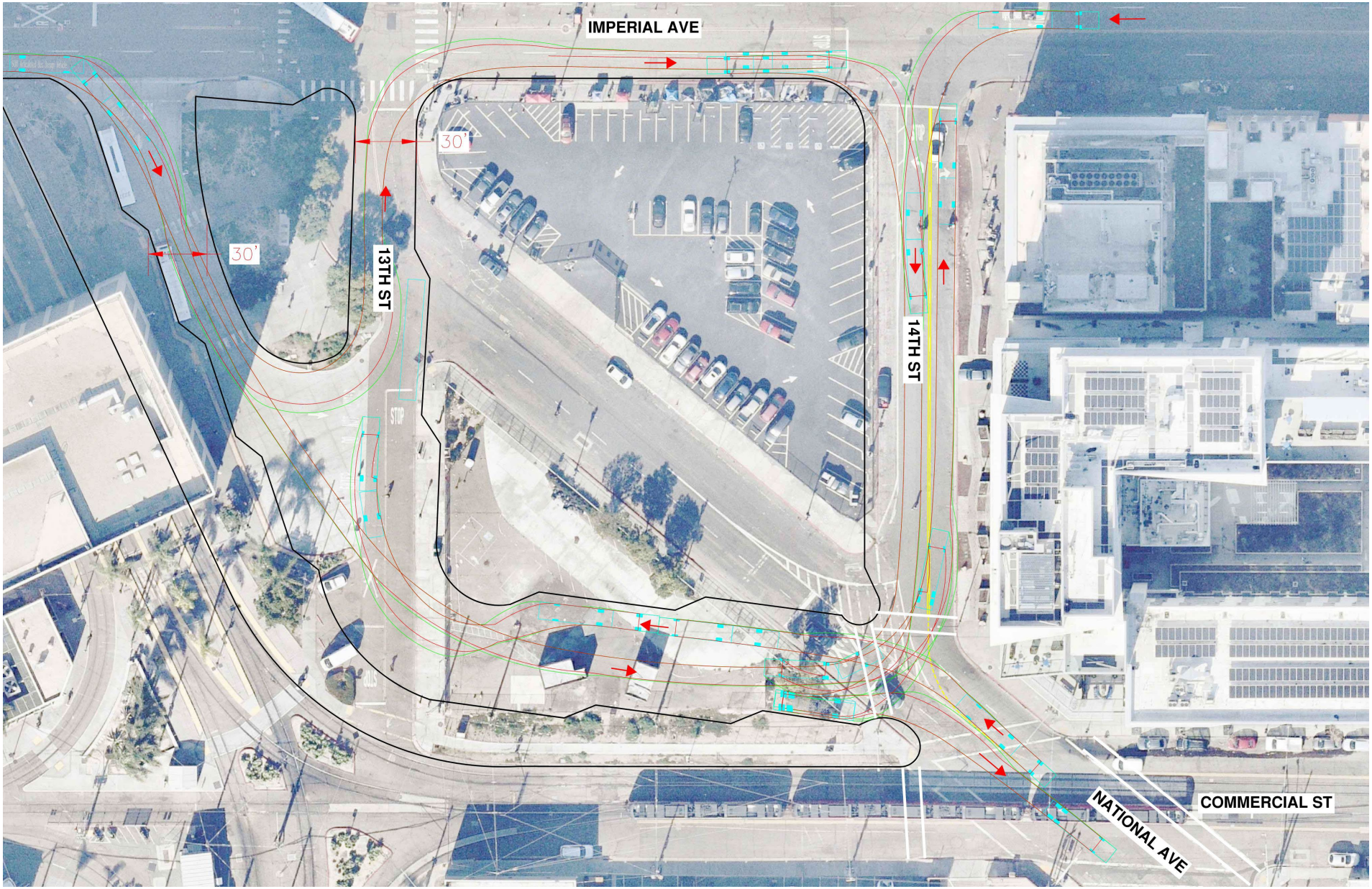
STORMWATER

All projects require some level of stormwater management and identifying post construction stormwater BMPs early in the project is critical. MTS is classified as a Non-Traditional Phase II Small Municipal Separate Storm Sewer System (MS4). Postconstruction stormwater BMPs will be implemented using the MS4 PERMITTING PROGRAM COMPLIANCE AND IMPLEMENTATION POST CONSTRUCTION STORMWATER MANAGEMENT MANUAL. Based on the project type, it is anticipated that this project will be considered a Regulated Project and post construction BMPs, such as bioretention facilities, inlet filters, etc., will be required on the project.

The project is located within the 0.2% Annual Chance Flood Hazard/Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (Zone X). Our team will research available data, such as previous stormwater studies by the City of San Diego and the Flood Insurance Study (FIS) for water surface elevation data during storm events. Understanding the existing condition and floodwater elevations will enable our team to recommend potential solutions to reduce impacts to MTS operations during storm events.

PUBLIC RIGHT-OF-WAY VACATION

To facilitate the ultimate vacation of National Avenue, a public utility study will need to be performed to determine what utilities (if any) are within the Right-of-Way. These utilities will have to be relocated prior to the approval of the vacation and will be included in the concept plan.

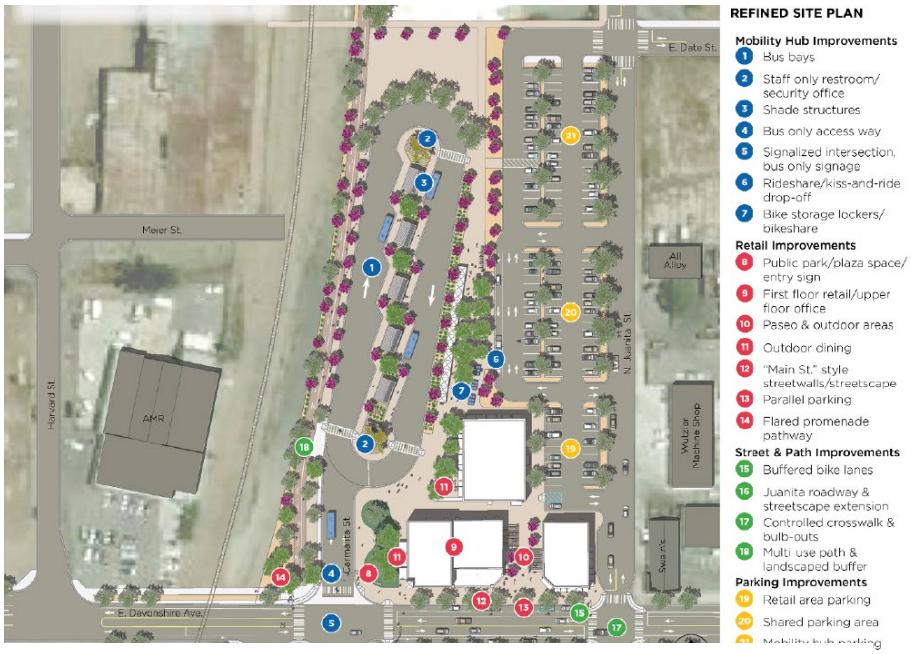

IMPERIAL AVE
30'
30'
13TH ST
14TH ST
STOP
NATIONAL AVE
COMMERCIAL ST

EXPLANATION OF THE PROJECT/SERVICES REQUIRED

The previous section outlines, in detail, our teams comprehensive understanding of the project and the services required. The Dokken team appreciates the detailed scope that was prepared for the RFP and takes no exception to scope of work included in Exhibit A.

INNOVATIVE APPROACH AND INTERNAL MEASURES FOR TIMELY COMPLETION

Our team's approach to handling complex, multi-disciplinary challenges involves a full integration of planners, engineers, traffic analysts and design experts to develop holistic options that can be further evaluated by the project team and MTS. This integrated and iterative approach allows us to explore roadway and circulation treatment options that are both geometrically feasible and sensitive to the City agencies requirements.



Best Practices and Emerging Trends: Our team includes industry experts for emerging technologies and understanding the major shifts in urban transportation modes which include:

- **Increased Choices**: In addition to biking, walking driving, and taking transit, people have access to on-demand services (taxis, uber, lift), bike share, and microtransit.
- **Curb Space Demand:** Increasing demand for curb space due to the increased choices of transit services E-commerce changes - reduced personal trips to retail stored/increased volume of urban delivery and courier trips.
- **New players:** New business models have increased the role of the private sector in transportation and have changed services operating the public right-of-way. A recent example is Circuit's "FRED" in Downtown San Diego.
- **Ridership Behavior Change**: Smartphones and trip planning services change the way people make decisions about transit, mode and cost. MTS' launch of Pronto and the ability to pay directly with credit card has helped change rider behavior.
- **Zero-Emissions & Electrification Infrastructure needs**: We are working with MTS to implement the zero-emission bus plan. Our team is equipment with industry experts to help plan and design for ZEB infrastructure.

Imperial Avenue provides a unique opportunity for enhancements in the public right of way that both improve access into the 12th and Imperial Transit Center but for the surrounding land uses, including the new TOD site. There are opportunities to incorporate dynamic new operations and strategies such as BRT exclusive lanes, reversible lanes, dynamic curb management, new PUDO, and/or special bus areas. Our team has experience planning, analyzing, designing and implementing all of these strategies and can incorporate into any alternative layout and design for MTS' evaluation.

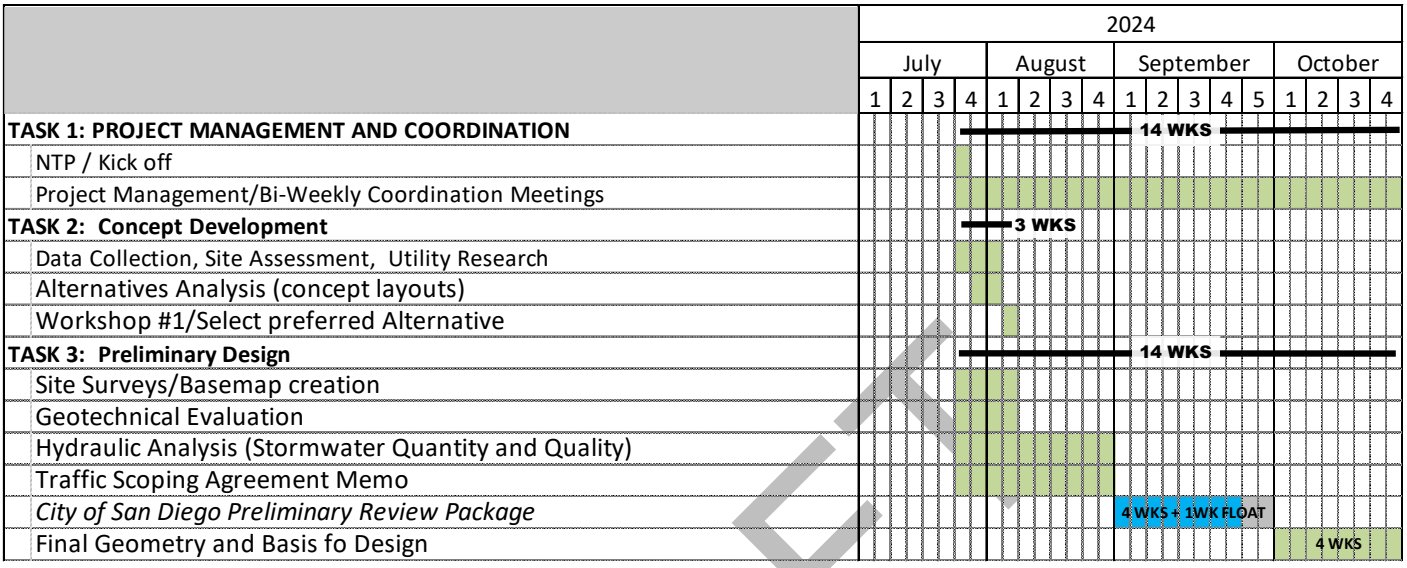
Sustainability: Additionally, we have an intimate understanding of the City of San Diego's aggressive Climate Action Plan (CAPs). This project will need to incorporate sustainable infrastructures into the project. Our team is comprised of sustainability professionals (ENV SPs) and LEED professionals that know how to integrate sustainable practices at the onset of the project.

Challenge/Solution Matrix: Finally, one of the internal measures Dokken uses to ensure timely completion of project is development of a challenge/solution matrix to best identify key project challenges, options for solutions, and mitigations strategies. These are prepared on the on-set of a project to keep critical items in mind for MTS and the design team. The following is a preliminary matrix developed for the 12th and Imperial Transit Center rehabilitation project.

CHALLENGE	DOKKEN'S SOLUTION	BENEFIT TO MTS
Schedule		
Leasing MTS land for housing has provided the region with much needed housing while also providing a source of revenue for MTS. Consolidating the lots to provide a desirable area to a future developer is critical to the success of this project.	Our team has experience with coordinating developer RFPs in TODs. Recognizing the importance of bringing a developer to the table and meeting the project schedule is a priority to our team. The overall schedule is a critical path item.	MTS staff can rest assured that our team has our eyes on the "bigger picture" for this unique project.
City of San Diego Street Vacation		
This project involves vacating National Avenue between Imperial and Commercial. Vacating a street in San Diego can be a complex process, including legal procedures, public input, infrastructure impacts, property rights assessments, environmental reviews, and addressing legal liabilities and public safety.	Dokken will start collaborating with city departments, community groups, legal advisors, and consultants from the early stages, which is essential for navigating these challenges effectively. We have extensive knowledge on the City's specific requirements for vacation, including the submittal requirements matrix and DSD review process.	Dokken's proactive approach and similar experience with the City of San Deigo will help streamline processes, minimizes delays, and ensuring efficient and compliant project execution.
Encroachment Maintenance and Removal Agreement (EMRA)		
Our team anticipates a need for potential EMRAs due to the transit center developments. Some of the improvements at the facility, such as landscape, hardscape improvements or amenities are not in the Downtown specific plan. It is recommended that these items be identified early to avoid costly delays later in future design phases.	During the concept phase, Dokken will work with MTS to identify elements that could trigger the need to secure agreements for required encroachments on City ROW for maintenance purposes. We'll identify features extending beyond MTS property and initiate coordination early in the project.	Addressing these needs proactively and obtaining the required agreements ensures smooth project progression, proper maintenance, and regulatory compliance.
Traffic Modifications & City Coordination		
This project presents unique challenges for local street traffic, such as traffic signal modifications, new signals, and lane reconfigurations to accommodate the transit facility. These improvements can impact other transportation modes, and may cause navigation confusion, and require extensive coordination with City of San Diego Departments.	Our team has carefully considered options that prioritize safety and integration of key functional elements with existing traffic conditions and considering traffic congestion, including special events at Petco Park. With extensive collaboration experience with the City of San Diego's DSD, we are confident in implementing innovative traffic solutions built on past successes and lessons learned.	Improved traffic flow, reducing congestion, and ensuring safety. Our experience will ensure efficient implementation and cost-effective solutions tailored to the needs of MTS, enhancing the overall functionality of the transit facility.
Stormwater/Flooding		
The project site experiences frequent flooding, especially during storms coinciding with high tide. This significantly affects public transportation in the San Diego region since this Transit Center serves all 3 Trolley Lines and various bus routes.	Our team is comprised of H&H specialists that understand the requirements needed when modifying project sites located within a FEMA designated flood zone.	Reducing flooding during rainfall events not only keeps operations running for riders that rely on transit service but will also provide a safer experience to riders and MTS Staff.

4. Schedule

Our team of experts are ready to begin work immediately following NTP. Our experienced team will mobilize quickly – scheduling surveys, requesting existing documents/reports, and assigning technical resources at the onset of the project and fully ramp up to meet MTS's schedule.



Our team understand the overall project received a TIRCP grant, and the design team needs to be aware of milestone dates to remain in compliance with the grant. MTS provided these key dates, including the begin of construction in **April 2026**. To reach that date, MTS needs a consultant that can partner with them and the City of San Diego to deliver on this schedule.

Local Resources for Proposed Services

We have put together a team with extensive experience delivering similar transit improvement projects. Our team will ensure that MTS will get the ***most responsive service*** possible and commit to being available to MTS on short notice throughout the duration of the project.

The Dokken team's key staff are locally based in San Diego, which allows us to attend meetings on a moment's notice, rapidly visit job sites, and maintain effective interactions with MTS and other stakeholders to the project. The team is set up to give MTS the personnel that is most familiar and experienced with delivering projects similar to the 12th and Imperial Transit Center Rehabilitation Project but has also worked together to successfully deliver MTS projects such as SBMF ZEB Concept Plan and Final Engineering project, IAD ZEB Concept Plan and Final Engineering project, and the Clean Transit Advancement Campus, all of which will be at substantial completion when the NTP is issued.

We are the right team, with the expertise, and depth of resources to successfully deliver this project for MTS.

5. DBE Subcontractor Utilization Plan

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

FIRM	ROLE	CERTIFICATION
Aguirre & Associates	Survey	DBE #6729 / MBE #6729 SLBE #11AE0172 SB (Micro) #33859

EXHIBIT A: RESUMES

Metropolitan Transit System

Exhibit A: Resumes

DOKKEN ENGINEERING

KIMBERLY WENDER, PE, ENV SP
PROJECT MANAGER

EDUCATION
2008, BS Civil Engineering
University of Connecticut

REGISTRATION
California Professional Civil Engineer, #C85674

Envision Sustainability Professional

Qualified SWPPP Developer, #85674

EXPERIENCE
16 Years

AFFILIATIONS
American Public Works Association (APWA)

American Council of Engineering Companies (ACEC)

Ms. Wender has a strong portfolio of transit facilities and public works projects, including mobility hubs, bus transit centers, bus rapid transit, bus stop engineering, and light rail stations. She has worked closely with multiple transit agencies, and the cities in which they operate, to provide safe, efficient, pedestrian, and rider friendly facilities. She provides a high-level of service through her organizational and expert project control skills. Kimberly's success in managing the timely delivery of projects and meeting client goals and objectives is attributed to her commitment to ongoing communication, technical expertise, and passion for transit mode choice.

EXPERIENCE

MTS On-Call A&E Design Consulting Services, San Diego, CA | Senior Engineer for the On-Call contract which provides various levels of engineering services to MTS. Representative Task Orders include final engineering for Phase 1 of the South Bay ZEB Infrastructure project, concept development and final engineering for Phase 1 of the Imperial Avenue Division ZEB project, engineering design services for feasibility analysis of the proposed Clean Transit Advancement Campus site improvements, and the design of a new Bus Rapid Transit (BRT) route for the Iris Rapid Corridor and Iris Transit Station.

MTS Bus Stop Improvements, San Diego, CA | Project Engineer, as a subconsultant to ND Construction Company, for the civil engineering services to provide construction plans for thirty (30) MTS bus stop locations throughout the San Diego County region. The project consisted of bus stop enhancements requiring electrical service for new illuminated advertisement panes on the bus stop shelters. Scope of work included research and the collection of record documents for underground utilities and surface improvements, field reconnaissance to collect measurements and photo documentation of the existing conditions, preparation of existing conditions base maps based on the field measurements and record plans, and the preparation of the thirty individual construction plans for submittal to the City of San Diego, Development Services Department for construction permitting. The engineered Construction Plans included demolition of surface improvements to facilitate tunneling of the electrical conduits from the SDG&E service point to the shelters, replacement/upgrade of the surface improvements removed, and survey monument preservation.

RapidLink Route 1/Route 16 Bus Stops – Riverside, CA | Project Engineer for the Riverside Transit Agency's (RTA) proposed RapidLink Route 16 Frequent Local Service Enhancement along the 20 mile stretch between the University of Riverside and the City of Corona. The project entails the enhancement of approximately 50 existing or new branded bus stops with upgraded amenities such as ADA accessible shelter platforms, branded premium station signage, transit shelters, seating, and bike racks along these routes. In addition, RTA proposes to construct a temporary bus layover area at Vine Street with the capacity to accommodate several buses for a variety of local operators.

Riverside Transit Agency Downtown/Vine Street Bus Stops – Riverside, CA | Senior Engineer for the relocation and upgrade of 28 bus stops for Riverside Transit Agency in downtown Riverside. Each stop was upgraded with modern shelters, solar-powered lighting, and information signage. Services included assessment of existing conditions, evaluation of ADA compliance, constructability assessment of new bus shelters, benches, trash receptacles, lighting, and final design and construction management services.

DOKKEN ENGINEERING

MARK TARRALL, PE
QA/QC MANAGER | PRINCIPAL IN CHARGE

EDUCATION
1997, MS Civil Engineering
Georgia Tech

1996, BS Civil Engineering
Virginia Tech

REGISTRATION
California Professional Civil Engineer, #C71953

EXPERIENCE
25 Years

AFFILIATIONS
American Public Works Association (APWA)

American Society of Civil Engineers (ASCE)

Mr. Tarrall has over 25 years of experience and specializes in the management, permitting and design of transportation related projects including local roadway, interchange, bike path, highway widening, and transit projects. Mr. Tarrall has led both local agency, transit, and Caltrans projects through the concept planning, preliminary engineering, Environmental Document approval, right of way acquisition, and preparation of PS&E. He is experienced in geometric designs, ADA analysis, drainage design, utility coordination, environmental permitting, public outreach, and Caltrans and local agency procedures and standards.

EXPERIENCE

MTS Iris Rapid Corridor and Transit Station, San Diego County, CA | Project Manager for the design of a new Bus Rapid Transit (BRT) route that will run between the Otay Mesa Transit Center to Imperial Beach. The project includes BRT station improvements at 12 locations and a 4-bay transit center at the intersection of Iris Avenue and 30th. Transit Signal Priority improvements and Real Time Message Board installations will be included in the project. Once completed, the Iris Rapid project will be the first BRT route in San Diego County to run on all electric battery busses.

MTS South Bay ZEB Infrastructure Phase 1 Final Design, Chula Vista, CA | Project Manager for the final engineering for Phase 1 of the new Battery Electric Bus (BEB) infrastructure at the SBMF in Chula Vista, CA. The final construction package includes structural, electrical, fire protection, technical specifications, equipment list, and a construction cost estimate for the facility upgrades. MTS operates and maintains a fleet of 235 compressed natural gas (CNG) buses at the SBMF and seeks to implement a scalable and modular battery bus charging system for an initial twelve BEBs, while maintaining current operations. The initial fleet will be an expansion to current fleet and facility improvements are designed to accommodate a sixty-foot vehicle. The proposed infrastructure is the first phase of MTS's regional plan to replace the existing CNG bus fleet with electric buses over the next 20 years.

Imperial Avenue Division ZEB Phase 1, San Diego CA | Project Manager for the concept development and final engineering for Phase 1 of the new Battery Electric Bus (BEB) infrastructure at the Imperial Avenue Division in San Diego, CA. The proposed infrastructure is the first phase of MTS's Master plan to replace the existing CNG bus fleet with electric buses over the next 20 years. The project will accommodate a minimum of 30 new forty-foot electric buses, infrastructure and overhead gantry, 3;1 charging ratio, platform mounted cabinet equipment, switchgear installation, solar panels, battery storage, and a backup generator.

Clean Transit Advancement Campus, San Diego, CA | Project Manager responsible for the engineering design services for feasibility analysis of the proposed CTAC site improvements. Efforts included coordination with MTS regarding anticipate fleet size, building needs and locations, number of staff, and bus maintenance facility requirements. The team developed four conceptual site layouts for the electric bus operations. Including evaluation of site grading, retaining wall location, drainage improvements, utility impacts, and building massing, along with performing a geotechnical paper study to evaluate existing site conditions and substrata. Final Report Recommendations include a Rough Order of Magnitude (ROM) cost estimate for each alternative and recommendations on infrastructure improvements at the site.

DOKKEN ENGINEERING

ALEX SANDOVAL, PE
SITE/CIVIL

EDUCATION
2016, BS Civil Engineering
San Diego State University

REGISTRATION
California Professional Civil Engineer, #C92541

EXPERIENCE
8 Years

AFFILIATIONS
American Society of Civil Engineers (ASCE)

Mr. Sandoval is a registered professional engineer and an active board member of ASCE San Diego's Younger member forum. He has provided support for large-scale transportation projects. Alex has been involved with design and plan production for bikeway, LRT, drainage, traffic, street improvements, utilities, roadway design and retaining walls. Other experience includes earthwork, quantity calculations, and As-Built research. Alex has knowledge of civil engineering theories, principles, specifications, and standards. He has provided solutions to manage and maintain project documentation including contract documents, RFIs, project deliverables and change orders.

EXPERIENCE

Imperial Ave ZEB Infrastructure, San Diego, CA | Design Engineer for this project which involves completing schematic design, design development, and final engineering for phase 1 of the new Battery Electric Bus (BEB) infrastructure at MTS's Imperial Avenue Division. The proposed infrastructure is the first phase of MTS's Master plan to replace the existing CNG bus fleet with electric buses over the next 20 years.

Mid-Coast Corridor Transit Project, San Diego, CA | The Mid-Coast project extended the existing San Diego trolley system 11 miles from Old Town Transit Center through the University of California, San Diego (UCSD) and ending at University Towne Center (UTC). Alex assisted lead LRT, Utility and Grading & Drainage engineers by supporting with the submittal process and project design, including development of site plans, exhibits, grading, drainage, street improvements, street detour plans, demolition plans, utility design, ballast track and retaining wall plans. Alex was also involved in developing plan and profile sheets, typical cross-sections, and quantity calculations.

Del Mar Bluffs Stabilization Phase 5, Del Mar, CA | The DMB5 is a maintenance of way project, which aims to maintain the existing track along the Del Mar Bluffs and protect it from erosion and seismic events. Alex was responsible for providing civil engineering design support and was heavily involved with the Civil 3D modeling, plan production, exhibit development, calculations, and coordination amongst all disciplines. Alex was involved with the design and placement of new slope stabilization features along the trackbed, such as, soldier piles, tie backs, grade beams, seawalls and regrading of the slope. Alex was also involved with the retrofitting of existing stabilization features, improvements to the drainage systems, and as-built research of existing features.

Border to Bayshore Bikeway, San Diego, CA | The Border to Bayshore Bikeway is an approximately 6.5-mile route that will provide safe biking connections within and between Imperial Beach, the San Ysidro community of San Diego, and at the San Ysidro Port of Entry. Alex was responsible for the design of several street improvement components, such as, traffic calming features, traffic signal modifications, signing and striping, curb returns, and a protected cycle track that runs through the corridor. Alex was involved with the plan production, design, and quantity calculations, exhibits and coordination amongst all disciplines.

South County Traffic Relief Effort, San Diego County to Orange County, CA | The objectives of the SCTRE Project are to improve north-south regional mobility in South Orange County. Alex was responsible for preliminary engineering design of several roadway improvement and traffic relief features, such as, shifting lanes, proposing managed lanes, pavement widening, retaining walls, and reconfiguring on and off ramps. Developed high level exhibits, assisted with project study reports, and produced cost estimates for the different alternatives being considered.

DOKKEN ENGINEERING

CHRISTIAN SANTOS, EIT
SITE/CIVIL

EDUCATION
2019, BS Civil Engineering
San Diego State University

REGISTRATION
California Civil Engineer in Training, #168855

EXPERIENCE
5 Years

AFFILIATIONS
American Society of Civil Engineers (ASCE)

Mr. Santos assists senior engineers in various aspects of roadway and highway design in accordance with City, County, California Department of Transportation (Caltrans), and American Association of State Highway Transportation Officials (AASHTO) standards. Mr. Santos is proficient in both AutoCAD Civil 3D and MicroStation V8i/OpenRoads design software.

EXPERIENCE

MTS Iris Rapid Corridor and Station, San Diego, CA | Assistant Engineer. Mr. Santos was involved with the design of the BRT station improvements and improvements at the Iris Rapid Transit Center. In addition, he coordinated with the City of San Diego DSD Department, using Accella and OpenDSD, to acquire the construction permit and approval for construction changes. He also coordinated with City of Imperial Beach to acquire the Temporary Street Encroachment Permit for construction.

MTS IAD ZEB Phase I, San Diego, CA | Assistant Engineer. The MTS IAD ZEB Phase I project consists of a Battery Electric Bus (BEB) overhead charging structure and facility improvements at the MTS Imperial Avenue Bus Depot. Mr. Santos is assisting in the ongoing design of the site and facility improvements.

East Campus Loop Road, La Jolla, CA | Assistant Engineer. The East Campus Loop Road project at UCSD consists of roadway realignments, roadway improvements, utility relocations, and site improvements to facilitate the renovations and new medical buildings proposed at UCSD East Campus. Mr. Santos is assisting with the design of ADA improvements and the preparation and development of the City of San Diego construction permit.

Mid-Coast Corridor Transit, San Diego, CA | Assistant Engineer. The Mid-Coast Corridor Transit Project extends the existing Blue Line of the San Diego light rail system for approximately 10.9 miles, from just north of the Old Town Transit Center to the University Towne Center Transit Center in University City. The project is constructing a total of 9 new transit stations, 5 park-and-ride facilities, 14 new and 2 upgraded traction power substations. The Mid-Coast project required over $90M in dry utility relocations involving 15 different utility companies, along with new 12kV electrical and telephone services. Mr. Santos is assisting with the design support during construction.

Superior Avenue Pedestrian Bridge and Parking Lot, Newport Beach, CA | Assistant Engineer. Project involves preparation of the PS&E for a new pedestrian and bicycle bridge and a parking lot. The parking lot improvements added parking capacity for the adjacent Sunset Ridge Park and beachgoers. The pedestrian bridge crosses Superior Avenue providing safe, direct access to the park. In addition, the project included retaining walls, landscaping, and drainage improvements for stormwater collection and water quality treatment.

North SIO Power Conversion, UCSD, La Jolla, CA | Assistant Engineer. Mr. Santos is responsible for preparing plans, specifications, and estimate (PS&E) for the installation of an electrical duct bank and electrical manhole.

DOKKEN ENGINEERING

ASHLEY ORSABA-FINDERS, PE, QSD/P, MBA

DRAINAGE

EDUCATION

2012, MBA
Drexel University

2007, BS Civil Engineering
CSU Sacramento

REGISTRATION

California Professional Civil Engineer, #C77894

California Qualified SWPPP Developer/Practicioner, #21380

LEED AP

Envision SP

EXPERIENCE

17 Years

AFFILIATIONS

American Public Works Association (APWA)

Water for People

Water Education Foundation

Ms. Ashley Orsaba-Finders is a Senior Engineer with 17 years of experience in water resources and transportation engineering, project management, site development, planning, and GIS analysis. She is experienced in the design of water resources and transportation projects including hydraulic modeling, alternatives analysis, and utility coordination. She is experienced in civil engineer design, hydraulic modeling, planning, drafting and design of civil engineering projects including drainage, utility design, site design, and pump stations. She also has extensive experience with modeling and analysis of water and drainage systems using HEC-RAS, CulvertMaster, StormCAD, CivilStorm, Flow Master, WaterCAD, InfoWater and other software programs.

EXPERIENCE

San Diego Naval Base Improvements, San Diego, CA | This project improved bachelors enlisted quarters (BEQ) and parking garage on the San Diego Naval Base. The 4 story parking garage and 7 story BEQ infill development was constructed on existing parking lots located between a number of buildings. The site footprint was very limited, topography very flat, and the proposed BEQ was going to be located in an area of the 100-year flood plain. In order to resolve water quality and flood drainage concerns, Ms. Orsaba-Finders used StormCAD to provide a design that assisted in the development of a site design in coordination with the landscape architect to construct a linear biofiltration basin to collect all of the site drainage. Perforated low flow pipes were constructed in gravel trenches located under the soil filtration media to accommodate low flow storm events, while the cross-section of the biofiltration basin was designed to accommodate and safely convey the 100-yr storm event across the property with no net negative impacts upstream.

SANDAG South Bay BRT East Palomar Street Improvements, Chula Vista, CA | This project constructed several miles of transit guideway in the Chula Vista area including extensive LID drainage features include bioswales, underground detention vaults, and stormwater treatment BMPs. Ms. Orsaba-Finders performed engineering design, report writing, and drafting in support of the project.

SANDAG Otay Mesa Transit Center, San Diego, CA | This project constructed a new transit center at the Otay Mesa Port of Entry connecting transit riders from Mexico to San Diego via the San Diego Metropolitan Transit System. She performed engineering design, report writing, and drafting in support of the project.

San Diego Airport Rental Car Center, San Diego, CA | This project constructed a new parking structure and rental car facility at the San Diego International Airport. Ms. Orsaba-Finders performed hydraulic analysis of fire water systems for the new parking structure and rental car facility at the San Diego International Airport using WaterCAD. Ms. Orsaba-Finders also assisted with site grading and drainage design including the design of stormwater bioswales.

Recreation Facility Development Improvements, Coronado Naval Base, Coronado, CA | This project was an infrastructure and facility improvement project for a new recreational facility at the Coronado Naval Base in San Diego. Ms. Orsaba-Finders was responsible for the modeling and design of new water, sewer, and storm drain pipelines serving the facility.

I-80 Auxiliary Lanes Project, Placer County, CA | This project will construct new lanes on Interstate 80 in the cities of Roseville and Rocklin. The project includes the widening of a bridge to accommodate the additional lane. Ms. Orsaba-Finders was responsible for the bridge hydraulics analysis, preparation of Bridge Design Hydraulic Report, Drainage Report, and Caltrans Storm Water Data Report.

DARRYL CARTY, RA (NCARB)
RAIL PLATFORMS

EDUCATION

1976, MA, College of Architecture University of Florida

1974, BA, College of Architecture University of Florida

REGISTRATION

National Council of Architectural Registration Boards (NCARB)

EXPERIENCE

46 Years

AFFILIATIONS

American Institute of Architects (AIA)

Darryl Carty offers extensive experience in managing complex projects with architectural, engineering, systems and subconsultants from initial startup through construction for public- and private-sector as well as air and rail transit projects. Mr. Carty previously served the Metropolitan Atlanta Rapid Transit Authority (MARTA) as Deputy Program Manager and Project Manager for the automated fare collection system. Projects Mr. Carty has worked a variety of transit and other projects that include rail transit systems, fare collection studies and implementation, airport master plans, airport terminal and concourses, college dormitories, college student centers, recreational facilities, public safety facilities (fire and police services), Housing and Urban Development (HUD) housing modernization, performing theater, vehicle maintenance facilities, air cargo and industrial storage facilities, parking decks, and water and wastewater treatment plants.

EXPERIENCE

Mid-Coast Light Rail Trolley Extension, SANDAG – Early Wet Utility Relocations, San Diego, California | Lead Station Architect responsible for architectural, structural, MEP and fire protection design management and technical coordination with other disciplines as well as client interface. The Mid-Coast Trolley project extends Trolley service from Santa Fe Depot in Downtown San Diego to the University City community, serving major activity centers such as Old Town, the University of California, San Diego (UCSD), and Westfield UTC. Nine new stations will be constructed at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving UCSD west campus), Voigt Drive (serving UCSD east campus), Executive Drive, and the Terminus Station at the Westfield UTC transit center.

Honolulu High Capacity Transit Corridor Project, Honolulu, Hawaii | Served the 20-mile-long Light Metro Transit system project in dual capacities, initially responsible for managing the design concept and preliminary design for Pearl Highlands Station, which is located in the flood plain with an active flowing creek. The station includes a 1,600-space parking deck with direct bus and automobile access from nearby interstate highway HOV lanes and local streets; bus transit center; remote pedestrian entrance connected to the station by a bridge; and kiss-and-ride, taxi and ancillary support rooms. Daryl also served as the General Engineering Consultant (GEC) senior contract manager responsible for assisting in the management of the Airport Station Group final design, which consisted of four side platform stations.

Georgia Multimodal Passenger Terminal (MMPT), Atlanta, Georgia | Participated in the program space development for the project by providing guidance to the project design team of architects and engineers in multiple design offices and to members of the development team. This project is located in downtown Atlanta and is planned to be part of a master plan covering 119 acres (48 hectares). The MMPT facility is envisioned as a catalyst for overall development in an otherwise non-vibrant area of the city. The facility is planned to be a modern transit hub connecting multiple transit modes such as street car, light rail, commuter rail, intercity rail, high speed rail, intercity bus services, regional and local transit bus, taxi, shuttle bus, kiss-and-ride drop off, and existing MARTA transit stations, as well as to provide improved and safe pedestrian movement for the planned areas. The project scope is to prepare a master plan with proposed street system layouts and concept design for the MMPT facility with approximately 1.3 million square feet (121,000 square meters) of floor area.

Parametrix

PETE RUSCITTI
TRANSIT PLANNING

EDUCATION
2011, Master of Public Policy
University of California Los Angeles

2003, BS, Economics
University of Pennsylvania

EXPERIENCE
14 Years

AFFILIATIONS
American Planning Association, San Diego Section (Board Member)

Mr. Ruscitti is a San Diego-based mobility planner and project manager with more than a decade of multimodal experience across California. He leads teams of planners and engineers who thrive on solving complex problems and designing high-quality infrastructure that improves communities. Pete specializes in conceptual design, mobility analyses, and policy development for a wide range of projects and programs including railroads, public transit, complete streets, bikeways, pedestrian facilities, corridors, and multimodal hubs. He also develops communications strategies, leads public outreach campaigns, and shepherds projects through complex regulatory and permitting processes.

EXPERIENCE

SANDAG San Ysidro Mobility Hub Phase 1, San Diego, CA | Pete served as project manager for the conceptual design and evaluation of multimodal improvements at the San Ysidro Transit Center, a major transit hub at one of the world's busiest international border crossings. Pete led the project team in the development of concepts to move and expand rail platforms, redesign bus terminals and pedestrian plazas, and develop a new multimodal street design.

SANDAG Border to Bayshore Bikeway, San Diego, CA | As deputy project manager, Pete led the full scope of planning, preliminary engineering, and environmental clearance of a seven-mile regional bikeway spanning two cities that integrated protected bikeways with traffic calming, intersection treatments, railroad crossings, and new bus facilities. Pete managed all project tasks including detailed technical analyses, alternative selection, preliminary design, community outreach, CEQA/NEPA approval, and extensive coordination with the California Public Utilities Commission and City of San Diego.

NCTD Oceanside Transit Center Bus Operations | Oceanside, CA | Pete served as project manager for the independent review of potential bus operations supporting the redevelopment of Oceanside Transit Center to include housing, retail, and the seamless integration of bus and rail services. Pete led technical reviews of the proposed bus routing concepts, development of alternative operating scenarios to reduce impacts, and the development of bus-priority concepts at key intersections.

NCTD BREEZE Bus Speed & Reliability Study, San Diego County, CA | As project manager and analysis lead, Pete led the identification, conceptual design, and evaluation of potential speed and reliability improvements for ten high-priority BREEZE bus routes across North County San Diego. Pete managed the study's core planning analyses and conceptual design activities, including the evaluation and prioritization of improvements with a wide range of technical staff and stakeholders.

SANDAG Airport Connectivity & Central Mobility Hub Study, San Diego, CA | Pete was deputy project manager for SANDAG's initial evaluation of options to improve transit and ground access to San Diego International Airport, including a new central mobility hub, automated people mover, and connections to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) railroad corridor and future California High-Speed Rail service. Pete worked with a multidisciplinary team to develop several conceptual alternatives and led extensive mobility planning work including demand analyses and detailed concept evaluation.

ERIK RUEHR, PE
TRAFFIC ANALYSIS

Mr. Ruehr, Director of Traffic Engineering with VRPA Technologies, Inc., has over thirty years of experience in traffic engineering and transportation planning. Mr. Ruehr's experience covers a broad range of traffic engineering and transportation planning specialties. He has extensive experience in the preparation of traffic forecasts for regional transportation plans, corridor studies, and traffic impact analyses and has applied traffic forecasts in a variety of planning, operational, and design projects. Mr. Ruehr's traffic engineering experience includes Intelligent Transportation Systems, traffic signal systems, traffic engineering design, traffic signal timing, and parking. As Chair, Mr. Ruehr led the Institute of Transportation Engineers (ITE) California SB 743 Task Force.

EDUCATION

1981, MS Civil Engineering
University of Michigan

1979, BS Civil Engineering
University of Michigan

REGISTRATION

California Professional Civil Engineer, #C37129

EXPERIENCE

40 Years

AFFILITATIONS

Institute of Transportation Engineers (ITE)

ITE Western District Chair of California Senate Bille (SB) 743 Task Force

EXPERIENCE

City of San Diego On-Call Transportation Engineering Services, San Diego, CA | VRPA Technologies participated on a team of consultants to provide on-call transportation engineering services for the City of San Diego. Mr. Ruehr was VRPA Project Manager for this effort. VRPA conducted two task orders for this effort. The first was provision of cost estimates for transportation improvements to support the Mission Valley Community Plan. The second task order was a VMT fee Study to support the implementation of SB 743. VRPA provided outreach to agencies throughout the state who were early adopters of SB 743.

Mira Mesa Boulevard Bus Rapid Transit Study, Mira Mesa, CA | Developed traffic engineering improvements, assisted in the identification of roadway widening improvements, and provided benefit analysis (in terms of increased bus travel speeds) for all improvements; recommendations included a combination of roadway widening, exclusive bus lanes, and bus queue jump signal timing.

Interstate 5 South Multimodal Corridor Study, San Diego County, CA | VRPA led traffic forecasting and operational analysis and assisted in the analysis of other components of the multimodal transportation system; basic San Diego Association of Governments regional transportation model forecasts were refined into detailed freeway and ramp forecasts and intersection peak hour turning movements; capacity analysis was conducted using the Synchro traffic signal timing program for intersections and methodologies recommended by Caltrans, District 11; closely coordinated with multi agencies; recommended plan included adding HOV lanes, ramp and interchange improvements, grade separations for trolley crossings, and bus rapid transit system improvements.

State Route 11 Transportation Corridor Study, San Diego, CA | VRPA development land use forecasts for input into the regional transportation model, traffic forecasts, development of a toll forecasting methodology, forecasts for pedestrian travel across the border, transit planning for the border crossing area, roadway capacity analysis, and the recommendation of roadway improvements for State Route 11 and adjacent local streets.

TIM HENDERSON
LANDSCAPE ARCHITECTURE

EDUCATION
1992, Bachelor of Landscape Architecture
Texas A&M University

REGISTRATION
California Professional Landscape Architecture, #6058

EXPERIENCE
26 Years

Affiliations
American Society of Landscape Architects (ASLA)

As a Senior Associate with KTUA, Mr. Henderson has experience with all phases of the design process from conceptual design through construction, on both small and large projects. He has coordinated large teams of engineering consultants and agency representatives and has participated in extensive quality control training. He has a demonstrated ability to effectively interface with diverse groups including client representatives, technical professionals, and interested stakeholders. He is highly organized while maintaining a strong orientation to detail/quality of work.

EXPERIENCE

SANDAG Mid-Coast Corridor Light Rail Transit, San Diego, CA | Project landscape architect responsible for the preparation of planting and irrigation plans for nine at-grade transit stations, two mobility hubs on the UC San Diego campus (Pepper Canyon and Voigt Drive), as well as the corridor right-of-way between the Old Town Transit Center and University Town Center. The ROW includes sound walls, retaining walls, and bio-retention basins. The plans incorporate the mitigations identified in the Visual Impact Assessment prepared for the corridor. All plans comply with FHWA guidelines, Caltrans Standard Specifications, Standard Specifications for Public Works Construction, and the San Diego Regional Drawings.

NCTD Fuel Cell Electric Bus Station, Oceanside, CA | Senior landscape architect/team leader for the new site landscape at the North County Transit District West Division Bus Facility. The new transit facility fueling station will feature a state-of-the-art Fuel Cell Electric Bus. The new site will contain a stormwater treatment basin/bio-swales with efficient irrigation and drought tolerant/native species.

City of San Diego Memorial Community Park ADA Upgrades, San Diego, CA | Landscape architect/project manager for park upgrades. The scope of work addressed renovation of a portion of an existing play lawn (tot lot reconstruction and grading); benches; landscape and irrigation modifications; a new prefabricated restroom; re-stripe of a portion of the existing parking lot to convert existing standard parking spaces into two ADA parking spaces; and an accessible pathway from the new ADA parking to the improvement areas for compliance with current accessibility regulations.

City of San Diego San Ysidro Activity Center Play Area, Parking Lot, and ADA Improvements, San Diego, CA | Senior landscape architect/team leader for the existing San Ysidro Activity Center within the City of San Diego. Responsible for overseeing the design concept development, construction documents, specifications, and estimates. The landscape design includes a children's play area, multipurpose courts, security lighting, landscaping, and ADA accessibility to existing parking lots and paths of travel to the adjoining neighborhood and the activity center.

SANDAG/City of Encinitas Coastal Rail Trail, Encinitas, CA | Project landscape architect for the design of a 1.3-mile segment of the Coastal Rail Trail. Responsible for developing landscape construction documents from the Santa Fe undercrossing south to Chesterfield Drive. The design includes trailside gathering areas, drought tolerant/native containerized planting at the trail perimeter, drainage bioswales to collect run-off in the parking areas and the design of an efficient irrigation system to irrigate the plantings at the trailside.

ATTACHMENT B
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No.	**PWL353.0-22**
Work Order No.	**WOA353-AE-08**
Attachment:	**B**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Project No: **TBD**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	Labor	Direct Labor	$442,824.14
2	ODC	Other Direct Costs	$28,021.20
		Totals =	**$470,845.34**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	466	106,831
2	Task 2	Concept Refinement and Optimization	924	181,620
3	Task 3	Initiate Preliminary Design	862	182,394
		Totals =	**2,252**	**$470,845.34**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Dokken Engineering	979	$185,358.11
x		x	x	Aguirre & Associates	347	$68,928.68
				Geocon, Inc.	136	$38,264.92
		x		KTU&A	251	$30,543.54
				Parametrix	198	$52,263.46
x		x	x	VRPA Technologies, Inc.	18	$3,459.62
				WSP USA Inc.	323	$92,027.01
				Totals =	**2,252**	**$470,845.34**

Work Order Estimate Summary

Total Hours = **979**

Total Costs = **$185,358.11**

Consultant/Subconsultant: **Dokken Engineering**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Project Manager	Task Manager	Engineer - Senior	Engineer - 3	Engineer - 2	Engineer - 1	CADD - Senior	CADD - 3	CADD - 2	CADD - 1	Total Hours	Totals
				$ 325.90	$ 231.06	$ 231.06	$ 220.66	$ 185.07	$ 163.60	$ 121.06	$ 208.58	$ 141.77	$ 110.81	$ 91.25		
1	**Task 1**	**Project Management**														
1.1	**Project Management**															
1.1.1	Staffing (weekly team meetings)			2	28										30	$7,121.48
1.1.2	Staff Assignments/resource allocation			4	40										44	$10,546.00
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)			4	96										100	$23,485.36
1.1.4	Schedule			2	14										16	$3,886.64
1.2	**Stakeholder coordination**															
1.2.1	Meeting with MTS bi-weekly			7	14	4		7	14	14					60	$11,721.11
1.2.2	Meeting with TOD development team (weekly)			14	14			4	14						46	$10,828.12
	Total ODCs for Task 1															
		Subtotals (Hours) =	N/A	33	206	4		11	28	14					296	$67,588.71
		Subtotals (Costs) =		$10,754.70	$47,598.36	$924.24		$2,035.77	$4,580.80	$1,694.84					**296**	**$67,588.71**
2	**Task 2**	**Concept Refinement and Optimization**														
2.1	Project Kick-Off Meeting			2	4	2		2	2	2					14	$2,977.62
2.2	Concept Alternative Layouts (2 layout alternatives)				16				48	96					160	$23,171.52
2.3	Workshop with MTS (in-person)			4	8			4	4	12					32	$5,999.48
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments			8	40			12	48	80					188	$31,608.04
	Total ODCs for Task 2															
		Subtotals (Hours) =	N/A	14	68	2		18	102	190					394	$63,756.66
		Subtotals (Costs) =		$4,562.60	$15,712.08	$462.12		$3,331.26	$16,687.20	$23,001.40					**394**	**$63,756.66**
3	**Task 3**	**Initiate Preliminary Design**														
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**			1	8			20		40					69	$10,718.18
3.2	**Geotechnical Evaluation**			1	4	2			4						11	$2,366.66
3.3	**Hydraulic Analysis and Studies**															
3.3.1	Existing Drainage Assessment				8		16		16	20					60	$10,417.84
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)				8		8		20						36	$6,885.76
3.4	**Traffic Scoping Agreement Memo**															
3.4.1	Traffic Scoping Agreement Memo OUTLINE			3	6				4						13	$3,018.46
3.5	**Preliminary Review Package**															
3.5.1	Preliminary Review Package OUTLINE			8	40	2	2		48						100	$20,605.84
	Total ODCs for Task 3															
		Subtotals (Hours) =	N/A	13	74	4	26	20	92	60					289	$54,012.74
		Subtotals (Costs) =		$4,236.70	$17,098.44	$924.24	$5,737.16	$3,701.40	$15,051.20	$7,263.60					**289**	**$54,012.74**
															979	**$185,358.11**

Totals (Summary) =									Totals =	**979**	**$185,358.11**
Total (Hours) =	N/A	60	348	10	26	49	222	264		979	$185,358.11
Total (Costs) =		$19,554.00	$80,408.88	$2,310.60	$5,737.16	$9,068.43	$36,319.20	$31,959.84		
Percentage of Total (Hours) =	N/A	6%	36%	1%	3%	5%	23%	27%		
Percentage of Total (Costs) =		11%	43%	1%	3%	5%	20%	17%		

Work Order Estimate Summary

Consultant/ Subconsultant: **Dokken Engineering**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		**Totals =**	

Work Order Estimate Summary

Total Hours = **347**

Total Costs = **$68,928.68**

Consultant/Subconsultant: **Aguirre & Associates**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Surveyor - Senior	Surveyor - 3	Party Chief	Chainman							Total Hours	Totals
				$ 177.48	$ 122.36	$ 247.22	$ 242.98								
1	**Task 1**	**Project Management**													
1.1	**Project Management**														
1.1.1	Staffing														
1.1.2	Staff Assignments/resource allocation														
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)														
1.1.4	Schedule														
1.2	**Stakeholder coordination**														
1.2.1	Meeting with MTS bi-weekly														
1.2.2	Meeting with TOD development team (weekly)														
	Total ODCs for Task 1														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
2	**Task 2**	**Concept Refinement and Optimization**													
2.1	Project Kick-Off Meeting														
2.2	Concept Alternative Layouts (2 layout alternatives)														
2.3	Workshop with MTS (in-person)														
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments														
	Total ODCs for Task 2														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
3	**Task 3**	**Initiate Preliminary Design**													
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**			89	116	71	71							347	$64,793.68
3.2	**Geotechnical Evaluation**														
3.3	**Hydraulic Analysis and Studies**														
3.3.1	Existing Drainage Assessment														
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)														
3.4	**Traffic Scoping Agreement Memo**														
3.4.1	Traffic Scoping Agreement Memo OUTLINE														
3.5	**Preliminary Review Package**														
3.5.1	Preliminary Review Package OUTLINE														
	Total ODCs for Task 3		$4,135.00												$4,135.00
		Subtotals (Hours) =	N/A	89	116	71	71							347	$68,928.68
		Subtotals (Costs) =	$4,135.00	$15,795.72	$14,193.76	$17,552.62	$17,251.58							**347**	**$68,928.68**
														347	**$68,928.68**

Totals (Summary) = Totals = **347** **$68,928.68**

Total (Hours) =	N/A	89	116	71	71
Total (Costs) =	$4,135.00	$15,795.72	$14,193.76	$17,552.62	$17,251.58
Percentage of Total (Hours) =	N/A	26%	33%	20%	20%
Percentage of Total (Costs) =	6%	23%	21%	25%	25%

Work Order Estimate Summary

Consultant/ Subconsultant: **Aguirre & Associates**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reference Maps	EA	$4.00					50	$200.00			**50**	**$200.00**
2	Photogrammetry	LS	$3,935.00					1	$3,935.00			**1**	**$3,935.00**
3													
4													
5													
6													
7													
8													
9													
10													
11													
				Subtotal =		Subtotal =		Subtotal =	**$4,135.00**	Subtotal =		**Totals =**	**$4,135.00**

Work Order Estimate Summary

Total Hours = **136**

Total Costs = **$38,264.92**

Consultant/Subconsultant: **Geocon, Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Engineer - Senior	Engineer - 2	Geologist - Senior	Geologist - 3	Geologist - 2	Geologist - 1	Admin - 2			Total Hours	Totals
				$ 270.25	$ 165.39	$ 117.90	$ 201.45	$ 124.19	$ 112.82	$ 94.46	$ 83.96				
1	**Task 1**	**Project Management**													
1.1	**Project Management**														
1.1.1	Staffing														
1.1.2	Staff Assignments/resource allocation														
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)														
1.1.4	Schedule														
1.2	**Stakeholder coordination**														
1.2.1	Meeting with MTS bi-weekly														
1.2.2	Meeting with TOD development team (weekly)														
	Total ODCs for Task 1														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
2	**Task 2**	**Concept Refinement and Optimization**													
2.1	Project Kick-Off Meeting														
2.2	Concept Alternative Layouts (2 layout alternatives)														
2.3	Workshop with MTS (in-person)														
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments														
	Total ODCs for Task 2														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
3	**Task 3**	**Initiate Preliminary Design**													
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**														
3.2	**Geotechnical Evaluation**			2	46	20		40			28			136	$17,824.92
3.3	**Hydraulic Analysis and Studies**														
3.3.1	Existing Drainage Assessment														
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)														
3.4	**Traffic Scoping Agreement Memo**														
3.4.1	Traffic Scoping Agreement Memo OUTLINE														
3.5	**Preliminary Review Package**														
3.5.1	Preliminary Review Package OUTLINE														
	Total ODCs for Task 3		$20,440.00												$20,440.00
		Subtotals (Hours) =	N/A	2	46	20		40			28			136	$38,264.92
		Subtotals (Costs) =	$20,440.00	$540.50	$7,607.94	$2,358.00		$4,967.60			$2,350.88			**136**	**$38,264.92**
														136	**$38,264.92**
		Totals (Summary) =											Totals =	**136**	**$38,264.92**
		Total (Hours) =	N/A	2	46	20		40			28			136	$38,264.92
		Total (Costs) =	$20,440.00	$540.50	$7,607.94	$2,358.00		$4,967.60			$2,350.88				
		Percentage of Total (Hours) =	N/A	1%	34%	15%		29%			21%				
		Percentage of Total (Costs) =	53%	1%	20%	6%		13%			6%				

Work Order Estimate Summary

Consultant/ Subconsultant: **Geocon, Inc.**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	DEH Boring Permits	Item	$500.00					1	$500.00			**1**	**$500.00**
2	Private Utility Locator	Hour	$210.00					4	$840.00			**4**	**$840.00**
3	Drilling of borings	Day	$4,000.00					3	$12,000.00			**3**	**$12,000.00**
4	Lab testing	LS	$4,600.00					1	$4,600.00			**1**	**$4,600.00**
5	Drilling waste diposal/analytical profile	Item	$2,500.00					1	$2,500.00			**1**	**$2,500.00**
6													
7													
8													
9													
10													
11													
				Subtotal =		Subtotal =		Subtotal =	**$20,440.00**	Subtotal =		**Totals =**	**$20,440.00**

Work Order Estimate Summary

Total Hours = **251**

Total Costs = **$30,543.54**

Consultant/Subconsultant: **KTU&A**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Brooke Designer-Senior	Tim Designer-3	Bernard Irrigation Designer-3	Gwen Designer-2	Ashim Designer-1	Amy Admin-2					Total Hours	Totals
				$ 203.33	$ 148.58	$ 148.58	$ 101.11	$ 85.59	$ 60.12						
1	**Task 1**	**Project Management**													
1.1	**Project Management**														
1.1.1	Staffing			1	1									2	$351.91
1.1.2	Staff Assignments/resource allocation			1	1									2	$351.91
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)				12									12	$1,782.96
1.1.4	Schedule				6									6	$891.48
1.2	**Stakeholder coordination**														
1.2.1	Meeting with MTS bi-weekly				12		12							24	$2,996.28
1.2.2	Meeting with TOD development team (weekly)				3		6							9	$1,052.40
	Total ODCs for Task 1														
		Subtotals (Hours) =	N/A	2	35		18							55	$7,426.94
		Subtotals (Costs) =		$406.66	$5,200.30		$1,819.98							**55**	**$7,426.94**
2	**Task 2**	**Concept Refinement and Optimization**													
2.1	Project Kick-Off Meeting				3		3							6	$749.07
2.2	Concept Alternative Layouts (2 layout alternatives)			3	16	1	76	2						98	$10,991.39
2.3	Workshop with MTS (in-person)				4		4							8	$998.76
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments			2	12	2	32	4						52	$6,064.66
	Total ODCs for Task 2														
		Subtotals (Hours) =	N/A	5	35	3	115	6						164	$18,803.88
		Subtotals (Costs) =		$1,016.65	$5,200.30	$445.74	$11,627.65	$513.54						**164**	**$18,803.88**
3	**Task 3**	**Initiate Preliminary Design**													
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**														
3.2	**Geotechnical Evaluation**														
3.3	**Hydraulic Analysis and Studies**														
3.3.1	Existing Drainage Assessment														
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)														
3.4	**Traffic Scoping Agreement Memo**														
3.4.1	Traffic Scoping Agreement Memo OUTLINE														
3.5	**Preliminary Review Package**														
3.5.1	Preliminary Review Package OUTLINE				16	8	4	4						32	$4,312.72
	Total ODCs for Task 3														
		Subtotals (Hours) =	N/A		16	8	4	4						32	$4,312.72
		Subtotals (Costs) =			$2,377.28	$1,188.64	$404.44	$342.36						**32**	**$4,312.72**
														251	**$30,543.54**

Totals (Summary) =

Totals = **251** **$30,543.54**

Total (Hours) =	N/A	7	86	11	137	10	251 $30,543.54
Total (Costs) =		$1,423.31	$12,777.88	$1,634.38	$13,852.07	$855.90	
Percentage of Total (Hours) =	N/A	3%	34%	4%	55%	4%	
Percentage of Total (Costs) =		5%	42%	5%	45%	3%	

Work Order Estimate Summary

Consultant/ Subconsultant: **KTU&A**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		**Totals =**	

Work Order Estimate Summary

Total Hours = **198**

Total Costs = **$52,263.46**

Consultant/Subconsultant: **Parametrix**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

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Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Pete Ruscitti (Project Manager)	Ryan Whipple (Project Manager)	Tyler Sepulveda (Planner - 2)	Ghazal Hasani (Planner - Senior)	Kate Wylie (Project Controls - 3)	Lori Gilbertson (Admin - 3)					Total Hours	Totals
				$ 287.23	$ 287.23	$ 128.38	$ 205.71	$ 134.10	$ 141.65						
1	**Task 1**	**Project Management**													
1.1	**Project Management**														
1.1.1	Staffing														
1.1.2	Staff Assignments/resource allocation														
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)			4				8	4					16	$2,788.32
1.1.4	Schedule														
1.2	**Stakeholder coordination**														
1.2.1	Meeting with MTS bi-weekly			14	14	2	2							32	$8,710.62
1.2.2	Meeting with TOD development team (weekly)			9	9									18	$5,170.14
	Total ODCs for Task 1		$402.00												$402.00
		Subtotals (Hours) =	N/A	27	23	2	2	8	4					66	$17,071.08
		Subtotals (Costs) =	$402.00	$7,755.21	$6,606.29	$256.76	$411.42	$1,072.80	$566.60					**66**	**$17,071.08**
2	**Task 2**	**Concept Refinement and Optimization**													
2.1	Project Kick-Off Meeting			4	4									8	$2,297.84
2.2	Concept Alternative Layouts (2 layout alternatives)			40	40	12	12							104	$26,987.48
2.3	Workshop with MTS (in-person)			4	4	2	2							12	$2,966.02
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments			4	4									8	$2,297.84
	Total ODCs for Task 2		$643.20												$643.20
		Subtotals (Hours) =	N/A	52	52	14	14							132	$35,192.38
		Subtotals (Costs) =	$643.20	$14,935.96	$14,935.96	$1,797.32	$2,879.94							**132**	**$35,192.38**
3	**Task 3**	**Initiate Preliminary Design**													
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**														
3.2	**Geotechnical Evaluation**														
3.3	**Hydraulic Analysis and Studies**														
3.3.1	Existing Drainage Assessment														
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)														
3.4	**Traffic Scoping Agreement Memo**														
3.4.1	Traffic Scoping Agreement Memo OUTLINE														
3.5	**Preliminary Review Package**														
3.5.1	Preliminary Review Package OUTLINE														
	Total ODCs for Task 3														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
														198	**$52,263.46**

Totals (Summary) =									Totals =	**198**	**$52,263.46**
Total (Hours) =	N/A		79	75	16	16	8	4		198	$52,263.46
Total (Costs) =		$1,045.20	$22,691.17	$21,542.25	$2,054.08	$3,291.36	$1,072.80	$566.60			
Percentage of Total (Hours) =	N/A		40%	38%	8%	8%	4%	2%			
Percentage of Total (Costs) =		2%	43%	41%	4%	6%	2%	1%			

Work Order Estimate Summary

Consultant/ Subconsultant: **Parametrix**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Miles	$0.67	600	$402.00	960	$643.20					**1,560**	**$1,045.20**
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
				Subtotal =	**$402.00**	Subtotal =	**$643.20**	Subtotal =		Subtotal =		**Totals =**	**$1,045.20**

Work Order Estimate Summary

Total Hours = **18**

Total Costs = **$3,459.62**

Consultant/Subconsultant: **VRPA Technologies, Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Georgiena Vivian, Contract Manager	Erik Ruehr, P.E., Project Manager	Dena Graham, Project Controls	Jeffrey Stine, Planner 3	Support, Technician Senior					Total Hours	Totals
				$ 216.78	$ 221.51	$ 146.05	$ 144.89	$ 88.68						
1	**Task 1**	**Project Management**												
1.1	**Project Management**													
1.1.1	Staffing													
1.1.2	Staff Assignments/resource allocation													
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)													
1.1.4	Schedule													
1.2	**Stakeholder coordination**													
1.2.1	Meeting with MTS bi-weekly													
1.2.2	Meeting with TOD development team (weekly)													
	Total ODCs for Task 1													
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
2	**Task 2**	**Concept Refinement and Optimization**												
2.1	Project Kick-Off Meeting													
2.2	Concept Alternative Layouts (2 layout alternatives)													
2.3	Workshop with MTS (in-person)													
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments													
	Total ODCs for Task 2													
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
3	**Task 3**	**Initiate Preliminary Design**												
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**													
3.2	**Geotechnical Evaluation**													
3.3	**Hydraulic Analysis and Studies**													
3.3.1	Existing Drainage Assessment													
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)													
3.4	**Traffic Scoping Agreement Memo**													
3.4.1	Traffic Scoping Agreement Memo OUTLINE				8	4	6						18	$3,225.62
3.5	**Preliminary Review Package**													
3.5.1	Preliminary Review Package OUTLINE													
	Total ODCs for Task 3		$234.00											$234.00
		Subtotals (Hours) =	N/A		8	4	6						18	$3,459.62
		Subtotals (Costs) =	$234.00		$1,772.08	$584.20	$869.34						**18**	**$3,459.62**

				18	**$3,459.62**
Totals (Summary) =			Totals =	**18**	**$3,459.62**
Total (Hours) =	N/A	8	4	6	18	$3,459.62
Total (Costs) =	$234.00	$1,772.08	$584.20	$869.34		
Percentage of Total (Hours) =	N/A	44%	22%	33%		
Percentage of Total (Costs) =	7%	51%	17%	25%		

Work Order Estimate Summary

Consultant/ Subconsultant: **VRPA Technologies, Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Miles	$0.67					200	$134.00			**200**	**$134.00**
2	Parking	Actual	$100.00					1	$100.00			**1**	**$100.00**
3													
4													
5													
6													
7													
8													
9													
10													
11													
				Subtotal =		Subtotal =		Subtotal =	**$234.00**	Subtotal =		**Totals =**	**$234.00**

Work Order Estimate Summary

Total Hours = **323**

Total Costs = **$92,027.01**

Consultant/Subconsultant: **WSP USA Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

MTS Doc. No.: **PWL353.0-22**

Work Order No.: **WOA353-AE-08**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Project Controls 2	Technical Expert	Project Manager	Engineer Principal	Engineer 2	Engineer 3				Total Hours	Totals
				$ 349.02	$ 163.82	$ 367.38	$ 321.17	$ 312.88	$ 157.15	$ 179.72					
1	**Task 1**	**Project Management**													
1.1	**Project Management**														
1.1.1	Staffing														
1.1.2	Staff Assignments/resource allocation						10							10	$3,211.70
1.1.3	Design Cost Management (Monthly invoices, monitor spending, scope compliance)				8		4							12	$2,595.24
1.1.4	Schedule														
1.2	**Stakeholder coordination**														
1.2.1	Meeting with MTS bi-weekly					7	7	7						21	$7,010.01
1.2.2	Meeting with TOD development team (weekly)						6							6	$1,927.02
	Total ODCs for Task 1														
		Subtotals (Hours) =	N/A		8	7	27	7						49	$14,743.97
		Subtotals (Costs) =			$1,310.56	$2,571.66	$8,671.59	$2,190.16						**49**	**$14,743.97**
2	**Task 2**	**Concept Refinement and Optimization**													
2.1	Project Kick-Off Meeting					2	2	2						6	$2,002.86
2.2	Concept Alternative Layouts (2 layout alternatives)					40	30	40	50	50				210	$53,689.00
2.3	Workshop with MTS (in-person)					6	6	6						18	$6,008.58
2.4	Development of 30% level plan & Conceptual Estimate based on MTS comments														
	Total ODCs for Task 2		$2,167.00												$2,167.00
		Subtotals (Hours) =	N/A			48	38	48	50	50				234	$63,867.44
		Subtotals (Costs) =	$2,167.00			$17,634.24	$12,204.46	$15,018.24	$7,857.50	$8,986.00				**234**	**$63,867.44**
3	**Task 3**	**Initiate Preliminary Design**													
3.1	**Survey (basemap creation, field & aerial topography, utility mapping)**														
3.2	**Geotechnical Evaluation**														
3.3	**Hydraulic Analysis and Studies**														
3.3.1	Existing Drainage Assessment														
3.3.2	Preliminary Stormwater recommendations (peak flow and stormwater BMP requirements per COSD requirements)														
3.4	**Traffic Scoping Agreement Memo**														
3.4.1	Traffic Scoping Agreement Memo OUTLINE														
3.5	**Preliminary Review Package**														
3.5.1	Preliminary Review Package OUTLINE					15	10	15						40	$13,415.60
	Total ODCs for Task 3														
		Subtotals (Hours) =	N/A			15	10	15						40	$13,415.60
		Subtotals (Costs) =				$5,510.70	$3,211.70	$4,693.20						**40**	**$13,415.60**
														323	**$92,027.01**

Totals (Summary) = Totals = **323** **$92,027.01**

Total (Hours) =	N/A		8	70	75	70	50	50
Total (Costs) =	$2,167.00		$1,310.56	$25,716.60	$24,087.75	$21,901.60	$7,857.50	$8,986.00
Percentage of Total (Hours) =	N/A		2%	22%	23%	22%	15%	15%
Percentage of Total (Costs) =	2%		1%	28%	26%	24%	9%	10%

Work Order Estimate Summary

Consultant/ Subconsultant: **WSP USA Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation**

Contract No: **PWL353.0-22**

Task Order No. **WOA353-AE-08**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Airfare		$700.00			1	$700.00					**1**	**$700.00**
2	Car Rental		$75.00			2	$150.00					**2**	**$150.00**
3	Hotel		$350.00			1	$350.00					**1**	**$350.00**
4	Meals & Incidentals		$80.00			2	$160.00					**2**	**$160.00**
5	Parking		$20.00			2	$40.00					**2**	**$40.00**
6	Printing/Reprographics		$3.50			200	$700.00					**200**	**$700.00**
7	Milage		$0.67			100	$67.00					**100**	**$67.00**
8													
9													
10													
11													
				Subtotal =		Subtotal =	**$2,167.00**	Subtotal =		Subtotal =		**Totals =**	**$2,167.00**

Metropolitan Transit System

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Negotiated Sale of Totaled MiniBus Vehicles to First Transit, Inc. (2/3 Vote Required)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0773.0-24 (in substantially the same format as Attachment A) for the negotiated sale of MTS Vehicle Nos. 3206, 3125, 3129, 3211, and 3356 to First Transit, Inc. (First Transit) in the amount of $66,233.32.

Budget Impact

Total proceeds in the amount of $66,233.32 from the sale of the MTS vehicles listed below will be recorded to the MTS Operating Revenue account 901010-440200.

Basis for Total Loss	Vehicle #	Fair Market Value
Vehicle collision	3206	$18,400.00
Engine Malfunction/Damage	3125	$11,958.33
Vehicle collision	3129	$11,958.33
Vehicle collision	3211	$11,958.33
Vehicle collision	3356	$11,958.33
	Total	**$66,233.32**

DISCUSSION:

On April 16, 2020 (AI 30), the MTS Board of Directors awarded a contract to First Transit, Inc. (First Transit) for the operation of MTS's Minibus and ADA Paratransit Services for a 10-year period (6-year bas and two 2-year options). In 2023, Transdev purchased the First Transit entity. The legal entity performing the contract remains First Transit. Under the Minibus and Paratransit contract, MTS owns and provides the bus maintenance facility known as Copley Park Division, and also purchases and owns the bus fleet used for these transit services. First Transit is responsible for operating and maintaining the buses. If a bus is damaged while under the care and control of First Transit, they are responsible for compensating MTS for the loss, either by repairing the bus, or, if the cost of repairs exceeds the value of the bus, by paying MTS the fair market value of the bus.

Board Policy No. 33 states that "capital assets with an individual value in excess of $10,000 or an aggregate value in excess of $25,000 may be disposed of on a negotiated sale basis provided a finding by the MTS Board of Directors by a two-thirds vote that special circumstances exist that make it in the best interest of the Board." In accordance with Board Policy No. 33, alternatives to the proposed negotiated sale would include a competitive sale or internet auction. Since the vehicles are currently damaged beyond reasonable repair to send to auction, MTS negotiated with First Transit to establish the pre-incident value of each bus.

During that process, MTS determined that the highest return would be realized by a sale price based on either (a) the MTS depreciated value of the bus based on its remaining useful life; or (b) for vehicles beyond their useful life, the auction value of the vehicle prior to the collision.

The impacted vehicles are as follows:

Bus 3206. On July 8, 2022, MTS Paratransit vehicle 3206 was involved in a collision resulting in major damage to the vehicle. Costs of repair exceed the value of the bus, which still had some useful life remaining according to MTS's asset schedules. The MTS depreciated value of this bus was established at $18,400.00. Therefore, First Transit offered to purchase this vehicle at fair market value of $18,400.00.

Bus 3125. On June 16, 2023, MTS Mini Fixed route vehicle 3125 experienced an engine malfunction that resulted in major damage to the vehicle. Costs of repair exceed the value of the bus, which was beyond its useful life. Therefore, First Transit offered to purchase this vehicle at estimated auction value of $11,958.33.

Bus 3129. On June 20, 2023, MTS Mini Fixed route vehicle 3129 was involved in a collision resulting in major damage to the vehicle. Costs of repair exceed the value of the bus, which was beyond its useful life. Therefore, First Transit offered to purchase this vehicle at estimated auction value of $11,958.33.

Bus 3211. On December 5, 2023, MTS Paratransit vehicle 3211 was involved in a collision resulting in major damage to the vehicle. Costs of repair exceed the value of the bus, which was beyond its useful life. Therefore, First Transit offered to purchase this vehicle at the estimated auction value of $11,958.33.

Bus 3356. On January 12, 2024, MTS Paratransit vehicle 3356 was involved in a collision resulting in major damage to the vehicle. Costs of repair exceed the value of the bus, which was beyond its useful life. Therefore, First Transit offered to purchase this vehicle at the estimated auction value of $11,958.33.

Therefore, MTS staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0773.0-24 for the negotiated sales of MTS Vehicle Nos. 3206, 3125, 3129, 3211, and 3356 to First Transit in the amount of $66,233.32.

/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. B0773.0-24

MEMORANDUM OF AGREEMENT

BETWEEN THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) AND FIRST TRANSIT, INC. FOR THE SALE OF MAJOR DAMAGED ADA PARATRANSIT BUSES

This Memorandum of Agreement (MTS Doc. No. B0773.0-24) is entered into this ___ day of ___ 2024, between First Transit, Inc. and the San Diego Metropolitan Transit System (hereinafter referred to as MTS).

RECITALS

WHEREAS, First Transit, Inc. is an MTS-contracted service provider for ADA Paratransit services (MTS Doc. No. B0703.0-19 as amended "Provide Minibus and ADA Paratransit Fixed Route Services"):

WHEREAS, pursuant to the ADA Paratransit Services Contract, MTS owns the vehicles used by First Transit, Inc. and First Transit, Inc. is responsible for repairing and/or replacing any buses damaged as a result of First Transit, Inc.'s operations;

WHEREAS, First Transit currently has five vehicles that have been damaged beyond repair and or fair market value (attachments 1-6).

WHEREAS, MTS and First Transit, Inc. have determined that, given the age, mileage and fair market value of MTS Paratransit vehicles, it is not financially prudent for First Transit, Inc. to repair the vehicles; and

WHEREAS, MTS and First Transit, Inc. have agreed to resolve First Transit, lnc.'s obligations to repair or replace MTS Paratransit vehicles by transferring ownership of the vehicles to First Transit, Inc. for the fair market value of $11,958.33 per vehicle for vehicles 3211, 3356, 3129, 3125 and $18,400.00 for vehicle 3206 for a total of $66,233.32 for all five vehicles.

AGREEMENTS

NOW THEREFORE, in consideration of the mutual benefits to the parties hereto and the mutual obligations expressed herein, the parties hereby agree as follows:

1. Upon receipt of a check payable to "San Diego Metropolitan Transit System" in the amount of $66,233.32 and delivery of the associated license plates, MTS shall transfer title to the following vehicles:

Manufacturer: Ford
VIN No.: 1FDAF5GY8GEC06803
Model: 2017 F550 cut-a-way #3129
Mileage: 274,120

Manufacturer: Ford
VIN No.: 1FDFE4FS9GDC49309
Model: 2016 E450 Starcraft #3356
Mileage: 168,440

Manufacturer: Ford
VIN No.: 1FDFE4FS9HDC76057
Model: 2017 F550 cut-a-way #3125
Mileage: 282207

Manufacturer: Ford
VIN No.: 1FDFE4FS4HDC68545
Model: 2017 E450 Starcraft #3211
Mileage: 168,440

Manufacturer: Ford
VIN No.: 1FDFE4FS5HDC68523
Model: 2017 E450 Starcraft #3206
Mileage: 129,107

2. First Transit, Inc., upon transfer of registration documentation, assumes all liability for the vehicle, and shall assume all responsibility and liability for, and shall indemnify and hold harmless, MTS, San Diego Transit Corporation (SDTC), and any and all of its officers or employees from and against any and all claims, loss, damage, charge, or expense, whether direct or indirect, which MTS, SDTC or such officers or employees may be put or subjected, by reason of any damage, loss, or injury of any kind or nature whatsoever to persons or property caused by or resulting from or in connection with any negligent act or action, or any neglect, omission, or failure to act when under a duty to act on the part of First Transit, Inc. or any of its officers, agents, servants, employees or subcontractors arising out of or incurred as a result of the use of the sold vehicle to First Transit, Inc. or arising out of this agreement.

3. These vehicles are sold in an "as is/where is" condition and MTS and/or SDTC will not be responsible for any repair or maintenance costs after sale.

4. No warranty fitness or merchantability is offered or guaranteed by MTS or SDTC for these vehicles.

5. The continued use of MTS or SDTC names and logos on these vehicles is prohibited.

6. Any First Transit, Inc. employee or volunteer operating this vehicle on MTS property must be licensed with a State of California Class B driver's license.

7. First Transit, Inc. shall take responsibility for any titles, taxes, and fees associated with the sale of these vehicles.

Metropolitan Transit System

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year (FY) 2025 – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of the following agreements: MTS Doc. No's.: G2216.10-19; G2214.9-19; G2218.8-19; G2761.2-23; G2617.4-22; G2209.9-19; G2212.8-19; G2749.4-23; G2201.6-19 and G2204.11-19 (in substantially the same format as Attachments A-J) by $1,170,000.00 to cover anticipated FY 2025 expenses.

Budget Impact

The total cost of these amendments is estimated to be $1,170,000.00, and the total contract cost of the services is estimated to be $6,546,319.73. Sufficient funding has been programmed to pay these expenses in the current operating and capital budgets. The departments from which these expenses are drawn include Risk & Claims, Land Management, Legal, Human Resources, Finance, and the San Diego & Arizona Eastern Railway (SD&AE).

DISCUSSION:

On October 11, 2018 (Agenda Item (AI) 12), the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices, real estate/land management, environmental and taxation. Ten (10) of these firms will require contract increases to pay current and anticipated legal expenses in FY25.

MTS currently employs three in-house attorneys: General Counsel, Deputy General Counsel, and Staff Attorney. The General Counsel position represents the Board at public meetings, sits on the executive management team, supervises the Risk and Internal Audit departments, and handles various legal matters such as review of contracts, real estate transactions, public records requests, Brown Act compliance, regulatory compliance, ethics questions, and oversight

of various outside counsel assignments. The Deputy General Counsel position focuses on various regulatory compliance matters, For Hire Vehicle Program Administration, Title VI, ADA, and other matters in support of the Agency and the General Counsel. The Staff Attorney position focuses on procurement compliance, contract reviews, and other matters. The legal services panel is used on an as-needed basis to provide expert advice on various matters such as public contracting requirements, taxation, environmental compliance, labor and employment, federal railroad law and other specialized areas of the law where MTS does not have sufficient in-house expertise or capacity. MTS also assigns all litigation matters to outside counsel.

Legal services needs are estimated every year during the MTS budget process. Each department or capital project that may incur legal fees evaluates ongoing matters and upcoming projects or cases and builds the estimated legal services costs into each department's budget. Most legal services costs are born by the Risk Department (for tort liability and workers' compensation cases), the Human Resources Department (for labor and employment advice and litigation), and the Legal Department (for general advice and special projects). Storm water compliance matters are billed to the Storm Water Department budget, and matters involving the Desert Line or legal issues related to property owned by the San Diego & Arizona Eastern Railroad entity (SD&AE) are billed to the SD&AE budget.

After the budget is approved, and at the start of the fiscal year, each department looks at the applicable law firm contracts for matters that are overseen by that department. If it appears that there is sufficient Board-authorized funding on a law firm contract to handle the anticipated needs for the fiscal year (as determined during the budget process), then no action is taken on the contract. If the contract funding is below the estimated needs for the new fiscal year, then a contract amendment adding funding is processed according to Board Policy 41. The contracts proposed for today's action require Board authority under Board Policy 41.

Individual cases are assigned to a given firm based on the subject area of the case, the expertise of a particular law firm, the capacity of the firm to handle the case, and the number of MTS cases already being handled by that firm. Adding funding authority does not guarantee that MTS will assign a case to a particular law firm, or otherwise limit MTS's ability to determine the best firm on MTS's Board-approved legal services panel to handle a particular matter. If the anticipated need is not realized, then the excess funding authority will be carried over to the next fiscal year.

The contract increases are based upon each firm's current caseload, the likelihood that a particular case may go to trial, and anticipated future litigation assigned to these firms in the current fiscal year. The following table includes the contracts needing Board approval to increase the dollar amount for legal services contracts for FY25:

#	Firm Name	Area of Law	Contract No.	Current Contract Amount	Proposed Increase Amount	Total Contract Amount	Attachment
1	Laughlin Falbo Levy & Moresi	Workers' Compensation	G2216.10-19	$536,911.71	$50,000	$586,911.71	A
2	Law Offices of Eldon Floyd	Workers' Compensation	G2214.9-19	$250,000.00	$75,000	$325,000.00	B
3	Trovilllion Inveiss & Demakis	Workers' Compensation	G2218.8-19	$375,173.24	$100,000	$475,173.24	C
4	Llarena Murdock	Workers' Compensation	G2761.2-23	$150,000.00	$70,000	$220,000.00	D
5	Dietz Gilmore	Workers' Compensation	G2617.4-22	$100,000.00	$120,000	$220,000.00	E
6	Wheatley Bingham & Baker	Tort Liability	G2209.9-19	$2,137,369.09	$155,000	$2,292,369.09	F
7	Environmental Law Group	General	G2212.8-19	$669,796.09	$150,000	$819,796.09	G
8	Stoel Rives	General	G2749.4-23	$300,000.00	$100,000	$400,000.00	H
9	Hanson Bridgett	General	G2201.6-19	$122,069.60	$250,000	$372,069.60	I
10	Dean Gazzo	Tort Liability	G2204.11-19	$735,000.00	$100,000	$835,000.00	J
Totals				**$5,376,319.73**	**$1,170,000.00**	**$6,546,319.73**	

That the MTS Board of Directors authorize the CEO to execute amendments to the legal services contracts described herein increasing the dollar amounts of the following ten (10) MTS Doc. No's.: G2216.10-19; G2214.9-19; G2218.8-19; G2761.2-23; G2617.4-22; G2209.9-19; G2212.8-19; G2749.4-23; G2201.6-19 and G2204.11-19 (in substantially the same format as Attachments A-J) by $1,170,000.00 to cover anticipated FY 2025 expenses.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Amendment MTS Doc. No. G2216.10-19
B. Draft Amendment MTS Doc. No. G2214.9-19
C. Draft Amendment MTS Doc. No. G2218.8-19
D. Draft Amendment MTS Doc. No. G2761.2-23
E. Draft Amendment MTS Doc. No. G2617.4-22
F. Draft Amendment MTS Doc. No. G2209.9-19
G. Draft Amendment MTS Doc. No. G2212.8-19
H. Draft Amendment MTS Doc. No. G2749.4-23
I. Draft Amendment MTS Doc. No. G2201.6-19
J. Draft Amendment MTS Doc. No. G2204.11-19

Metropolitan Transit System

Amendment 10

July 18, 2024 MTS Doc No. G2216.10-19

LEGAL SERVICES – WORKERS' COMPENSATION

Laughlin, Falbo, Levy & Moresi LLP
Marc Leibowitz
Managing Partner
600 B Street, Suite 2300
San Diego, CA, 92101

This shall serve as Amendment No.10 to the original agreement G2216.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000.00. The total value of this contract, including this amendment, shall be in the amount of $586,911.71. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Marc Leibowitz, Managing Partner
Laughlin, Falbo, Levy & Moresi LLP

Date: _____

Metropolitan Transit System

Amendment 9

July 18, 2024 MTS Doc No. G2214.9-19

LEGAL SERVICES WORKERS' COMPENSATION

Eldon L. Floyd & Associates
Eldon Floyd
Managing Attorney/Owner
7710 Hazard Center Drive, E-124
San Diego, CA, 92108

This shall serve as Amendment No.9 to the original agreement G2214.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $75,000.00. The total value of this contract, including this amendment, shall be in the amount of $325,000.00. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Eldon Floyd, Managing Attorney/Owner
Eldon L. Floyd & Associates

Date: _____

Metropolitan Transit System

Amendment 8

July 18, 2024 MTS Doc No. G2218.8-19

LEGAL SERVICES – WORKERS' COMPENSATION

Trovillion, Inveiss & Demakis, APC
Nicole Demakis
Partner
1455 Frazee Road, Suite 650
San Diego, CA, 92108

This shall serve as Amendment No.8 to the original agreement G2218.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $100,000.00. The total value of this contract, including this amendment, shall be in the amount of $475,173.24. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Nicole Demakis, Partner
Trovillion, Inveiss and Demakis, APC

Date: _____

Metropolitan Transit System

Amendment 2

July 18, 2024 MTS Doc No. G2761.2-23

LEGAL SERVICES WORKERS' COMPENSATION

Llarena, Murdock, Lopez & Azizad
Gina Azizad
Partner
505 E. Colorado Blvd. Suite 200
Pasadena, CA 91101

This shall serve as Amendment No.2 to the original agreement G2761.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $70,000.00. The total value of this contract, including this amendment, shall be in the amount of $220,000.00. 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

Llarena, Murdock, Lopez & Azizad
Gina Azizad, Partner
Date: _____

Metropolitan Transit System

Amendment 4

July 18, 2024 MTS Doc No. G2617.4-22

LEGAL SERVICES WORKERS' COMPENSATION

Dietz, Gilmor & Chazan, APC
Mark Gilmor
Managing Partner
9665 Granite Ridge Drive, Suite 110
San Diego, CA 92123

This shall serve as Amendment No.4 to the original agreement G2617.0-22 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $120,000.00. The total value of this contract, including this amendment, shall be in the amount of $220,000.00. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Mark Gilmor, Managing Partner
Dietz, Gilmor & Chazan, APC

Date: _____

Metropolitan Transit System

Amendment 9

July 18, 2024 MTS Doc No. G2209.9-19

LEGAL SERVICES – TORT LIABILITY

Wheatley Bingham & Baker LLP
Roger P. Bingham
Partner
101 W. Broadway, Suite 600
San Diego, CA, 92101

This shall serve as Amendment No.9 to the original agreement G2209.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $155,000.00. The total value of this contract, including this amendment, shall be in the amount of $2,292,369.09. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Roger P. Bingham, Partner
Wheatley Bingham & Baker LLP

Date: _____

Metropolitan Transit System

Amendment 8

July 18, 2024 MTS Doc No. G2212.8-19

LEGAL SERVICES - GENERAL

Environment Law Group, LLP
Varco & Rosenbaum
Ms. Suzanne Varco
Managing Partner
225 Broadway, Suite 1900
San Diego, CA, 92101-3542

This shall serve as Amendment No.8 to the original agreement G2212.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $150,000.00. The total value of this contract, including this amendment, shall be in the amount of $819,796.09. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Suzanne Varco, Managing Partner
Environmental Law Group, LLP

Date: _____

Metropolitan Transit System

Amendment 4

July 18, 2024 MTS Doc No. G2749.4-23

LEGAL SERVICES - GENERAL

Stole Rives, LLP
Lindsey D. Puckett
Partner
501 West Broadway, Suite 200
San Diego, CA 92101

This shall serve as Amendment No.4 to the original agreement G2749.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $100,000.00. The total value of this contract, including this amendment, shall be in the amount of $400,000.00. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Lindsey D. Puckett, Partner
Stole Rives, LLP

Date: _____

Metropolitan Transit System

Amendment 6

July 18, 2024 MTS Doc No. G2201.6-19

LEGAL SERVICES - GENERAL

Hanson Bridgett, LLP
Steven Miller
Partner
425 Market Street, 26th Floor
San Francisco, CA, 94105

This shall serve as Amendment No.6 to the original agreement G2212.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $250,000.00. The total value of this contract, including this amendment, shall be in the amount of $372,069.60. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Steven Miller, Partner
Environmental Law Group, LLP

Date: _____

Metropolitan Transit System

Amendment 11

July 18, 2023 MTS Doc No. G2204.11-19

LEGAL SERVICES – TORT LIABILITY

Dean Gazzo Rostacher, LLP
Mr. Scott Noya
Of Counsel
462 Stevens Ave, Suite 201
Solana Beach, CA 92075-2099

This shall serve as Amendment No.11 to the original agreement G2204.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the expiration of the overall agreement which remains December 31, 2026.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $100,000.00. The total value of this contract, including this amendment, shall be in the amount of $835,000.00. 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,

Sharon Cooney, Chief Executive Officer

Agreed:

Mr. Scott Noya, Of Counsel
Dean Gazzo Rostacher, LLP

Date: _____

Metropolitan Transit System

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Construction Management (CM) Services - Bridge Inspections – Work Order Amendment

RECOMMENDATION:

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

1) Ratify work order number WOA2497-CM13 under MTS Doc. No. G2497.0-21(Attachment A) with Jacobs Project Management Co. (Jacobs) in the amount of $136,812.72 for railroad bridge inspection services; and

2) Authorize the Chief Executive Officer (CEO) to execute work order amendment number WOA2497-CM13.1 under MTS Doc. No. G2497.0-21 (in substantially the same format as Attachment B) with Jacobs in the amount of $266,262.71 for railroad bridge inspection services.

Budget Impact

The total work order cost for the CM services is estimated to be $403,075.43. The project will be funded by the Track Operating Budget account 370016-571210.

DISCUSSION:

MTS owns and manages the Blue, Green, and Orange Line railroad corridors over one hundred twenty-seven (127) miles of track. There are a total of eighty-two (82) significant bridge structures on the corridor which require safety inspections on an annual basis. Presently, MTS operates one hundred sixty-eight (168) Light Rail Transit (LRT) vehicles, twenty-two (22) hours a day, seven (7) days a week on the three LRT lines. MTS has been conducting bridge inspections since it acquired the railroad in 1980. Federal Railroad Administration (FRA) compliant inspections began in 2011.

On April 11, 2019 (Agenda Item (AI) 8), the MTS Board of Directors authorized CM work order number WOA2017-CM001 under MTS Doc. No. G2017.0-17 with Jacobs (Formerly CH2M HILL, Inc.), a firm on MTS's previous on-call CM bench. The work order expired on May 31, 2024.

To continue these required services, MTS executed a gap work order number WOA2497-CM13 with Jacobs on June 28, 2024. As described below, this work order was issued under MTS's current on-call CM bench. It covered anticipated bridge inspection services for the period of June 1, 2024 to December 31, 2024.

Annual bridge inspections occur at two different times of the year. The first inspections are walking inspections that usually are scheduled for late May and early June. The gap work order executed under the CEO's Policy 41 authority was issued so those inspections could stay on schedule and in compliance with FRA regulations. The additional funding for this work order that is included in today's proposed action is intended to cover the second round of inspections, which generally occur November through January. Those inspections include the use of snooper trucks for the bridges that cannot be viewed from the ground. In addition, every two years MTS performs an underwater inspection, which needs to happen this year. Today's proposed action includes funding for these activities.

Todays proposed action would approve work order amendment number WOA2497-CM13.1 to the gap work order with Jacobs for bridge inspection services. This amendment will allow these important safety inspections to continue while MTS staff issues a Request for Proposal (RFP) for a longer-term agreement. Today's proposed action will allow for MTS bridge inspections to remain on their current schedule and under the FRA compliance standards. In addition, the gap work order provides MTS the opportunity to develop a much better concept and strategy for the next bridge inspection contract.

CM Consultant Selection Process

On January 11, 2021, SANDAG and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call CM Services. The RFSQ resulted in the identification of six (6) firms qualified to perform CM services (one of the qualified firms did not execute an agreement with MTS, leaving an on-call bench of five (5) firms); the MTS Board of Directors approved this panel of On-Call CM Services firms on July 29, 2021 (AI 16). Tasks are assigned to the firms through a work order process.

Using the direct award process, on May 8, 2024, MTS requested a proposal from Jacobs to continue the bridge inspection services. On May 15, 2024, MTS staff received Jacob's proposal. On or about May 16, 2024, MTS staff reviewed the proposal and determined that it met the requirements of the requested services.

The table below provides a summary of the work orders under the Bridge Inspection contract detailed above:

Work Order No.	Purpose	Amount	Approval Date
MTS Doc. No. G2017.0-17 Master Agreement with Jacobs			
WOA2017-CM001	Original Work Order	$1,050,412.57	4/11/19 (AI 8)
MTS Doc. No. G2497.0-21 Master Agreement with Jacobs			
WOA2497-CM13	Gap Work Order	$136,812.72	Approved by CEO on 6/28/2024
WOA2497-CM13.01	Work Order Amendment – Add Funds	$266,262.71	Today's proposed action
	Grand Total:	**$1,453,488.00**	

Based on the level of effort and proposed classifications, Jacob's cost proposal in the amount of $266,262.71 was determined to be fair and reasonable. No subconsultants are designated for performance of this work. As compared to the original work order from 2019, staff noted that the annual cost increased starting in 2022 with the addition of Mid-Coast railroad bridges, which more than doubled our inspections hours for the Blue Line. The cost for the snooper truck rental increased and the underwater inspection doubled to facilitate a second diver for safety concerns.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify work order number WOA2497-CM13 under MTS Doc. No. G2497.0-21(Attachment A) with Jacobs in the amount of $136,812.72 for railroad bridge inspection services; and

2) Authorize the CEO to execute work order amendment number WOA2497-CM13.1 under MTS Doc. No. G2497.0-21 (in substantially the same format as Attachment B) with Jacobs in the amount of $266,262.71 for railroad bridge inspection services.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Executed Work Order Agreement G2497.0-21, WOA2497-CM13
B. Draft Work Order Agreement G2497.0-21, WOA2497-CM13.1

Metropolitan Transit System

May 28, 2024

MTS Doc. No. G2497.0-21
Work Order No. WOA2497-CM13

Michael Albanese – Vice President
Jacobs Project Management Co.
401 B Street Suites 1560
San Diego, CA 92101

Dear Michael Albanese:

Subject: WOA2497-CM13 TO MTS DOC. NO. G2497.0-21, CONSTRUCTION MANAGEMENT SERVICES FOR WORK ORDER AGREEMENT FOR BRIDGE INSPECTION SERVICES

This letter shall serve as our agreement for WOA2497-CM13 to MTS Doc. No. G2497.0-21, for Construction Management Services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide Bridge Inspection Services in accordance with the Scope of Services (Attachment A).

SCHEDULE

The schedule for this work order shall be for a period from June 1, 2024 to December 31, 2024.

PAYMENT

Payment shall be in the amount of $136,812.72. Payment shall be based on actual cost, and shall not be exceeded without prior authorization of 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,

Sharon Cooney
Chief Executive Officer

Accepted:

Michael Albanese – Vice President
Jacobs Project Management Co.

Date: JUNE 27, 2024

Attachments: A. Scope of Services
B. Negotiated Fee Proposal

ATTACHMENT A
SCOPE OF SERVICES

I. INTRODUCTION

Metropolitan Transit System (MTS) owns and manages the railroad corridor in the County of San Diego. There are a total of seventy-three (73) significant bridge structures on the corridor which require safety inspections on an annual basis. (See Exhibit A, MTS Railroad Bridge Management Program (BMP). MTS reserves the right to add or delete bridge structures to or from this work order during the term. Any addition or deletions shall be handled via a written modification to this work order.

Presently, MTS operates 134 Light Rail Transit {LRT) vehicles, twenty-two (22) hours a day, seven (7) days a week on three (3) LRT lines with over 100 miles of track.

In order to comply with the new Federal Railroad Administration (FRA) Bridge Safety Standards, MTS developed BMP and began inspections in 2011. Through this Request for Proposal (RFP), MTS seeks engineering/consulting/inspection services for a five (5) year contract period to provide on-going bridge inspections on the seventy-three (73) major structures on their rail system.

Detailed inspections shall be performed on each specified structure in Exhibit A. All inspection processes, including site access, shall conform to the BMP.

II. INSPECTION CRITERIA

- Contractor shall conduct a thorough investigation and inspection of all structural members, in conformance with the MTS BMP including, but not limited to foundations, piles, beams, stringers, caps, bracing, fasteners, and hardware.
- Contractor shall perform a thorough investigation and inspection of all non-structural members including but not limited to handrails, ballast curbs, abutment wing walls, and walkways.
- Contractor shall utilize, as necessary, visual inspection, hammer sounding, and test boring methods in the performance of these services. Any test borings in wood members shall have a treated timber plug inserted in the boring hole.
- Ultrasonic and/or other timber density test methods may also be employed by Contractor as approved by MTS.
- Comments on general site conditions shall be documented for each inspection area.
- Contractor shall conduct a visual inspection of track surface at both approaches.
- Contractor shall observe the condition of water channels, e.g. - debris build-up, scour, vegetation growth, and sediment build-up.
- Underwater inspections where applicable, shall include probing below mud line.
- Structures having pile wraps for protection of marine infestation shall be randomly unwrapped and inspected, and re-wrapped. Inspection findings and concerns shall be noted.
- Completion of detailed inspections shall be logged on the forms provided in the MTS BMP.
- Contractor shall obtain digital photos of each structure, repair concerns, defects and locations, including underwater photos as applicable.
- All inspections shall have an MTS MOW Department Manager and approved Flagman present at the expense of MTS.
- Contractor shall provide MTS an inspection schedule within two (2) weeks of the commencement of the Work Order.

- A hi-rail snooper truck must be utilized by Contractor on bridges where the bearing and hinge-joints are not accessible from the ground. Use of binoculars to visually inspect said bridges will not be considered a substitute for a snooper truck.
- Contractor's field personnel must be CFR 49 part 214 Bridge Worker and Roadway Worker qualified. Proof of certification must be submitted with proposal and updated, as needed, during the term of the Work Order.
- Bridge inspectors must be certified for safe bridge climbing practices and trained in fall protection and fall rescue. Proof of certification must be submitted with proposal and updated, as needed, during the term of the Work Order.
- Snooper truck certification for operation on catenary track, and personnel training must be included in the proposal documents.
- Inspections shall be in accordance with MTS's BMP and the following AREMA guidelines:
    - Inspection of timber structures shall be as per AREMA Chapter 7 section 3.3.
    - Inspection of steel structures shall be as per AREMA Chapter 15 section 7.4.
    - Inspection of concrete structures shall be as per: AREMA Chapter 8 section 14; ACI201.1R-92 "Guide to making a condition survey of concrete in service"; and ACI 364 "Guide for Evaluation of Concrete Structures Prior to Rehabilitation".

At the completion of each inspection, the Contractor shall prepare and submit a detailed report that is consistent with the MTS BMP and with recommendations regarding the observed bridge conditions.

The RFP must include staffing level commitment and specific project management techniques, including procedures for quality assurance on inspection reports submitted by inspectors. The Contractor shall prepare a prioritized list of recommended capital bridge repairs or replacements if requested by the MTS project manager.

The Contractor shall prepare and maintain an electronic data file in Microsoft Excel (or other approved equal) containing the dates of all inspections, structure photographs, inspection findings and /or any recommendations. Such database shall be available for access by MTS at any time. All records, including inspection findings, recommendations, submittals, digital photos and the bridge inspection database shall become the property of MTS.

At conclusion the of each inspection cycle, Contractor shall submit an overall summary of all inspections noting all repairs needed by location with special attention paid to repairs that need immediate attention

III. QUALIFICATIONS

Bridge inspectors from the consulting firms, including any proposed sub-consultants, must have at least five (5) years of experience in performing detailed timber, concrete, and steel bridge inspections on an operating Class I railroad. American Railway Engineering and Maintenance-of-Way Association (AREMA) recommended practices, and applicable FRA, California Public Utilities Commission (CPUC), and Occupational Safety and Health Administration OSHA regulations. Bridge inspectors must have received training from a qualified bridge engineer within the past five years. Training must be documented. The inspectors assigned by the firm to this contract shall be under the responsible charge of a registered professional Civil or Structural Engineer licensed in the State of California. This registered professional engineer must have performed bridge inspections for class one railroads using AREMA recommended practices.

Contractor must also have available technical and engineering capabilities to perform follow-up load ratings, destructive and non-destructive testing. Underwater inspection services shall be provided by the Contractor, for any specified bridge with components requiring underwater inspections.

IV. DETAILED SCOPE OF WORK:

1. Collect and analyze existing data on identified bridges:
   - Use As-built and shop drawings of bridges.
   - Use previous inspection reports.
   - Use on-going Maintenance-of-Way (MOW) inspection data.
   - Use records of any major repair work.

2. Perform detailed bridge inspection:

   - Perform underwater inspection of pilings during low tide conditions with diver as approved by MTS.
   - Prepare a detailed inspection plan.
   - Inspection forms must be as shown in the current MTS BMP.
   - Identify all defective bridge components requiring attention.
   - Measure the amount of any deterioration or corrosion of the structure.
   - Photograph (digital) any deterioration for the final report.
   - Photograph (digital) the crossing and terrain on each side of the bridge.
   - Provide color-digital photos as part of the report.
   - Provide digital underwater photos as part of the report.

V. RIGHT OF ENTRY REQUIREMENTS

The Contractor may be required to obtain a joint Right of Entry permit for inspections that occur along North County Transit District (NCTD) tracks. Currently, there are three (3) bridges along NTCD rail. If required by NCTD, Contractor shall abide by the terms of the joint Right of Entry Permit. The terms of the joint Right of Entry Permit will govern if there are any conflicts with these special provisions. Information on obtaining a joint Right of Entry Permit with NCTD can be accessed at http://www.gonctd.com/working-around-the-rails/.

VI. ROADWAY WORKERS PROTECTION TRAINING

Prior to entering the MTS railroad operating corridor, all workers of Contractor, sub-Contractors, and any other third party contractor under Contractor's control working on MTS property shall have taken and passed a four (4) hour "Roadway Workers Protection" training course as required by the Federal Railroad Administration (FRA) California Public Utilities Commission (CPUC). Training courses are valid for one year from date issued. Contractor should allow at least two weeks to schedule training prior to commencement of services on the right of way (ROW). Registration for the course can be found online at: http://www.sdmts.com/Business/RAILSAFETYTRAINING.htm. Any costs related to RWP training courses shall be at the sole expense of the Contractor.

VII. MTS ACCEPTANCE OF SERVICES

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

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

VIII. DEFICIENT WORK PRODUCT

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

- Revising provided documents,

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

IX. DELIVERABLE REQUIREMENTS

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

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

Contractor's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard

and customary electronic storage. Contractor shall maintain backup copies of all data conveyed to MTS.

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

XII. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? X Yes ☐ No

ATTACHMENT B
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No.	**2497**
Work Order No.	**4**
Attachment:	**B**

Work Order Title: **"GAP" WOA FOR BRIDGE INSPECTION SERVICES**

Project No: **W9Y36204**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	$45,420.53
2	0255	INSPECTION	$91,392.19
		Totals =	$136,812.72

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	176.0	$45,420.53
2	ENGINEERING	INSPECTION	413.0	$91,392.19
		Totals =	589.0	$136,812.72

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS PROJECT MANAGEMENT CO	589.0	$136,812.72
				Totals =	589.0	$136,812.72

Work Order Estimate
Summary

Consultant/Subconsultant: **JACOBS PROJECT MANAGEMENT CO**

MTS Doc. No.: **2497**

Work Order No.: **4**

Total Hours = **589**

Total Costs = **$136,812.72**

Work Order Title: **"GAP" WOA FOR BRIDGE INSPECTION SERVICES**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager (Jun24)	Contract Manager (4.2% ECI Escalation, 07/01/24)	Task Order Manager (Jun24)	Task Order Manager (4.2% ECI Escalation, 07/01/24)	Bridge Supervisor (PW) (Jun24)	Bridge Supervisor (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Inspector (PW) (Jun24)	Bridge Inspector (PW) (4.2% ECI Escalation, 07/01/24)	Technical Expert, Other (Jun24)	Technical Expert, Other (4.2% ECI Escalation, 07/01/24)	Project Controls II (Jun24)	Project Controls II (4.2% ECI Escalation, 07/01/24)	Admin III (Jun24)	Admin III (4.2% ECI Escalation, 07/01/24)	Total Hours	Totals
				$ 359.35	$ 374.44	$ 263.52	$ 274.59	$ 191.20	$ 199.23	$ 191.14	$ 199.17	$ 359.35	$ 374.44	$ 167.70	$ 174.74	$ 124.57	$ 129.80		
1	ADMIN	PM & COORDINATION																	
	LABOR			5	11	41	87							5	11	5	11	176	$45,420.53
		Subtotals (Hours) =	N/A	5	11	41	87							5	11	5	11	176	$45,420.53
		Subtotals (Costs) =		$1,796.75	$4,118.84	$10,804.32	$23,889.33							$838.50	$1,922.14	$622.85	$1,427.80	176	$45,420.53
2	ENGINEERING	INSPECTION																	
	OTHER DIRECT COSTS		$7,200.00																$7,200.00
	LABOR																		
	ORANGE LINE							6	11.5	8.5	17	1	2.25					46	$9,650.77
	BLUE LINE							26	53	34	67	2.75	5.5					188	$38,421.17
	GREEN/DESERT LINE							21	41	26	52.5	2	4					147	$29,826.16
	SPECIAL INSPECTIONS, AS NEEDED							5	11	5	11							32	$6,294.10
		Subtotals (Hours) =	N/A					58	116.5	73.5	147.5	5.75	11.75					413	$91,392.19
		Subtotals (Costs) =	$7,200.00					$11,089.60	$23,210.30	$14,048.79	$29,377.58	$2,066.26	$4,399.67					413	$91,392.19
		Totals (Summary) =															Totals =	589	$136,812.72
		Total (Hours) =	N/A	5.0	11.0	41.0	87.0	58.0	116.5	73.5	147.5	5.8	11.8	5.0	11.0	5.0	11.0	589.0	
		Total (Costs) =	$7,200.00	$1,796.75	$4,118.84	$10,804.32	$23,889.33	$11,089.60	$23,210.30	$14,048.79	$29,377.58	$2,066.26	$4,399.67	$838.50	$1,922.14	$622.85	$1,427.80		$136,812.72
		Percentage of Total (Hours) =	N/A	1%	2%	7%		10%	20%	12%	25%	1%	2%	1%	2%	1%	2%	85%	
		Percentage of Total (Costs) =	5%	1%	3%	8%		8%	17%	10%	21%	2%	3%	1%	1%	0%	1%		83%

Att.A, AI 14, 07/18/24

Work Order Estimate Summary

Consultant/ Subconsultant: **JACOBS PROJECT MANAGEMENT CO**

Contract No: **2497**

Task Order No. **4**

Work Order Title: **"GAP" WOA FOR BRIDGE INSPECTION SERVICES**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	VEHICLE	PER MONTH	$1,200.00			6	$7,200.00						
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =	$7,200.00	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1												6	$7,200.00
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	$7,200.00

Att.A, AI 14, 07/18/24

A-11

Metropolitan Transit System

July 18, 2024

MTS Doc. No. G2497.0-21
Work Order No. WOA2497-CM13.1

Tyler Sheldon
Vice President
Jacobs Project Management Co.
401 B Street Suites 1560 San Diego, CA 92101

Dear Mr. Sheldon:

Subject: WOA2497-CM13.1 TO MTS DOC. NO. G2497.0-21, CONSTRUCTION MANAGEMENT SERVICES FOR WORK ORDER AGREEMENT FOR BRIDGE INSPECTION SERVICES

This letter shall serve as our agreement for WOA2497-CM13.1 to MTS Doc. No. G2497.0-21, for Construction Management Services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

There shall be no change to the Scope of Services as a result of this amendment. This amendment shall add funds to the existing work order.

SCHEDULE

There shall be no change to the Schedule as a result of this amendment. The schedule for this work order shall be for a period from June 1, 2024 to December 31, 2024.

PAYMENT

As a result of this amendment, a payment shall be increased by an amount of $266,262.71. The revised payment shall be in the amount of $403,075.43. Payment shall be based on actual cost, and shall not be exceeded without prior authorization of 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,

_____

Sharon Cooney
Chief Executive Officer

Accepted:

_____

Tyler Sheldon – Vice President
Jacobs Project Management Co.

Date: _____

Attachments: A, Negotiated Fee Proposal

ATTACHMENTS A
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No.	G2497.0-21
Work Order No.	WOA2497-CM13.1
Attachment:	B

Work Order Title: BRIDGE INSPECTION SERVICES WOA AMENDMENT

Project No: W9Y36205

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	$67,389.09
2	0255	INSPECTION	$335,686.34
		Totals =	$403,075.43

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	294	67,389.09
2	ENGINEERING	INSPECTION	1,210	335,686.34
		Totals =	1,504	$403,075.43

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS PROJECT MANAGEMENT CO	942	$222,612.03
			X	BRIDGE ACCESS SPECIALTIES (Snooper Truck)	272	$111,309.06
			X	CONSOR ENGINEERS, LLC (CONSOR) (Underwater inspections)	290	$69,154.34
				Totals =	1,504	$403,075.43

Work Order Estimate Summary

Total Hours = **942**

Total Costs = **$222,612.03**

Consultant/Subconsultant: **JACOBS PROJECT MANAGEMENT CO**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

MTS Doc. No.: **G2497.0-21**

Work Order No.: **WOA2497-CM13.1**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager_ST (4.2% ECI Escalation, 07/01/24)	Contract Manager (Jun24)	Task Order Manager (Jun24)	Task Order Manager_ST (4.2% ECI Escalation, 07/01/24)	Bridge Supervisor (PW) (Jun24)	Bridge Supervisor_ST (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Inspector (PW) (Jun24)	Bridge Inspector (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Supervisor_OT (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Supervisor_DT (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Inspector_ST (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Inspector_OT (PW) (4.2% ECI Escalation, 07/01/24)	Bridge Inspector_DT (PW) (4.2% ECI Escalation, 07/01/24)	Technical Expert, Other (Jun24)	Technical Expert, Other_ST (4.2% ECI Escalation, 07/01/24)	Project Controls II (Jun24)	Project Controls II_ST (4.2% ECI Escalation, 07/01/24)	Admin III (Jun24)	Admin III_ST (4.2% ECI Escalation, 07/01/24)	Total Hours	Totals
				$ 374.44	$ 359.35	$ 263.52	$ 274.59	$ 191.20	$ 199.23	$ 191.14	$ 199.17	$ 298.84	$ 398.45	$ 199.17	$ 298.75	$ 398.33	$ 359.35	$ 374.44	$ 167.70	$ 174.74	$ 124.57	$ 129.80		
1	ADMIN	PM & COORDINATION																						
	LABOR			15	5	41	119												5	15	5	15	220	$56,923.33
		Subtotals (Hours) =	N/A	15	5	41	119												5	15	5	15	220	$56,923.33
		Subtotals (Costs) =		$5,616.60	$1,796.75	$10,804.32	$32,676.21												$838.50	$2,621.10	$622.85	$1,947.00	220	$56,923.33
2	ENGINEERING	INSPECTION																						
	OTHER DIRECT COSTS		$9,600.00																					$9,600.00
	LABOR																							
	ADDITIONAL INSPECTION SERVICES							6	115.5	8.5	17	16	16	104	16	16	1	7					323	$75,172.88
	SPECIAL INSPECTIONS, AS NEEDED							26	69	34	67			16			2.75	5.5					220	$44,795.57
								21	41	26	52.5						2	4					147	$29,826.16
								5	11	5	11												32	$6,294.10
		Subtotals (Hours) =	N/A					58	236.5	73.5	147.5	16	16	120	16	16	5.75	16.5					722	$165,688.70
		Subtotals (Costs) =	$9,600.00					$11,089.60	$47,117.90	$14,048.79	$29,377.58	$4,781.44	$6,375.20	$23,900.40	$4,780.00	$6,373.28	$2,066.26	$6,178.26					722	$165,688.70
		Totals (Summary) =															Totals =						942	$222,612.03
		Total (Hours) =	N/A		15.0	5.0	41.0	119	58.0	237	74	148	16	16	120	16	16	5.8	17	5	15	5.0	15	942	
		Total (Costs) =		$9,600.00	$5,616.60	$1,796.75	$10,804.32	$32,676.21	$11,089.60	$47,117.90	$14,048.79	$29,377.58	$4,781.44	$6,375.20	$23,900.40	$4,780.00	$6,373.28	$2,066.26	$6,178.26	$838.50	$2,621.10	$622.85	$1,947.00		$222,612.03
		Percentage of Total (Hours) =	N/A		2%	1%	4%	13%	6%	25%	8%	16%	2%	2%	13%	2%	2%	1%	2%	1%	2%	1%	2%	100%	
		Percentage of Total (Costs) =		4%	3%	1%	5%	15%	5%	21%	6%	13%	2%	3%	11%	2%	3%	1%	3%	0%	1%	0%	1%		100%

Work Order Estimate Summary

Consultant/ Subconsultant: **JACOBS PROJECT MANAGEMENT CO**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

Contract No: **G2497.0-21**

Task Order No. **WOA2497-CM13.1**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	VEHICLE	PER MONTH	$1,200.00			8	$9,600.00						
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =	$9,600.00	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1												8	$9,600.00
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	$9,600.00

Work Order Estimate Summary

Consultant/Subconsultant: **BRIDGE ACCESS SPECIALTIES (Snooper Truck)**

MTS Doc. No.: **G2497.0-21**

Work Order No.: **WOA2497-CM13.1**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

Attachment: B

Total Hours = **272**

Total Costs = **$111,309.06**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Certifed Operator_ST (Prevailing Wage)	Certifed Operator_OT (Prevailing Wage)	Certifed Operator_DT (Prevailing Wage)					Total Hours	Totals
				$ 95.47	$ 123.81	$ 152.15						
1	ADMIN	PM & COORDINATION										
	LABOR											
		Subtotals (Hours) =	N/A									
		Subtotals (Costs) =										
2	ENGINEERING	INSPECTION										
	OTHER DIRECT COSTS		$82,620.58									$82,620.58
	LABOR											
	Two (2) Certified Operators			208	32	32					272	$28,688.48
		Subtotals (Hours) =	N/A	208	32	32					272	$111,309.06
		Subtotals (Costs) =	$82,620.58	$19,857.76	$3,961.92	$4,868.80					272	$111,309.06
		Totals (Summary) =									Totals = 272	$111,309.06
		Total (Hours) =	N/A	208	32.0	32.0					272	
		Total (Costs) =	$82,620.58	$19,857.76	$3,961.92	$4,868.80						$111,309.06
		Percentage of Total (Hours) =	N/A	76%	12%	12%					100%	
		Percentage of Total (Costs) =	74%	18%	4%	4%						100%

Work Order Estimate Summary

Consultant/ Subconsultant: **BRIDGE ACCESS SPECIALTIES (Snooper Truck)**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

Contract No: **G2497.0-21**

Task Order No. **WOA2497-CM13.1**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2							
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mobilization	1	$5,000.00			1	$5,000.00						
2	Demobilization	1	$5,000.00			1	$5,000.00						
3	Per Diem	1	$400.00			17	$6,800.00						
4	Equipment Rental (UBIT)	1	$3,871.80			17	$65,820.58						
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =	**$82,620.58**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1												**1**	**$5,000.00**
2												**1**	**$5,000.00**
3												**17**	**$6,800.00**
4												**17**	**$65,820.58**
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$82,620.58**

Work Order Estimate
Summary

Total Hours = **290**

Total Costs = **$69,154.34**

Consultant/Subconsultant: **CONSOR ENGINEERS, LLC (CONSOR) (Underwater inspections)**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

MTS Doc. No.: **G2497.0-21**

Work Order No.: **WOA2497-CM13.1**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	PE Diver_ST (Inspection Team Leader) Prevailing Wage	PE Diver_OT (Inspection Team Leader) Prevailing Wage	PE Diver Non-Prevailing Wage	Dive Supervisor_ST (Dive Operation Leader) Prevailing Wage	Dive Supervisor_OT (Dive Operation Leader)	Dive Supervisor Non-Prevailing Wage	EI Diver_ST (Inspection Assistant) Prevailing Wage	EI Diver_OT (Inspection Assistant) Prevailing Wage	EI Diver Non-Prevailing Wage	Inspection Diver_ST (Assistant / Tender) Prevailing Wage	Inspection Diver_OT (Assistant / Tender) Prevailing Wage	Inspection Diver/Assistant Non-Prevailing Wage	Total Hours	Totals
				$ 325.72	$ 474.10	$ 192.08	$ 177.35	$ 251.54	$ 117.60	$ 174.55	$ 247.34	$ 115.42	$ 166.15	$ 234.74	$ 79.80		
1	ADMIN	PM & COORDINATION															
	LABOR																
	Project Kick-Off and Planning					14			24			8			12	58	$7,392.48
	Report Review					16										16	$3,073.28
		Subtotals (Hours) =	N/A			30			24			8			12	74	$10,465.76
		Subtotals (Costs) =				$5,762.40			$2,822.40			$923.36			$957.60	74	$10,465.76
2	ENGINEERING	INSPECTION															
	OTHER DIRECT COSTS		$19,074.00														$19,074.00
	LABOR																
	Mobilization/Demobilization					24			24			24			24	96	$12,117.60
	Underwater Inspection			24	6		24	6		24	6		24	6		120	$27,496.98
		Subtotals (Hours) =	N/A	24	6	24	24	6	24	24	6	24	24	6	24	216	$58,688.58
		Subtotals (Costs) =	$19,074.00	$7,817.38	$2,844.58	$4,609.92	$4,256.45	$1,509.23	$2,822.40	$4,189.25	$1,484.03	$2,770.08	$3,987.65	$1,408.43	$1,915.20	216	$58,688.58
		Totals (Summary) =													Totals =	290	$69,154.34
		Total (Hours) =	N/A	24	6	54	24	6	48	24	6	32	24	6	36	290	
		Total (Costs) =	$19,074.00	$7,817.38	$2,844.58	$10,372.32	$4,256.45	$1,509.23	$5,644.80	$4,189.25	$1,484.03	$3,693.44	$3,987.65	$1,408.43	$2,872.80		$69,154.34
		Percentage of Total (Hours) =	N/A	8%	2%	19%	8%	2%	17%	8%	2%	11%	8%	2%	12%	100%	
		Percentage of Total (Costs) =	28%	11%	4%	15%	6%	2%	8%	6%	2%	5%	6%	2%	4%		100%

Work Order Estimate
Summary

Consultant/ Subconsultant: **CONSOR ENGINEERS, LLC (CONSOR) (Underwater inspections)**

Work Order Title: **BRIDGE INSPECTION SERVICES WOA AMENDMENT**

Contract No: **G2497.0-21**

Task Order No. **WOA2497-CM13.1**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2							
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	SCUBA Comms Package	per day	$125.00			3	$375.00						
2	Personal Dive Gear	per day	$360.00			5	$1,800.00						
3	HD Underwater Camera System	per day	$100.00			3	$300.00						
4	Equipment Shipping	per day	$750.00			2	$1,500.00						
5	Dive Boat	per day	$500.00			1	$500.00						
6	Ultrasonic Thickness Meter	per day	$175.00			1	$175.00						
7	Consumables/Air Fills	per day	$100.00			3	$300.00						
8	FRA Safety Training	each	$161.00			4	$644.00						
9	Rental Cars (x2)	per day	$500.00			5	$2,500.00						
10	Per Diem - Meals	per day	$296.00			5	$1,480.00						
11	Lodging	per day	$1,060.00			5	$5,300.00						
12	Airfare and Baggage	each	$1,000.00			4	$4,000.00						
13	Fuel	gal	$4.00			50	$200.00						
			Subtotal =			Subtotal =	$19,074.00	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1												3	$375.00
2												5	$1,800.00
3												3	$300.00
4												2	$1,500.00
5												1	$500.00
6												1	$175.00
7												3	$300.00
8												4	$644.00
9												5	$2,500.00
10												5	$1,480.00
11												5	$5,300.00
12												4	$4,000.00
13												50	$200.00
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	$19,074.00

Metropolitan Transit System

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Customer Satisfaction Survey – 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. G2842.0-24 (in substantially the same format as Attachment A), with ETC Institute to provide Customer Satisfaction Survey services in the amount of $197,454.00 for one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be competed approximately in 2026/2027; and

2) Exercise the option survey at the CEO's discretion.

Budget Impact

The total contract cost of these services is estimated to be $197,454.00. The project will be funded by the Marketing Operating Budget account 551010 - 571140.

DISCUSSION:

MTS utilizes rider surveys to analyze customer satisfaction with Bus and Trolley services, rider demographic information, understand how customers are using and accessing the system, acquiring information, and more. In addition, this survey may also gauge customer priorities when it comes to transit spending, as MTS was recently allocated operational funding from Senate Bill (SB) 125.

On March15, 2024, MTS issued a Request for Proposal (RFP) for Customer Satisfaction Survey services. A total of two (2) proposals were received on the due date of April 23, 2024, from the following firms:

#	Proposer Name	Disadvantage Business Enterprise (DBE), Minority Business Enterprise (MBE), Small Business (SB)
1	ETC Institute	None
2	Redhill Group, Inc.	SB

All proposals were deemed responsive and responsible and were evaluated by a committee consisting of representatives from Marketing, Finance, and Procurement departments. The proposals were scored based on the following evaluation criteria:

Evaluation Criteria	Total Possible Points
Qualifications of the Firm or Individual	30
Staffing, Organization, and Management Plan	10
Work Plan	30
Cost and Price	30
Total	**100**

The following table illustrates the initial scores and ranking of each firm:

Proposer Name	Total Cost	Technical Score	Cost Score	Total Score	Ranking
ETC Institute	$197,454.00	62.0	30.0	92.0	1
Redhill Group, Inc.	$203,213.50	62.3	29.2	91.5	2

The evaluation committee invited both firms: ETC Institute and Redhill Group, Inc. for oral presentations and interviews. Interviews were held on June 6, 2024 wherein the Proposers were asked to make presentations on their firm's services and provide clarifications on their proposal to MTS.

After the presentations, the committee requested revised proposals from both Proposers. Both ETC Institute and Redhill Group, Inc. confirmed that their initial pricing was their Best and Final Offer at which time the evaluation committee rescored the firms as follows:

Proposer Name	Total Cost	Technical Score	Cost Score	Total Score	Ranking
ETC Institute	$197,454.00	64.0	30.0	94.0	1
Redhill Group, Inc.	$203,213.50	63.3	29.2	92.5	2

Based on the objectives of this procurement, consideration of the evaluation criteria and ETC Institute's technical and cost proposals, the evaluation committee determined that ETC Institute presented the best overall value to MTS.

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

1) Authorize the CEO to execute MTS Doc No. G2842.0-24 (in substantially the same format as Attachment A), with ETC Institute to provide Customer Satisfaction Surveys in the amount of $197,454.00 for one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be competed in 2026/2027; and

2) Exercise the option survey at the CEO's discretion.

/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. G2842.0-24
B. ETC Institute Cost Proposal Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. G2842.0-24

CUSTOMER SATISFACTION SURVEY

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: ETC Institute

Address: 725 W Frontier Lane

Olathe (City) KS (State) 66061 (Zip)

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

Email: greg.emas@etcinstitute.com

Telephone: 913-829-1215

Authorized person to sign contracts: Gregory S Emas (Name) CFO (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, including the one base survey and one optional survey, shall be for three (3) years, effective August 1, 2024 through July 31, 2027. This Customer Satisfaction Survey project includes one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be completed in 2026/2027 exercisable at MTS's sole discretion.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $98,727.00 for the base survey and $98,727.00 for the optional survey, for a contract total not to exceed $197,454.00 without the express written consent of MTS.

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

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. INTRODUCTION

This Customer Satisfaction project includes one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be completed in 2026/2027 exercisable at MTS's sole discretion. The Customer Satisfaction Survey contract term, including the one base survey and one optional survey, shall be for three (3) years, approximately August 1, 2024, through July 31, 2027.

The survey helps MTS better understand customer satisfaction with bus and Trolley services, rider demographic information, understand how customers are using and accessing the system, acquiring information and more.

In addition, this survey may also gauge customer priorities when it comes to transit spending, as MTS was recently allocated operational funding from Senate Bill 125.

1.2. BACKGROUND

The survey is expected to largely follow the format of the 2022 survey, with minor to moderate question modifications expected. The majority of the survey is multiple choice questions, with one or two open-ended questions at the conclusion of the survey.

1.3. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

Task 1: Meet with MTS to Plan Survey

The selected Consultant will meet with the MTS Project Manager and other project staff to refine the scope of work and develop a project schedule. Within 10 days of this kick-off meeting, the selected consultant will develop a plan for managing the project that includes, but is not limited to, milestones, and quality control measures for each task. This plan will be reviewed by MTS.

The selected Consultant and MTS will communicate throughout the study via in-person meetings, email, and conference calls as needed.

Task 2: Sample Design

The survey will be conducted by having surveyors go on board and gather approximately 1,600 surveys that will be a representative sample of MTS bus and rail fixed route riders, as determined by geographic areas and/or by route ridership. It is preferred that a statistically valid number of survey responses are collected during the peak, mid-day and evening hour non-peak times. MTS will work with the selected consultant to design a survey collection strategy. For example, the survey response collection area could be broken up into four zones: South Bay; East County, Central Urban (including North coastal area to La Jolla and UTC); and the North I-15 corridor. Another design option could be to collect surveys based on ridership levels along routes and lines.

The selected Consultant will work with the MTS Project Manager to design a representative probability sample with appropriate questions to deliver desired information that falls within the bounds of the acceptable margin of error (+/- 5%) for transit riders within each geographic zone.

Task 3: Create Survey Instrument

MTS will provide the initial set of proposed questions and the selected consultant will provide feedback and recommendations for optimizing the survey, then create a survey instrument to gather rider attitudes about MTS services and customer information. Questions will evaluate a rider's demographics, travel frequency, opinions on service and more. The survey should be no more than approximately 10 to 15 minutes long. The instrument will be approved by the MTS Project Manager. There will be an English and Spanish version of the survey (and other languages if deemed appropriate and/or as requested). Survey collection should include a mix of in-person and online collection.

Task 4: Surveyors and Data Editors

The selected Consultant will be responsible for hiring and training staff needed to collect and validate onboard survey data. This includes, but may not be limited to, surveyors and data editors.

Task 5: Pre-test Survey Instrument

The instrument will be pre-tested with no fewer than 20 respondents in English and 20 respondents in Spanish. The selected Consultant will provide MTS with a brief written evaluation report of the pretest results, including any recommendations for changes or improvements. All changes to the instruments or procedures must be approved by MTS.

Task 6: Process data and ensure quality of data

The selected Consultant is responsible for editing, coding, correcting and validating all survey data. Quality control procedures should be discussed in detail. Data may need to be weighted to adjust for strategic oversampling. MTS will assist with Geocoding.

Task 7: Prepare Final Reports Summarizing the Results of the Study

The reports shall include:

a. An Executive Summary that highlights the most interesting and significant findings of the survey.

b. A "Conclusions" section that discusses survey findings, and any recommendations for additional research based on the findings.

c. An analysis of the results. This section should include a discussion of the results (including graphic and tabular illustrations of significant findings).

i. For each survey, Consultant will be asked to compare the survey results with the previous surveys and to make conclusions based on survey findings.

d. Frequency distributions of responses to all questions and cross-tabulations as specified by the MTS Project Manager. These may be included as appendices in the summary report, or as a separate volume.

e. A description of the sampling and survey, methodologies.

f. A copy of the surveys (English and Spanish versions).

g. A summary of the survey in Power Point.

The selected Consultant will finalize the report based on MTS's review and comments on the draft version. The selected Consultant also will provide a file that includes all raw data and deliverables associated with the study.

Task 8: Present Findings to MTS

At the conclusion of the final report, the selected Consultant shall make themselves available, in-person or virtually (as requested by MTS) to present the final report and recommendations to:

a. MTS Marketing and Executive Staff

b. MTS Board of Directors

c. Up to one (1) more MTS Committee, at MTS' discretion and/or request

1.4. PERIOD OF PERFORMANCE

The Customer Satisfaction Survey contract term, including the one base survey and one optional survey, shall be for three (3) years, approximately August 1, 2024, through July 31, 2027. This Customer Satisfaction project includes one (1) base survey to be completed by 2024, with one (1) optional follow-up survey to be completed in 2026/2027 exercisable at MTS's sole discretion.

1.5. DELIVERABLES

a. Pre-test evaluation report

b. The draft and final report as described in Task 8;

c. The survey data in ASCII, comma-delimited, or SPSS system file format along with documentation of the file format;

d. An electronic version in Microsoft Word and PDF of the final report

e. PowerPoint presentation

1.6. TENTATIVE SCHEDULE OF SERVICES AND DELIVERABLES

MTS has established the following tentative work calendar for the project:

MTS and Consultant Kick-Off Meeting	July 2024
Sample Design	July 2024
Create Survey Instrument	August 2024
Pre-test Survey Instrument	August 2024
Pre-test Summary Discussion	August 2024
Conduct Survey	September - October 2024
Process and Ensure Quality of Data/Data Entry	October 2024
Deliver DRAFT Survey 1 Report for review	November 2024
Deliver FINAL Survey 1 Report and PowerPoint presentation	November 2024

Presentation to MTS Board of Directors (Tentative) December 2024

1.7. MILESTONES

Consultant would bill a portion of the contract value after each major billing milestone. The major tasks and billing milestones are as follows:

a. Milestone # 1:

- Survey development
- Sample design
- Project Management
- Pre-Test
- Pre-Test Summary Report

b. Milestone # 2:

- Intercept Interviewing and follow up phone calls
- Data entry
- Data processing; tabs and coding

c. Milestone # 3:

- Draft Final Report (in Word)
- Final Report (in Word)
- PowerPoint in-person presentation and digital copy for MTS

1.8. [NOT APPLICABLE] BUY AMERICA

5.1.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

5.1.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

5.1.3. [NOT APPLICABLE] ROLLING STOCK

5.1.4. [NOT APPLICABLE] IRON OR STEEL

1.9. INVOICES

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

Payment terms shall be net 30 days from invoice date.

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

1.10. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

1.11. NO RIGHT TO POST SIGNS

The Contractor shall not post or otherwise affix signs, decals or other media on MTS property or equipment, except as required to maintain safety during the course of repair or maintenance work. No permanent signs, decals, or other media may be installed without MTS's express written permission.

CUSTOMER SATISFACTION SURVEY - MTS DOC NO. G2842.0-24

COST PROPOSAL FORM

Instructions: Please complete the form below by filling in the organization name and the fixed fee for each milestone and year. Costs shall be total all-inclusive, including, but not limited to, transporting a vehicle to and from MTS, travel, insurance, etc. No additional costs are allowed.
*Please include flat fee per language for additional language translations for Chinese, Tagalog, or Vietnamese.

Organization:		ETC Institute				
Item	**Description**	**Fixed Fee 2024**	**(Option) Each Additional Language 2024**	**(Option) Fixed Fee 2026**	**(Option) Each Additional Language 2026**	**Total per Milestone**
1	Milestone #1 per Scope (10 languages included in fixed fee price)	$14,817.00	$0.00	$14,817.00	$0.00	$29,634.00
2	Milestone #2 per Scope	$75,490.00	$0.00	$75,490.00	$0.00	$150,980.00
3	Milestone #3 per Scope	$8,420.00	$0.00	$8,420.00	$0.00	$16,840.00
					Total Contract Award	$197,454.00

* Proposer accepts responsibility for accuracy and presentation of the proposal. MTS is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in the proposal.
REV 3.29.24

Metropolitan Transit System

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Transit Operations Insourcing Feasibility Study – 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. B0764.0-24 (in substantially the same format as Attachment A) with Transportation Management & Design, Inc. for a Transit Operations Insourcing Feasibility Study for a two (2) year period for a total amount of $624,046.56.

Budget Impact

The total contract cost of services is estimated to be in the amount of $624,046.56. The project will be funded by the MTS General Operating Budget account 902010-571140.

DISCUSSION:

MTS is seeking a qualified consultant to help evaluate the feasibility and sustainability of converting MTS's current fixed route and paratransit privatized service contracts to be operated directly in-house by MTS employees. MTS is seeking to learn about not only the cost, process, procedures, and hurdles of bringing the service in-house, but also the possible positive outcomes to the region, riders, and the employees.

On March 12, 2024, MTS issued a Request for Proposals (RFP) for a Transit Operations Insourcing Feasibility Study on PlanetBids. MTS received a total of two (2) proposals on the due date of April 19, 2024, from the following firms:

Proposer	Firm Disadvantage Business Enterprise (DBE) or Small Business (SB) Certification
DB E.C.O. North America Inc.	N/A
Transportation Management & Design	WBE, SB

Both proposers were deemed responsive and responsible and were forwarded to the evaluation committee. The evaluation committee was comprised of representatives from the MTS Bus Transportation, Support Services, Contract Services, Planning, and Finance Departments. The proposals were evaluated on the following:

1.	Qualifications of the Firm or Individual	20%
2.	Staffing, Organization, and Management Plan	10%
3.	Work Plan	40%
4.	Cost and Price	30%
	Total	100%

The following table illustrated the initial scores of the proposers:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Transportation Management & Design	$661,165.62	30.00	55.40	85.40	1
DB E.C.O. North America, Inc.	$784,348.96	25.29	47.80	73.09	2

As a result of the initial review, Transportation Management & Design was the highest-ranked firm and DB E.C.O. North America was deemed outside of the competitive range. MTS invited Transportation Management & Design for an in-person interview, which was held on June 13, 2024. During the interview staff learned more about their proposed staff and expertise. Staff also had discussions about the project approach and overall work plan. After interview and negotiations, staff was able to reduce Transportation Management & Design's cost by $37,119.06, approximately a 5.6% savings to MTS. In comparison to MTS's Independent Cost Estimate (ICE) in the amount of $444,489.78 and proposals received, staff determined Transportation Management & Design's pricing to be fair and reasonable. Final scores are as follows:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Transportation Management & Design	$624,046.56	30.00	55.40	85.40	1

Based on the objectives of this procurement, consideration of the evaluation criteria and Transportation Management & Design's technical and cost proposals, the evaluation committee determined Transportation Management & Design presented the best overall value to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. B0764.0-24 (in substantially the same format as Attachment A) with Transportation Management & Design, Inc. for a Transit Operations Insourcing Feasibility Study for a two (2) year period for a total amount of $624,046.56.

Shall the MTS Board of Directors elect to move forward with this study and awarded consultant, MTS staff will return to the Board with the consultant to provide a detailed overview of the project scope, process, and timeline prior to advancement of the study.

/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. B0764.0-24
B. Scope of Work
C. Cost Proposal

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0764.0-24

TRANSIT OPERATIONS INSOURCING FEASIBILITY STUDY

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Transportation Management & Design, Inc.

Address: 2701 Loker Ave W. Suite 110

Carlsbad (City) CA (State) 92010 (Zip)

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

Email: clanger@tmdinc.net

Telephone: 760-476-9600 ext. 107

Authorized person to sign contracts: China Langer (Name) President (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), and Policy 44C Travel Guidelines for Contractors (Exhibit D).

The contract term is for two (2) years effective August 1, 2024 through July 31, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $624,046.56 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	TRANSPORTATION MANAGEMENT & DESIGN, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form: By: _____ Karen Landers, General Counsel	Title: _____

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1 BACKGROUND

The San Diego Metropolitan Transit System (MTS) is seeking a qualified consultant to help evaluate the feasibility and sustainability of converting MTS's current fixed route and paratransit privatized service contracts to be operated directly in-house by MTS employees. MTS is seeking to learn about not only the cost, process, procedures, and hurdles of bringing the service in-house, but also the possible positive outcomes to the region, riders, and the employees.

5.2 TASKS

5.2.1 Task 1: Existing Conditions Report

Provide an existing conditions report outlining the current operational and administrative functions and structures of MTS's existing in-house operations, as well as private transportation providers - including title, function/responsibility, wage structure (union / administrative), and number of employees. This report should demonstrate the overall relationship of administrative oversight to service operations to carry out day-to-day operations effectively, which also includes need for sub-contractors, parts and repairs, facility maintenance, training, human resources, liabilities, etc. This report should include, but not be limited to, reviewing the following positions and functions:

MTS Directly Operated Functions associated with day-to-day operations:

- Bus Operations
- Fleet Maintenance
- Customer Service
- IT Support
- Marketing/Public Relations
- Human Resources
- Scheduling
- Any other function that directly contributes to directly operated bus services.

MTS Contract Oversight Administrative Functions

- Fixed Route Contract Oversight (Current contract – Transdev)
- Para/Mini Contract Oversight (Current contract – First Transit)
- Transdev's Fixed Route Operations and Maintenance, including all functions such as:
    - National Support
    - Management and Administrative Functions
    - Division Daily Operations and Maintenance needs
        - Mechanics, Operators, Radio, Road Supervision, Dispatch
    - Customer Service
    - Training
    - Rostering and/or Run cutting

- IT support
- Accounting
- Human Resources
- Claims and Liabilities
- Building Maintenance/Bus Stop Maintenance & Transit Center Cleaning
- Contractor Provided Equipment
- Etc. (parts, miscellaneous contracts)

- First Transit's Para/Mini Bus Operations and Maintenance
  - National Support
  - Management and Administrative Functions
  - Division Daily Operations and Maintenance needs
    - Mechanics, Operators, Radio, Road Supervision, Dispatch, Call Center, Reservations.
  - Customer Service
  - Training
  - Rostering/Run cutting
  - Accounting
  - Human Resources
  - Claims and Liabilities
  - Building Maintenance
  - Contractor Provided Equipment
  - Etc. (parts, miscellaneous contracts)
  - Legal
  - Procurement
  - Other where determined.

- Evaluation of scheduling optimization practices and labor use.
- Identify all Collective Bargaining Unit (CBA) contracts currently under contract with MTS's existing private transportation providers and their local representation; evaluate and summarize each contract's binding terms and cancellation requirements.

5.2.2 Task 2: Operational and Administrative Concept Plan

Develop an administrative and operational plan (integrated operations concept) that includes:

Option A:

Consolidation of all existing contract bus operations functions, including fixed route (South Bay and East County Division) Operations, Paratransit and Minibus (Copley Division) to be directly managed and operated by MTS employees.

Option B:

Consolidation of existing fixed route bus operations, including Fixed route only (South Bay, East County and Mini Bus) to be directly managed and operated by MTS employees.

Option C:

Consolidation of existing Paratransit operations only, to be directly managed and operated by MTS employees.

Option D:

Maintain existing operating structure to include private transportation providers (status quo).

These concept(s) should consider the current operational structure of MTS and the overall impacts of bringing expanded service provisions in-house. These concepts should demonstrate the ability for MTS to operate and maintain existing bus routes and/or paratransit service, maintain dedicated fleet and facilities at the current level of service or higher, and should at a minimum, include the expanded needs for in-house operations to include:

- Changes to MTS Operational Management and Administrative Structure and Functions
- Division Daily Operations and Maintenance needs
    - Mechanics, Operators, Radio, Road Supervision, Dispatch
- Customer Service
- FTA/ADA compliance
- Training
    - Operator and maintenance
- IT support
- Scheduling Department needs, scheduling practices, rostering and run-cutting
- Revenue collection
- Finance/Accounting
- Purchasing and Contracts Department
- Human Resources
- Claims and Liabilities
- Legal
- Building Maintenance/Bus Stop Maintenance & Transit Center Cleaning
- Etc. (parts, miscellaneous contracts)
- Possible impacts to existing labor unions and contract rates/leveling
- Other items as required

Each concept should include an outline of challenges, hurdles and advantages associated with the concepts of operating the service in-house including but not limited to:

- Legal implications
- Fringe and benefits
- Wage/pay implications
- Employee Attraction and Retention assumptions
- Inventory needs and buying power
- Additional Sub-contractors needs
- Scheduling Impacts

- Overall Service Quality
- Vehicle Needs or Impacts
- Sub-contractor cancelations Impact (e.g. telecom equipment, tires, janitorial, regulatory, etc.)
- Additional Facility Needs
- Risks due to additional liability claims / worker's compensation claims.
- Insurance and self-insured reserve impacts
- Work rule implications, including Wage Order 9
- Flexibility in re-assigning routes by division
- Overall operational risks, financial risks (e.g. liability risks, minimum wage changes, etc.)
- Other

5.2.3 Task 3: Develop Implementation/Transition Strategy and Schedule

Provide a detailed implementation plan for all scenarios developed as part of Task 2 above. This task should provide the framework necessary for MTS to implement each option, identifying necessary functional changes, transition constraints and challenges (i.e. labor negotiations, union vs administrative functional changes and challenges – fiscal, facility, geography, etc.). These strategies should include but not be limited to:

- MTS Transition team need and oversight needs
- MTS organizational transition
- Process and conditions that must be met to terminate existing service provider contracts
- Call center/dispatch set up
- Labor contract transition requirements
- MTS staff build up schedule and prioritization (what comes first)
- Labor contract transition
    - Maintenance, Operator, Supervisors, etc.
- Hiring of existing employees working for contractors
- Asset transfer and oversight
- Additional equipment selection and purchases
- Parts and materials purchase or transfers
- Other.

5.2.4 Task 4: Cost Implications/Impacts

Provide a detailed cost breakdown of all associated costs, financial risks and legal changes associated with bringing the proposed operational and administrative structural concept(s) in to be operated directly by MTS employees. The consultant will need to provide the cost structure for the scenarios listed above, inclusive of the transition and implementation strategy/plan. The consultant will also need to provide a cost scenario that considers that MTS maintains its existing private contracts, while addressing outstanding union concerns moving forward.

- Plans should consider ten years of annualized costs, by year (using adjusted costs assumptions).
- Pay and Fringe
- Number of employees

- Impacts to changes in provider CBAs
- Administrative functions
- Operational and Route run cut and schedule changes
- Report should include position tables including wage, overhead, etc.
- Impacts to maintenance, vehicles and facility parts orders.
- Vehicle repairs
- Liabilities, Risk and Insurance requirements/costs

5.2.5 Additional Tasks:

Contractor may be required to attend MTS Board of Directors meetings in the capacity of presenting and/or acting as support for MTS Staff during presentations. Contract shall be required to be on-site for the Board meetings.

5.3 PAYMENTS

Payments will be made in accordance with the Project Milestones met for each task as follows:

TASK	1ST DRAFT	FINAL DRAFT
Task #1 – Existing Conditions Report	75% of payment	25% of payment
Task #2 – Operational and Administrative Concept Plan	75% of payment	25% of payment
Task #3 – Develop Implementation/Transition Strategy and Schedule	75% of payment	25% of payment
Task #4 – Cost Implications/Impacts	75% of payment	25% of payment

5.4 INVOICES

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

Payment terms shall be net 30 days from invoice date.

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.

COST/PRICING FORM

Firm Name: Transportation Management & Design, Inc.

TASK #	ESTIMATED OF HOURS	FIXED FEE AMOUNT
Task #1: Existing Conditions Report	504	$114,751.68
Task #2: Operational and Administrative Concept Plan	840	$187,363.16
Task #3: Develop Implementation/Transition Strategy and Schedule	860	$193,700.98
Task #4: Cost Implications/Impacts Report	610	$128,230.74
TOTAL CONTRACT AMOUNT		$624,046.56

Proposer shall submit pricing for all the work described in the Scope of Work section. In preparing a cost proposal, Proposers are requested to provide a total all-inclusive cost for each task. As part of supporting document, Proposer shall provide details of cost breakdown for each task.

Read attached General Provisions carefully. They are a part of your proposal. Unit prices will prevail regardless of extensions submitted by the Proposer.

All proposers must complete proposal forms as provided, failure to do so will deem the proposal non-responsive.

Proposer accepts responsibility for accuracy and presentation of the numbers included in the cost/price form.

Submit the proposal following instructions as specified in Submission Requirements section.

MTS Transit Operations Insourcing Feasibility

Project Cost Proposal

TRANSPORTATION MANAGEMENT & DESIGN, INC.

Labor/Tasks	Task 1 Existing Conditions Report	Task 2 Operational and Administrative Concept Plan	Task 3 Develop Implementation Transition Strategy and Schedule	Task 4 Cost Implications & Impacts	Labor Hours	Labor Rate	Total Cost
Russ Chisholm - Project Director	68	180	118	116	482	$297.00	$143,154.00
James Gerken - Project Manager	92	140	160	162	554	$160.66	$89,005.64
Norm Silverman - SME, Ops, Maint, Cap, Scheduling, CBA	80	158	98	86	422	$264.00	$111,408.00
Gary Hewitt - SME, Paratransit, Contracting	34	88	54	60	236	$180.64	$42,631.04
Jacob Fritz - SME, Paratransit, Operations, IT, Contracting	16	44	26	4	90	$123.75	$11,137.50
Tim Baker - SME, Scheduling	24	26	30	26	106	$176.30	$18,687.80
Ron Kilcoyne - SME, Management, HR	28	44	40	36	148	$169.00	$25,012.00
Graphic Designer	12	18	80	36	146	$124.98	$18,247.08
Associate	40	40	40	32	152	$101.20	$15,382.40
Contract Adminstrator	6	6	6	6	24	$200.00	$4,800.00
LABOR HOURS	**400**	**744**	**652**	**564**	**2,360**		
LABOR COST	**$79,929.44**	**$158,523.16**	**$126,891.06**	**$114,121.80**			**$479,465.46**

OTHER DIRECT COSTS	Task 1	Task 2	Task 3	Task 4	Total Cost
OTHER DIRECT COSTS	**$0**	**$0**	**$0**	**$0**	**$0**

TOTAL TMD	**$79,929.44**	**$158,523.16**	**$126,891.06**	**$114,121.80**	**2,360**		**$479,465.46**

Four Nines

Labor/Tasks	Task 1 Existing Conditions Report	Task 2 Operational and Administrative Concept Plan	Task 3 Develop Implementation Transition Strategy and Schedule	Task 4 Cost Implications & Impacts	Labor Hours	Labor Rate	Total Cost
Craig Jaffe - Principal, IT SME	16	24	28	8	76	$275.00	$20,900.00
Curtis Pierce - Principal, IT SME	4	8	16	4	32	$319.00	$10,208.00
Amy Martin - IT SME	8	16	32	8	64	$236.00	$15,104.00
Christina Winberry - IT SME	16	16	32	8	72	$144.00	$10,368.00
Labor Hours	**44**	**64**	**108**	**28**	**244**		
Labor Cost	**$9,868.00**	**$15,232.00**	**$24,964.00**	**$6,516.00**			**$56,580.00**

OTHER DIRECT COSTS	Task 1	Task 2	Task 3	Task 4	Total Cost
OTHER DIRECT COSTS	**$0**	**$0**	**$0**	**$0**	**$0**

TOTAL Four Nines	**$9,868.00**	**$15,232.00**	**$24,964.00**	**$6,516.00**	**244**		**$56,580.00**

BBK

Labor/Tasks	Task 1 Existing Conditions Report	Task 2 Operational and Administrative Concept Plan	Task 3 Develop Implementation Transition Strategy and Schedule	Task 4 Cost Implications & Impacts	Labor Hours	Labor Rate	Total Cost
Steven DeBaun - Legal SME	8	8	12	5	33	$399.00	$13,167.00
Roger Crawford - Legal SME	24	8	46	4	82	$399.00	$32,718.00
Cynthia Germano - Legal SME	16	8	19	4	47	$399.00	$18,753.00
Isabel Safie - - Legal SME	12	8	23	5	48	$399.00	$19,152.00
Labor Hours	**60**	**32**	**100**	**18**	**210**		
Labor Cost	**$23,940.00**	**$12,768.00**	**$39,900.00**	**$7,182.00**			**$83,790.00**

OTHER DIRECT COSTS	Task 1	Task 2	Task 3	Task 4	Total Cost
OTHER DIRECT COSTS	**$0**	**$0**	**$0**	**$0**	**$0**

TOTAL BBK	**$23,940.00**	**$12,768.00**	**$39,900.00**	**$7,182.00**	**210**		**$83,790.00**

TOTAL

	Task 1	Task 2	Task 3	Task 4	Total Hours	Total Cost
Project Fee (3%)	$1,014.24	$840.00	$1,945.92	$410.94		**$4,211.10**
	$114,751.68	**$187,363.16**	**$193,700.98**	**$128,230.74**	**2,814**	**$624,046.56**

Metropolitan Transit System

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

El Cajon Transit Center New Platform Modifications – Job Order Contracting (JOC) Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-13 (in substantially the same format as Attachment A), under MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), in the amount of $645,778.77, for modification of the platform edge along the new third track, and elevation adjustments of the third track, at El Cajon Transit Center.

Budget Impact

The total cost for this contract is estimated to be $645,778.77. Under separate MTS Doc. No. L1282.0-16 with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of $11,365.71. This contract is funded by the Capital Improvement Program (CIP) 2005113501 – El Cajon Third Track.

DISCUSSION:

The El Cajon Third Track Project (Project) adds a new siding track and a 23-foot platform extension at the El Cajon Transit Center (ECTC). This will bring the total tracks at the ECTC to three: the first for westbound Orange Line and Green Line service, the second for eastbound Orange Line and Green Line service, and the third, a new track, to accommodate a two-car train (the new “Copper Line” under consideration on today’s agenda) that can be operated between the ECTC and the terminal station in Santee.

As part of the Project, a new turnout was installed on the mainline, and approximately 480 feet of new track was constructed to connect the new siding track to the mainline. An additional crossover was constructed for operational flexibility north of the station on the current MTS mainline, south of Wagner Drive. This project will improve operational efficiencies between ECTC and Santee Town Center Station.

Construction was expected to be complete by June 30, 2024 which would accommodate service starting in or about September 2024. However, defects were recently identified in the design and construction of a portion of the project that relates to the height of the station tracks and platform to accommodate the proper operation of the accessible door ramps on each light rail vehicle. Legal counsel is reviewing the remedies available to MTS for these defects, which will be discussed separately with the Board in Closed Session. This proposed action would issue a work order to a separate construction contractor, Veterans Engineering, to make the modifications necessary at the station to keep the project and proposed transit operations on schedule. This JOC work order would modify the platform edge and track centerline elevation to ensure proper operation of the vehicle door ramps. The work needs to be completed prior to the proposed opening of the new Copper Line this Fall.

The work will be completed issuing a JOC work order to MTS's JOC contractor for railroad construction services, Veterans Engineering. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

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

On June 16, 2022 (Agenda Item (AI) 12), after a competitive Invitation for Bids (IFB) process, the MTS Board authorized the CEO to execute MTS Doc. No. PWG348.0-22 with Veterans for Railroad Construction Services. Railroad Construction Services includes work that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main CWR track rehabilitation/replacement, grade crossings (precast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services required for quality control monitoring and testing, shop drawings, safety, environmental, scheduling, traffic control, storm water pollution prevention, geotechnical, surveying, biological, and hazardous/contaminated materials.

Today's proposed action will issue a work order to Veterans under this JOC master agreement. Staff has reviewed the pricing for this repair work order and determined it to be fair and reasonable. Veterans will be providing materials, labor, and equipment for the project. A list of subcontractors designated is included within Attachment A. Work is expected to be completed before September 1, 2024.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO execute Work Order No. MTSJOC348-13 (in substantially the same format as Attachment A), under MTS Doc. No. PWG348.0-22, with Veterans, in the amount of $645,778.77, for modification of the platform edge along the new third track, and elevation adjustments of the third track, at El Cajon Transit Center.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Job Order Contract MTSJOC348-13

Metropolitan Transit System

JOB ORDER CONTRACT
WORK ORDER

PWG348.0-22
CONTRACT NUMBER

MTSJOC348-13
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2024, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Veterans Engineering Services, Inc.

Address: 2300 N. Batavia St.
Orange, CA 92865

Form of Business: S. Corp.
(Corporation, partnership, sole proprietor, etc.)

Telephone: (714) 733-1462

Authorized person to sign contracts: Paul Marshall (Name) COO (Title)

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG348.0-22), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED $645,778.77

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VETERANS ENGINEERING SERVICES, INC.
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____

EXHIBIT A
(Scope of Work)

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

Final Scope of Work

Date: 7/10/2024

Job Order Contracting

To: **From:**

Contract No:	PWG348.0-22
Job Order No:	MTSJOC348-13
Job Order Title:	El Cajon Platform Replacement
Location:	El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020
Brief Scope of Work:	This job order is for the modification of 194 LF of the existing platform and track associated with the siding track.

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

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

This job order is for the modification of 194 LF of the existing platform and track associated with the siding track.

The Contractor Shall:

- Demolish the platform as shown in section details A, C, and D in Sheet No. 4 of the drawings provided by MTS.
- Reconstruct the platform with colored concrete and reinforcement as shown in section details A, C, and D in Sheet No. 4 and the platform elevations of sheets No. 2 and 3 of the drawings provided by MTS.
- Concrete shall be installed as follows:
  - The color of the concrete shall be “920 Smoke” by Solomon colors or approved equal
  - The finish of the concrete will be a trowel finish, not broom finish
  - Tool joints will be straight, and match the size of the existing pavers
  - Finished concrete will be sprayed with a topical release, Dayton Superior “Top Cast 03”, or equivalent, and pressure washed the following day, to match as close as possible to the adjacent pavers.
- Remove, salvage, and reinstall the existing truncated dome and stand behind pavers to the proper elevation.
- Reinstall existing the Galvanized Steel Handrail as needed.
- Provide Temporary Fence between mainline track platform and the third track platform.
- Lower the existing track and resurface to the elevations as shown on sheet No. 1 of the

drawings provided by MTS.

Submittals:

- Concrete color, shall be code “920 Smoke” by Solomon Colors or approved equal.
- Concrete Mix Design, shall be Calportland mix design 4033607 or approved equal, with a specified strength of 4000 psi at 28 days.
- Project Schedule
- Phasing plan

Contractor exclusions:

- MTS flagging costs

Specifications:

All work shall conform to the Special Provisions within the executed MTS Job Order Contract (JOC) PWG348.0-22

Work Windows:

Work on the siding track and platform does not have any restrictions for all work that occurs behind a temporary fence.

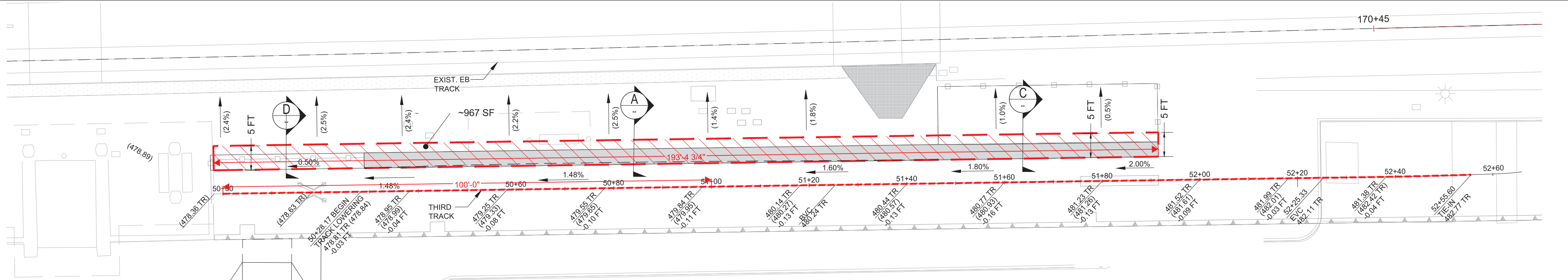
Non-Revenue service on the Main Line tracks will occur from 1 AM to 4 AM Monday through Friday

Contract Schedule:

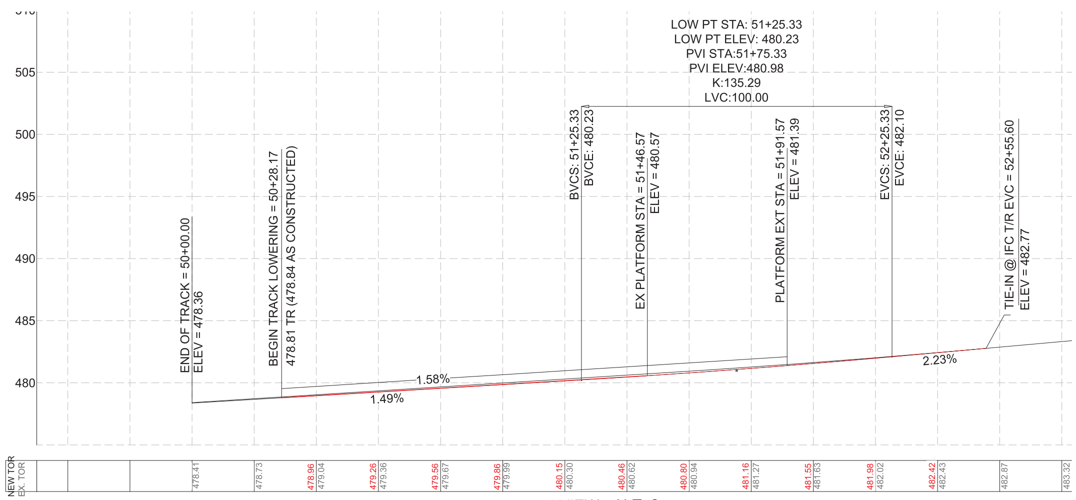
All work shall be complete as soon as possible with 30 calendar days from issuance of NTP.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

Att.A, AI 17, 07/18/24



PLAN VIEW - ALT. 2



PROFILE VIEW - ALT. 2

LEGEND

(hatched red box)	LIMITS OF PLATFORM RECONSTRUCTION - SEE 10' CROSS SECTIONS ON SHEETS 2 AND 3 FOR DETAILS
(red dashed line)	LIMITS OF TRACK LOWERING
XXX.XX TR	PROPOSED TOP OF RAIL ELEVATION
(XXX.XX)	CONSTRUCTED TOP OF RAIL ELEVATION
(X.X%)	EXISTING PLATFORM CROSS-SLOPE
X.XX%	PROPOSED PLATFORM / TRACK LONGITUDINAL SLOPE
BVC	BEGIN VERTICAL CURVE (TRACK)
EVC	END VERTICAL CURVE (TRACK)

NOTES:

1. UNLESS OTHERWISE INDICATED, ELEVATIONS SHOWN IN PLAN VIEW ARE AT LOCATIONS WHERE EXISTING SURFACE DATA WAS COLLECTED - GENERALLY 1.83 FEET BEFORE EVEN STATIONS (EG. 49+98.17, 50+18.17, ETC).

2. ALL AREAS PROPOSED FOR RECONSTRUCTION SHOULD BE SURVEYED IN THE PROJECT DATUM TO VERIFY ELEVATIONS SHOWN PRIOR TO THE COMMENCEMENT OF DEMOLITION.

No.	DATE	REVISION	BY	CHK	APRV
A-5					

MOTT MACDONALD
750 B Street, Suite 2880
San Diego, CA 92101
Tel: 619-881-0400

RELATIVE BORDER SCALE IS IN INCHES 0 1 2

		DATE
DESIGNED BY	C. ATKINSON	06/24
DRAWN BY	N. BAHRAMI	06/24
CHECKED BY	B. GARRETSON	06/24
PRJ. ENG.	B. GARRETSON	06/24

MTS Metropolitan Transit System

EL CAJON TRANSIT CENTER THIRD TRACK

RESPONSE TO RFI 178 (ALT. 2)
PLAN AND PROFILE OF THIRD TRACK RAIL AND PLATFORM

SCALE

CONTRACT NO. G1951.0-1?

DRAWING NO. RFI 178 | SHEET NO. 1

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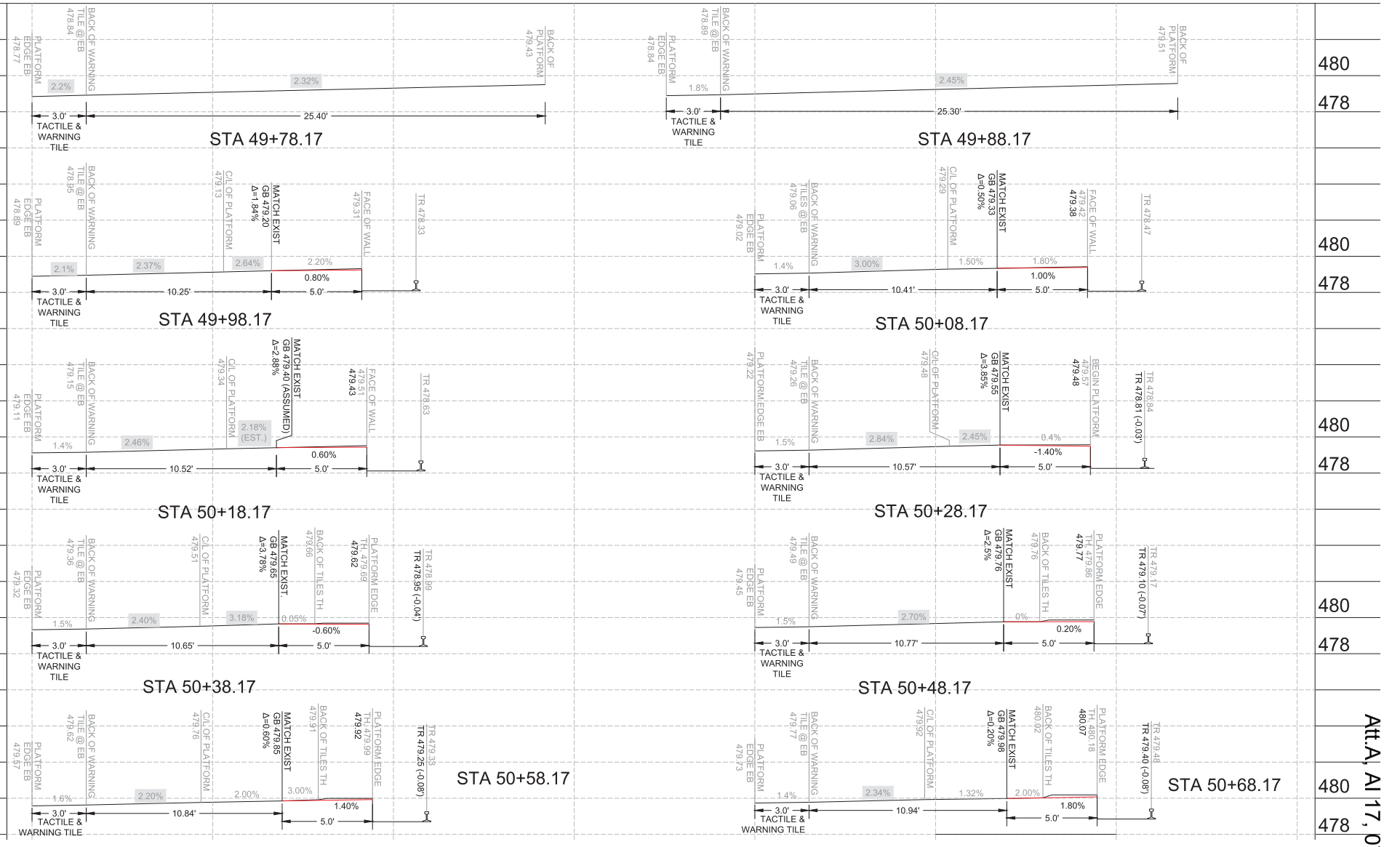


A-6

No.	DATE	REVISION	BY	CHK	APRV

MOTT MACDONALD
750 B Street, Suite 2880
San Diego, CA 92101
Tel: 619-881-0400

RELATIVE BORDER SCALE IS IN INCHES 0 1 2

DESIGNED BY C. ATKINSON	DATE xx/24
DRAWN BY E. MULLER	xx/24
CHECKED BY B. GARRETSON	xx/24
PRJ. ENG. B. GARRETSON	xx/24

MTS Metropolitan Transit System

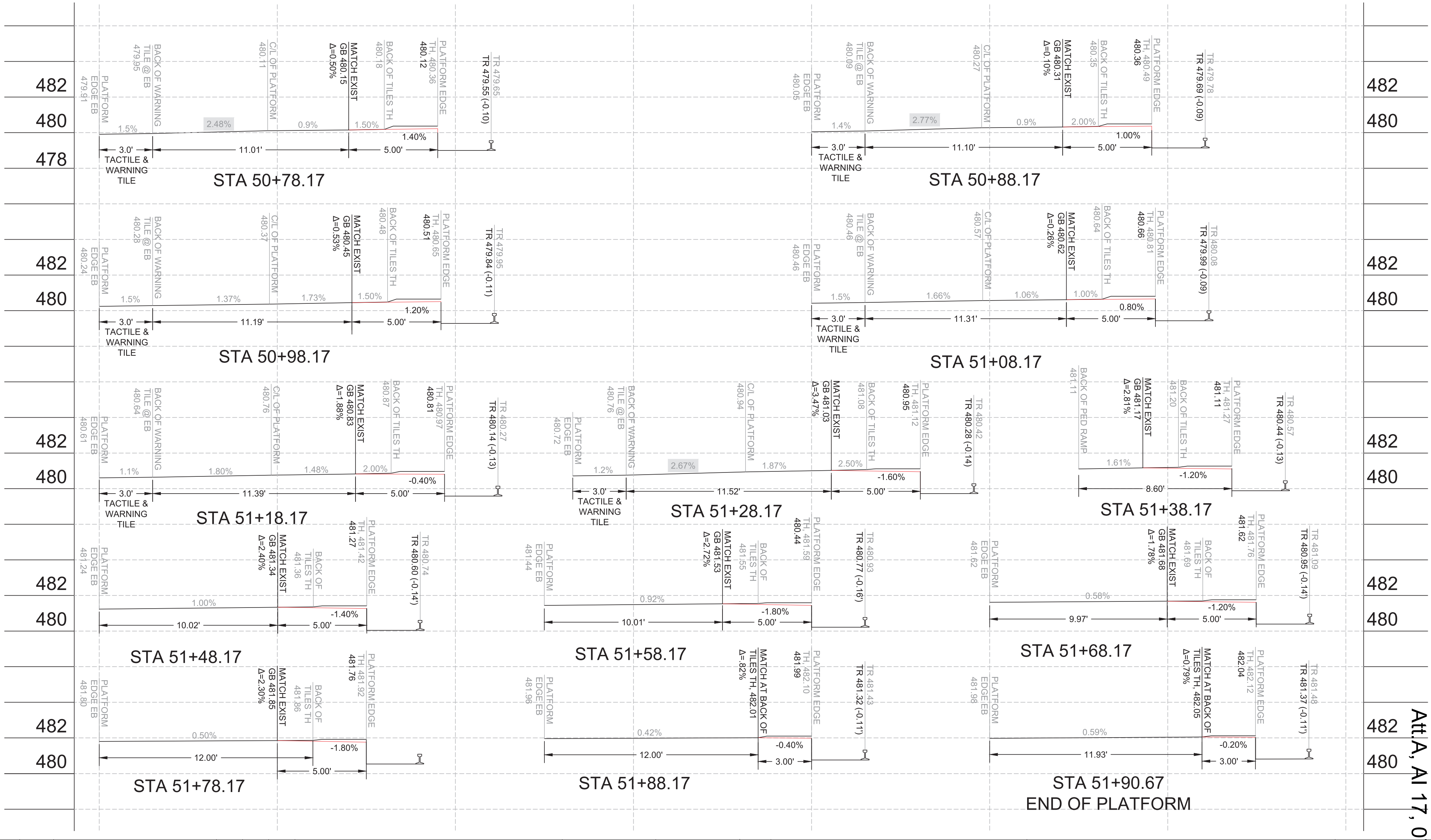
EL CAJON TRANSIT CENTER THIRD TRACK

RESPONSE TO RFI 178 (ALT. 2)
10 FT CROSS SECTIONS OF PLATFORM RECONSTRUCTION AND THIRD TRACK LOWERING

SCALE	NOT TO SCALE
CONTRACT NO.	G1951.0-17
DRAWING NO.	RFI 178
SHEET NO.	2

Att.A, AI 17, 07/18/24

Att.A, AI 17, 07/18/24



No.	DATE	REVISION	BY	CHK	APRV

MOTT MACDONALD
750 B Street, Suite 2880
San Diego, CA 92101
Tel: 619-881-0400

RELATIVE BORDER SCALE IS IN INCHES 0 1 2

DESIGNED BY C. ATKINSON	DATE xx/24
DRAWN BY E. MULLER	xx/24
CHECKED BY B. GARRETSON	xx/24
PRJ. ENG. B. GARRETSON	xx/24

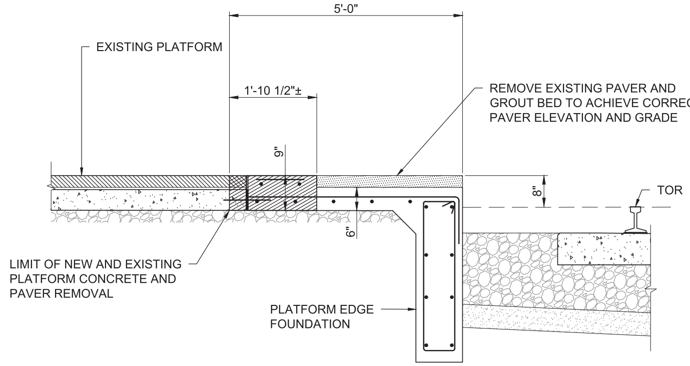
MTS Metropolitan Transit System

EL CAJON TRANSIT CENTER THIRD TRACK

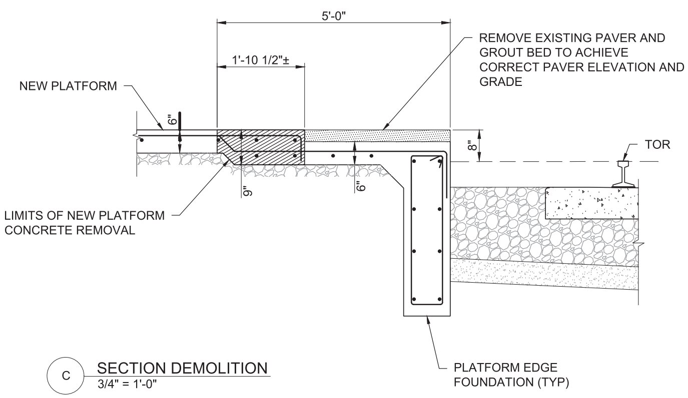
RESPONSE TO RFI 178 (ALT. 2)
10 FT CROSS SECTIONS OF PLATFORM
RECONSTRUCTION AND THIRD TRACK LOWERING

SCALE: NOT TO SCALE
CONTRACT NO.: G1951.0-1
DRAWING NO.: RFI 178
SHEET NO.: 3

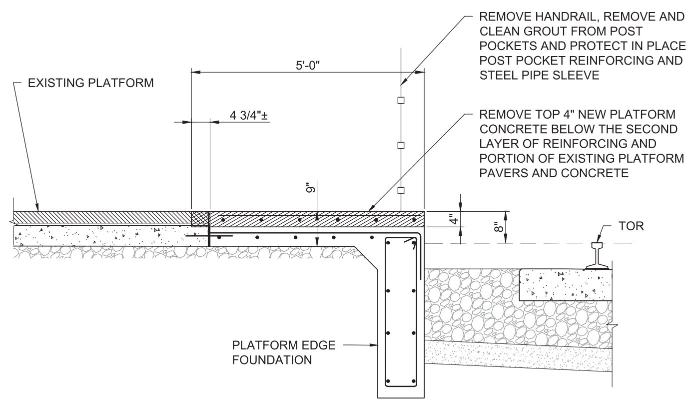
Att.A, AI 17, 07/18/24



A SECTION DEMOLITION
3/4" = 1'-0"



C SECTION DEMOLITION
3/4" = 1'-0"



D SECTION DEMOLITION
3/4" = 1'-0"

No.	DATE	REVISION	BY	CHK	APRV

MOTT MACDONALD
750 B Street, Suite 2880
San Diego, CA 92101
Tel: 619-881-0400

RELATIVE BORDER SCALE IS IN INCHES 0 1 2

	DATE
DESIGNED BY P. SMITH	06/24
DRAWN BY N. BAHRAMI	06/24
CHECKED BY P. SMITH	06/24
PRJ. ENG. B. GARRETSON	06/24

MTS Metropolitan Transit System

EL CAJON TRANSIT CENTER THIRD TRACK

RESPONSE TO RFI 178 (ALT. 2)
PLATFORM DEMOLITION DETAILS

SCALE

CONTRACT NO. G1951.0-14

DRAWING NO. RFI 178 | SHEET NO. 4

A-8

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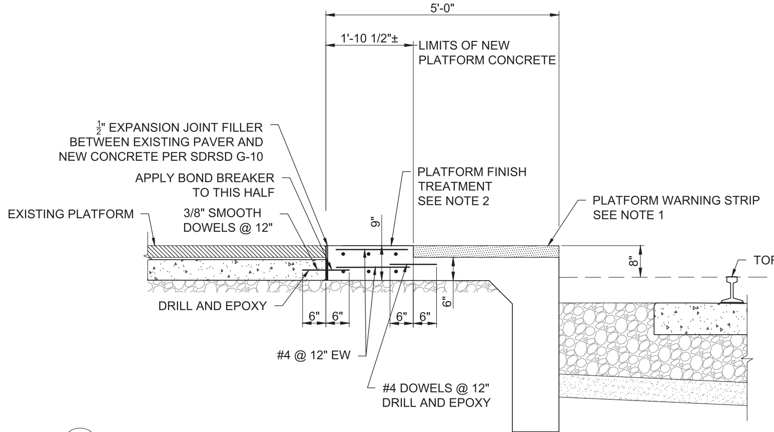
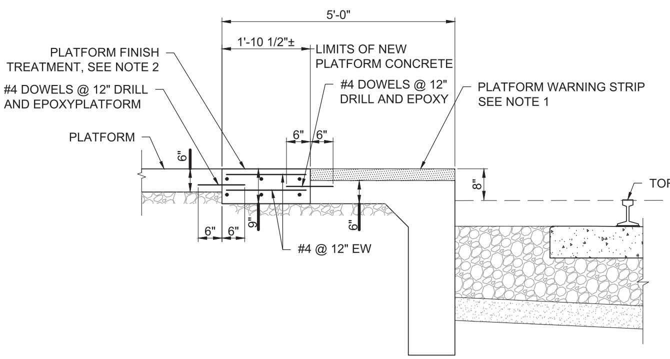
Att.A, AI 17, 07/18/24

NOTES:

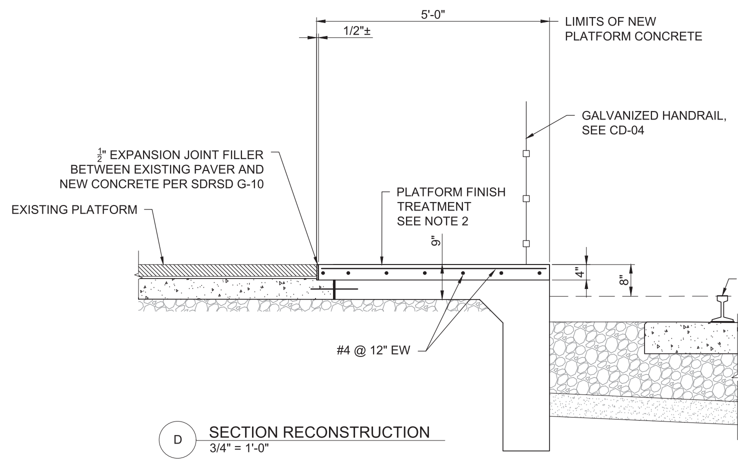
1. REFER TO DRAWING CD-01 FOR STATION PLATFORM PLAN AND WARNING STRIP DETAILS.
2. FINISH TREATMENT TO MATCH COLOR AND PATTERN OF EXISTING PLATFORM SURFACE. MATCH SLOPE OF EXISTING PLATFORM. PLACE FULL-DEPTH TRANSVERSE EXPANSION JOINTS IN SLAB AT 45' MAXIMUM, STOP REINFORCING STEEL 2" CLEAR FROM JOINT. ALIGN JOINTS WITH WARNING STRIP JOINT.
3. ALL CONSTRUCTION JOINTS BETWEEN EXISTING AND NEW CONCRETE MUST BE ROUGHENED TO 1/4" AMPLITUDE.



A SECTION RECONSTRUCTION
3/4" = 1'-0"



C SECTION RECONSTRUCTION
3/4" = 1'-0"



D SECTION RECONSTRUCTION
3/4" = 1'-0"

No.	DATE	REVISION	BY	CHK	APRV

MOTT MACDONALD
750 B Street, Suite 2880
San Diego, CA 92101
Tel: 619-881-0400

RELATIVE BORDER SCALE IS IN INCHES 0 1 2

		DATE
DESIGNED BY	P. SMITH	06/24
DRAWN BY	N. BAHRAMI	06/24
CHECKED BY	P. SMITH	06/24
PRJ. ENG.	B. GARRETSON	06/24

MTS Metropolitan Transit System

EL CAJON TRANSIT CENTER THIRD TRACK

RESPONSE TO RFI 178 (ALT. 2)
PLATFORM RECONSTRUCTION DETAILS

SCALE

CONTRACT NO. G1951.0-1

DRAWING NO. RFI 178 | SHEET NO. 5

A-9

EXHIBIT B
(Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0
Approved
Proposal Value: $645,778.77
Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	$543,171.04	$0.00	$0.00	$543,171.04
02	Existing Conditions	$18,519.52	$0.00	$0.00	$18,519.52
03	Concrete	$3,160.37	$0.00	$0.00	$3,160.37
32	Exterior Improvements	$54,411.77	$0.00	$0.00	$54,411.77
34	Transportation	$24,942.86	$0.00	$0.00	$24,942.86
50	Custom Standards And Assemblies	$1,573.21	$0.00	$0.00	$1,573.21
Line Count: 22				**Proposal Total:**	**$645,778.77**

The Percentage of Non Pre-Priced on this Proposal: 0.0%

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $645,778.77
Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

01 General Requirements **$543,171.04**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000006	Carpenter	Installation	800.00	$91.64	HR	1.1619	$85,181.21
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$85,181.21**
2	012220000008	Cement Mason	Installation	1,820.00	$79.05	HR	1.1619	$167,163.71
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$167,163.71**
3	012220000023	Equipment Operator (Group 8)	Installation	600.00	$102.69	HR	1.1619	$71,589.31
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$71,589.31**
4	012220000024	Equipment Operator (Group 10)	Installation	300.00	$102.86	HR	1.1619	$35,853.91
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		User Note: Foreman						
		Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.						
							Total:	**$35,853.91**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $645,778.77
Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

5	012220000027	Laborer	Installation	80.00	$78.51	HR	1.1619	$7,297.66
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$7,297.66**
6	012220000082	Project Manager	Installation	100.00	$151.80	HR	1.1619	$17,637.64
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$17,637.64**
7	012223000660	4 x 1,000 Watt Floodlights, 30' Telescoping Tower, Diesel Power Trailer Mounted Light Tower	Installation	20.00	$162.25	DAY	1.1619	$3,770.37
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.1619	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$3,770.37**
8	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	40.00	$273.45	DAY	1.1619	$12,708.86
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.1619	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$12,708.86**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
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Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

9	012223001352	18 CY Rear Dump Truck With Full-Time Truck Driver	Installation	0.50	$8,451.83	MO	1.1619	$4,910.09
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	MO	1.1619	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$4,910.09**
10	012223001354	5,000 Gallon Vacuum Truck With Full-Time Truck Driver	Installation	20.00	$1,885.38	DAY	1.3486	$50,852.47
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.3486	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
		User Note: Truck 1 of 2. To increase production and reduce double handling of waste material (Ballast)						
		Item Note:						
							Total:	**$50,852.47**
11	012223001354	5,000 Gallon Vacuum Truck With Full-Time Truck Driver	Installation	20.00	$1,885.38	DAY	1.3486	$50,852.47
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.3486	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
		User Note: Truck 2 of 2. To increase production and reduce double handling of waste material (Ballast)						
		Item Note:						
							Total:	**$50,852.47**
12	012223001394	Speedswing Loader	Installation	20.00	$492.62	DAY	1.3486	$13,286.95
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.3486	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$13,286.95**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
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Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

13	015219000002	Portable Chemical Toilet	Installation	4.00	$65.66	WK	1.1619	$305.16
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.1619	$0.00

Includes Labor No Includes Equipment No Includes Materials Yes

Total:	**$305.16**

14	017419000036	General Refuse	Installation	300.00	$62.43	TON	1.1619	$21,761.23
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	TON	1.1619	$0.00

Includes Labor No Includes Equipment No Includes Materials Yes

Total:	**$21,761.23**

02 Existing Conditions **$18,519.52**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
15	029055000009	Project Director / Document Consultant / Account Manager For Emergency Clean Up	Installation	100.00	$159.39	HR	1.1619	$18,519.52
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00

Includes Labor Yes Includes Equipment No Includes Materials No

Total:	**$18,519.52**

03 Concrete **$3,160.37**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
16	033513000005	Final Float, Concrete Floor Finish	Installation	2,000.00	$1.36	SF	1.1619	$3,160.37
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	SF	1.1619	$0.00

Includes Labor Yes Includes Equipment Yes Includes Materials No

Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*

Total:	**$3,160.37**

32 Exterior Improvements **$54,411.77**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $645,778.77
Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
17	321313330003	4" 4,500 PSI Concrete Paving Assembly	Installation	600.00	$33.53	SY	1.1619	$23,375.10
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	SY	1.1619	$0.00
		Includes Labor No Includes Equipment Yes Includes Materials Yes						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$23,375.10**
18	321411000007	2" Mortar Bedding	Installation	400.00	$4.24	SF	1.1619	$1,970.58
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	SF	1.1619	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$1,970.58**
19	321726000004	30.5" x 24" x 2" Precast Concrete Truncated Dome Panel Set In Thinset	Installation	80.00	$312.70	EA	1.1619	$29,066.09
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.1619	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$29,066.09**
34 Transportation								**$24,942.86**
Record #	**CSI Number**	**Description**	**Type**	**Quantity**	**Unit Price**	**UOM**	**Factor**	**Line Total**
20	340143000013	Removal And Replacement Of 3" Galvanized Metal Rail	Installation	80.00	$79.73	LF	1.1619	$7,411.06
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	80.000000	$0.00	LF	1.1619	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
		Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*						
							Total:	**$7,411.06**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $645,778.77
Approved Date: July 10, 2024

Job Order: MTSJOC348-13
Job Order Name: El Cajon Platform Replacement
Location: El Cajon Transit Center 352 South Marshall Avenue El Cajon, CA 92020

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

21	341113230076	Aligning, Surfacing, Tamping And Finishing Track Mobilization	Installation	2.00	$6,500.00	EA	1.3486	$17,531.80
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.3486	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials No**

Total:	**$17,531.80**

50 Custom Standards And Assemblies **$1,573.21**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
22	508988800007	CALTRANS 800103 TEMPORARY FENCE (TEMPORARY FENCE (TYPE CL-6)	Installation	200.00	$6.77	LF	1.1619	$1,573.21
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.1619	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Work Can Occur during normal working hrs.*

Total:	**$1,573.21**
Proposal Total:	**$645,778.77**
The Percentage of Non Pre-Priced on this Proposal:	**0.0%**

Div

** Includes Price Changes due to Construction Task Catalog update*

EXHIBIT C
(Subcontractor Listing)

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

Subcontractor Report

Date: 7/10/2024

Job Order Contracting

Contract #: PWG348.0-22
Job Order #: MTSJOC348-13
Job Order Title: El Cajon Platform Replacement
Job Order Value: $645,778.77
Location: El Cajon Transit Center
Contractor: Veteran's Engineering Services
Subcontractors: Badger Daylighting Corp
CABLE, PIPE & LEAK DETECTION, INC.
EBS GENERAL ENGINEERING
LAZER WEST ENGINEERING INC

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Badger Daylighting Corp 4910 N CR 900 E, Brownsburg, IN 46112	945499	Heavy equipment operator		$80,000.00	12.39%
CABLE, PIPE & LEAK DETECTION, INC. 1483 N 2nd St, Suite #201 El Cajon, CA 92021	860181	Laborer		$1,000.00	0.15%
EBS GENERAL ENGINEERING 1345 QUARRY ST, STE 101 Corona, CA 92879	720016	Mason		$221,000.00	34.22%
LAZER WEST ENGINEERING INC 11324 HIGHWAY 67, Lakeside, CA 92040	1029194	Heavy equipment operator		$16,000.00	2.48%

Summary

Certification Name	Value	% Subcontracted
	$318,000.00	0.15%
Total	**$318,000.00**	**49.24%**

Metropolitan Transit System

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

4th And C St Grade Crossing Replacement – Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-12 (in substantially the same format as Attachment A), under MTS Doc. No. PWG348.0-22, in the amount of $924,427.12, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), for the replacement of the existing grade crossing and installation of duct-bank at 4th and C St in downtown San Diego.

Budget Impact

The total cost for this contract is estimated to be $924,427.12. Under separate MTS Doc. No. L1282.0-16 with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of $16,269.92. This project is funded by the Capital Improvement Program (CIP) 2005125701 – Grade Crossing Replacement and 2006114701 – Downtown Parallel Feeder Cable Construction.

DISCUSSION:

In Spring 2024, it was discovered that the pre-cast panels at the grade crossing at 4th and C Street were shifting with vehicular traffic, posing a safety risk to both vehicles and pedestrians. The MTS track department removed one of the panels and found that the underlying timber ties had rotted. As a result, the crossing cannot be salvaged and must be replaced.

This work will be completed by issuing a JOC work order to MTS's JOC contractor for railroad construction services, Veterans Engineering. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

The JOC program includes a catalog of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, The Gordian Group. All potential contractors are subject to the pricing within this catalog. Each contractor then includes an adjustment factor, escalating their proposed price from the catalog price, to determine the total

cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e. 1.25 adjustment factor represents 25% above the catalog price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

On June 16, 2022 (Agenda Item (AI) 12), after a competitive Invitation for Bids (IFB) process, the MTS Board authorized the CEO to execute MTS Doc. No. PWG348.0-22 with Veterans for Railroad Construction Services. Railroad Construction Services includes work that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main CWR track rehabilitation/replacement, grade crossings (precast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services required for quality control monitoring and testing, shop drawings, safety, environmental, scheduling, traffic control, storm water pollution prevention, geotechnical, surveying, biological, and hazardous/contaminated materials.

Today's proposed action will issue a work order to Veterans under this JOC master agreement. Staff has reviewed the pricing for this repair work order and determined it to be fair and reasonable. Veterans will be providing materials, labor, and equipment for the project. Veterans will utilize subcontractors on this project, which are described in Attachment A. Work is expected to be completed approximately by September 2024.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC348-12 (in substantially the same format as Attachment A), under MTS Doc. No. PWG348.0-22, in the amount of $924,427.12, with Veterans, for the replacement of the existing grade crossing and installation of duct-bank at 4th and C St in downtown San Diego.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Job Order Contract MTSJOC348-12

Metropolitan Transit System

JOB ORDER CONTRACT
WORK ORDER

PWG348.0-22
CONTRACT NUMBER

MTSJOC348-12
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2024, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Veterans Engineering Services, Inc.

Address: 2300 N. Batavia St.
Orange, CA 92865

Form of Business: S. Corp.
(Corporation, partnership, sole proprietor, etc.)

Telephone: (714) 733-1462

Authorized person to sign contracts: Paul Marshall (Name) COO (Title)

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG348.0-22), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED $924,427.12

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VETERANS ENGINEERING SERVICES, INC.
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____

EXHIBIT A
(Scope of Work)

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

Final Scope of Work

Date: 6/24/2024

Job Order Contracting

To: **From:**

Contract No:	PWG348.0-22
Job Order No:	MTSJOC348-12
Job Order Title:	4th and C St Grade Crossing Replacement
Location:	Blue Line ROW 1255 Imperial Ave San Diego, CA 92101
Brief Scope of Work:	This job order is for the replacement of the grade crossing located at the intersection of Fourth Ave and C St in San Diego.

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

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

This job order is for the replacement of the grade crossing located at the intersection of Fourth Ave and C St in San Diego.

This work requires but is not limited to the installation of head hardened rail, rubber rail interface, concrete crossties, galvanized e-clips, insulators, tie pads, ballast, 16 ounce filter fabric, reinforced concrete, asphalt concrete, and pavement markings. In addition, this work requires the removal and disposal of all existing track material, asphalt, concrete, filter fabric, waste, and spoils within the limits of work.

The contractor shall:

- Remove and dispose of 240 TF total: 120 TF from the eastbound track and 120 TF from the westbound track. This includes the existing grade crossing panels, track, asphalt, crossties, and subgrade material down to 9 inches below the ties.
- Conduct compaction testing to ensure the backfilled subgrade is compacted to 95% per modified Proctor (ASTM 1557D) standards.

- Install 240 TF total: 120 TF on the eastbound track and 120 TF on the westbound track, using 16 oz geotextile fabric placed on subgrade, with ballast placed 9 inches below the ties, concrete ties spaced 24 inches apart, and a rubber rail interface with a 2.5-inch flangeway.
- Repair the existing storm drain manhole and adjust the rim height to match the top of rail elevation.
- Install PCCP and asphalt concrete as detailed in “MTSJOC348-12_Drawing” for a total of 160 TF: 80 TF on the eastbound track and 80 TF on the westbound track.
- Install eight inches of asphalt for a total of 40 TF: 20 TF on each side of the crossing outside of the PCCP limits.
- Install eight (8) 90#/115# compromise joint bars outside the crossing limits.
- Surface, line, and dress track.
- Procure all necessary city traffic control and noise permits.

Specifications:

All work shall conform to the Special Provisions within the executed MTS Job Order Contract (JOC) PWG348.0-22

Submittals:

- Concrete Mix Design, Vulcan Materials 6000 psi 406001 mix or approved equal.
- Asphalt Mix Design
- Concrete Ties
- Ballast
- 16 oz Geotextile fabric
- 115# Head hardened Rail
- 90#/115# compromise joint bars
- Rubber Rail Interface
- Galvanized E Clips and other track materials (OTM)
- Traffic Control Permit
- Noise Permit
- Hour by Hour schedule

Construction Surveying:

All field construction surveying required for accurate horizontal and vertical location of railroad tracks and other various items of work on the contract shall be furnished by the Contractor. For track rehabilitation, the elevation and alignment of the new track shall, generally, be based on the location of the existing tracks as indicated on the plans. The Contractor shall provide the Engineer with the location and elevation of the existing track at 25’ intervals extending 100 feet beyond the project limits. The survey information shall be submitted within 30 calendars following Notice to Proceed for evaluation by MTS. The contractor shall replace all existing property corner markers and monuments

and any local agency monuments disturbed during construction operations as directed by the Engineer. These new markers, monuments, and well monuments shall be on a record of survey map in accordance with applicable laws and regulations and filed in the Office of the County Recorder of San Diego County.

Existing Utilities:

The contractor shall notify the Engineer and Underground Service Alert (USA) (800) 422-4133 at least two working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, wire or other structure.

Signal wires, track circuits, platform lighting cables, irrigation lines or other MTS underground facilities may exist within the track way. The contractor is to locate and protect in-place all existing underground facilities. The contractor shall coordinate with SDTI MOW personnel in order to have said facilities located and marked out by Cable, Pipe & Leak Detection (CPL) (619) 660-0844 or other approved utility locating subcontractor familiar with MTS facilities. If the Contractor cannot protect in-place existing underground facilities, the Contractor shall replace any damaged or removed underground facilities in a timely manner as to not allow for extended delays to the trolley services. If the services are subject to extended delays, the contractor shall notify MTS prior to the expiring of the original scheduled work time. All existing MTS underground facilities located shall be as-built and included on the contractor's as-built drawings.

Where such facilities are not located on the plans, no work shall be performed near said facilities until the owner, or his representative, has located the facility by potholing, probing, or other means that locate and identify the facility.

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

Schedule:

All work shall be complete as soon as possible with 60 calendar days from issuance of NTP. The work shall proceed using one (1) weekend for installation of the grade crossing. Staging of materials and partial demolition work may take place during revenue hours with prior approval and during non-revenue service. The contractor to provide ingress egress, including accessible wheelchair access and directional signage to include universal symbol for wheelchair access, for the passengers at all time during construction.

Work Windows:

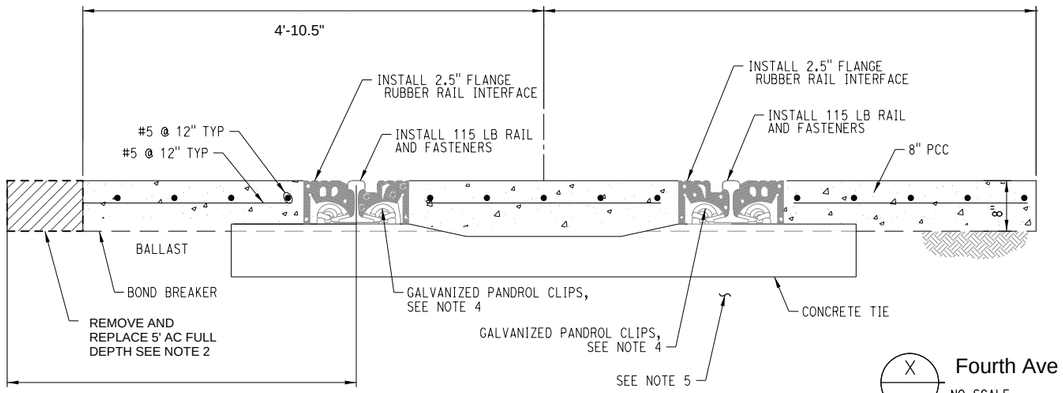
The work to take place during one (1) weekend shutdown, the hours will be from 1:30 AM on Saturday to 4:30 AM on Monday.

Weekday work to be performed between trains from 9:30 PM to 1:30 AM.

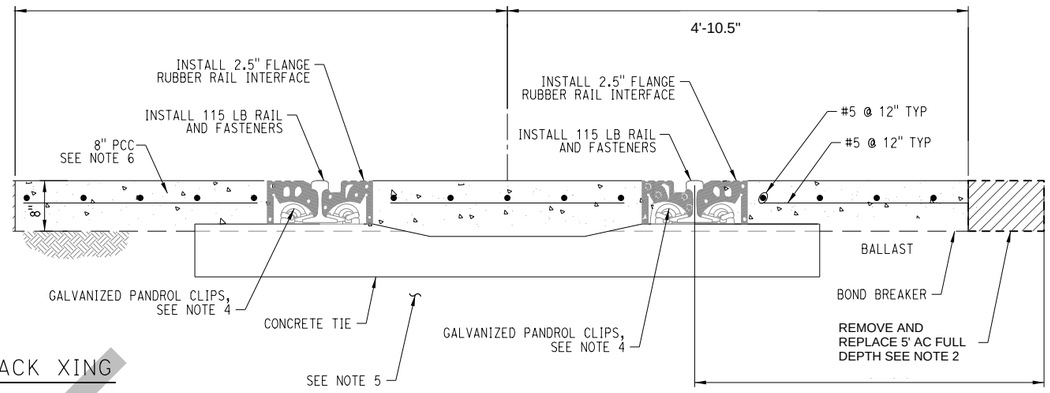
Weekday non-revenue service is from 1:30 AM to 4:30 AM.

Special Events: Contractor to schedule the work around special events such as Rock N Roll, Marathon Padres, Chargers, Comicom etc. and to coordinate with City and MTS projects.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.



8" PCC Should be placed between tracks



X Fourth Ave & C St CONCRETE TRACK XING

NO SCALE

NOTES:

2. HOT MIX ASPHALT SHALL BE TYPE B AND PRODUCED FROM COMMERCIAL QUALITY ASPHALT AND AGGREGATES. AGGREGATE FOR BASE COURSE SHALL CONFORM TO THE 3/4" MAXIMUM. AGGREGATE FOR WEARING COURSE SHALL CONFORM TO THE 1/2" MAXIMUM. THE FIRST TWO LIFTS SHALL CONSIST OF BASE COURSE PAVING AND A WEARING COURSE SHALL BE PROVIDED ONLY WHEN A SINGLE LIFT IS REQUIRED. PAVING ASPHALT SHALL BE GRADE AR-4000. THE AMOUNT OF ASPHALT BINDER TO BE MIXED WITH THE AGGREGATE WILL BE 5.0 TO 7.7 PERCENT BY WEIGHT OF DRY AGGREGATE.

4. FOR ALL RAIL CLIPS AND RUBBER RAIL INTERFACE ASSEMBLIES, SEE REFERENCE DRAWING RAC0159.

5. ASSUME 9-INCH BALLAST DEPTH UNDER TIES. STAY ABOVE HARDPAN.

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES 0 1 2 3

EXHIBIT B
(Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	$630,949.91	$0.00	$0.00	$630,949.91
02	Existing Conditions	$36,408.74	$0.00	$0.00	$36,408.74
31	Earthwork	$4,915.86	$0.00	$0.00	$4,915.86
32	Exterior Improvements	$38,051.87	$0.00	$0.00	$38,051.87
33	Utilities	$0.00	$0.00	$0.00	$0.00
34	Transportation	$191,199.56	$0.00	$3,467.05	$194,666.61
50	Custom Standards And Assemblies	$19,434.13	$0.00	$0.00	$19,434.13
Line Count: 51				**Proposal Total:**	**$924,427.12**

The Percentage of Non Pre-Priced on this Proposal: 0.0%

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

01 General Requirements **$630,949.91**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000006	Carpenter	Installation	300.00	$91.64	HR	1.2449	$34,224.79
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$34,224.79**
2	012220000008	Cement Mason	Installation	1,280.00	$79.05	HR	1.2449	$125,963.96
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$125,963.96**
3	012220000013	Equipment Operator (Crane Group 8)	Installation	800.00	$103.09	HR	1.2449	$102,669.39
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-What is this for?*						
		User Note: Change in hour is because we will need to double handle material. relocating from Hancock yard to job site.						
		Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.						
							Total:	**$102,669.39**
4	012220000015	Equipment Operator (Crane Group 10)	Installation	300.00	$104.71	HR	1.2449	$39,106.04
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-What is this for?*						
							Total:	**$39,106.04**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

5	012220000027	Laborer	Installation	1,200.00	$78.51	HR	1.2449	$117,284.52
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

User Note: Change in hour is because we will need to double handle material. relocating from Hancock yard to job site.

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total: $117,284.52

6	012220000082	Project Manager	Installation	120.00	$151.80	HR	1.2449	$22,677.10
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

User Note: Structures Manager

Item Note:

Total: $22,677.10

7	012220000082	Project Manager	Installation	100.00	$151.80	HR	1.2449	$18,897.58
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

User Note: Track Manager

Item Note:

Total: $18,897.58

8	012223000227	11 To 12 Ton, Single Smooth Drum, Ride-On Self-Propelled Vibratory Roller With Full-Time Operator	Installation	3.00	$1,411.22	DAY	1.2449	$5,270.48
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total: $5,270.48

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

9	012223000282	2,400 LB Capacity, 72" Wide, Skid-Steer Loader With Full-Time Operator	Installation	3.00	$1,258.66	DAY	1.2449	$4,700.72
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
							Total:	**$4,700.72**
10	012223000360	3/4 CY Hydraulic Excavator With Full-Time Operator	Installation	3.00	$1,336.03	DAY	1.2449	$4,989.67
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
							Total:	**$4,989.67**
11	012223000466	4-1/2 CY, 215 HP, Heavy Duty Construction Loader With Full-Time Operator	Installation	6.00	$1,855.72	DAY	1.1619	$12,936.97
Accepted		***History:***	**Demo:**	0.000000	$0.00	DAY	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
		User Note: Loader is needed for double handling material.						
		Item Note:						
							Total:	**$12,936.97**
12	012223000660	4 x 1,000 Watt Floodlights, 30' Telescoping Tower, Diesel Power Trailer Mounted Light Tower	Installation	12.00	$162.25	DAY	1.2449	$2,423.82
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
		Owner Comments: *V:1.2-Changed from 20 to 12 days.*						
							Total:	**$2,423.82**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

13	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	10.00	$891.97	DAY	1.2449	$11,104.13
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total: $11,104.13

14	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	10.00	$891.97	DAY	1.2449	$11,104.13
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total: $11,104.13

15	012223001350	18 CY Rear Dump Truck With Full-Time Truck Driver	Installation	10.00	$2,021.67	DAY	1.2449	$25,167.77
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total: $25,167.77

16	012223001378	500 To 600 Gallon Water Trailer With Pump	Installation	3.00	$170.03	DAY	1.2449	$635.01
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor No **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-Water truck will only be used for 3 days.*

Total: $635.01

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

17	012223001394	Speedswing Loader	Installation	10.00	$492.62	DAY	1.2449	$6,132.63
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$6,132.63**
18	015219000002	Portable Chemical Toilet	Installation	4.00	$65.66	WK	1.2449	$326.96
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$326.96**
19	015219000008	Two Station Portable Handwash	Installation	4.00	$44.22	WK	1.2449	$220.20
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$220.20**
20	015526000098	Trailer Mounted Portable Variable Message Sign (PVMS)	Installation	2.00	$741.28	WK	1.2449	$1,845.64
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$1,845.64**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

21	016500000006	>125' To 500' Material Handling On Site With Dump Truck Or Flat Bed Truck	Installation	400.00	$15.51	EA	1.2449	$7,723.36
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						
							Total:	**$7,723.36**
22	017113000002	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck	Installation	20.00	$423.36	EA	1.2449	$10,540.82
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						
							Total:	**$10,540.82**
23	017113000003	>25 Miles, Equipment Delivery And Pickup Using A Rollback Flatbed Truck	Installation	400.00	$4.51	MI	1.2449	$2,245.80
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	MI	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						
							Total:	**$2,245.80**
24	017136000008	GPS Mapping Of Located Utilities/Items For Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or Asphalt	Installation	2.00	$608.28	EA	1.2449	$1,514.50
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$1,514.50**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

25	017419000021	Rampless Concrete Washout Bin	Installation	1.00	$658.35	MO	1.2449	$819.58
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	MO	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$819.58**
26	017419000036	General Refuse	Installation	250.00	$62.43	TON	1.2449	$19,429.78
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	TON	1.2449	$0.00
		Includes Labor No **Includes Equipment No** **Includes Materials Yes**						
							Total:	**$19,429.78**
27	017419000040	Hauling On Paved Roads, Miles Over Initial 15 Miles	Installation	1,000.00	$0.91	CYM	1.2449	$1,132.86
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	CYM	1.2449	$0.00
		Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**						
							Total:	**$1,132.86**
28	017419000046	Hauling With 10 To 12 CY Dump Truck, Up To 15 Miles	Installation	200.00	$160.10	EA	1.2449	$39,861.70
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00
		Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**						
							Total:	**$39,861.70**

02 Existing Conditions **$36,408.74**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
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Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

29	024119130060	Concrete Block Up To 4" Depth, Saw Cut	Installation	500.00	$7.30	LF	1.2449	$4,543.89
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
							Total:	**$4,543.89**
30	024119130066	Concrete And Asphalt Up To 4" Depth, Saw Cut In Streets	Installation	1,000.00	$2.75	LF	1.2449	$3,423.48
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
							Total:	**$3,423.48**
31	029055000007	Assistant Project Manager For Emergency Clean Up	Installation	100.00	$79.70	HR	1.2449	$9,921.85
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$9,921.85**
32	029055000009	Project Director / Document Consultant / Account Manager For Emergency Clean Up	Installation	100.00	$159.39	HR	1.1619	$18,519.52
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.1619	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-Changed modifer.*						
							Total:	**$18,519.52**

31 Earthwork **$4,915.86**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

33	312323230002	Compaction Water, Water Truck And Operator	Installation	20.00	$197.44	MGL	1.2449	$4,915.86
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	MGL	1.2449	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Total: $4,915.86

32 Exterior Improvements **$38,051.87**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
34	320111530007	Removal Of 4" Wide Thermoplastic Pavement Striping	Installation	0.00	$2.54	LF	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.2449	$0.00

Includes Labor No **Includes Equipment No** **Includes Materials No**

Owner Comments: *V:1.2-Pavement Markings will be removed during asphalt removal.*

Total: $0.00

35	320111530007	For Up To 250, Add **MOD: 0439**	Installation	0.00	$1.28	LF	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***						

Includes Labor No **Includes Equipment No** **Includes Materials No**

Total: $0.00

36	321116160003	Class II Graded Crushed Aggregate Roadway Base Course	Installation	60.00	$55.76	CY	1.2449	$4,164.94
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	CY	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Assuming 6 inchs of AB, my calcs show approx 60 CY*

Total: $4,164.94

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

37	321313330007	8" 4,500 PSI Concrete Paving Assembly		Installation	280.00	$96.97	SY	1.2449	$33,801.03
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***		**Demo:**	0.000000	$0.00	SY	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes							
								Total:	**$33,801.03**
38	321313330007	For 5,000 PSI Concrete, Add	**MOD: 0023**	Installation	0.00	$0.86	SY	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***							
		Includes Labor No Includes Equipment No Includes Materials No							
								Total:	**$0.00**
39	321313330007	For <12' Wide Pass, Add	**MOD: 0025**	Installation	0.00	$16.17	SY	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***							
		Includes Labor No Includes Equipment No Includes Materials No							
								Total:	**$0.00**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
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Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

40	321723130004	Single 6" Wide Solid Line, Epoxy Reflective Pavement Striping		Installation	100.00	$0.69	LF	1.2449	$85.90
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***		**Demo:**	0.000000	$0.00	LF	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes							
								Total:	**$85.90**
41	321723130004	For 20 Mil Thickness, Add	**MOD: 0048**	Installation	0.00	$0.17	LF	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***							
		Includes Labor No Includes Equipment No Includes Materials No							
								Total:	**$0.00**

33 Utilities **$0.00**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
42	330561000005	6' Deep, 3' Diameter, Precast Concrete Manhole	Installation	0.00	$1,272.52	EA	1.2449	$0.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$384.33	EA	1.2449	$0.00
		Includes Labor No Includes Equipment No Includes Materials No						
		Owner Comments: *V:1.2-Is this required since we plan on crowning the track?*						
							Total:	**$0.00**

34 Transportation **$194,666.61**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
43	341113230003	Field Welding Kit	Installation	8.00	$320.12	EA	1.2449	$3,188.14
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00
		Includes Labor No Includes Equipment Yes Includes Materials Yes						
							Total:	**$3,188.14**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $924,427.12
Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

44	341113230007	Furnish And Install Compromise Joint All Rail Size Combinations	Installation	8.00	$779.99	EA	1.2449	$7,768.08
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Total: $7,768.08

45	341113230010	Ballast	Installation	220.00	$68.76	CY	1.2449	$18,831.85
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	220.000000	$0.00	CY	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Factor changed. Also, my calculations show the the loose CY (LCY) should be 220 CY*

Total: $18,831.85

46	341113230026	8'-3" Concrete Ties With Rail Seat For 115 LB Track With 115 LB Guard Rail	Installation	120.00	$366.37	EA	1.2449	$54,731.28
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	120.000000	$0.00	EA	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-240 TF total @ 24 inch spacing. Also, Labor is already in the proposal in other items.*

Total: $54,731.28

47	341113230033	115 LB Rail	Installation	480.00	$57.56	LF	1.2449	$34,395.09
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	480.000000	$0.00	LF	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Footage is 120 TF per Track, Also, labor was removed since there is 880 Hrs of labor already in proposal.*

Total: $34,395.09

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

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Version: 2.0
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Approved Date: July 11, 2024

Job Order: MTSJOC348-12
Job Order Name: 4th and C St Grade Crossing Replacement
Location: DELETED 2 DELETED San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

48	341193000018	8" Asphalt Railroad Crossing, 24' Roadway 11.9 CY	Installation	5.00	$1,970.76	EA	1.2449	$12,267.00
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	4.000000	$661.45	EA	1.2449	$3,293.76

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-labor was removed since there is 880 Hrs of labor already in proposal.*

Total: $15,560.76

49	341193000029	EPFLEX® Railseal Interface For Resistive Material	Installation	240.00	$200.88	TF	1.2449	$60,018.12
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	240.000000	$0.58	TF	1.2449	$173.29

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-120 TF per Track, also, labor was removed since there is 880 Hrs of labor already in proposal.*

Total: $60,191.41

50 Custom Standards And Assemblies **$19,434.13**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
50	508983200158	CALTRANS 208690 PVC PIPE CONDUIT (SLEEVE)	Installation	480.00	$15.13	LF	1.1619	$8,438.18
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.1619	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Added LF. The correct LF of conduit is 480 LF*

Total: $8,438.18

51	508987710003	CALTRANS 710368 CULVERT SLURRY-CEMENT BACKFILL	Installation	40.00	$220.82	CY	1.2449	$10,995.95
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	CY	1.2449	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Total: $10,995.95

Proposal Total: $924,427.12

Div **The Percentage of Non Pre-Priced on this Proposal: 0.0%**

** Includes Price Changes due to Construction Task Catalog update*

EXHIBIT C
(Subcontractor Listing)

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

Subcontractor Report

Date: 7/11/2024

Job Order Contracting

Contract #: PWG348.0-22
Job Order #: MTSJOC348-12
Job Order Title: 4th and C St Grade Crossing Replacement
Job Order Value: $924,427.12
Location: DELETED 2
Contractor: Veteran's Engineering Services
Subcontractors: CABLE, PIPE & LEAK DETECTION, INC.
CONNORP81 INC
EBS GENERAL ENGINEERING
LAZER WEST ENGINEERING INC

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
CABLE, PIPE & LEAK DETECTION, INC. 1483 N 2nd St, Suite #201 El Cajon, CA 92021	860181	Laborer		$1,000.00	0.11%
CONNORP81 INC 6005 TYLER ST, Riverside, CA 92503	977475	Laborer		$5,000.00	0.54%
EBS GENERAL ENGINEERING 1345 QUARRY ST, STE 101 Corona, CA 92879	720016	Mason		$189,000.00	20.45%
LAZER WEST ENGINEERING INC 11324 HIGHWAY 67, Lakeside, CA 92040	1029194	Heavy equipment operator		$16,000.00	1.73%

Summary

Certification Name	Value	% Subcontracted
	$211,000.00	0.11%
Total	**$211,000.00**	**22.82%**

Metropolitan Transit System

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Baltimore Junction and Euclid Grade Crossing Study – Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA354-AE-38 under MTS Doc No. PWL354.0-22 (in substantially the same format as Attachment A) with Mott MacDonald, LLC (MM), in the amount of $747,559.64 to provide engineering planning services for the Baltimore Junction and Euclid Grade Study.

Budget Impact

The total contract cost of this Work Order is estimated to be $747,559.64. The project is funded by MTS Planning Department account number 451031-571141.

DISCUSSION:

In September 2022, MTS received a $750,000.00 Federal Transit Administration (FTA) grant designated for a pair of planning studies along the Orange Line corridor. The study has two focus areas: 1) to assess the viability of connecting tracks at the Baltimore junction to enable trains to move from the Green Line to the Orange Line; and 2) to develop options for a future grade separation at Euclid Avenue.

These two comprehensive studies are an integral part of MTS's strategy to make informed decisions regarding substantial, long-term investments on the Orange Line. Notably, the Orange Line caters to a ridership that is predominantly composed of minority and lower-income individuals, setting it apart from the general MTS service area. Moreover, it serves various historically marginalized communities. These studies will serve as the basis for forthcoming initiatives aimed at enhancing both the frequency and speed of services along the Orange Line Corridor.

In essence, the insights gained from these studies will pave the way for MTS to strategically enhance its offerings, leading to improved service quality along the Orange Line Corridor.

As part of the proposed work order, MM will provide planning services encompassing a series of conceptual layouts, planning reports, and recommendations for both the Baltimore Junction and Euclid Avenue Crossing.

Please note, at the MTS Board of Directors Meeting on November 9, 2023 (Agenda Item (AI) 15), staff recommended that this work order be awarded to Psomas in the amount of $699,915.43 using a direct award process. After further review, it was determined that use of a direct award may not have met the necessary requirements of a sole source and should have been competed as a mini request for proposal (mini-RFP) amongst MTS's on-call A&E bench. Therefore, that work order with Psomas was not executed and a mini-RFP was issued. Today's proposed action would supersede and replace the approval from November 9, 2023 (AI 15).

To ensure future work orders for A&E services are appropriately procured in compliance with all applicable state, federal, grant requirements and MTS policies, MTS is working with outside counsel on development of a new A&E procurement program, that will include new subject area specific on-call A&E benches, updated templates, checklists, standard operating procedures and additional staff training.

The below process was used for the mini-RFP that resulted in today's proposed action.

Architectural and Engineering (A&E) Consultant Selection Process

On September 15, 2021, MTS issued a solicitation for On-Call A&E Design Services by Request for Statements of Qualifications (RFSQ) from firms with expertise in a variety of A&E design and related consulting services separated into the following three (3) categories:

Category A: Comprehensive/Full Service - Five (5) prime contracts
Category B: Small Business Set Aside- Three (3) prime contracts awarded to a certified Small Business (SB) or a DBE certified firm, (which is also considered to be a Small Business)
Category C: Specialty Prime – Up to five (5) specialty service contracts as a result of the RFSQ, seven (7) firms were selected to perform various A&E services. For projects requiring A&E Services, work orders will be issued to these firms.

To obtain a consultant to perform the work for this project, On January 26, 2024, MTS staff issued a Request for Proposals to all A&E firms in Categories A & B.

On March 6, 2024, MTS received a total of two (2) proposals from the following firms:

Firm Name	Classification
MM	N/A
Psomas	N/A

On April 19, 2024, a selection committee consisting of MTS staff evaluated the proposals received using the following criteria:

Criteria	Points
Project Team	25
Project Team's Capabilities	25

Project Understanding and Approach	25
Schedule	25
Total Possible Score	**100**

During the initial evaluation, the committee scored and ranked the firms as follows:

Rank	Firm Name	Total Score
1	MM	91.99
2	Psomas	85.67

As a result of the evaluations, MM was deemed to be the most qualified firm to perform the services. The MM proposal included a more detailed description of how they would perform the studies. The committee then reviewed MM's initial cost proposal of $1,054,078.10, and through negotiations was able to reduce the fee by $306,518.46, approximately 29.08% cost savings to MTS. Based on the proposed level effort and classifications, MM's revised proposed amount of $747,559.64 was determined to be fair and reasonable.

For these services, MM will be utilizing the following subconsultants:

Subconsultant Name	Subconsultant Certification	Subconsultant Amount
Helix Environmental Planning, Inc.	None	$103,461.60
Ninyo & Moore	Minority Owned Business Enterprise (MBE)	$16,505.80
STC	SB	$89,012.18

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA354-AE-38 under MTS Doc No. PWL354.0-22 (in substantially the same format as Attachment A) with MM, in the amount of $747,559.64 to provide engineering planning services for the Baltimore Junction and Euclid Grade Study.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order WOA354-AE-38

Metropolitan Transit System

July 18, 2024

MTS Doc. No. PWL354.0-22
Work Order No. WOA354-AE-38

Ms. Bethany J. Garretson, PE
Vice President
Mott MacDonald, LLC
401 B Street, Suite 1520
San Diego, CA 92101

Dear Ms. Garretson:

Subject: WORK ORDER WOA354-AE-38, TO MTS DOC. NO. PWL354.0-22, ENGINEERING PLANNING SERVICES FOR THE BALTIMORE JUNCTION AND EUCLID GRADE STUDY

This letter shall serve as our agreement for Work Order WOA354-AE-38 to MTS Doc. No. PWL354.0-22, for engineering planning services.

SCOPE OF SERVICES

Provide engineering planning services for the Baltimore Junction and Euclid Grade Study. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachments A and A1). Federal terms apply.

SCHEDULE

The Scope of Services, as described above, shall be for a period of forty (40) weeks from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed $747,559.64 without prior authorization of MTS (Attachment B).

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

Ms. Bethany J. Garretson, PE , Vice President
Mott MacDonald, LLC

Date: _____

Attachments: Attachment A, Scope of Services
Attachment A1, Consultant's Proposal
Attachment B, Negotiated Fee Proposal

ATTACHMENT A
SCOPE OF SERVICES

TITLE: Baltimore Junction and Euclid Grade Study **WOA #:** WOA354-AE-38

I. PROJECT DESCRIPTION

This scope is for the development of a Project Study Report (PSR) for the Baltimore Junction and Euclid Avenue Grade Separation projects.

This scope of work also includes effort to perform project management (including meetings and other coordination), quality assurance / quality control, document control, and other administration to fully prepare and deliver these PSR's.

The selected Consultant for this work order, may be awarded follow-on work for subsequent services (if, any) in the form of an amendment(s) to the original work order. However, MTS reserves the right to award additional services (if, any) resulting from this work order to the most qualified firm.

The scope to deliver each PSR is described in the Scope of Work below.

II. SCOPE OF WORK

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

Task 1 – Euclid Avenue Grade Separation

Summary

This project includes grade separating the track crossing at Euclid Avenue, adjacent to the Euclid Avenue Station. The crossing is currently a double track at grade crossing and is known to be disruptive to traffic flows in the surrounding community. The Project Study Report shall provide conceptual design and review of various alternatives to establish feasibility and preliminary costs for the alternatives. The alternatives to be reviewed as part of this scope of work shall include:

- All rail operations being raised above Euclid Avenue.
- Two MTS tracks being raised above Euclid Avenue for trolley operations with freight operations remaining on a single track at grade.
- Lowering all tracks beneath Euclid Avenue.
- Euclid Avenue being raised over the tracks.
- Euclid Avenue being lowered beneath the tracks.

Tasks

The Euclid Avenue Grade Separation PSR Development shall include the following tasks:

1.1 Project Management

1. Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.
2. Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.
3. Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

1.2 Draft PSR

1.2.1 Review Existing Document

Perform review of existing documents pertaining to past studies, efforts, and existing facilities, as provided by MTS.

1.2.2 Site Visits

Perform site visit, with MTS flagging protection, to review, assess, and document existing conditions.

1.2.3 Develop Draft Narrative

Develop Draft PSR narrative. The PSR narrative will follow the Caltrans Project Study Report template and will include the following Elements:

Introduction

1. Provide a brief description of the project scope.
2. Provide a summary of the cost ranges for each alternative.

Background

1. Provide a description of the existing site conditions and facility.
2. Provide discussion on local and regional agency involvement.
3. Provide discussion of any actions or commitments that have taken place to date regarding the proposed project.

Purpose and Need

1. Describe the purpose of the proposed project objectives and how it will address the transportation deficiency.
2. Identify the underlying transportation deficiency that needs to be corrected.

Deficiencies

1. Provide a concise discussion of the data that supports the purpose-and-need of the project.
2. Provide reference charts, maps, letters, etc. that help describe and illustrate the existing deficiency and purpose-and-need.

Benefits

1. Identify project benefits and determine specific metrics for evaluating and quantifying benefits.

Corridor and System Coordination

1. Provide a description of the coordination with stakeholders.
2. Provide a description of consistency with proposed statewide, regional, and local planning efforts.

Delivery Schedule

1. Provide a table showing the timeframe for the major project development milestones.

Community Involvement

1. Discuss the types of public involvement activities that will be required to progress the project.
2. Discuss the approach to obtain community involvement, to the extent needed, for the evaluation of alternatives and ultimately to obtain environmental clearance.

External Agency Coordination

1. Provide a brief discussion of other external agencies and stakeholders that will be involved in the project and the strategies to perform the discussion.
2. Provide a brief discussion of agreements that will be required and the strategy to obtain the agreements.

Project Reviews

1. Provide a list of the reviews performed on the scope and alternatives for the project.

Project Personnel

1. Provide a list and contact information for key personnel on the project.

Additional Information / Reference Material

1. This will be provided in the form of an appendix section and will include:
   a. San Diego Trolley Track Chart / Milepost information
   b. Previously prepared studies for the project area
   c. Any significant Reference Material that was used in the development of the PSR
   d. Preliminary Drainage Assessment

1.2.4 Develop Project Alternatives

Development of project alternatives will include the following:

1. Provide conceptual, engineered drawings including plan, profile, and sections at critical elements for each alternative listed above.
2. Provide an assessment of each alternative and score it based on viability, cost, community impacts, Trolley operations impacts, stakeholder involvement, and other factors to be discussed and agreed upon by MTS.
3. Recommend a list of potential viable alternatives that could be advanced to engineering design.
4. Provide a description of alternatives that were considered but are not recommended to be advanced into further development.
5. Provide a summary discussion of the conceptual engineering assessment of the proposed project.

The conceptual engineering assessment as part of this alternative development will include the following effort by discipline:

Structures

1. Determine existing structure conditions within the project's area and adjacent bridges.
2. Determine, report, and advise on superstructure type for overcrossings, undercrossings, and viaducts.
3. Determine superstructure depth (preliminary calculations to confirm anticipated costs).

4. Review and assess retaining wall requirements and quantities for crossing approaches (road and track).
5. Review and confirm required and standard clearances.
6. Develop concept level layout plans, elevations, and sections for major structures on each alternative.

Track Engineering and Alignments

1. Prepare geometric layouts for each alternative, including conceptual horizontal and vertical alignments.
2. Develop cross sections at critical areas, minimum clearance calculations, required track centers, platform locations (if station is going to be elevated), and quantity calculations on major items.
3. Prepare exhibits and corresponding details to support project cost estimates.
4. Perform Engineering analysis including estimating ROW needs.
5. Calculate preliminary track alignments with a focus on rail geometry, clearances, construction methods, and grading and drainage requirements.
6. Prepare conceptual construction phasing plans.
7. For CPUC, develop a potential stakeholder list and determine CPUC requirements, processes, and milestones.

Systems

1. Evaluate rail signal impacts for each of the identified alternatives.
2. Provide preliminary communications requirements.

Civil

1. Perform Right of Way and Utility research. Identify key issue and challenge areas. Document assessment with photographs and summarize findings in the report.
2. Develop a preliminary existing conditions base map utilizing available MTS provided LiDAR data.
3. Develop conceptual horizontal and vertical alignments for alternatives that involve adjustments to Euclid and adjacent streets.
4. Prepare a draft Conceptual Drainage Assessment Report.
5. Develop preliminary project footprint and construction impacts for the identified alternatives.

Traffic

1. Determine Level of Service (LOS), site access, property impacts, and relocation compensation.
2. Verify existing conditions at the grade crossing and adjacent intersections. The team will verify locations of existing street features such as existing interconnected traffic signal equipment, signing and striping, and roadway lighting conditions.
3. Observe the grade crossing and adjacent intersections during AM and PM peak traffic hours to understand traffic flow and behavior at the crossing and adjacent intersections. Adjacent intersections include Euclid Ave and Market Streets and Euclid Ave and Naranja St.
4. Coordinate with the highway authorities and the City of San Diego to collect and review the existing traffic volumes, traffic as-built plans and traffic operations at the crossing and adjacent interconnected signalized intersections.

5. Assess impacts to adjacent streets and intersections from the grade separation project and provide recommendations for mitigation measures.

Geotech

1. Perform a “desktop review” of existing information on soil conditions from previous adjacent projects and provide documentation of findings.
2. Provide conceptual parameters for input into the feasibility of various structures.
3. Prepare boring plan recommendations for future subsurface investigations.

Right of Way

1. Assess impacts to surrounding businesses and properties for each alternative.
2. Assess property acquisition needs for each alternative.
3. Determine potential compensation for disruptions to local businesses for each alternative.

Environmental Compliance

1. Identify preliminary environmental constraints. The preliminary review will include:
2. One site visit to assess any environmental constraints in the project area.
3. Review of publicly accessible data as part of this preliminary environmental review, which may include topics such as biological resources, archaeological and built environment resources, hazardous materials, coastal zone, and stormwater information, which represent some of the potential sources of delay that can impede project delivery.
4. Review biological resource databases, aerial photos, and any other readily available commercial data to determine the locations and types of biological and aquatic resources that have the potential to occur at the project site and vicinity.
5. Provide a brief description of environmental issues that may influence the project design, schedule, or costs.
6. Provide a brief description of the environmental clearance that will be required to progress the project, including any CEQA or NEPA exclusions that will be utilized to advance the project.
7. Identify and provide a discussion of environmental and regulatory agency permits that will be required to construct the project.

1.2.5 Develop Preliminary Estimate

Develop Preliminary Estimates for the viable alternatives. Work is anticipated to include:

1. Coordinate with MTS for input on financial status and schedule to inform the Funding, Programming, and Estimate section.
2. Provide a discussion of the existing project funding.
3. Provide tables showing proposed and existing funding and the programming timeframe for the funding.
4. Develop quantities for items of work.
5. Provide a preliminary construction cost estimate for the viable project alternatives and a discussion on how the estimate was developed.

1.2.6 Develop Project Risks

Review potential project risks and anticipated mitigation. The work is anticipated to include:

1. Provide a discussion of the potential major risks to the project and a preliminary assessment of the potential cost and schedule impacts of the risks.
2. Provide a discussion of the proposed mitigation strategies for the risks.
3. Provide a risk register as an attachment to the report.

1.2.7 Compile Draft PSR

The Draft PSR will be compiled to include the draft narrative, alternatives assessment, estimates, risks, and schedule impacts from the various alternatives. The draft report will undergo an internal QAQC review prior to submittal to MTS.

1.3 Preliminary Presentation to MTS

Prepare a presentation outlining the findings from the draft PSR and meet with MTS to present the findings. The presentation will include a discussion of the viable alternatives, rough order of magnitude costs for the alternatives, and estimates on schedule for the alternatives.

1.4 Final PSR

1. Prepare itemized response to MTS Comments
2. Finalize PSR Document and submit to MTS

1.5 Benefit to Cost Analysis (BCA)

1.5.1 Draft BCA

Prepare draft BCA based on FRA and Caltrans guidelines and standard practices.

1. Develop the different Benefit categories and coordinate with MTS for data input.
2. Perform BCA calculations as necessary to produce the BCA ratio.
3. Prepare final draft BCA report and submit to MTS.

1.5.2 Final BCA

Review MTS comments and incorporate into a final BCA document.

Task 2 - Baltimore Junction

Summary

This project includes upgrading the Baltimore junction to a wye to enhance MTS trolley operational flexibility as well as reviewing land use options on MTS property around the current junction. The PSR will also investigate the feasibility of a transfer station, development options, and constructing other rail infrastructure (such as storage tracks) on the property. The PSR will follow the Caltrans Project Study Report template and will include the following Elements:

Tasks

The Baltimore Junction PSR Development shall include the following tasks:

2.1 Project Management

1. Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.
2. Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.

3. Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

2.2 Draft PSR

2.2.1 Review Existing Document

Perform review of existing documents pertaining to past studies, efforts, and existing facilities, as provided by MTS.

2.2.2 Site Visits

Perform site visit, with MTS flagging protection, to review, assess, and document existing conditions.

2.2.3 Develop Draft Narrative

Develop Draft PSR narrative. The PSR narrative will follow the Caltrans Project Study Report template and will include the following Elements:

Introduction

1. Provide a brief description of the project scope.
2. Provide a summary of cost ranges for each alternative.

Background

1. Provide a description of the existing facility.
2. Provide a discussion on local and regional agency involvement.
3. Provide a discussion of any actions or commitments that have taken place to date regarding the proposed project.

Purpose and Need

1. Describe the purpose of the proposed project objectives and how it will address the transportation deficiency.
2. Identify the underlying transportation deficiency that needs to be corrected.

Deficiencies

1. Provide a concise discussion of the data that supports the purpose and need of the project.
2. Provide reference charts, maps, letters, etc. that help describe and illustrate the existing deficiency and purpose and need.

Benefits

1. Identify project benefits and determine specific metrics for evaluating and quantifying those benefits.

Corridor and System Coordination

1. Provide a description of the coordination with stakeholders.
2. Provide a description of consistency with proposed statewide, regional, and local planning efforts.

Community Involvement
1. A discussion of the types of public involvement activities that will be needed to progress the project.
2. Discuss the approach to obtain community involvement, to the extent needed, for the evaluation of alternatives and ultimately to obtain environmental clearance.

Delivery Schedule
1. Provide a table showing the timeframe for the major project development milestones.

External Agency Coordination
1. Provide a brief discussion of other external agencies and stakeholders that will be involved in the project and the strategies to perform the discussion.
2. Provide a brief discussion of agreements that will be required and the strategy to obtain the agreements.

Project Reviews
1. Provide a list of the reviews performed on the scope and alternatives for the project.

Project Personnel
1. Provide a list and contact information for key personnel on the project.

2.2.4 Develop Project Alternatives

Development of project alternatives will include the following:

1. Provide a description of potentially viable alternatives that could be advanced to engineering design.
2. Provide a description of alternatives that were considered but are not recommended to be advanced into further development.
3. Provide a discussion of the conceptual engineering assessment of the proposed project.
4. Provide conceptual drawings including plan, profile, and sections at critical elements for each alternative.

The conceptual engineering assessment as part of this alternative development will include the following effort by discipline:

Structures
1. Determine existing structure conditions onsite and at adjacent bridges.
2. Review the feasibility and requirements to construct a passenger transfer station at this location.

Track Engineering and Alignments
1. Prepare geometric layouts for a third leg to complete the wye, including conceptual horizontal and vertical alignments.
2. Prepare geometric layouts for a transfer station at this location, including conceptual platform locations and dimensions.
3. Develop draft cross sections at critical areas, minimum clearance calculations, required track centers, platform location, and quantity calculations on major items.

4. Prepare draft exhibits and corresponding details to support project cost estimates.
5. Perform Engineering analysis including drafting ROW needs.
6. Prepare preliminary track alignments with a focus on rail geometry, clearances, construction methods, grading, and drainage requirements.
7. Prepare draft construction phasing plans.

Systems

1. Evaluate signal impacts from the identified alternatives.
2. Provide preliminary communications requirements.

Civil

1. Perform Site Assessment and identify key issues and challenge areas. Document assessment with photographs and summarize findings in the report.
2. Prepare a draft Conceptual Drainage Assessment.
3. Develop preliminary project footprint and construction impacts of the identified alternatives.
4. Identify adjacent utilities from site visits and aerial photographs to identify conflicts and provide recommendations.

Geotech

1. Perform a “desktop review” of existing information on soil conditions from previous adjacent projects and provide documentation of findings.
2. Provide conceptual parameters for input into the feasibility of track and structure construction.
3. Prepare boring plan recommendations for future subsurface investigations.

Environmental Compliance

1. Identify preliminary environmental constraints. The preliminary review will include:
2. One site visit to assess any environmental constraints in the project area.
3. Review of publicly accessible data as part of this preliminary environmental review may include topics such as biological resources, archaeological and built environment resources, hazardous materials, coastal zone, and stormwater information, which represent some of the potential sources of delay that can impede project delivery.
4. Review biological resource databases, aerial photos, and any other readily available commercial data to determine the locations and types of biological and aquatic resources that have the potential to occur at the project site and vicinity.
5. Provide a brief description of environmental issues that may influence the project design, schedule, or costs.
6. Provide a brief description of the environmental clearance that will be required to progress the project, including any CEQA or NEPA exclusions that will be utilized to advance the project.
7. Identify and provide a discussion of environmental and regulatory agency permits that will be required to construct the project.

2.2.5 Develop Preliminary Estimates

Develop Preliminary Estimates for the viable alternatives. Work is anticipated to include:

1. Coordinate with MTS for input on financial status and schedule to inform the Funding, Programming, and Estimate section.
2. Provide a discussion of the existing project funding.
3. Provide tables showing proposed and existing funding and the programming timeframe for the funding.
4. Develop quantities for items of work.
5. Provide a preliminary cost estimate for the viable project alternatives and a discussion on how the estimate was developed.

2.2.6 Develop Project Risks

Review potential project risks and anticipated mitigation. The work is anticipated to include:

1. Provide a discussion of the potential major risks to the project and a preliminary assessment of the cost and schedule impacts of the potential risks.
2. Provide a discussion of the proposed mitigation strategies for the risks.
3. Provide a risk register as an attachment to the report.

2.2.7 Compile Draft PSR

The Draft PSR will be compiled to include the draft narrative, alternatives assessment, estimates, risks, and schedule impacts from the various alternatives. The draft report will undergo an internal QAQC review prior to submittal to MTS.

2.3 Preliminary Presentation to MTS

Prepare a presentation outlining the findings from the draft PSR and meet with MTS to present the findings. The presentation will include a discussion of the viable alternatives, potential land use options, track alignments, potential station arrangements, rough order of magnitude costs for the alternatives, and estimates on schedule for the alternatives.

2.4 Final PSR

1. Prepare itemized response to MTS Comments
2. Finalize PSR Document and submit to MTS

2.5 Benefit to Cost Analysis (BCA)

2.5.1 Draft BCA

Prepare draft BCA based on FRA and Caltrans guidelines and standard practices:

1. Develop the different Benefit categories and coordinate with MTS for data input.
2. Perform BCA calculations as necessary to produce the BCA ratio.
3. Prepare final draft BCA report and submit to MTS.

2.5.2 Final BCA

Review MTS comments and incorporate into a final BCA document.

III. PERIOD OF PERFORMANCE

The Period of Performance shall be forty (40) weeks from the date of the Notice to Proceed.

IV. DELIVERABLES

Consultant deliverables for Tasks 1 – 2 will vary per project.

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule:

Task	Begin/End Dates
1) Euclid Avenue Grade Separation	
a. Site Assessment	NTP + 6 weeks
b. Preliminary Presentation to MTS to Review Alternatives	NTP + 18 weeks
c. Draft Project Study Report	NTP + 32 weeks
d. Final Project Study Report	4 weeks following receipt of MTS Review
2) Baltimore Junction	
a. Site Assessment	NTP + 6 weeks
b. Preliminary Presentation to MTS to Review Alternatives	NTP + 12 weeks
c. Draft Project Study Report	NTP + 28 weeks
d. Final Project Study Report	4 weeks following receipt of MTS Review

B. Milestones/Deliverables Schedule:

Milestone/Deliverable	Due Date
1) Euclid Avenue Grade Separation	
a. Preliminary Presentation to MTS to review Alternatives	NTP + 18 weeks
b. Draft Euclid Avenue Grade Separation Project Study Report, including preliminary cost estimate and concept level plans/ exhibits	NTP + 32 weeks
c. Response to 1 round of review comments	4 weeks following receipt of MTS Review
d. Final Project Study Report addressing comments from MTS Review.	4 weeks following receipt of MTS Review
2) Baltimore Wye	
a. Preliminary Presentation to MTS to review Alternatives	NTP + 12 weeks
b. Draft Baltimore Wye Project Study Report, including preliminary cost estimate and concept-level plans/ exhibits	NTP + 32 weeks
c. Response to 1 round of review comments	4 weeks following receipt of MTS Review
d. Final Project Study Report addressing comments from MTS Review.	4 weeks following receipt of MTS Review

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

1. MTS will provide LIDAR survey data which will serve as a baseline for existing ground and top of rail elevations.
2. MTS will provide operational data.
3. MTS will provide current grant information and deadlines.
4. MTS will provide information on future funding pursuits that are anticipated for the project.
5. Existing documents, studies, and plans for Task 1.2.1 and 2.2.1 review are to be provided by MTS.

VII. SPECIAL CONDITIONS

Not Applicable.

VIII. MTS ACCEPTANCE OF SERVICES:

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

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

IX. DEFICIENT WORK PRODUCT

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

- Revising provided documents,

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

X. DELIVERABLE REQUIREMENTS

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

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

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

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

XI. PRICING

Except where otherwise noted herein, pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XII. ADDITIONAL INFORMATION

List additional information as applicable to the specific Work Order scope of services.

XIII. ADDITIONAL INFORMATION

1. Consultant will request street as-built drawings from City of San Diego to determine existing street improvements, typical sections, and profiles in the area of the Euclid Avenue grade crossing. This approximated ground surface information will be combined with the MTS LiDAR data to describe the existing ground.
2. Consultant will request street as-built drawings from City of La Mesa to determine existing street improvements, typical sections, and profiles in the area of the Baltimore Junction. This approximated ground surface information will be combined with the MTS LiDAR data to describe the existing ground.
3. Consultant will utilize publicly available GPS data to determine property lines, right-of-way lines, jurisdictional boundaries, and preliminary utility locations.
4. Consultant will utilize the utility information available within the street as-built drawings and GPS data to approximate the locations and depths of utilities within the project areas.
5. Alternatives to be analyzed at Baltimore Junction will include:
    - Constructing a full wye connecting the Orange and Green Lines
    - Platforms and station layout to accommodate Orange/Green Line transfers
    - Bus / multi-modal facilities
    - Additional access for buses and cars
    - Inclusion of transit-oriented development
6. Conceptual plan deliverables for the project will include the following for each alternative:

- Plan view on aerial photo background
- Profile view of roadway and rail alignments
- Cross sections at critical areas showing minimum clearances, required track centers, and platform locations

7. The following are excluded from this scope of work:
    - Topographic and property surveys
    - Real property appraisals
    - Traffic counts
    - Detailed traffic analyses and simulations
    - 3D visualizations
    - Load flow analyses
    - Preparation of Caltrans documents referenced in the current version of the Caltrans PSR template
    - Public outreach

XIV. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☐ No

ATTACHMENT A1
CONSULTANT'S PROPOSAL

San Diego Metropolitan
Transit System (MTS)

MOTT MACDONALD

Baltimore Junction and Euclid Grade Study

WOAXXX-AE-38

March 6, 2024

MOTT MACDONALD

RE: Proposal for Baltimore Junction and Euclid Grade Study, WOAXXX-AE-38

Steven Augustyn
Senior Procurement Specialist
San Diego Metropolitan Transit System (MTS)
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101

March 6, 2024

Dear Steve,

San Diego Metropolitan Transit System's (MTS') Orange Line trolley corridor traverses many of the region's historically marginalized communities. It serves a ridership comprised largely of lower-income residents, many of whom rely on transit as their primary means of transportation between their homes and everywhere else they need to go. The two Project Study Reports (PSRs) included in this proposed work order are important steps toward optimizing the speed, frequency, and reliability of transit service along the Orange Line corridor – both light rail transit (LRT) service and bus service for the routes feeding into it.

Each study will examine options for solving complicated transportation problems. The Euclid Avenue Grade Study will evaluate alternatives for grade separating the Orange Line tracks from Euclid Avenue in southeast San Diego, while the other will explore options for upgrading the Baltimore Junction in La Mesa. The job of identifying alternatives, evaluating their feasibility, researching and compiling the many components required for properly scoping the solutions, and documenting the process in a PSR is an equally complicated endeavor. It will require a seasoned project development team with broad technical expertise and experience analyzing and developing solutions for similar projects. **Mott MacDonald Group, Inc. (Mott MacDonald)**, brings you that team.

Over the past decade, MTS and Mott MacDonald have partnered to complete 15 work orders. These work orders have included PSRs for the El Cajon Transit Center Third Track and America Plaza/Santa Fe Depot Pedestrian Enhancements. As a testament to our performance, MTS then asked us to complete the final design of both projects, as well as design services during construction (DSDC).

As Project Manager for the construction and design phases of these projects, respectively, our proposed **Work Order Manager, Bethany Garretson, PE**, has been integral to their delivery. Extending back to the 2006 interim design of the Interstate 15 (I-15) bus rapid station (BRT) stations, Bethany's history with MTS includes management of the PSR development and alternatives analysis for grade separating three Blue Line grade crossings in Chula Vista and DSDC for the San Ysidro Yard Expansion. Through these and other regional projects, she has worked with all stakeholders involved in this work order, solidifying her qualifications to lead this effort for MTS. **Deputy Work Order Manager Robert Gave, PE, DBIA's,** history with MTS dates back to 2008, and he is now supporting our Downtown Parallel Feeder Replacement and Chollas Creek Bridge Scour Remediation projects.

Bethany and Robert are supported by strong technical leads from Mott MacDonald and our five subcontractor partners, of which two are certified Disadvantage Business Enterprises (DBEs), and two are recognized as small businesses. We have organized our team into two work streams to allow for concurrent development and progression of both PSRs (see **Section 1**), and both of these teams are bolstered by ample, available local and regional staff qualified in all areas necessary to deliver the requested scope of services. To optimize the timely project completion, we are recommending several process refinements, all of which are described in detail in **Section 3** of our proposal.

We look forward to continuing our successful partnership with you and our subcontractors on this work order. Should you have any questions regarding our proposal, please reach out to us at the contact information provided below.

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Robert Gave, PE, DBIA
Deputy Work Order Manager
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1. Project team

1. Project team

Since 2014, **Mott MacDonald** has served as one of your prime Comprehensive A&E On-Call contract holders. Through the delivery of 15 work orders under this contract (see call-out below), we have developed trusted working relationships with MTS staff at all levels. They know they can count on our partnership, because together we have advanced a wide variety of rail and transit projects by delivering planning and design documents, completing bid-ready plans, specifications, and estimates (PS&E), and providing DSDC of these projects.

Mott MacDonald and our teaming partners

We have worked on several successful projects with our proposed subcontractors (Aguirre & Associates DBE/SB, HELIX Environmental Planning, Inc., Ninyo & Moore MBE, and STC Traffic, Inc. SB) throughout San Diego, both for MTS and other transportation agencies. We have full confidence in the strength of our combined team to deliver this work order for you.

New to our team is TSAC Engineering DBE/WBE, who will perform right-of-way (ROW) and property acquisition assessments for this work order. TSAC Engineering's lead staff have worked on transit projects with our Work Order Manager, Bethany Garretson, PE, and most of our teaming partners. **Figure 1.1** shows our teaming history with our subcontractors, as well as their certification status (i.e., DBE, Small Business [SB], Women's Business Enterprise [WBE], Minority Business Enterprise [MBE]).

Figure 1.2 on the next page shows our proposed organization for this work order and highlights two independent teams, who will be available to operate in parallel work streams to meet the required schedule. Staff identified may hold sole responsibility for performing their respective work, or may be supported by additional team members. We have quantified the local and regional staff available to support our team in **Section 4 — Schedule**, and identified team members, who may support efforts on this work order in **Exhibit A**.

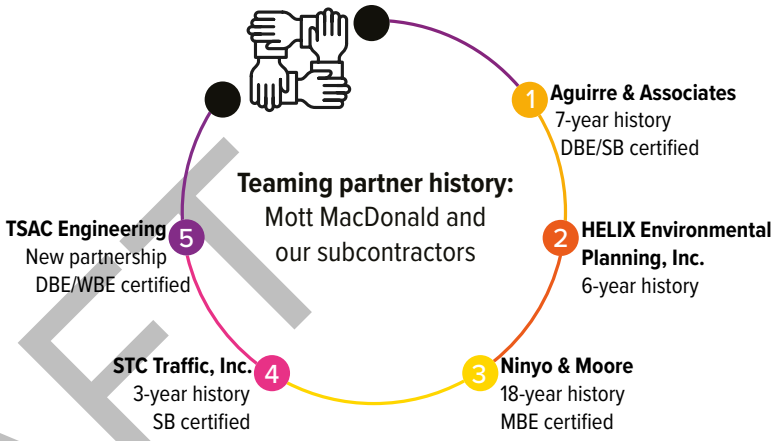


Figure 1.1: Mott MacDonald team history

Committed to your success

Throughout our 10-year partnership, Mott MacDonald has delivered 15 work orders for MTS, including the following work:

- El Cajon Transit Center Third Track PSR, Final Design, and DSDC
  Partnered with Aguirre & Associates and Ninyo & Moore
- America Plaza Pedestrian Enhancements PSR, Final Design, and DSDC
  Partnered with Aguirre & Associates, Ninyo & Moore, and STC Traffic
- Monitoring Well at IAD
  Partnered with Ninyo & Moore
- Monument Preservation
  Partnered with Aguirre & Associates
- Las Chollas Creek Bridge Assessment, Scour Protection, and Emergency Repair
  Partnered with Aguirre & Associates, HELIX, and Ninyo & Moore
- Woodman Traction Power Sub Station (TPSS) Review of Caisson Wall
- Airport Connection Feasibility Study
- Downtown Parallel Feeders
- MTS Yard Issues
- Copley Park Place O&M Inspections
  Partnered with Ninyo & Moore
- Euclid Debris Clean-Up Project – Renewal of Environmental Permitting
  Partnered with HELIX

Our subcontractors' history and project delivery with MTS includes:

- Aguirre & Associates
  20 projects over 28-year history
- HELIX Environmental Planning, Inc.
  15 projects over 24-year history
- Ninyo & Moore
  9 projects over 36-year history
- STC Traffic, Inc.
  5 projects over 10-year history
- TSAC Engineering
  Staff have 19-year project history with MTS

Figure 1.2: Mott MacDonald team organization chart

1.1 Proposed staff's qualifications and relevant experience

Answers RFP Section III.A.1.b and III.A.1.c

Unique qualifications of key personnel and time commitment

The following narratives elaborate on the unique qualifications of our key personnel, their years of experience, and their similar project experience. **Table 1.1** states their time commitment to this work order.

Following these profiles, you'll find a table summarizing the individual qualifications, relevant experience, and projected availability for all staff shown in this organization chart, organized by firm (see **Table 1.2**). Detailed resumes for all proposed staff, are available in **Exhibit A**. Qualifications, relevant experience, and availability for additional supporting staff are compiled in **Exhibit A**.

Table 1.1: Mott MacDonald key personnel time commitment

Key personnel	Time commitment	Description of time dedicated to project
Bethany Garretson, PE	60%	Day-to-day oversight of deliverables progress, schedule monitoring, budget tracking, and communications with MTS Project Manager. Engaging with stakeholders as needed for Task 1. Facilitating internal and external workshops with both tasks.
Robert Gave, PE, DBIA	70%	Continuous oversight of both PSR teams, coordinating with Bethany, MTS, and project staff. Confirming design integration and interfaces for Task 1. Identifying risks and providing mitigation measures for Task 2.
Wei Guo, PE	60%	Leading track design for Task 1.
Leonard Tan, PE	60%	Leading roadway design for Task 1.
Phil Kern, PE	75%	Engaging with stakeholders as needed for Task 2.

Bethany Garretson, PE, Work Order Manager; Task 1: Stakeholder Engagement; Support Services: Workshop Facilitation

Unique qualifications: Bethany has developed a deftness for coordination and building consensus among multiple agencies through her expansive project experience on large regional transportation projects from planning through construction over her **23 years** of experience. This includes working for, or within the jurisdiction of, all the stakeholders involved in the proposed work orders: MTS, the City of San Diego, the City of La Mesa, Caltrans District 11, SANDAG, and even Genesee & Wyoming (G&W), the operator of the short freight line that runs within the Orange Line corridor. Her long-standing relationships with decision-makers in these agencies and deep knowledge of their standards and review/approval processes will be key assets in the smooth delivery of these PSRs.

Similar project experience performance: Most recently known to MTS for her management of the final design and bid support for the America Plaza/Santa Fe Depot Pedestrian Improvements and design support during construction (DSDC) for the El Cajon Transit Center Third Track project, Bethany's history on MTS projects date back to 2006, when she led the design of the Interim Interstate 15 (I-15) Bus Rapid Transit (BRT) Stations and the Old Town Transit Center Pedestrian Safety projects. Since then, she has managed the PSR development and alternatives analysis for grade separating three Blue Line grade crossings within Chula Vista: E, H, and Palomar Streets, and filled a variety of Program Management Consultant (PMC) roles on the $2B Mid-Coast Trolley Corridor. Bethany has been the Project Manager for the development of Project Initiation Documents (PIDs) on highway projects as well, including a PSR-Project Development Study (PDS) for two new State Route 125 (SR 125) Interchanges in Otay Ranch and a Project Initiation Report (PIR) for a multi-asset improvement project covering 39 miles along rural SR 79 under the State Highway Operation and Protection Program (SHOPP).

Robert Gave, PE, DBIA, Deputy Work Order Manager; Task 1: Systems Design, Task 2: Risk Analysis

Unique qualifications: Robert has over **30 years** of transit and rail systems integration experience managing design teams for communications, signals, and traction power. His experience includes managing multi-disciplinary engineering teams performing preliminary and final systems designs for LRT; systems design, integration, and verification; alternatives analyses and engineering studies; and Federal Transit Administration (FTA) PMOC oversight of Capital Improvement Grant programs.

Similar project experience performance: Robert has had roles as both FTA PMOC Task Order Manager and Systems Integration Manager for the Santa Clara Valley Transportation Authority (VTA) Bay Area Rapid Transit (BART) Berryessa Extension, and as Systems Integration Manager for San Francisco Municipal Transportation Agency (SFMTA) Central Subway and Amtrak Hudson Tunnel Project. For each of these roles, he supported and participated in the grantees' risk assessment reviews and workshops, schedule analysis, and cost comparisons. Robert managed Civil/Systems Integration for Sound Transit's Lynnwood Link Extension, enabling him to critically assess risks, costs, and schedule impacts that the civil works changes for Task 1 and 2 will have on MTS' systems. Robert's history partnering with MTS started with his participation in MTS' procurement of new shorter Siemens vehicles and retiring the original fleet of U2 vehicles in 2008. He is currently supporting MTS' Downtown Parallel Feeder Replacement Project and is serving as Project Manager for the Chollas Creek Bridge Scour Remediation Project (now including permanent repair of recent storm damage).

Wei Guo, PE, Task 1: Track Design

Unique qualifications: Wei has focused the last 17 of his **28 years** of transportation engineering experience on the design and management of complex and diverse rail and transit projects for Southern California agencies, including Southern California Regional Rail Authority (SCRRA)/Metrolink, Los Angeles County Metropolitan Transportation Authority (LA Metro), and California High-Speed Rail Authority (CHSRA). Spanning from planning/feasibility through final engineering and DSDC, his experience includes nearly every task associated with design development within each phase, such as site investigations, alternatives analysis, cost estimates, environmental studies, Quality Assurance/Quality Control (QA/QC), and public outreach.

Similar project experience performance: Wei has previously served as Engineering Manager on the LA Metro Gold Line Foothill Extension Phase 2B Project, and the Design Manager on California High-Speed Rail Authority's (CHSRA's) CHSR Palmdale to Burbank Section. He is the Design Manager and Trackwork Lead for Metrolink's Lancaster Terminal Improvements Project, which includes a new layover facility consisting of three parallel tracks, a fueling facility, and a crew base building; communications and trackwork upgrades at Lancaster station; upgrades to the existing UPRR Lancaster Boulevard grade crossing and adjacent intersection at Sierra Highway to support the extension of Metrolink's tracks from the station to the new layover facility; rail signaling and communications, and supporting utility extensions, connections, and relocations.

Leonard Tan, PE, Task 1: Roadway Design

Unique qualifications: Like Wei, Leonard's **21 years** of design and management experience spans from planning to DSDC, serving roles of increasing responsibility within his expertise of road, highway, and bus transit design. He has a deep knowledge of several road/highway design criteria such as Caltrans Highway Design Manual, Manual on Uniform Traffic Control Devices (MUTCD), Greenbook, and local San Diego agencies' design guidelines, standards, and specifications; in areas expanding beyond the roadway itself, including storm drain, sewer and water, retaining walls, soundwalls, stage construction phasing and sequencing, and work zone traffic control plans. Within Leonard's broad skill set are proficiencies in feasibility and cost savings analysis.

Similar project experience performance: Currently the Design Manager for the America Plaza/Santa Fe Depot Pedestrian Improvements, Leonard has also provided design and management leadership for several projects involving the interface between roadway and rail/transit facilities. For the City of Coachella's Avenue 52 Grade Separation Project, Leonard was responsible for the environmental and engineering services to construct a grade

separation structure on Avenue 52 spanning the Union Pacific Railroad (UPRR) mainline tracks and Highway 111, which included preliminary plans, environmental clearance (NEPA), construction, and ROW acquisition documents. He was also responsible for preliminary engineering, environmental clearance (NEPA and CEQA), and final design for the 35-mile-long West Valley Connector BRT Corridor through Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, California. The project includes both exclusive center-running and side-running BRT lanes, 60 stations, and upgrades to a bus maintenance facility to accommodate 18 new electric buses.

Phil Kern, PE, Task 2: Stakeholder Engagement

Unique qualifications: Phil has **37 years** of experience in the planning, design, permitting, and construction support of a wide range of public works, transportation, infrastructure, and capital improvement projects for public agencies. The last 20 years have focused on the design and delivery of capital projects through on-call contracts and serving as staff extension for public agencies. Prior to joining STC, he served as Senior Transportation Engineer ofor the City of La Mesa Engineering Department and served as liaison to the City's Mobility Commission, directly engaging community members as part of the traffic request program, and as Project Manager, delivering major long-term transportation planning and capital projects.

Similar project experience performance: Phil's time with City of La Mesa involved serving as Engineering Project Manager for the Bike and Sidewalk Connections Project and Project Manager for the Grossmont Center Drive Bridge Widening and Rehabilitation. He has in-depth knowledge of local conditions and the community. An expert in regional transit station design, Phil has over seven years of experience as an in-house consultant to MTS and SANDAG, during which he served as Project Manager for the E Street and H Street Railroad Grade Separations Concept Design Report, the initial study of alternatives for grade separating these crossings of the Blue Line Trolley in Chula Vista.

Answers RFP Section III.A.1.a and III.A.2.e

Table 1.2: Brief profiles of qualifications, relevant experience, and availability of proposed support staff

Name, role, availability upon Notice-to-Proceed (NTP)	Qualifications and relevant experience
Farhad Nourbakhsh, PE, PhD Contract Manager 15% available	Holds and has held management roles on various contracts throughout the region, specifically for A&E on-calls with MTS and SANDAG. • **MTS On-Call A&E Bench — America Plaza/Santa Fe Depot Pedestrian Enhancements; El Cajon Transit Center Third Track Improvements; Las Chollas Creek Bridge Repair; San Diego Airport LRT Connection:** Project Principal
Ileana Tutos, PMP QA/QC 10% available	Served as Mott MacDonald's QA Representative during external audits to obtain ISO certification. • **Regional Connector Transit Corridor, LA Metro:** Quality Manager and Project Controls Manager
Mengzhao Hu Task 1 and 2: Transit Operations 50% available	Extensive experience providing transportation planning, travel demand modeling, and traffic engineering services. • **Supplementary Analysis of Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad ROW, LA Metro:** Deputy Project Manager and Planning Lead
Peter Smith, PE Task 1: Structures Design Support Services: Caltrans Local Assistance Liaison 30% available	30 years of structural engineering experience, specializing in bridge engineering, and coordinating with Caltrans on delivery of projects throughout San Diego. • **MTS On-Call A&E Bench — El Cajon Transit Center Third Track; America Plaza/Santa Fe Depot Pedestrian Enhancements; Las Chollas Creek:** Structures Lead • **SR 163/Laurel Street Overcrossing Seismic Retrofit and Rehabilitation, Caltrans:** Project Manager/Senior Bridge Engineer
Abraham Rodriguez Task 1: Visualizations 50% available	Extensive experience as BIM/CAD Manager, Designer, and Back-Up IT implementing Microstation, InRoads, and AutoCAD software package applications. • **SANDAG Mid-Coast LRT:** Lead Designer and CAD Manager
Darren Tucker, PE, QSD/QSP Task 1: Station Design Task 1 and 2: Drainage/Stormwater Design/Analysis 50% available	Has provided design services for grade separation and multi-modal roadway projects, with extensive experience managing multi-disciplinary teams. • **MTS On-Call A&E Bench — America Plaza/Santa Fe Depot Pedestrian Enhancements:** Project Manager, Civil Design Lead • **Metrolink AVL Capital and Service Improvements Project:** Senior Project Engineer • **Metro Orange Line BRT Improvements – Sepulveda Grade Separation:** Senior Project Engineer
Michael Dye Task 1 and 2: Estimating 65% available	40+ years of cost estimating experience, and has led teams in producing multiple discipline cost estimates. • **MTS Light Rail Power Conductor Traction Power Cable Addition:** Estimator • **East San Fernando Valley LRT, LA Metro:** Estimator
Joe O'Carroll, PE Task 1: Risk Analysis 30% available	40+ years of design, construction, risk management, and risk assessments of transit and transportation projects. Has led and participated in feasibility, technical, and constructability reviews, as well as developed and performed capital cost and schedule risk assessments. • **Downtown Extension Project (The Portal), Transbay Joint Powers Authority:** Project Risk Manager • **BART Silicon Valley Phase II, VTA, San Jose, CA:** GEC Risk Manager
Darlene Gonzalez-Szabo, AICP, ENV SP Task 2: Transit-Oriented Development Analysis Support Services: Funding 80% available	Specializes in transit and urban planning, developing reports, analyzing and interpreting transit operations performance data, developing special rail and bus operations plans, and grant writing. • **MTS A&E On-Call Bench — America Plaza/Santa Fe Depot Pedestrian Enhancements:** Transportation Planner • **Zero Emissions Multiple Unit Project, San Bernardino County Transportation Authority:** Transportation Planner
Parth Dave Task 2: Track Design and Station Design 50% available	Engineering design experience on rail and surface transit infrastructure projects, specializing on track alignment and stations. • **Diridon Planning, Technical Analysis, and Business Case, Caltrain/PCJPB:** Project Engineer • **East San Fernando Valley Planning Study, LA Metro:** Project Engineer
Duc Tran, PE Task 2: Roadway Design 40% available	Extensive experience in civil engineering designing and sealing plans on site civil and highway-rail grade crossings projects. • **Gold Line Foothill Extension Phase 2B, Foothill Gold Line Authority:** Roadway Lead Engineer • **Westside Purple Line Extension Section 2, LA Metro:** Roadway Lead Engineer

Table 1.2: Brief profiles of qualifications, relevant experience, and availability of proposed support staff (continued)

Name, role, availability upon Notice-to-Proceed (NTP)	Qualifications and relevant experience
Christopher Luttrell, PE Task 2: Structures Design 30% available	Specializes in structural design for a variety of civil projects. • **Metro Orange Line Sepulveda Grade Separation, LA Metro:** Structural Engineer • **Beverly Hills North Portal, LA Metro/City of Beverly Hills:** Project Manager
John Schnurbusch, PE Task 2: Systems Design 50% available	Extensive MTS experience on overhead catenary system (OCS) design and replacement. • **MTS A&E On-Call Bench — Downtown Parallel Feeders; Yard Issues; El Cajon Transit Center; Mid-Coast Transit Center; Test Procedure Standardization:** Project Manager, OCS Discipline Lead, OCS Design Reviewer
Jessica Ornelas Task 2: Visualizations 50% available	Extensive CAD/BIM application experience for railroad, roadway, and highway projects. • **SANDAG Mid-Coast Corridor Transit:** CAD Designer • **SANDAG San Diego to San Luis Obispo (LOSSAN) Project:** CAD Operator
Pete Bassford, PSP Support Services: Constructability and Scheduling 65% available	Extensive scheduling and claims consulting experience for projects from pre-construction through completion. • **I-405 Improvement DB, OCTA:** Project Scheduler • **Hamilton Grade Separation, VTA:** Owner's Representative
Paul Worley, CPM Support Services: Funding 40% available	Extensive knowledge of multimodal transportation issues from a public sector point of view, with a focus on rail passenger and freight services, safety, funding, and public policy. • **San Francisco Railyards Preliminary Business Case, Caltrain/Peninsula Corridor Joint Powers Board (PCJPB):** Advisory Support • **Transportation Planning On-Call, Caltrain/PCJPB:** Project Advisor
Conor Atkinson Support Services: Utilities 10% available	Specializes in design integration on large multi-disciplinary teams. Coordinating with MTS and project team on final design for roadway, drainage, and signage improvements for A&E work order. • **MTS A&E On-Call Bench — America Plaza/Santa Fe Depot Pedestrian Enhancements:** Engineer
Mariana Minitti, PMP Support Services: Benefit Cost Analysis 50% available	Extensive experience coordinating engineering, planning, and strategic teams for infrastructure projects and project management. • **Business Interruption Fund Analysis, LA Metro:** Subject Matter Expert • **Advocacy Plan & Funding Feasibility Plan for Fareless System Initiative, LA Metro:** Project Manager
Traci Paraday Support Services: Document Control 10% available	Diverse understanding of high-profile public works, transportation, and civil infrastructure projects, enforcing first-rate management of project electronic document management system (EDMS). • **I-405 Improvement Project, OC405 Partners JV:** Senior Document Control Manager
Janette Ronquillo Support Services: Project Controls 75% available	Well-versed in MTS project administration practices and billing requirements from heading project controls for all current MTS work orders under Mott MacDonald's A&E On-Call contract. • **MTS On-Call A&E Bench — Various Work Orders:** Project Controller
Mickey Aguirre, PE Support Services: Boundary Survey 75% available	38-year history managing survey and mapping projects within San Diego County, and has managed survey and mapping tasks on MTS projects since 1996. • **MTS Yard A Track Replacement; El Cajon Transit Center Third Track:** Principal
Joel Riipinen, PLS Support Services: Boundary Survey 35% available	Has served as Project Surveyor on over 20 MTS projects, and has 25-year history with Aguirre & Associates. • **MTS American Plaza; Enterprise and Rio Vista Wall Monitoring:** Project Surveyor
Tim Belzman Task 1 and 2: Environmental Analysis/ Compliance 60% available	23 years working on transit/rail projects in San Diego, with extensive CEQA/NEPA experience working with local and federal transportation agencies (i.e., MTS, SANDAG, MTDB, NCTD, Caltrans District 11, FTA, FRA, FHWA). • **Encinitas Grade-Separated Bicycle and Pedestrian Crossings and Leucadia Boulevard Grade Separation and Rail Corridor Enhancement Project Constraints Analysis, City of Encinitas:** Environmental Project Manager
Beth Martinez Task 1 and 2: Environmental Analysis/ Compliance 40% available	25 years of experience in biological and regulatory consulting throughout SoCal. Extensive experience working with MTS, SANDAG, and Caltrans, including multiple rail projects. • **MTS Massachusetts Avenue Station Chollas Creek; Las Chollas Creek Bridge Assessment, Scour Replacement, and Regulatory Permitting:** Environmental Project Manager/Principal Regulatory Specialist
Jeff Kent, PE, GE Support Services: Geotechnical 100% available	Provided services for more than 60 rail projects over the past 20+ years in San Diego, and serves as Ninyo & Moore's Contract Manager for three current MTS on-call contracts. • **MTS Blue Line LRT Station; Orange Line Courthouse Station; Old Town Transit Center; America Plaza:** Project Engineer
Christina Tretinjak, PG, CEG Support Service: Geotechnical 100% available	Provided services for 30+ rail projects over past 20 years, and served as Ninyo & Moore Contract Manager for the NCTD Bridge Replacement Project. • **MTS Orange Line Modifications; Bayside Station Modifications; Blue Line LRT Station; Old Town Transit Center:** Project Geologist
Jason Stack, TE, PTOE Task 1: Traffic Analysis/Modeling 50% available	Detailed insight into grade crossing traffic operations and development of criteria requirements and guidelines for stakeholder agencies • **MTS America Plaza/Santa Fe Depot Pedestrian Enhancements:** STC Principal-in-Charge • **Sprinter 15-Minute Headways PSR, North County Transit District:** Principal-in-Charge
Philip Wragg, AICP Task 2: Traffic Analysis/Modeling 75% available	Led development of La Mesa's Local Road Safety Plan. Experience preparing Local Mobility Analysis in accordance with City of San Diego Transportation Study Manual. • **MTS America Plaza/Santa Fe Depot Pedestrian Enhancements:** Project Planner
Jane Wiggans Coughran, DRE Task 1 and 2: Right-of-Way Impact Analysis 25% available	ROW Project Manager (Bender Rosenthal) with pertinent experience from early design to construction. General ROW Consultant, Project Manager (Wiggans Group, Inc.) with pertinent project experience from early design to construction. • **MTS, Various LRT Projects — Old Town, El Cajon Grade Separation, Santee, Mission Valley West and East, Mid Coast, South Line and San Ysidro Rail Yard Expansion:** Project Manager

2. Project team’s capabilities

2. Project team's capabilities

2.1 Mott MacDonald team's management, coordination, and scheduling abilities

Answers RFP Section III.A.2.a

Effective project management requires comprehensive project planning and set-up, appropriate resourcing of qualified and available staff, consistent monitoring, and multi-layered communication. Mott MacDonald's internal practices and enhanced project controls, collectively referred to as our "Business Management System (BMS)," enable our project managers and their teams to uphold our corporate commitment of bringing quality service and responsiveness to all our clients on every project.

Management and coordination

Aligning project manager qualifications with project complexity. This all starts with assigning the right person for the job. Soon after hire, Mott MacDonald design professionals complete technical assessments, called PM Tracker Passports, which use criteria drawn from published international best practices to determine their suitability for managing projects in terms of size and complexity. These trackers are updated annually. Similarly, we perform assessments of the complexity and potential risks associated with projects using tools like the Project Complexity Model (PCM) and Risk Contingency Tool (RCT). The scores from these assessments verify that we assign a project manager whose qualifications and availability align with those required to deliver it. Both the PCM and RCT are updated at project commencement and at each major milestone through completion. For this project, the results of these assessments combined with expansive experience delivering similar projects for both MTS and other regional agencies, give us complete confidence in proposing Bethany Garretson, PE, as our Work Order Manager.

Project Plan of Work (PPW). Prior to starting work, Bethany will prepare a PPW using a scalable template we have developed specifically for MTS projects that includes the key elements shown in the call-out below for executing the work and managing the scope/budget/schedule. She will develop these in conjunction with the MTS Project Manager, and in alignment with MTS' internal processes and protocols.

Elements required for creating a PPW for this work order

- Work order (WO) goals/objectives
- Team organization chart designating roles and reporting lines
- Staffing and resource plan
- Governing contract, approved WO, amendments
- Approved scope/schedule/budget, project controls
- Accounting numbers, billing codes
- File locations/document control plan
- Milestone deliverables requirements
- Stakeholders list/engagement strategy
- Governing design/CAD standards
- QA/QC plan combining MTS and Mott MacDonald requirements (see **Section 2.3**)
- Risk management plan
- Communication plan

In conjunction with the PPW, Bethany will use Mott MacDonald's customized version of the Deltek Maconomy software package to assign and manage project budgets and resources, prepare and track invoices, and monitor project performance.

Supporting Bethany in the management of this work order will be Deputy Work Order Manager Robert Gave, PE, DBIA. Robert will be responsible for the PSR development for Baltimore Junction, subcontractor coordination, and BMS updates, freeing Bethany up to manage the overall work order and lead the development of the Euclid Avenue Grade Separation PSR. This organization delivers on the goal for concurrent development and progression of both PSRs as shown in the proposed schedule, along with continuous coverage for team oversight, communication with MTS and stakeholders, and progress reporting throughout project execution. Janette Ronquillo will lead our project controls and has assisted our project managers with project controls for all current MTS work orders under our A&E On-Call contract. She is-well versed in MTS project administration practices and billing requirements. As performed on our other work orders, Janette's responsibilities will include scheduling internal monthly status meetings, resource loading, invoicing and progress reporting, BMS documentation, and assistance with subcontractor coordination.

Project status meetings. Consistent with our standard business practices, Janette will establish a monthly project control meeting (MPCM), at which our Contract Manager, Farhad Nourbakhsh, PE, PhD, Bethany, Robert, and our Division Commercial Manager will review the project's budget and schedule status and discuss any existing or potential challenges or changes.

Resourcing and coordination. With the resource planning module in Deltek, we can resource load every project with individual staff commitments, generate a real-time look-ahead of near future commitments, and extract staff skills and experience reports to inform project assignments. Following each MPCM, Bethany will verify upcoming resource needs with the respective practice/discipline leads, so they can be incorporated into the overall group staffing chart they use to inform their weekly staffing meetings, verifying consistent staff assignments and appropriate distribution of resources.

Mott MacDonald has invested heavily in technology and software that allows our offices to be connected through a single, secure, cloud-based network around the globe. This allows us to bring in the best resources for project tasks no matter where they're located and seamless access to design files and project documents.

Scheduling

For this work order, we will use Microsoft Project to create and maintain a critical path method (CPM) project schedule that aligns with the schedules for both tasks provided within the work order request. We will review the schedules with the MTS Project Manager on a monthly or bi-weekly basis to identify risks to critical path items and discuss any adjustments necessary to keep the project on track. We will conduct regular schedule reviews to provide timely milestone deliveries. See **Section 4 – Schedule** for more details.

2.2 Other on-going projects, commitments, and priorities

Answers RFP Section III.A.2.b

On-going MTS projects

Mott MacDonald's on-going MTS projects include Yard Issues, Downtown Parallel Feeder, El Cajon Transit Center Third Track, Las Chollas Creek Bridge Scour Remediation, and America Plaza Pedestrian Enhancements. While there is some overlap with the resources proposed for this work order, staffing commitments for most of the existing projects are tapering off and will not conflict with the resourcing needed to deliver the PSRs within the proposed schedules.

Other ongoing commitments and priorities

Mott MacDonald has reviewed other ongoing commitments with each of our proposed staff to forecast their availability upon NTP. The following are projects our staff are currently working on, where their level of involvement may be ramping down:

- SANDAG, LOSSAN Realignment Study (Del Mar Tunnel and UTC Tunnels)
- SCRRA/Metrolink, Lancaster Terminal Improvements
- LA Metro, San Fernando Valley Road Railroad Shared ROW Study
- LA Metro, Airport Metro Center Station

Other priorities of our team members may include roles on similar bench on-call contracts, where commitments vary per requested task, as well as overall business development tasks.

2.3 Management and function of QA/QC efforts

Answers RFP Section III.A.2.c

To verify our clients receive quality and accurate work products, Mott MacDonald implements rigorous and consistent QA/QC practices as outlined in a project-specific Quality Management Plan (QMP). The cornerstones of the QMP are planning, conducting, communication quality review, and documentation. Upon completion of a quality audit, the results are declared and categorized into either an Opportunity for Improvement, an Observation, or a Non-Conformity. Our QMP identifies team members for specific quality roles and includes quality control procedures for checking, correcting, back-checking, reviewing, and approving plans, specifications, calculations, and reports prior to submittal.

One of the most important elements of our QMP is a schedule identifying due dates and anticipated durations for all QA and QC tasks, which are then incorporated into the overall project schedule. This enables the Work Order Manager to confirm availability of assigned quality resources well ahead of the respective task start dates. All key project deliverables will be independently checked by the assigned QC planner/engineer, and our QA/QC Manager, Ileana Tutos, PMP, will then review the QC package to verify the necessary quality tasks have been executed and documentation completed before submittal to MTS. While Ileana is responsible for planning and monitoring the project's quality processes, our Work Order Manager, Deputy Work Order Manager, and Discipline Leads are responsible for implementing them and verifying all team members are familiar with them.

After presenting our QMP to MTS for conformance requirements, Ileana will train all team members in its proper use and work closely with them to verify adherence throughout the work order.

2.4 Managing and controlling costs throughout a project

Answers RFP Section III.A.2.d

The basis of our cost control methods is a work breakdown structure (WBS) established during work order development in collaboration with the MTS Project Manager. Labor and direct costs are entered into Deltek for each WBS element at the beginning of the project and distributed over the duration of the project according to the CPM schedule. On a monthly basis, our Work Order Manager performs an earned value analysis (See **Figure 2.2**), comparing the actual progress of each task against the proportion of that task's expended budget to date. This analysis quickly identifies tasks in danger of going over budget, so the Work Order Manager can assess whether a corrective action should be taken or if additional work has been requested/incurred on the project. If it is the latter, the Work Order Manager will discuss with the MTS Project Manager whether the additional work is necessary to meet the objectives of the project, and if so, determine whether the work should be funded by reallocating budget from other tasks or through a work order amendment to augment the project budget.

Answers RFP Section III.A.2.e

2.5 Staff availability and commitment to MTS proposed project

Based in our San Diego office, Bethany will regularly visit with MTS to verify ongoing communications throughout the duration of our project. We will commit our staff, up to 100%, to meet the required schedule. **Table 1.1** in the previous section states the responsible role and shows the anticipated availability for our proposed key personnel, and **Table 1.2** in the previous section states the anticipated availability for our proposed support staff upon NTP.

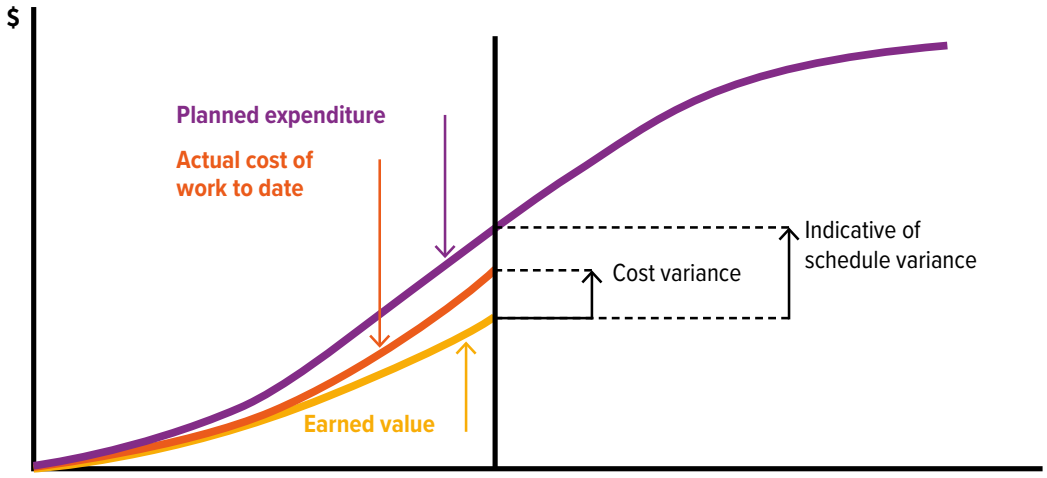


Figure 2.2: Earned value approach to show cost against schedule variance

3. Project understanding and approach

3. Project understanding and approach

The Scope of Work includes development of two separate PSRs. Each will investigate the feasibility, resultant operational/service improvements, and preliminary costs of alternatives and options for solving the transportation problems occurring at the respective sites and facilitate the scoping of the environmental phase. The first PSR will evaluate alternatives for grade separating the Orange Line crossing of Euclid Avenue in southeast San Diego (Task 1); while the second will focus on alternatives for upgrading the Baltimore Junction in La Mesa (Task 2) to a wye and explore a variety of improvements to the site such as a transfer station, transit-oriented development (TOD), and additional rail infrastructure. Mott MacDonald will provide MTS with the professional planning, engineering, and cost estimating resources and tools necessary for the smooth delivery of both PSRs.

Figure 3.1: Euclid Avenue Station (from February 12, 2024, site visit)

3.1 Staff's knowledge and ability to meet the specified Scope of Work services

Answers RFP Section III.A.3.a

Project Study Report (PSR) development

Developing and evaluating feasible transportation solutions for improving service and optimizing operations at the Euclid Avenue Station and Baltimore Junction will require a structured approach, for which MTS has selected the Caltrans project development process and PSR documentation format. The Mott MacDonald team is a group of project development experts, who have employed this very approach and developed PSRs and other PIDs to examine alternatives and scope project solutions for many of our transit clients, including MTS.

Our performance on the delivery of PSRs for projects such as El Cajon Transit Center Third Track and America Plaza Pedestrian Enhancements serves as evidence of our understanding of this approach and our proficiency in using it to identify the right project for progressing to environmental clearance, final design, and ultimately construction and operation. Our Work Order Manager, Bethany Garretson, PE, is currently delivering subsequent phases of the El Cajon and America Plaza projects. She has proven she has a thorough understanding of the intent and process of PSR development through experience on SANDAG and Caltrans projects. She managed the development of the PSR, alternatives analysis workshops, and conceptual alternatives development for grade separating three street crossings of the Blue Line trolley within Chula Vista: E Street, H Street, and Palomar Street. Subsequently, she managed the development of an addendum that combined E and H Streets into one project and provided a refined cost estimate for use in funding applications.

Work Order Manager, Bethany Garretson, PE, in action

For Caltrans, Bethany managed the development of a PIR, a document similar to a PSR; however, specific to the State Highway Operation and Protection Program (SHOPP). She scoped a project covering 39 miles of rural SR 79 in north San Diego County. One of the first of its kind, the approved PIR resulted in the programming of ~$10M for improvements to a variety of assets.

Track Designers, Wei Guo, PE (Task 1), and Parth Dave (Task 2), have both led conceptual track design for alternatives analyses, such as California High-Speed Rail, East San Fernando Valley Grade Crossing Analysis, and Metrolink's Antelope Valley Line Improvements. Each of these involved grade separations and consideration of station options. The description of our planned project-specific approach in Section 3.2 further demonstrates this knowledge and proficiency.

Grade separations

At-grade rail crossings in any setting can create a variety of concerns to users and operators of both the railroad and roadway, with safety topping the list. In dense, urban, multimodal settings like Euclid Avenue, these concerns intensify, and grade separating the rail from the roadway is often the only way to alleviate them. Determining the best way to do that requires a thorough understanding and examination of several site-specific aspects drawing on expertise in each of the areas represented in our team organization chart (**Figure 1.2**). Each of these must be considered and prioritized as they pertain specifically to this crossing.

The Mott MacDonald team includes experts in each of these areas, and nearly all of them have applied their expertise on grade separation projects. Previously mentioned was Bethany's experience on the Chula Vista Blue Line Grade Separations. Robert provided FTA oversight on the BART Berryessa Extension Dixon Landing Road Grade Separation, where parallel freight traffic was intentionally kept at grade (with BART below grade) after studying public safety access issues to nearby businesses. Wei's experience includes the Stanislaus River Bridge Track Extension and the Gold Line Foothill Extension, which included several grade separations in urban settings. Bethany, Wei, and Task 1 Risk Analyst Joe O'Carroll, PE, also recently completed an alternatives analysis for a potential Metrolink grade separation at Lancaster Station. Task 1 Roadway Design Lead Leonard Tan, PE, led the design of the Avenue 52 Grade Separation, which involved a freight rail crossing in Coachella, California, and Highway 111, the primary arterial connecting the desert cities. Several of our team's other proposed staff have worked together with Bethany on grade separation projects, such as Peter Smith, PE, Tim Belzman (HELIX), Jason Stack, TE, PTOE (STC), Mickey Aguirre, PE (AA), and Jane Wiggins Scoughton, PE (STC).

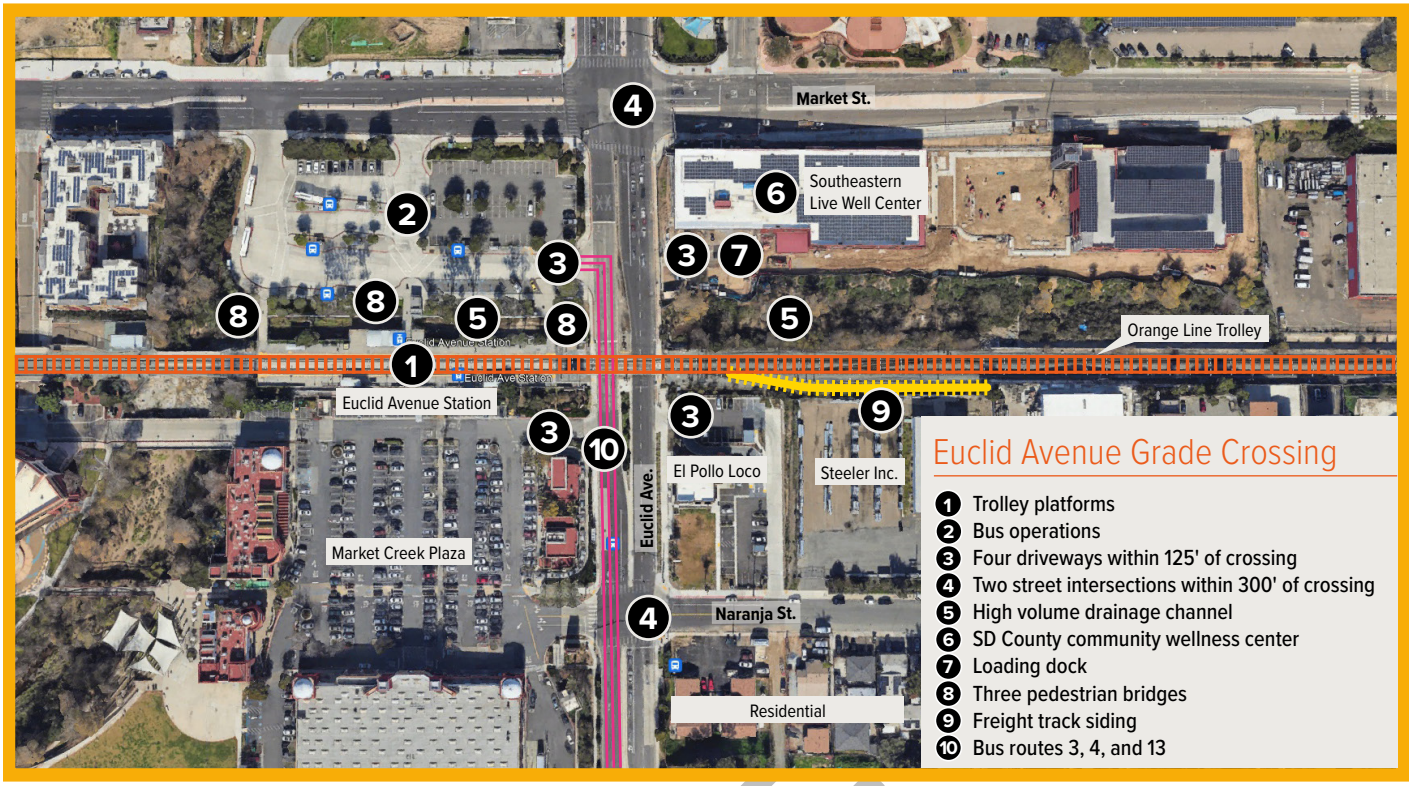


Figure 3.2: Identified challenges for Task 1: Euclid Avenue Grade Separation

Figure 3.2 identifies 10 challenges falling within the previous mentioned grade separation categories. Solutions for each must be considered as the team develops and analyzes the five project alternatives, along with many other challenges that will be identified during alternatives analysis. Our project approach in **Section 3.2** details how our project team will carry out this process.

Upon initial examination, the challenges to grade separating the Euclid Avenue crossing illustrated in Figure 3.2 correspond to the five alternatives prescribed in the RFP in the following ways:

1. All rail operations over Euclid Avenue (1, 2, 8, and 9). In addition to the extensive ROW acquisitions needed for the structures required to elevate tracks at acceptable grades to required vertical clearances, solutions will need to be explored for connecting the elevated trolley platforms to bus operations and Market Creek Plaza, as well as providing freight service to Steeler, Inc.
2. LRT tracks over Euclid Avenue, freight at grade (1, 2, 5, and 8). This alternative eliminates the issue of providing freight to Steeler, Inc.; however, will require a larger overall footprint to accommodate three parallel tracks, which may encroach into the channel.
3. Tracks below Euclid Avenue (1, 2, 8, and 9). This alternative creates the same disconnection between trolley platforms and bus operations/Market Creek Plaza, as well as freight services to Steeler, Inc. Recent heavy storm events revealed the vulnerability of this portion of the Orange Line to catastrophic flooding, and lowering the tracks would increase this vulnerability.
4. Elevating Euclid Avenue over tracks (2, 3, 4, 6, 7, and 10). To accommodate the required placement of the contact wire 22 feet above the top of rail (per SANDAG Design Criteria) and seven feet structure depth (per Caltrans Highway Design Manual's required depth-to-span ratio for the approximately 155-foot span required to clear the tracks and channel), the profile of Euclid Avenue would have to be raised such that the elevation at the crossing is 29 feet higher than today. This will require access solutions for the four nearby driveways (including bus station access) and loading dock, as well as the Naranja Street and Market Street intersections.
5. Euclid Avenue below tracks (2, 3, 4, 5, 6, 7, and 10). Although the vertical clearance required for a local roadway underpass is less than that required for rail, Euclid Avenue would have to be depressed much lower and placed in a tunnel to avoid interfering with the drainage channel adjacent to the track. This alternative will experience the same access issues for nearby driveways, and because of the much deeper profile, it will be impossible to meet existing grade before both the Naranja Street and Market Street intersections. Creating an extreme low point in this location will likely lead to frequent road closures during storm events.

Figure 3.3: Bus waiting to cross tracks on Euclid Avenue (from February 13, 2024 site visit)

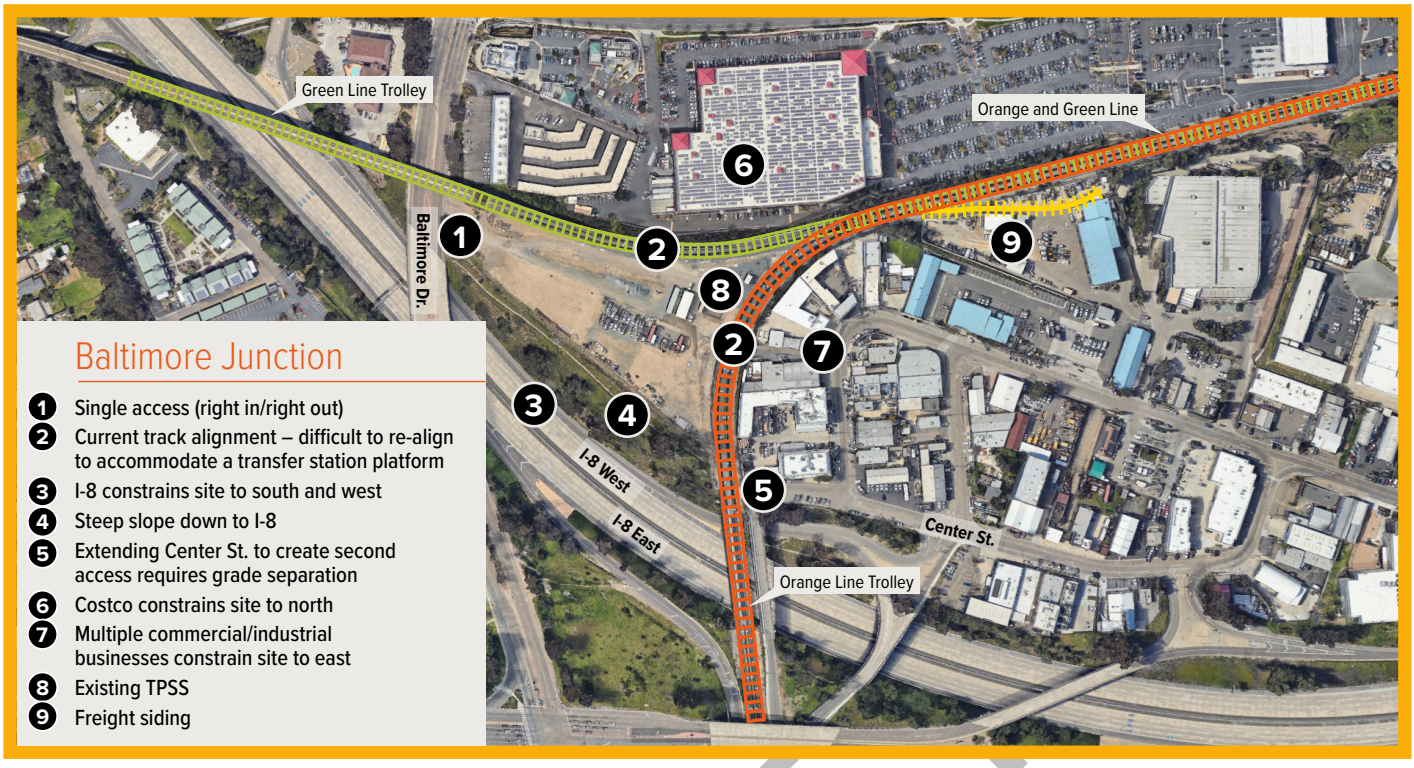


Figure 3.4: Identified challenges for Task 2: Baltimore Junction

Transit centers and transfer stations

Both projects include multimodal transit stations – at Euclid Avenue the station is existing, while at Baltimore Junction it is proposed. The features and challenges specific to these facilities are shown in the call-out on the right.

At Euclid Avenue, grade separating the street crossing will likely translate to grade separating the LRT station from bus operations, which will complicate some of these challenges in terms of ADA compliance, passenger transitions, and the need for elevators/stairs/ramps. Consideration of a transfer station at Baltimore Junction would require a thorough understanding of Green Line and Orange Line LRT operations, including current transfer operations at Grossmont Center, as well as an examination of the following at the site:

1. Track and systems improvements to incorporate a full wye at the junction to provide operational flexibility within the LRT system, while maintaining and upgrading existing onsite rail infrastructure, including the signal house and traction power substation.
2. Feasibility, conceptual layout, and costs for ADA-compliant platforms, access, station amenities, and limited surface parking to incorporate an Orange Line to Green Line transfer station at the site. The feasibility of bus transfer facilities to be assessed dependent on space availability.
3. Preliminary evaluation of the highest and best use of the site consistent with MTS policies, at this time considered to be a TOD with shared parking and limited ground floor commercial services for transit patrons, although other alternatives will be considered.

Figure 3.4 identifies nine of the challenges that must be considered during the development of alternatives and PSR for Baltimore Junction. Our team is highly experienced with the development of LRT, bus, and BRT stations and facilities, particularly the SANDAG LRT and BRT Design Criteria, portions of which Bethany and Task 2 Stakeholder Engagement Lead Phil Kern, PE, authored under a SANDAG General Engineering Consultant (GEC) on-call contract.

Features and challenges specific to transit centers and stations facilities

- Bus/LRT/freight operations
- Parking/vehicular access
- Passenger safety/transitions
- Bus/car conflict points
- Bike lanes/access/lockers
- Fare collection/card readers
- Customer information systems
- Station amenities
- Pedestrian crossings
- ADA compliance
- Grades/superelevation
- Warning devices
- Driver/pedestrian site distance
- Safety and security
- Elevators/stairs/ramps
- Lighting
- Shelters/architecture
- Community/land uses
- Surrounding businesses
- Taxi/ride share drop-off/pick-up
- Onsite third-party operations

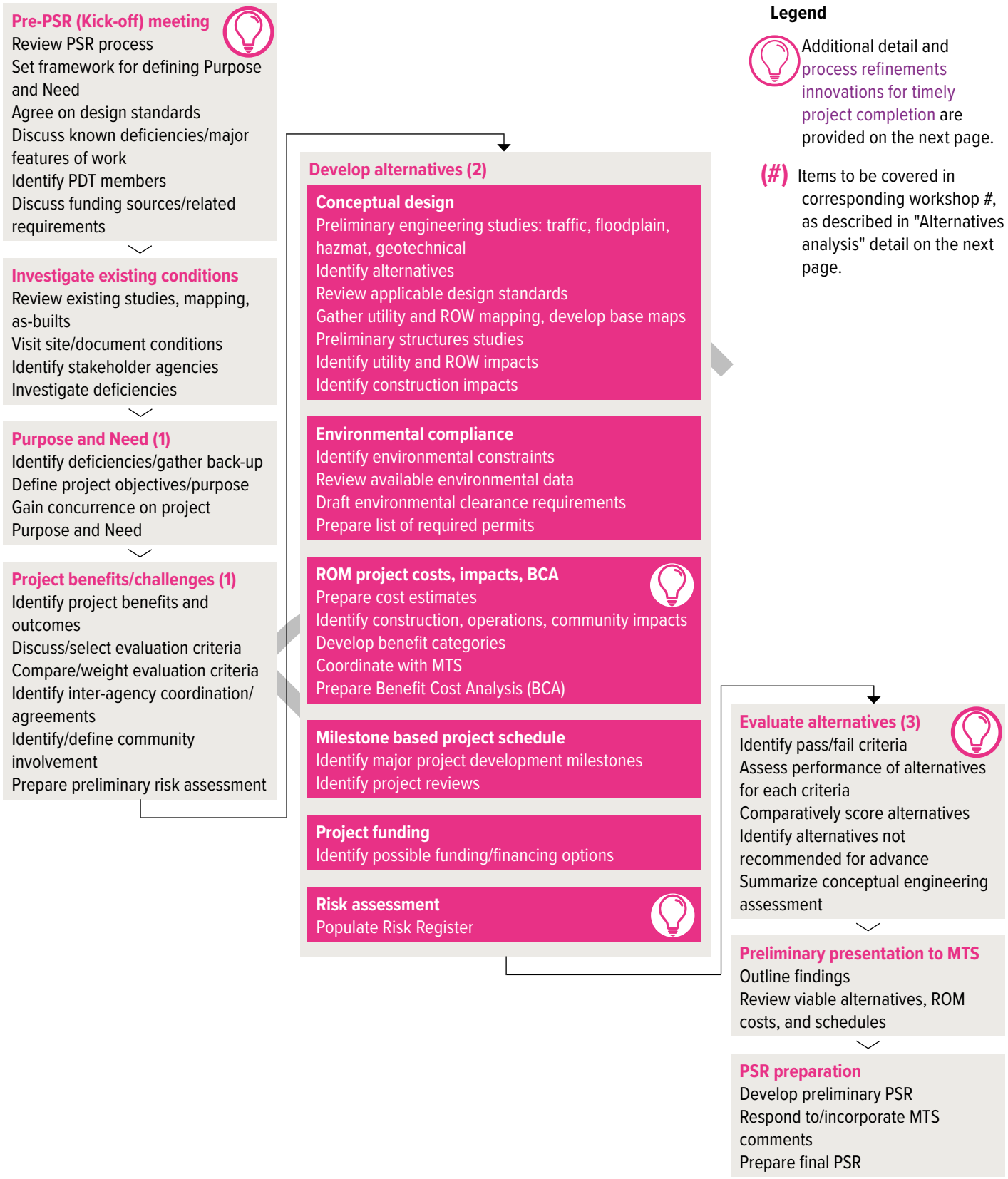
Figure 3.5: Bus entering Euclid Avenue from transit station (from February 12, 2024, site visit). How would this occur if the street profile is raised or lowered?

3.2 How Mott MacDonald will address and complete the project and services required in the Scope of Work using innovative approaches and internal measures to allow for timely project completion

Answers RFP Section III.A.3.b and III.A.3.c

Our general PSR development process is shown in **Figure 3.6**.

Figure 3.6: Mott MacDonald's PSR development process



Pre-PSR (Kick-off) meeting attendees

While existing documentation, as-builts, utility maps, and other project information is gathered, we will coordinate with MTS to schedule a pre-PSR kick-off meeting. This meeting will include our Work Order Manager and key discipline leads, along with the MTS Project Manager and representatives from Bus Ops, Rail Ops, Planning, Maintenance, ROW, and Construction.

Innovative approach. For both projects, we recommend involving members from the local agency from the very beginning. While MTS is certainly aware of many of the issues occurring at each site, the local agencies have the most comprehensive understanding of community concerns and priorities, and the communities they represent will be impacted most profoundly by both the construction and operating conditions of both projects. These representatives can recommend additional departments within their agencies best equipped to participate and inform the alternatives analysis, identifying and heading off issues that might otherwise not surface until the public review process of the environmental phase; thereby, potentially providing MTS with substantial cost and time savings.

Alternatives analysis

Carrying the five build alternatives listed in the RFP for the Euclid Avenue project into the Project Approval/Environmental Document (PA/ED) phase would be an expensive endeavor. Likewise, repeating the PA/ED phase due to negative public response over alternatives eliminated without being studied could be even more expensive in terms of both time and budget.

Innovative approach. We suggest MTS consider following a more formalized workshop-based alternatives analysis process, including comprehensive technical involvement from MTS, City of San Diego (City), and any other stakeholders identified by the City as critical decision-makers. By using this documented, defensible process with comprehensive stakeholder involvement, alternatives can be eliminated prior to PA/ED, potentially saving millions of dollars in engineering and environmental analysis costs. In **Figure 3.3** on the previous page, the numbers in parentheses indicate the discussions and decisions that would be made at each of three such workshops, although these could potentially be condensed into two.

FTA formatted capital cost estimate

After confirming the scope for each alternative, we plan to reach consensus on characteristics of the cost estimate, including year of mid-point of construction and inflation. We will develop a Class 4 Level cost estimate for each alternative in accordance with American Association of Cost Engineers (AACE) Recommended Practice No. 18R-97. Costs will then be distilled into applicable FTA Standard Cost Categories (SCC) for Major Capital Projects format.

Internal measures. Based on our team's experience performing FTA PMOC oversight, we know setting-up the correct cost estimating framework at project initiation allows the FTA to trust the team's capabilities and could reduce the time and effort that would otherwise be required for reorganizing later to their satisfaction.

Risk assessment

Risk registers will be developed for each alternative using guidance described in FTA OP40 Risk and Contingency Review. Suggested risk categories include design, environmental, ROW, geotechnical, cost, and schedule. Within each category, the risk descriptions, severity, allocation, responsible party, and planned mitigations are listed. We recommend facilitating a Risk Workshop for each project, where risks are further elicited, vetted, and mitigations documented.

Internal measures. Risk assessment and contingency cost estimating are tightly coupled, and our team's experience participating in numerous FTA risk assessment exercises will result in deliverables that follow a nationally recognized process, is defensible, and prepares MTS for future Federal reviews and consideration for funding.

4. Schedule

4. Schedule

4.1 Mott MacDonald team's ability to meet MTS' proposed schedule

Answers RFP Section III.A.4.a

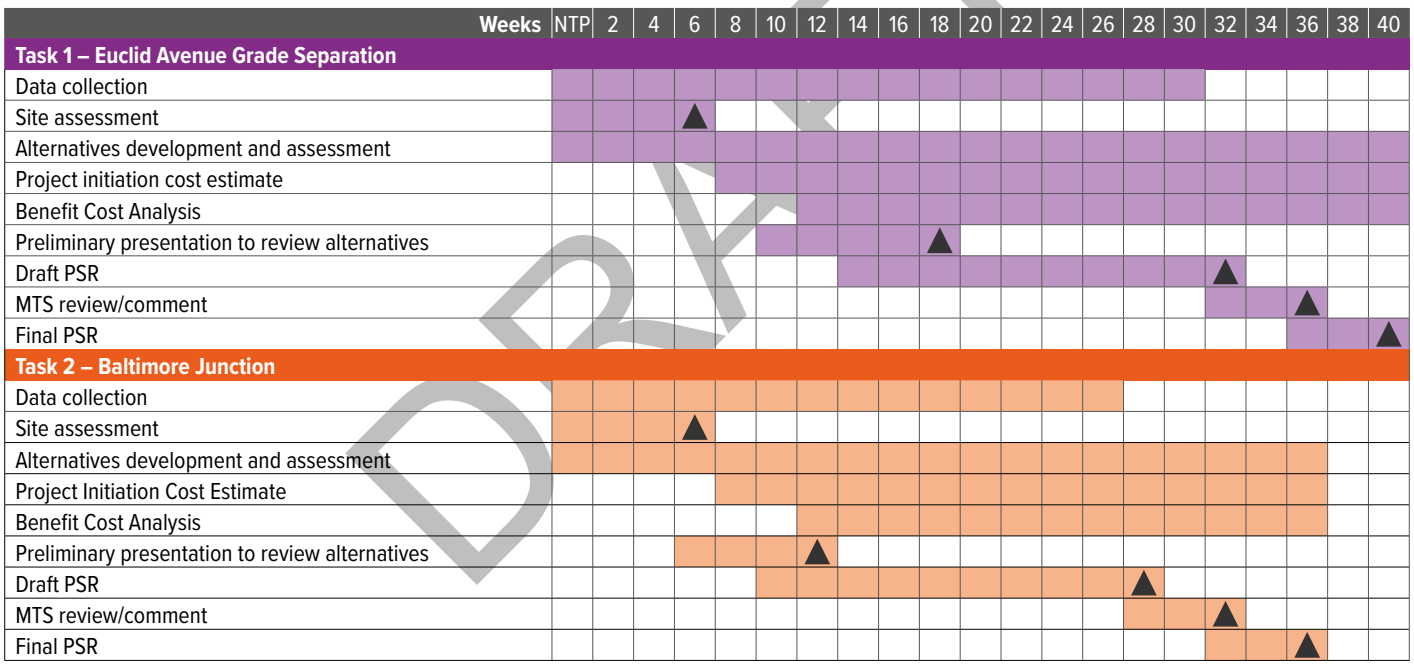
Meeting the specified milestone commitments requires multiple concurrent efforts addressing several issues and alternatives at each project site. Our team organization is designed to support this schedule from NTP, with two independent teams working concurrently to develop and progress the projects following the processes described in **Figure 3.6** in the previous section. While both teams can work independently to meet the schedule, they are not working in a vacuum – they will be in constant communication through our Work Order Manager, Bethany Garretson, PE, and our Deputy Work Order Manager, Robert Gave, PE, DBIA, to verify ongoing best practices are identified along with lessons-learned. MTS' Schedule of Services/Milestones/Deliverables is shown graphically in **Figure 4.1**.

We will execute the work schedule as follows:

- Site assessments occur at each location simultaneously and are required to be completed at NTP+6w.
- Data collection begins at NTP and is planned to continue up until the Draft PSR milestone.
- Site specific alternatives development/assessments can begin from NTP, and continue past preliminary presentations up until each PSR is finalized to capture all review comments.
- Project Initiation Cost Estimate, and BCA work can begin after site assessments and continue through completion and finalization of each PSR to capture all review comments.

We plan to achieve all milestones on schedule as specified in the RFP. Unanticipated delays will be flagged as soon as identified and we will propose work-arounds to attempt a best-effort to recover the schedule should the need arise.

Figure 4.1: Schedule of services/milestones/deliverables



▲ **Required milestone/deliverable**

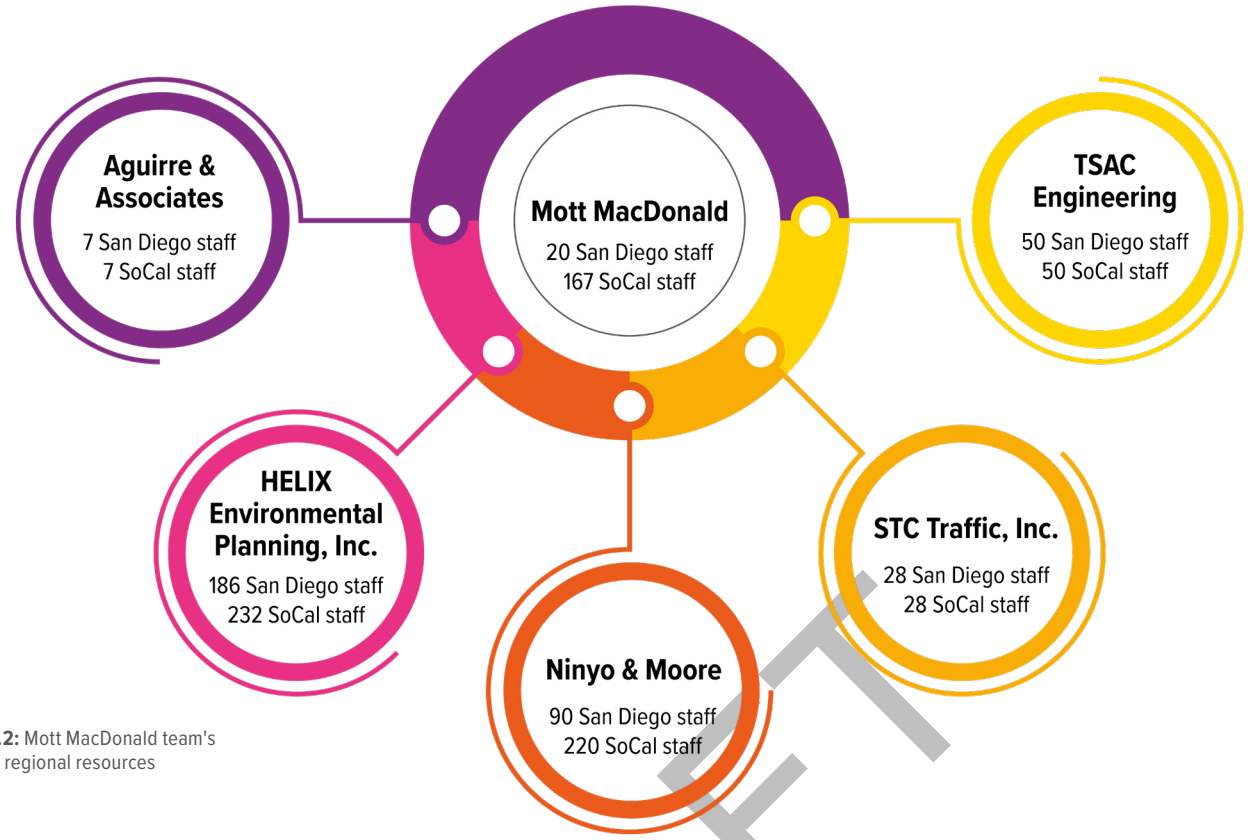


Figure 4.2: Mott MacDonald team's local and regional resources

4.2 Use of local resources for the proposed services to verify the project remains on schedule

Answers RFP Section III.A.4.b

Our local operations reinforce Mott MacDonald's reputation as a people-focused firm. While our localized services and expertise allow us to deliver our projects on schedule, our global reach allows us to bring the best industry practices to all our project teams. Our local San Diego team members have the capacity and capability for on-site data collection and analysis, while our regional Southern California and national staff will be able to provide additional support and as requested.

Mott MacDonald has 20 full-time staff operating in our San Diego Office, and they hold strong working relationships with our clients, including MTS. Our local relationships and network, technical expertise, and collaborative methodology strengthen our commitment to growing our existing positive working relationship with you. Regionally, Mott MacDonald has 167 full-time staff operating throughout Southern California.

Our subcontractors bring an additional 381 San Diego-based personnel to our team, and access to 537 staff throughout Southern California. Further, Mott MacDonald brings local and national resources with a track record of delivering projects on schedule for MTS, similar to what was done for your El Cajon Transit Center Third Track PSR, completed as scheduled in November 2019. **Figure 4.2** shows our team's local and regional resources available to support this work order.

381 staff

Mott MacDonald team members based in San Diego

704 staff

Mott MacDonald team members across Southern California

5. DBE Subcontractor Utilization Plan

5. DBE Subcontractor Utilization Plan

A key component of Mott MacDonald's business model is creating a network of small/disadvantaged businesses, as well as direct engagement and relationship building. We engage in ongoing outreach, identify meaningful roles, and actively work to support small business growth within the industry.

5.1 Mott MacDonald's Subcontractor Utilization Plan

Answers RFP Section III.A.5.a

We are committed to finding all possible opportunities for our small/disadvantaged business partners. Our aim is to involve DBE firms and small business partners (i.e., SBs, WBEs, MBEs) as much as reasonably possible in roles where they can provide expertise and further develop their skillsets through such participation. We will work with our non-certified subcontractors to identify portions of their scope that could effectively be performed by second-tier subcontractors.

Upon review for this work order, we reached out to four of our bench subcontractors, one of which is a certified DBE, and two of which are small businesses. We are also proposing to include a new DBE partner, TSAC Engineering, to our team, whose staff we have partnered with on other projects. Given our pre-existing working relationships, each of our teaming partners has experience with, and understands our systems and processes, just as we understand their needs. We look forward to engaging with TSAC Engineering to see how we can foster additional opportunity growth beyond delivering MTS' services.

Our Work Order Manager, Bethany, will be responsible for managing the utilization plan. She will engage with our DBE and small business firms and work with them regarding contracting, performance monitoring, safety compliance, reporting, payments, and any other issues that may arise.

We are confident that our consistent efforts to engage with potential partner DBEs and maintain strong relationships with partnering firms will lead to valuable opportunities and productive meetings with MTS. **Table 5.1** provides a general utilization work plan for MTS' review on services our subcontractors will be able to support throughout this work order.

Successful collaboration with our small business partners

In their own words...

"Ninyo & Moore has worked with Mott MacDonald for nearly 2 decades, and have dealt with many of their project managers. We have provided the full spectrum of our services for a variety of projects specifically rail and related infrastructure. We have enjoyed our long term working relationship with Mott MacDonald as well their expert professionals."

—Elizabeth Brooks, Principal/Business Development, Ninyo & Moore MBE

"STC has enjoyed working with Bethany for over 10 years. Bethany is an engaged project manager and holds regular meetings, check-ins, and facilitates open communication. When we work with Bethany, we work with confidence. We are in the know and this promotes our ability to understand the project/client need and advance our work. Our Civil Engineering Lead, Phil Kern, worked directly with Bethany on the E St. and H St. Railroad Grade Separations Concept Design Report for SANDAG."

—STC Traffic, Inc. SB

A word from our non-certified partner...

"I've enjoyed working with the Mott MacDonald team and we work efficiently together to find creative solutions to project challenges for MTS."

—Beth Martinez, Principal Regulatory Specialist, HELIX Environmental Planning

Table 5.1: Mott MacDonald's Subcontractor Utilization Plan

Firm	Business status	Service scope	Task 1: Euclid Avenue Grade Separation	Task 2: Baltimore Junction
Aguirre and Associates	DBE SB	• Survey	•	•
HELIX Environmental Planning	N/A	• External agency coordination	•	•
		• Environmental compliance/Land use	•	•
Ninyo & Moore	MBE	• Geotechnical	•	•
STC Traffic	SB	• Traffic engineering	•	•
		• Stakeholder engagement		•
TSAC Engineering	DBE WBE	• ROW services	•	•
		• Property acquisition	•	•

6. Cost proposal

(To be submitted upon request)

Exhibit A — Resumes

Key personnel resumes

- Bethany Garretson, PE
- Robert Gave, PE, DBIA
- Wei Guo, PE
- Leonard Tan, PE
- Phil Kern, PE

Bethany Garretson, PE

Role
Work Order Manager

Task 1: Stakeholder Engagement

Support Services: Workshop Facilitation

Firm
Mott MacDonald

Education
BS, Civil Engineering

Registrations
PE, CA #C68721

Years of experience
23+

Availability
60%

Bethany specializes in the design of transportation infrastructure, managing a wide range of projects from freeway interchanges to bike paths to heavy- and light-rail. She has experience with the design of land development projects, utility relocations, and federal facilities. Bethany has developed lasting relationships with agencies throughout the San Diego region and is adept at coordination among multiple agencies, establishing and maintaining project schedules and budgets, and knowledge/navigation of agency approval processes.

She leads the development of statements of work, fee proposals, and contract negotiations with clients. Her expansive project experience includes work for, or within, nearly all the region's transportation agencies, including MTS, San Diego Association of Governments (SANDAG), the City of San Diego, and Caltrans District 11, where she has many long-standing relationships with decision-makers and a deep knowledge of their standards and unique review processes.

Selected projects

MTS On-Call Architecture and Engineering Bench, America Plaza/Santa Fe Depot Pedestrian Enhancement, MTS, San Diego, CA: Work Order Manager responsible for the final design, bid support, and design support during construction (DSDC) to improve the safety of transit passengers and other pedestrians traveling between Santa Fe Depot and America Plaza. Project elements include new sawtooth bus bays, raised crosswalks, widened sidewalks with decorative pavers, new raised medians, traffic and pedestrian signal modifications, landscaping and irrigation, street lighting, and customized wayfinding signage to promote seamless transitions between all modes of transportation.

State Route 125 (SR 125) Interchanges in Otay Ranch, HomeFed Corporation, Chula Vista, CA: Project Manager responsible for the conceptual development, alternatives analysis, and Project Study Report – Project Development Study (PSR-PDS) to advance the development of two new interchanges along SR 125 to the Project Approval/Environmental Document (PA/ED) and ultimately final design (PS&E) phases.

SR 79 Culvert Rehabilitation Project Initiation Report (PIR), San Diego County, CA: Task Order Manager responsible for the preparation of a PIR under the State Highway Operation and Protection Program (SHOPP) to rehabilitate and maintain existing highway assets along a 48-mile stretch of SR 79. This PIR was one of the first of its kind to be prepared in the state, programming the rehabilitation of one anchor asset (drainage culverts in this case) and several secondary assets within the project limits to be improved, replaced, or constructed.

SANDAG On-Call Architecture & Engineering (A&E) (Contracts #5007815 and #499XXX), San Diego County, CA: Deputy Contract Manager and Task Order Manager responsible for two consecutive five-year as-needed contracts as prime consultant to provide engineering, architectural, and environmental analysis services to SANDAG for transportation projects. Specific projects include:

- **Chula Vista Blue Line Light Rail Transit (LRT) Grade Separation Studies:** Project Manager responsible for the alternatives analysis for grade separating three rail crossings along the MTS Blue Trolley Line: E Street, H Street, and Palomar Street, each adjacent to a multimodal transit center. The Alternatives Analysis included a series of workshops with the Project Development Team (PDT), with participation from MTS, City of Chula Vista Traffic Engineering and Redevelopment Departments, SANDAG's Engineering, Planning and Environmental Departments, Caltrans, and the San Diego Unified Port District, to develop and weight evaluation criteria and rate each alternative against them. The alternatives included options for station locations, separation such as a rail overcrossing above the road and a road overcrossing above the rail, surface parking versus structure, freight rail at grade versus separated with the LRT, and track alignment. The design team then prepared the geometrics and cost estimates for the alternatives selected by the stakeholder team and presented the findings in an Equivalent PSR. Subsequent to the delivery of the initial PSR, Chula Vista requested an addendum to include an alternative combining the E Street and H Street grade separations into a single two-mile rail trench. With this addendum, a more detailed construction cost estimate for regional budget programming was prepared.

Bethany Garretson, PE (cont.)

- **Mid-Coast Corridor Transit Project Management Consultant (PMC):** Deputy Design Manager, Lead Civil Plan Reviewing, and then Task Order Manager responsible for the PMC team for a $2 billion, 11-mile LRT extension with nine stations and over four miles of elevated guideway, including four freeway crossings. The PMC team's responsibilities range from providing all project controls, design reviews and FTA reporting to supporting the Construction Manager/General Contractor delivery of the constructed project.
- **South Bay *Rapid*, Phase 2:** Project Manager responsible for the preparation of PS&E, bid and award support, and construction support for a 1.5-mile segment of this regional transportation project. The South Bay *Rapid* provides bus rapid transit (BRT) service between the Otay Mesa border crossing with Mexico and downtown San Diego via dedicated guideway. The design consists of the two-lane bidirectional guideway, which typically runs along the center of East Palomar Street in place of the existing median. Segment 2A also includes transitions in and out of a single lane section, a BRT station, two traffic signal installations, a special signaling system to accommodate the bidirectional single lane section, and two bridges including a two-span structure over SR 125. Winner of 2021 ACEC California Engineering Excellence Honor Award.
- **Uptown Bikeways, Phase 2:** Project Manager responsible for the preparation of PS&E for this bikeway gap closure along University Avenue in the Hillcrest neighborhood. This project will construct one-way protected cycle tracks along University Avenue, a two-way protected cycle track along Normal Street, Class 2 and 3 bike facilities along adjacent roadways, and a new pedestrian promenade on Normal Street requiring the closure of the western half of the existing roadway, traffic signal modifications, new angled parking along the project corridor, curb extensions and bulb-outs, landscaping, and stormwater features. Located in one of the most active and engaged communities in San Diego, this project requires significant public outreach and coordination between SANDAG, the City of San Diego, and local community groups.
- **San Ysidro Yard Project:** Project Manager for the bid, award, and construction phases of this expansion of the San Ysidro freight rail yard. This $22 million project nearly doubled the storage capacity of the freight yard, allowing for improved operations during the 3.5-hour operational window during which the freight carrier works along the line shared with the MTS LRT. Stakeholders included SANDAG, City of San Diego, Caltrans, multiple utility companies, multiple private property owners, Genesee Wyoming Railways, US Border Patrol, US Homeland Security, and MTS.
- **SR 94/SR 125 Missing Connector:** Project Manager responsible for the preparation of the Project Report and Environmental Document for this $60 million Caltrans project, which studied alternatives for providing the missing connector from southbound SR 125 to eastbound SR 94. The selected alternative features a profile that routes the connector under SR 125, requiring construction of a bridge next to the freeway and a weekend closure of SR 125, while the bridge is moved into place. The design also includes four other bridges, a half mile long auxiliary lane, improvements to existing ramps, replacement of an overcrossing, realignment of local streets, and over 5,000 feet of retaining walls. In addition to the various functional units involved at Caltrans, the project requires coordination with the County of San Diego and the City of La Mesa for reaching consensus on impacts to local streets, utilities, and property owners.
- **Bayshore Bikeway Project:** Project Manager responsible for final engineering and NEPA certification for five miles of the Bayshore Bikeway, a Class I bike path that will ultimately make a 26-mile loop around San Diego Bay. This five-mile segment includes portions within the cities of San Diego, National City, and Chula Vista. Other stakeholders included the Port of San Diego, MTS, San Diego and Arizona Eastern Railroad, BNSF Railway, the US Navy, and San Diego Gas and Electric. Outreach included attendance at meetings for the Bayshore Bikeway Working Group, the Social Services Transportation Advisory Committee, and the San Diego County Bicycle Coalition to gain insight into the needs and expectations of the local bicycle community. The project also required coordination with the California Public Utilities Commission (CPUC) for a new rail crossing, as well as GO 88-B forms for several grade crossing modifications along the alignment.

Robert Gave, PE, DBIA

Role
Deputy Work Order Manager

Task 1: Systems Design

Task 2: Risk Analysis

Firm
Mott MacDonald

Education
MS, Engineering

BS, Electrical Engineering

Registrations
PE, CA #C17047

Designated Design-Build Professional,
DBIA, #D-2384

Years of experience
30+

Availability
70%

Robert is a transit and rail systems engineering practitioner with program and project management experience in the private and public sector developing, testing, integrating, and managing the deployment of rail transit systems; transportation systems technology; bus rapid transit (BRT) systems; Intelligent Transportation Systems (ITS); automatic fare collection equipment, and rolling stock electrical systems.

Robert's experience includes managing multi-disciplinary engineering teams performing preliminary and final systems designs, as well as systems design, integration, and verification. His experience also covers design integration, communications systems and networks, and performing wayside and vehicle system testing and integration. He has supported system safety certification efforts and delivered alternatives analyses and engineering studies. Robert has developed system requirements specifications, and provided owner assistance with vendor selection and negotiation support. His experience also includes design-build (DB) contract packaging and delivery, and Federal Transit Administration (FTA) project management oversight for DB and construction projects.

Selected projects

MTS Downtown Feeder Replacement Project, MTS, San Diego, CA: Team Member responsible for assisting MTS in Conceptual Engineering for determining most likely ductbank pathway along C Street and Park Boulevard. The new ductbank is intended to supplement existing traction power feeder cabling improving system reliability and enabling future service enhancements.

MTS Low Floor Capability Assessment and Light Rail Vehicle (LRV) Recommendations and U2 LRV Retirement Strategies, MTS, San Diego, CA: Team Member responsible for assisting MTS in looking to procure new shorter Siemens vehicles, and then supporting in the development of a plan to retire the original fleet of U2 vehicles.

Interstate 5 (I-5) Interstate Bridge Replacement Program, Washington State Department of Transportation (WSDOT)/Oregon Department of Transportation (ODOT), Vancouver, WA: Project Manager responsible for Transit Systems Preliminary Engineering (PE) extending TriMet light rail from Expo Center in Portland, Oregon, to E. Evergreen Boulevard in Vancouver, Washington. This included transit stations, traction power substations, signal buildings, guideway, and park and rides. Work included reviewing previous PE efforts to develop an updated work scope and team organization supporting FTA requirements for Entry to Engineering and Full Funding Grant Agreement.

Bay Area Rapid Transit District (BART) Warm Springs Extension, BART, San Francisco, CA: Design Build Systems Integration Lead responsible for systems integration engineering and design support for network communications systems, SCADA, traction power, public address, video surveillance, fire/life safety, vertical conveyances, tunnel ventilation systems, automatic fare collection, and civil interfaces. Developed and implemented the Systems Integration Test Program Plan. Managed and developed systems integration and dynamic vehicle testing procedures. Developed and implemented the Configuration Management Plan; providing day-to-day interface with the prime contractor/client and subcontractors, personally resolving integration issues or identifying and following up with staff to resolve issues. Directed efforts of on-site staff performing ongoing design integration, final design, systems integration, and development of test procedures.

South Central Extension, Valley Metro Rail, Phoenix, AZ: Communications Systems Design Manager for the South Central Light Rail Extension connecting the current light rail system in downtown Phoenix south to Baseline Road. The project included a hub in downtown Phoenix, 5.5 miles of at-grade trackway, nine at-grade stations, traction power substations, signal buildings, park and rides, and upgrades to existing system elements to accommodate the extension. Responsibilities included leading a team of design engineers and project controls specialists developing plans and specifications for CCTV; SCADA systems; fiber optic communications backbone; emergency, passenger, and maintenance telephones; public address (PA) and passenger information displays; data radio systems; wayside cable plans; irrigation, intrusion, and heat detection controls, and TPSS and signal building low voltage electrical design and system integration. Managed efforts for related system safety certification

Robert Gave, PE, DBIA (cont.)

including design certifiable. Led efforts to document, through a series of reports, systemwide improvements to CCTV, PA, Communications Transmission System, and the operations control center to support Valley Metro Rail's plans for expansion through 2030. Provided design support services during construction, leading review of Requests for Information (RFIs) and submittals, permitting packages, and development of Design Change Notices.

State of Good Repair GEC Contracts, Sound Transit, Seattle, WA: Project Manager and Design Manager responsible for initiatives performed under multiple contracts. Work included relocation of fare collection equipment in the Downtown Seattle Transit Tunnel and along the original Central Link alignment, development of systems requirements, and reviewing and updating existing System Integration requirements and management processes.

Hilltop Tacoma Link Extension, Sound Transit, Seattle, WA: Communications Design Manager responsible for managing and developing designs for the fiber optic backbone network for CCTV surveillance, radio communications, telephones, traction power, transit signal priority, and access control. The project extends the existing 1.6-mile-long rail line by 2.4 miles with six new stations and one relocated station. The project also included expanding the existing operations and maintenance facility (OMF) and yard. For the OMF expansion, managed and developed designs for the building management system, fire alarm system, CCTV and private branch exchange (PBX) phone system. Developed feasibility studies, plans, and specifications for GPS-based transit signal priority and automatic vehicle location/tracking systems. Design services during construction support included reviewing contractor submittal, RFIs, and developing Design Change Notices.

Lynnwood Link Extension, Sound Transit, Seattle, WA: Civil/Systems Integration Manager responsible for monitoring and managing civil and systems integration progress and developing contract submittals, defining interfaces, design responsibilities, equipment lists, and interface design checklists. The Lynnwood Link Extension adds 8.5 new miles of rail service to the Northgate Link Extension, including four stations, three parking facilities, and a provisional infill station. Evaluated designs for interface impacts and communicated with all affected organizations for coordinating resolutions. The systems included CCTV, digital information display, emergency and public branch exchange telephone, access control, public access, fire alarm, building management, fare collection network, power distribution and metering, traction power, signals, OCS, and the communication systems interfaces.

East Link and Northgate Link Extensions, Sound Transit, Seattle, WA: Communication System Designer responsible for providing design services for communications and controls systems, high speed local and wide area IP network, low voltage copper cabling and fiber-optic cabling, CCTV, access control, train way intrusion detection, public address, visual message signs, SCADA, emergency telephones, and fire safety and emergency ventilation system interfaces.

Downtown Redmond Link Extension, Sound Transit, Seattle, WA: DB Project Management, Systems responsible for leading DB project management services, overseeing execution of DB contract requirements for communications and SCADA systems; monitoring and performing technical reviews of the DB contractor's work for communications, SCADA, control systems, and software development. The Redmond Link Extension adds 3.4 miles of rail line with an at-grade station and parking structure in southeast Redmond and an elevated station in downtown Redmond.

FTA PMOC Systems Integration Manager: Systems Integration oversight for the following:

- **Santa Clara Valley Transportation Authority, Silicon Valley Berryessa Extension:** The DB Berryessa extension added 10 miles from BART's Warm Springs Station in Fremont, California, south through the City of Milpitas and terminating in the City of San Jose; Silicon Valley Phase II adds six miles of tunnel, with three underground and one above ground station.
- **San Francisco MTA Central Subway:** Extends the Muni Metro T 3rd Street Line at street-level along 4th Street from the intersection of 4th and King Streets to a tunnel portal between Bryant and Harrison Streets. Four new stations were built along the 1.7-mile alignment: a street level station at 4th and Brannan and three subway stations at Yerba Buena/Moscone, Union Square/Market Street, and Chinatown.
- **Amtrak Hudson Tunnel Project:** A new double-track rail tunnel connecting Secaucus NJ with NY Penn Station. The project includes multiple contract packages for tunnel excavation, systems, and tunnel ventilation facilities.

Wei Guo, PE

Role
Task 1: Track Design

Firm
Mott MacDonald

Education
MS, Civil Engineering

BS, Civil Engineering

Registrations
PE, CA #C75074

Years of experience
27

Availability
60%

Wei is an organized and results-oriented manager in developing and motivating a high-performance team. With the previous experience of internal QA/QC auditor's both in the Hunan Province Design Institute in the US and in China, Wei emphasizes quality project design service. His strong time management skills allow him to deliver projects on time and within budget. Wei's overall management experience includes managing multi-million dollar transportation projects, from planning to construction, making strategic business plans and project implementation plans, developing innovative solutions to critical problems, encouraging efficient and effective project coordination and communication, and pursuing higher quality of design.

Wei has a solid engineering background and diverse experience gained in various roles of different projects, including surveyor, civil/structure engineer, residential engineer, pursuit manager, design manager, and project manager. His specific project experience includes transit, passenger, and freight rail; high-speed rail (HSR), airport, highway, bridge, and tunnel design.

Selected projects

Lancaster Terminal Improvements, Southern California Regional Rail Authority (SCRRA)/Metrolink, Lancaster, CA: Deputy Project Manager/Design Manager responsible for the final design of this component project of Metrolink's Southern California Optimized Rail Expansion (SCORE) Program, aimed at providing 60-minute bi-directional service between Los Angeles Union Station (LAUS) and Lancaster, the two termini of the Antelope Valley Line (AVL). In support of this goal, the proposed improvements in the area of Lancaster Station include communications and trackwork upgrades at the station, a layover facility consisting of three parallel tracks connected by turnouts providing storage for four five-car passenger trains, upgrades to the existing UPRR Lancaster Boulevard grade crossing and adjacent intersection at Sierra Highway to support the extension of Metrolink's tracks from the station to the new layover facility, a permanent on-site fueling facility, a layover crew building for Metrolink Operations and Maintenance (O&M) staff, rail signaling and communications to accommodate the new trackwork, new utilities, and relocation of several existing utilities. The project is being progressed along an ambitious schedule in anticipation of the 2028 LA Olympics.

Brightline West HSR Project – Preliminary Track Engineering & Cost Estimation, Confidential Client, San Bernardino County, CA: Bill of Quantity (BoQ) and Cost Estimation Lead responsible for compiling the BoQ of all the materials and components related to the track subsystem based on the preliminary design documented on the previous submittals and prepare HSR track BoQ report and cost estimation report. Brightline West is a proposed privately-run HSR route initially linking Las Vegas Valley and Victor Valley in the California High Desert. The rail line is planned to be extended to a station of the Los Angeles Metro Rail, an urban rail transportation system, in Rancho Cucamonga. An extension from Victorville to the future California HSR station in Palmdale through the High Desert Corridor could also be developed in the future. This is a 180-mile line railroad corridor (230 miles to Rancho Cucamonga), mainly along the Interstate 15 (I-15) corridor to Las Vegas, with the max speed up to 180 mph. Other responsibilities include review of HSR Design Criteria Report, HSR Track Technology Report, and HSR Track alignment geometry analysis, and Basis of Design report.

Gold Line Foothill Extension Phase 2B, Conceptual Engineering, Advanced Conceptual Engineering (ACE) Design, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Engineering Project Manager responsible for track design, including the passenger and freight tracks, coordinating with structural and roadway engineers on at-grade/grade separations, and providing innovative engineering solutions to various challenges encountered during design. The Metro Gold Line Foothill Extension 2B will extend the existing light rail line from its Phase 2A terminus in Azusa to the east, with stops at each city along its corridor to the city of Montclair. The major challenges of this project include sharing corridor with or relocating the existing freight tracks, and at-grade/grade separations with various constraints from both engineering and environmental perspectives.

Wei Guo, PE (cont.)

Purple Line Extension (formerly Westside Subway Extension), Preliminary Engineering, Advanced Preliminary Engineering, and Preparation of Request for Proposal Document, (LA Metro), Los Angeles, CA: Supervising Engineer/Deputy Civil Manager responsible for multiple roles, including designer, task manager, and deputy civil manager during the early phase of the project. The Purple Line Extension is a new heavy rail subway corridor in Los Angeles extending from its current terminus at Wilshire/ Western in Koreatown to the Westside region. Responsible for engineering tasks, including track alignment design and alternative analysis, alternative station study, special trackwork design, yard, utility, right-of-way (ROW), and other civil design such as construction staging site, sedimentation and erosion control, and street restoration design, also involves coordination of civil, structural, utilities, drainage, architecture and system elements and deliverables review for LA Metro. Single-bore tunnel study (44-foot-large diameter tunnel) was an independent study in ACE phase of the project to perform a technical analysis for the single-bore tunnel comparing to current twin bored tunnel concept. Responsible for tunnel alignment design, tunnel cross section, including design of the cross section at station, ventilation shaft, vertical circulation, and mid-tunnel ventilation, special trackwork design, with consideration of geotechnical feasibility and fire life safety, and joint interface design. Moreover, station construction method was also analyzed in the study.

Stanislaus River Bridge Track Extension 60% PS&E Design, San Joaquin Regional Rail Commission and Union Pacific Railroad, Stanislaus County, CA: Design Manager responsible for overseeing the design team and the design process using technical expertise, verifying compliance with the latest legislation, standards, and codes of practice, working with clients to meet their expectations, emphasizing the design documentation process, and QA/QC review. Project is to connect the Ripon Station, which will have a short two-track segment and the existing siding in the Salida. This track extension is on the UPRR Fresno Subdivision. The corridor has two at-grade crossings and one grade separation at Hammett Road within the project limits. Associated design includes retaining walls, pier protection wall at the bridge at Hammett Road, and two canal crossings, which will require structural evaluation and widening or extension to carry the second track.

California HSR Palmdale to Burbank Section, Environmental and Preliminary Engineering, California High-Speed Rail Authority (CHSRA), Palmdale to Burbank, CA: Design Manager responsible for coordinating, supervising, and QA/QC review for the design of alternatives, including HSR design, passenger and freight rail design, highway and local roadway design, utility, and ROW design. Project consists of the environmental study and development of preliminary engineering of the route alternatives for the California HSR line between Palmdale and Burbank. The selected route will be approximately 35-miles-long to 45-miles-long and includes the design of two stations in Palmdale and Burbank.

I-10 Singleton Interchange Adding Missing Ramps, City of Calimesa, Caltrans District 8, Calimesa, CA: Vice President/ Engineering Project Manager responsible for leading the project to ensure reliability, resource efficiency, and cost-effectiveness. Project was developed as a Caltrans Streamline Oversight Project (SOP) using project approval of a Permit Engineering Evaluation Report (PEER) with California Environmental Quality Act (CEQA) and National Environmental Policy (NEPA). Led the preparation of key reports, including Modified Access Report (MAR), PEER, and Fact Sheets. Performed on complex technical tasks and acted as a technical resource by providing guidance to other team members. Coordinated with the City of Calimesa and Caltrans District 8 to obtain and determine project requirements and approvals.

California HSR Burbank to Los Angeles, CHSRA, Los Angeles County, CA: Engineering Project Manager/Track Design Lead responsible for HSR and the adjacent passenger and freight rails as well as shoofly and siding tracks design due to the realignment/ relocation of the adjacent rails, coordinating and providing engineering solutions to issues encountered during design and design review. The approximately 14-mile project section proposes to use the existing railroad ROW to the greatest extent possible, adjacent to the Los Angeles River, through the cities of Burbank, Glendale, and Los Angeles with proposed stations near the Hollywood Burbank Airport and at Los Angles Union Station.

Leonard Tan, PE

Role
Task 1: Roadway Design

Firm
Mott MacDonald

Education
BS, Civil Engineering

Registrations
PE, CA #C83892

Years of experience
20

Availability
60%

Leonard has extensive experience in project development and project management, including preliminary to final design, utility coordination, bid phase, engineering support during construction, and construction completion. He has served as a project manager, task order manager, and project engineer, with special expertise in road, highway, and bus transit design; feasibility and cost savings analysis; preparation of project specifications (Caltrans, Greenbook, and Master Format), and design support during construction.

Leonard's experience includes agency coordination, utility coordination, and right-of-way (ROW) coordination. His contract management expertise includes acquiring regulatory permits, quality control, quality assurance, scheduling, and supervising multi-disciplinary design teams. Leonard is proficient in using Caltrans Highway Design Manual (HDM), Manual on Uniform Traffic Control Devices (MUTCD), Greenbook, and local agency design guidelines, standards, and specifications. From project planning through plans, specifications, and estimate (PS&E) delivery, Leonard has been responsible for roadway geometric design, quantity take-off, earthwork model, storm drain improvement, sanitary sewer, waterline, retaining wall, soundwalls, roadway signage and pavement markings, stage construction phasing and sequencing, work zone traffic control plans, and maintenance-of-traffic plans. Leonard is skilled in the following software: AutoCAD Civil 3D, ProjectWise 10, MicroStation, Power InRoads v8i, AutoTURN, WSPG, Revu Bluebeam, Microsoft Word and Excel, and Microsoft Project.

Selected projects

MTS On-Call Architecture and Engineering Bench, America Plaza/Santa Fe Depot Pedestrian Enhancement, MTS, San Diego, CA: Design Manager/Roadway Lead responsible for leading and supporting a team of engineers for the completion and delivery of America Plaza Final PS&E package, including coordinating with City of San Diego plan check reviewers to reconcile comments. Project elements include new sawtooth bus bays, raised crosswalks, widened sidewalks with decorative pavers, new raised medians, traffic and pedestrian signal modifications, landscaping and irrigation, street lighting, and customized wayfinding signage to promote seamless transitions between all modes of transportation.

Avenue 52 Grade Separation, City of Coachella, Coachella, CA: Construction Project Engineer responsible for the environmental and engineering services for the construction of an overhead grade separation structure on Avenue 52 spanning the Union Pacific Railroad (UPRR) mainline tracks and Highway 111. The scope included preparing preliminary plans and environmental, construction, and ROW acquisition documents for the proposed Avenue 52/Grapefruit Boulevard railroad separation improvements located at the intersection of Avenue 52 and Grapefruit Boulevard. This project included working with Caltrans local assistance to obtain a preliminary environmental study approval and National Environmental Policy Act (NEPA) approval. The project involved the construction of a new six-lane grade separation structure and improvements to the existing facility, including a new connection road, bike lanes, sidewalks, retaining walls, new and reconstructed traffic signals and driveways, and removal of the existing at-grade crossing. Provided design support during construction, including reviewing submittals and responding to requests for information.

Mid-City Exposition Light Rail Transit (LRT) Design-Build (DB), Exposition Metro Line Construction Authority, Los Angeles, CA: Document Reviewer responsible for DB services for an 8.6-mile-long double-track extension to the existing Metro system in Los Angeles, California. Construction entailed nine new passenger stations measuring 270 feet in length. Three of the stations were on elevated structures crossing major arterials. In addition, a 2,200-foot grade separation under the intersections at Exposition, Flower, and Figueroa streets was constructed to facilitate train operations. The traction power system consisted of 750 VDC power from eight traction power substations distributed to the trains by a low-profile overhead contact system. Other operating systems included train control and grade-crossing warnings and radio, telephone, public address, variable message sign, closed-circuit television, supervisory control and data acquisition, and fare collection systems. The alignment was heavily landscaped to parkway standards with bike paths and park-and-ride surface lots, along with

Leonard Tan, PE (cont.)

a 500-space parking structure. Assisted the project team with preparing potential change order (PCO) packages for agency review based on Requests for Information (RFI) and design revisions during construction. Reviewed RFIs, as-built drawings, and email correspondence, as well as prepared a technical write-up to support justifications for potential change orders.

Caltrans District 8, On-Call Roadway Design and Related Project Development and Construction Support Services (08A3229) for EA 1C082, Caltrans, San Bernardino and Riverside Counties, CA: Project Engineer responsible for leading the effort on the staged construction, traffic handling, and detour plans based on the changes proposed in the Contractor's VECP for EA 1C082. The project proposes to rehabilitate the existing asphalt concrete pavement of Interstate 10 (I-10) in Riverside County, from State Route 177 (SR 177) separation, PM R104.9 to 1.1 miles west of Wiley's Well Road Overcrossing (OC) at PM R134.2. In addition, the project proposes to cold plane the existing pavement of all the ramps at Route 10/177 separation, Corn Springs Road OC, and Ford Dry Lake Road OC, and to overlay it with Rubberized Hot Mix Asphalt Type G (RHMA-G). Also included are other improvements, such as upgrading existing Metal Beam Guard Railing (MBGR) to Midwest Guardrail System (MGS) standards, extending culverts in the median, upgrading bridge railings, and reconstructing the bridge abutment Rock Slope Protections (RSP) impacted by the overall construction.

Bundy Canyon Road Corridor Widening, City of Wildomar Municipal Corporation, Wildomar, CA: Project Manager responsible for preparing the PS&E package for a 2.5-mile corridor for Bundy Canyon Road Improvement project, which consisted of road widening from existing two-lanes to four lanes, SEDCO MDP Line F Storm Drain Extension, 2 new traffic signalized intersections, soundwalls and secured approval of Caltrans Encroachment Permit. Oversaw all design aspects and project management including project budget, preparation of contract amendment, invoicing, schedules, progress report and management of sub-consultants. Assisted the client during the Bid Phase, answered bid questions, prepared addendums to the bid package, and provided engineering support during construction (ESDC); responded to RFIs, and developed CCO plans for the Contractor.

Caltrans District 8, I-40 Median Regrading (EA 0R141), Caltrans, San Bernardino County, CA: Project Engineer responsible for leading the effort on the approval of Project Report and PS&E package through Bid advertisement phase and supporting Caltrans District Office Engineer (DOE). The 25-mile segment project is located on I-40 in San Bernardino County, from the Essex Road Overcrossing in the community of Fenner (PM R100.0) to 4.5 miles east of Homer Wash Bridge (PM R125.0). Scope is to regrade the existing median cross slopes within the 30-foot-wide clear recovery zone (CRZ) to 10:1 or flatter, drainage modifications, and replace MBGR with MGS. Assisted with invoicing, and progress reporting for client billing invoice. Currently providing ESDC.

Caltrans District 8, On-Call Roadway Design and Related Project Development and Construction Support Services (08A2422), Caltrans, San Bernardino County, CA: Design Engineer responsible for the consultation, research, professional, and technical services required for roadway design and related project development and construction support services on an as-needed basis. The contracts included projects in the project approval and environmental document phase; the plans, specifications, and estimates phase; and the construction phase. Responsibilities included preparing PS&E.

West Valley Connector Corridor Bus Rapid Transit (BRT), San Bernardino County Transportation Authority (SBCTA), Pomona, Montclair, Ontario, and Rancho Cucamonga, CA: Project Engineer responsible for preliminary engineering, environmental clearance (NEPA and CEQA), and final design plans for the 35-mile-long corridor through Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, California. The project includes 3.5 miles of exclusive center-running BRT lanes; 31.5 miles of side-running, mixed-flow lanes; and 60 stations. Phase 1 of the project includes 18 new 40-foot-long electric buses and related improvements to a bus maintenance facility. Also assisted with developing a Federal Transit Administration (FTA) Small Starts grant. Responsible for overseeing the development of preliminary engineering documents, providing engineering support for environmental documents, and leading the project team in preparing final PS&E package across multi-disciplinary project team.

Phil Kern, PE

Role
Task 2: Stakeholder Engagement

Firm
STC Traffic

Education
BS, Civil Engineering

Registrations
PE, CA #C40831

CalEMA Safety Assessment Program Evaluator - #68105

Years of experience
37

Availability
75%

Phil has over 37 years of experience in the planning, design, permitting, and construction support covering a wide range of public works, transportation, infrastructure, and capital improvement projects for public agencies. The last 20 years have focused on the design and delivery of capital projects through on-call contracts and serving as staff extension for public agencies. Prior to joining STC, he served as the Senior Engineer on the transportation side of the engineering department for the City of La Mesa and served as liaison to the City's Mobility Commission, directly engaging community members as part of the traffic request program and, as Project Manager, delivering major long-term transportation planning and capital projects.

Selected projects

General Engineering Consultant Services, MTS/SANDAG, San Diego, CA: Senior Project Manager responsible for managing over 100 Task Orders. Projects included preliminary engineering, final construction documents, project reviews, and construction support on over 25 transit initiatives, more than 30 light- and heavy-rail projects, and over 25 roadway and parking projects. This also included transit-oriented development review, major repair, right-of-way (ROW), and environmental projects totaling over $50M in capital value. Managed a team of 15 consultant design staff in MTS, SANDAG, and Caltrans' offices on a $12.5M on-call contract. Project Manager for the E Street and H Street Railroad Grade Separations Concept Design Report, an initial study of grade separation alternatives and associated costs for two high-volume corridors in Chula Vista.

Bike and Sidewalk Connections Project, City of La Mesa, La Mesa, CA: Engineering Project Manager responsible for securing almost $4 million in regional ATP funding through SANDAG, covering funding for three phases of development for the specific bicycle and pedestrian projects described in the grant application: Planning Phase for eight mini active transportation projects; Design Phase for 18 separate ATP infrastructure projects; and Construction Phase once final design is completed. Currently managing the planning phase for the eight mini AT project, evaluating viable concept alternatives with sensitive design elements, including the La Mesa Rail Trail project starting at Spring Street station.

Grossmont Center Drive Bridge, City of La Mesa, La Mesa, CA: Project Manager responsible for managing the $3.5 million design of widening the bridge and approaches to accommodating new bike lanes and ADA-compliant sidewalks on a heavily traveled route to a regional transit station. Project involved securing grant funding from multiple sources, grant administration, design oversight, coordination with railroad/regional transit agency, ROW acquisition, and environmental clearance.

Massachusetts Ave and Blackton Drive Pedestrian and Bike Improvements, City of La Mesa, La Mesa, CA: Project Manager responsible for managing the original transportation study, traffic engineering, and project management scope of this regional ATP-funded project, meant to fill a gap in the City's Bike Network by installing a northbound Class II bicycle lane. The roadway design addressed lack of accessibility by constructing new pedestrian ramps, a crosswalk, and medians, accounting for additional school traffic alongside normal pedestrian and bicycle traffic.

Supporting staff resumes

- Mott MacDonald
- Aguirre and Associates
- HELIX Environmental Planning, Inc.
- Ninyo & Moore
- STC Traffic, Inc.
- TSAC Engineering

Farhad Nourbakhsh, PE, PhD

Role
Contract Manager

Firm
Mott MacDonald

Education
PhD, Civil Engineering

BEng, Civil Engineering

Registrations
PE, CA #C61106

Years of experience
35+

Availability
15%

Farhad is an experienced, proven contract manager and structural engineer specializing in designing and managing transit and transportation projects, including high-speed, light rail, and freight structures, of various sizes worldwide.

Farhad is a proactive manager and an innovative designer, who communicates effectively at all levels. He has experience in all facets of transportation project development and implementation, from planning and environmental studies, to conceptual and detailed design, to construction. His major strengths are in managing multi-discipline design teams, design-build projects, alternate concept development, problem-solving, and providing an efficient and high quality of service to clients. He specializes in segmental pre-stressed bridges, large underground structures, and construction sequencing schemes.

Selected projects

MTS On-Call Architecture and Engineering (A&E) Bench, Various Task Orders, MTS, San Diego, CA: Project Principal on various task orders, including:

- **America Plaza/Santa Fe Depot Pedestrian Enhancement:** Mott MacDonald was responsible for developing the project understanding, defining the mobility needs, and developing the cost estimates to implement an enhanced pedestrian program to link the two transit stations. Project spanned a 10-month schedule and included three conceptual designs for the study area, concept evaluation criteria and scoring, pedestrian activity study, wayfinding design and guidelines manual, stakeholder and community outreach, and capital cost estimates. In September 2020, the MTS Board accepted the preferred design concept. Our team was selected to continue work on the project through the preliminary engineering phase beginning in spring 2021.
- **El Cajon Transit Center Third-Track and Improvements:** Mott MacDonald is providing the final engineering design for the third track and improvements to the transit station mobility hub to support the operation of the new track. These improvements include retaining walls to support the track, an additional turnout and crossover, relocation of a pedestrian ramp, relocation of utilities, and the redesign of the system and communication network. We have supported MTS in clearly defining and managing risks, while maintaining and delivering the engineering design within schedule.
- **Las Chollas Creek Bridge Repair:** Assessed the existing conditions, including underwater inspections, and developed repair strategies.
- **San Diego Airport Light Rail Transit (LRT) Connection:** Found solutions for a problem that had previously been deemed infeasible by introducing innovative concepts and testing these through 3D modeling of the site constraints.

San Diego Association of Governments (SANDAG) A&E On-Call, LOSSAN Realignment Study (Del Mar Tunnel and UTC Tunnels), SANDAG, San Diego, CA: Mott MacDonald Project Principal responsible for the development of tunnel concepts to support alternative alignment studies. As a subconsultant, Mott MacDonald is developing tunneling and underground station concepts for various alignments along the LOSSAN Corridor from Miramar Hill and Del Mar with the goal of improved travel time for passenger trains.

SANDAG A&E On-Call, Mid-Coast Corridor Transit, SANDAG, San Diego, CA: Independent Cost Estimates Task Manager responsible for supporting SANDAG in GMP negotiations with the CMGC contractor and Systems Design Reviews. Provided independent estimating services for the planning phase, the preliminary 35% engineering phase, the 60% engineering phase, as well as the final agreed-to CMGC construction budget. Currently preparing system integration testing requirement in close collaboration with SANDAG, MTS, and the contractors and construction management teams to allow expedient and efficient testing and commissioning of the facility later this year. Project will extend light rail service 1 mile from Old Town Transit Center to the University City community and includes nine stations.

Farhad Nourbakhsh, PE, PhD (cont.)

Supplemental Engineering Services Task Order 1, Metro Orange Line (MOL) Improvements (Grade Separations and Gated Intersections Design), Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA: Structural Lead responsible for bus rapid transit (BRT) and Pedestrian/Bike Bridge structures. Tasks include design of track improvements on the Metro Blue and Expo Light LRT lines, as well as improvements to the MOL BRT. Improvements on the MOL include grade separation of the BRT line over roadways as well as a first ever implementation of crossing gates at BRT busway intersections with roadways. Design will accommodate the future conversion of the busway to an LRT operation. The MOL is planned to be converted to light rail in FY2051, thus all improvements are being designed to comply with the Metro Rail Design Criteria and allow for a rail conversion as seamlessly as possible, while improving existing BRT operations and travel times. Improvements include installing railroad-type gates at 35 road crossings and four pedestrian crossings, two aerial grade separations, and relocated stations at Sepulveda Boulevard and Van Nuys Boulevard to improve safety and travel time. Major project features include the relocation of existing bus stops, the addition of ADA compliant curb ramps to facilitate access to existing stations, and the inclusion of crossing gate arms to improve overall intersection safety.

SR 125 South, Caltrans, San Diego, CA: Initial Lead Structural Engineer responsible for design and construction of $400 million 13-mile limited access toll road running from SR 905 near Mexican border to SR 54. Includes at-grade, retained structures and elevated structures in form of over- and under-crossings as well as numerous high-level viaducts. Responsible for liaison with design-build contractor, subconsultants, Caltrans, and other stakeholders as well as leading in-house structural design team.

SR 75/282 Transportation Corridor Study, City of Coronado, Coronado, CA: Deputy Project Manager responsible for coordination with the City of Coronado and other consultants, identifying solutions for seismic conditions present at the site and weekly meetings. Responsible for the review of structural alternative solutions for cut-and-cover, twin-bored tunnels and approach structures. Project includes preparing advanced planning studies and cost estimates for two main alternatives to provide vehicular transportation tunnels under 4th Street between Coronado Bridge and entry gates to North Island Naval Air Station to west of the city. Proposed alignment passes through Coronado fault zone and adjacent to many private homes.

On-Call Engineering Consultant Services, San Diego International Airport, San Diego, CA: Contract Manager responsible for quality and delivery of services on several projects, including Terminal Link Road, Bypass Taxiway J and Taxiway B8, and Terminal Apron Rehabilitation.

San Diego County Airport Authority (SDCAA) Airport Site Selection Program, SDCAA, San Diego, CA: Project Manager responsible for feasibility level design of all elevated and at-grade structures. Produced structural concepts for the various viaducts required to navigate alignment to two desert sites under consideration and shared use option on Naval Air Station North Island Coronado to allow feasibility level cost estimate. Responsible for production of overall cost estimate including tunnels and at-grade and elevated structures. Project consisted of developing feasibility level cost estimates and schedules for recommendation of Greenfield site alternative to existing San Diego International Airport at Lindbergh Field. Phase I consisted of assessment of sites in mountains and desert east of San Diego, including high-speed Maglev train system. These alternatives have multiple tunnelled, at-grade, and elevated sections. Phase II included tunnels from new terminal at existing airport to remote runway on Naval Air Station North Island Coronado, with Advanced People Mover and airport services tunnels.

Ileana Tutos, PMP

Role
QA/QC

Firm
Mott MacDonald

Education
BS, Civil Engineering

Registrations
Project Management Professional, PMP #2179986

Years of experience
30+

Availability
10%

Ileana has over 30 years of experience in the design and management of rail, transit, and civil engineering projects. Her experience includes design, project management, planning, cost estimating, schedule, and budget controls, developing quality control procedures, and ensuring implementation.

Ileana's experience working in Quality Assurance and Quality Control (QA/QC) extends over 20 years of her career. She is committed to implement Mott MacDonald's quality principles on all projects and provides exceptional services and deliverables to all clients. During her time with the Mott MacDonald Boston office, Ileana served as the QA (Mott MacDonald's Integrated Management System) representative and was involved in external audits to obtain ISO Certification.

Selected projects

Regional Connector Transit Corridor Design-Build, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Quality Manager and Project Controls Manager responsible for developing the Project Design Quality Manual (PDQM) and Design Quality Control Procedures (DQCP), implementing the quality control procedures, conducting surveillances and audits, and ensuring the PDQM and DQCP conform to customer, internal, and ISO 9001 requirements. Involved in contract administration management, cost control, scheduling, and document management. Responsibilities include coordinating, updating, and maintaining the technical specifications. During construction services, responsible for implementing quality control procedures in reviewing construction submittals. Project is a 1.9-mile underground light rail corridor through Downtown Los Angeles connecting Blue and Expo Line to the Gold Line.

Westside Subway Extension (Purple Line) – Section 3, LA Metro, Los Angeles, CA: Principal Project Controls Manager/Commercial Manager responsible for reviewing subconsultant agreements, work order request, invoices for JV and subconsultants, payments, and Disadvantaged Business Enterprises (DBE) Compliance. Involved in creating and implementing of project controls procedures. Functions as the liaison between LA Metro's Contract Administrator and JV Partners.

California High-Speed Rail Project, CHSRA, Palmdale to Los Angeles, CA: Project Controls and Quality Assurance responsible for the preparation of monthly progress reports, project schedule using Primavera P-6, earned value analysis, and contract changes. Responsible for the implementation of the quality control procedures and monitoring the project deliverables review process. Project scope includes environmental impact analysis and 15% preliminary engineering of a 62-mile-long segment of high-speed rail through both mountainous terrain and highly populated urban areas.

Crenshaw/LAX Transit Corridor Design-Build, LA Metro, Los Angeles, CA: Project Controls and Quality Assurance responsible for managing and submitting final deliverables to the client on schedule and on budge, and to a high degree of quality during the Advanced Conceptual and Preliminary Engineering phases. Assisted and supported the project management to ensure that quality procedures were followed as described in the Design Quality Management Plan and quality records maintained. Prepared and updated the project master schedule, reviewed progress reports, and prepared contract changes documentation. Project is an 8.5-mile light rail extension valued at $1.7 billion. Project will use design-build contracts.

Westport Railroad Station, Connecticut Department of Transportation, Westport, CT: Lead Design Engineer responsible for a 13-foot by 13-foot by 75-foot-long pedestrian tunnel installed beneath four active rail tracks using jacking technique. Tunnel was installed a few feet beneath the active rail tracks by employing the use of a pre-installed steel grillage to progressively transfer the support of the tracks from the ground to the top of the tunnel as it was installed. This was the first ever application of this technique in the US. Responsible for tunnel design, drawings, specifications, and cost estimate preparation, and reviewing contractor's submittals during construction phase as well.

Secaucus Interchange, New Jersey Transit Authority, Secaucus, NJ: Structural Engineer responsible for the evaluation of a jacked tunnel option and preliminary engineering for a vehicular underpass beneath the New Jersey Turnpike. Project is a proposed interchange located south of the New Jersey Transit's Main Line and traversing under the Turnpike and the AMTRAK Northeast Corridor Line.

Mengzhao Hu

Role
Task 1 and Task 2: Transit Operations

Firm
Mott MacDonald

Education
Master of Urban Planning

BS, Urban Planning

Years of experience
18

Availability
50%

Mengzhao has experience in transportation planning, travel demand modeling, and traffic engineering. Specializing in large transportation corridor studies, she has led and conducted tasks of study area definition, travel pattern and market analysis, existing condition assessment, ridership forecasting, alternative evaluation, and benefit-cost analysis for ten Los Angeles County Metropolitan Transportation Authority (LA Metro) projects. Mengzhao has managed a variety of multimodal corridor studies to improve traffic operation and safety for the cities of Pasadena, Whittier, and Hesperia. Her grant application experience includes Federal Transit Administration's (FTA) New Starts, Caltrans HSIP, LPP, and Active Transportation Program (ATP), and Southern California Association of Government's (SCAG) Sustainability Planning Grant.

Mengzhao is a proficient user of the LA Metro Model, SCAG Model, Synchro, ArcGIS, PeMs, ClearGuide, Streetlight Data, Census Data, SWITRS, TIMS. She is familiar with R script and python.

Selected projects

Supplementary Analysis of Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of-Way (ROW), LA Metro, Los Angeles, CA: Deputy Project Manager and Planning Lead responsible for alternative development and evaluation, ridership forecasting, circulation analysis, safety improvement recommendations, and grade crossing analysis for six crossings along the 2.5-mile long study corridor. Led the grade crossing analysis by using the LA Metro Light Rail Grade Crossing and Safety Analysis guidelines. Reviewed the grade crossing analysis by using the Metrolink/SCRRA Design Criteria Manual. This study examines the impacts of the northern segment of the East San Fernando Valley Transit Corridor Project (ESFVTC Project) in a shared corridor along San Fernando Road/Antelope Valley Line (AVL) railroad ROW through the cities of Los Angeles and San Fernando in the San Fernando Valley. If both the double-tracking of the Metrolink AVL and ESFVTC LRT are implemented, there would be four sets of tracks in a shared rail ROW, which could pose pedestrian and traffic-related challenges.

Sepulveda Transit Corridor Preliminary Engineering Phase, LA Metro, Los Angeles, CA: Transportation planner responsible for reviewing the first/last mile analysis and station area multi-modal planning. Also reviewed environmental technical reports for Alternatives 4 and 5, two heavy rail transit (HRT) alternatives developed by the Bechtel, Mott MacDonald, and TYLin team.

Vermont Transit Corridor South Bay Extension Feasibility Study, LA Metro, Los Angeles, CA: Project Manager responsible for the overall project management, coordinating with outreach consultant, and a technical working group. Led field review, prepared mobility problem statement, conducted ridership forecasting and traffic impact analysis, and worked with engineers to develop conceptual design for the bus rapid transit (BRT)/light rail transit (LRT)/HRT alternatives. This project is a task order from LA Metro's Countywide Planning Contract. Mott MacDonald is the prime consultant to prepare a transit study for a ten-mile stretch of Vermont Avenue, the major arterial in Los Angeles County in the north-south direction.

East San Fernando Valley Transit Corridor Study, LA Metro, Los Angeles, CA: Task Lead responsible for traffic impact analysis, Purpose and Need Statement, market analysis, and travel forecasting work. Helped in developing alternatives and wrote various sections in the EIS/EIR. LA Metro commissioned this project to environmentally clear and prepare advanced conceptual engineering work for a transit rapid way project on the Van Nuys Boulevard Corridor. Several alternatives were evaluated, including BRT, streetcar, tram, and LRT.

Purple Line Extension, LA Metro, Los Angeles, CA: Lead Planner responsible for preparing the Purpose and Need Report, Travel Forecasting Report, Results Report, Before and After Report, and Case for the Project Report, all of which were required for the New Starts funding application. Attended the FTA coordination meeting and prepared the presentation. Simulated more than 70 alternatives in AA/DEIS/FEIS phases of the project by using the Metro CBM. Wrote various transportation-related sections in the EIS/EIR. Project included the AA, DEIS, and FEIS phases of the Purple Line Extension from Wilshire/Western to Santa Monica.

Mengzhao Hu (cont.)

Regional Connector Transit Corridor, LA Metro, Los Angeles, CA: Lead Planner responsible for simulating approximately ten alternatives using the LA Metro CBM. Conducted a SUMMIT Analysis and a Risk and Uncertainty Analysis for the Locally Preferred Alternative (LPA). Responsible for the travel forecasting part of the New Starts templates. Prepared the Purpose and Need Report, Travel Forecasting Report, Results Report, and Case for the Project Report, which was all required for the New Starts funding application. Attended the FTA coordination meeting and prepared the presentation. Project included the AA, DEIS, and FEIS phases of the 1.9-mile alignment that extends from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in Downtown Los Angeles.

Gold Line Foothill Extension 2A, 2B, and 2C, Gold Line Foothill Extension Construction Authority, Los Angeles County, CA: Planner/Modeler responsible for ridership forecasting for the three extension phases of this light rail project. Developed the home-based university trip tables for the Metro Model to capture the university trip market along the corridor between Pasadena and Montclair. She applied the Air Passenger Model for three alternatives connecting to Ontario Airport (Extension 2C).

Crenshaw/LAX Transit Corridor, LA Metro, Los Angeles, CA: Planner/Modeler responsible for ridership forecasting and user-benefit analysis for over 15 alternatives using the LA Metro CBM, conducting market analysis, and preparing the Purpose and Need Report. Evaluated the mobility improvement and cost-effectiveness of all the proposed alternatives. Helped in developing LAX's air passenger model and used the model to estimate the ridership of the Crenshaw/Airport connector by airport passengers. Project includes the AA and DEIS phases for this 8.5-mile light rail running through southwest Los Angeles connecting Green Line, LAX, and Expo Line.

Metrolink Station Planning and Connectivity Study, Southern California Regional Rail Authority (SCRRA/Metrolink), Los Angeles and San Bernardino Counties, CA: Task Lead responsible for conducting market analysis for the 62 Metrolink stations by using the 2018 Metrolink origin-destination survey and SCAG travel demand model. Assessed station mode of access and egress modes, existing demographics around the station area, and future market growth potential. Conducted quality assurance review for the existing station condition assessment work. This study aims to identify and propose recommendations to remove barriers to accessing Metrolink stations through integrated strategies and pilot projects.

USC Medical Center Metrolink Station Infill Station Study, LA Metro, Los Angeles, CA: Planning Lead responsible for developing a Purpose and Need Statement, estimating ridership and benefit/cost ratio, and assessing first/last mile connectivity. The goal of the study is to assess the feasibility of adding a new Metrolink Station along the San Bernardino Line near the USC Health Sciences Center. The work helped to build support for this project and move it into the environmental clearance and preliminary engineering phase.

Pomona Valley/Metrolink San Bernardino Line (SBL) Study, SCRRA/Metrolink, Los Angeles and San Bernardino Counties, CA: Planning Lead responsible for conducting market analysis for the Metrolink riders in the Pomona Valley area by using Streetlight Data, 2018 Metrolink origin-destination survey, as well as LA Metro travel demand model. Assessed existing connectivity of the five Metrolink stations in Pomona Valley from the perspective of transit, bicyclist, pedestrian, and motorists. Developed strategic recommendations for the Metrolink SBL to better serve the Pomona Valley market through improved train service design, better nexus between train service and economic development projects, and train station accessibility improvements. This project is a task order from Metrolink's Planning On-Call Contract.

California High-Speed Rail (HSR) Burbank-Los Angeles-Anaheim EIS/EIR, California High-Speed Rail Authority (CHSRA), Los Angeles, CA: Task Lead responsible for managing the traffic impact analysis, pedestrian, bicycle, and vehicle access analysis, and parking analysis for the study area from Burbank to Downtown Los Angeles. Developed a methodology to estimate the future year traffic volumes for over 400 study intersections along the corridor based on the SCAG Model and the CHSRA Model. Prepared the transportation impact section of the EIS/EIR. Project intends to provide environmental clearance for the segment from Burbank to Anaheim of the proposed California HSR.

Peter Smith, PE

Role
Task 1: Structures Design

Support Services: Caltrans Local Assistance Liaison

Firm
Mott MacDonald

Education
MS, Structural Engineering

BS, Civil Engineering

Registrations
PE, CA #C60122

Years of experience
30

Availability
30%

Peter has extensive structural engineering experience with the last 25 years specializing in bridge engineering. He is proficient in the use of high-level structural engineering software, has experience in cast-in-place concrete and precast concrete structures, steel bridges, pedestrian bridges, bridge retrofitting and rehabilitation, complex soldier pile and tieback retaining walls, and has worked on local and large international projects. He manages projects from conceptual design through construction.

Selected projects

El Cajon Transit Center Third Track, MTS, San Diego, CA: Structures Lead responsible for providing support for the construction phase. Project involves adding a third pocket track at the trolley station for loading smaller consist trains that run to the east and other improvements at the station. Structures include retaining walls, station platforms, and foundations for OCS poles and light piles. Responsibilities also include verifying that design changes meet project requirements and overseeing junior staff reviewing contractor submittals.

El Camino Real Bridge Replacement, City of San Diego, San Diego, CA: Specification Engineer responsible for a 354-foot-long, 76-foot-wide CIP/PS box girder bridge that replaces an aging bridge over the San Dieguito River. Bridge has three spans and a variable depth superstructure which carry numerous utilities including: gas, high voltage electric, fiber optic, and water. Bridge required custom special provisions including stainless steel rebar to resist the corrosive environment.

Sorrento to Miramar Double Track, San Diego Association of Governments (SANDAG), San Diego, CA: Senior Bridge Engineer responsible for designing a retaining wall supported on CIDH piles in a steep 1:1 slope to support rail surcharge loads. Used research to accurately model interaction effects of closely spaced piles in a slope. Conducted independent design review of modifications to the Miramar Road Overhead bridge and tieback retaining wall under one of the bridge abutments. The Sorrento to Miramar Segment of the LOSSAN rail corridor weaves up a twisting canyon and the alignment has small radius curves restricting speeds. Project uses cut-and-fill retaining walls to increase the curve radii and add a second track.

Torrey Meadows Drive Overcrossing at State Route 56 (SR 56), City of San Diego, San Diego, CA: Structures Lead/Senior Bridge Engineer responsible for a two-span bridge over the SR 56 freeway. The bridge has a total length of 337 feet and carries two lanes of traffic, two sidewalks, and a 16-inch waterline. Oversaw the design of the bridge, verified comment resolution, and approval through the City of San Diego and Caltrans.

Poinsettia Station Underpass, SANDAG, Encinitas, CA: Senior Bridge Engineer responsible for performing the independent check of a new pedestrian underpass to be constructed under an active railroad track on the LOSSAN rail corridor. The structure is a three-span bridge using precast slab girders with a total length of 61 feet. The bridge was designed according to the AREMA and Caltrans SDC codes. The bridge was constructed using accelerated construction techniques with weekend closures of the railroad. Provided independent design checking for steel canopy structures mounted on the station platform.

Interstate 5 (I-5) PGR Wall Drainage Vault, Caltrans, San Diego, CA: Senior Bridge Engineer responsible for overseeing junior staff in the design and detailing of a buried reinforced concrete vault that contains a gravity water filtration unit. The vault is designed with steel hinged roof doors designed for H20 truck loading to allow removal of the filtration unit.

San Elijo Lagoon Pedestrian Bridge, SANDAG, San Diego, CA: Senior Bridge Engineer responsible for providing the independent checking of a pedestrian bridge to be suspended below the San Elijo Lagoon and Undercrossing Bridges on I-5. Created a detailed time-dependent staged construction model of the bridge using Larsa 4D that started with the construction of the freeway bridges and the construction of the pedestrian bridge. Created a shell model of the bridge using SAP 2000 to analyze the transverse behavior of the bridge deck from live loads and a sudden accidental break of a suspender cable.

Peter Smith, PE (cont.)

Friars Road Overcrossing Tieback Wall, City of San Diego, San Diego, CA: Senior Bridge Engineer responsible for providing the independent checking of a soldier pile and tieback retaining wall to be constructed under the Friars Road Overcrossing to allow for freeway improvements. The tieback wall design was complicated by an existing 60-inch storm drain that passed through the wall. Provided guidance on the design to avoid conflicts with the storm drain and existing abutment piles.

SR 163/Laurel Street Overcrossing Seismic Retrofit and Rehabilitation, Caltrans, San Diego, CA: Project Manager/Senior Bridge Engineer responsible for the final design of the retrofit and rehabilitation Plans, Specifications, and Estimate (PS&E) and provided construction support to Caltrans. The Laurel Street Bridge in Balboa Park was in need of a seismic retrofit and portions of the interior and exterior of the bridge required restoration due to deterioration. Additional improvements to the bridge included upgrading the electrical system and adding lighting to the interior of the bridge, adding ladders and catwalks inside the bridge to facilitate safer inspection, replacing the deteriorated drain pipes, adding access doors in the columns, and repairing the interior slopes of the abutments.

Mid-Coast Light Rail Extension Value Analysis, SANDAG, San Diego, CA: Senior Bridge Engineer who was part of a team responsible for providing value engineering recommendations to improve the constructability and reduce costs on the $2 billion extension of the San Diego Trolley rail north of downtown San Diego. Provided recommendations to reduce the cost of the structures, provided cost estimates, and text to be included in the value engineering report.

Santa Margarita River Bridge, Flatiron/SANDAG, Oceanside, CA: Lead Designer/Senior Bridge Engineer for the redesign of the bridge foundation as part of a Cost Reduction Incentive Proposal (CRIP). Provided support throughout construction of the bridge, including detailed staged construction modeling and analysis when the partially completed superstructure unexpectedly collapsed. The structure is a three-span variable depth cast-in-place post-tensioned concrete box girder bridge that is 500 feet in length and carries two railroad tracks on the LOSSAN Corridor. The foundation redesign consisted of replacing CIDH piles with driven CISS piles. The bridge is in a seismic zone on a river that is prone to significant flooding. The foundations were designed according to the AREMA and Caltrans SDC codes for 50 feet of scour and liquefaction.

I-5 North Coast Design Guidelines, Caltrans, San Diego, CA: Senior Bridge Engineer responsible for preparing a report to assess the structural feasibility of using a bridge box girder cross-section that had exterior cyclonic curved girders. Prepared conceptual sketches of engineering alternatives based on the direction of Caltrans Landscape Architect. Project included the development of the aesthetic guidelines for the widening of the I-5 freeway in North San Diego County.

West Mission Bay Drive Over San Diego River, City of San Diego, San Diego, CA: Senior Bridge Engineer responsible as part of a Value Analysis (VA) Study Team. The VA team analyzed the project documents and identified areas of high initial and annual costs and made recommendations to reduce these costs without compromising project requirements or functionality. The VA team prepared detailed written alternatives that were presented to the City and Caltrans.

Santa Fe Pedestrian Underpass, SANDAG, Encinitas, CA: Senior Bridge Engineer responsible for performing the independent check of a new pedestrian underpass to be constructed under two active railroad tracks on the LOSSAN corridor. The structure is a three-span bridge using precast slab girders with a total length of 61 feet. The bridge was designed according to the AREMA and Caltrans SDC codes and constructed using accelerated construction techniques with weekend closures of the railroad.

Abraham Rodriguez

Role
Task 1: Visualizations

Firm
Mott MacDonald

Education
AAS, Computer Aided Drafting Technology

Years of experience
28

Availability
50%

Abe has extensive experience in civil and mechanical engineering with specific focus in various CAD, graphics, and geospatial programs. He has extensive Microstation, InRoads, and AutoCAD software package experience including workspace/profile and preference set-up. In addition to engineering/design duties, he has also served the role of Facilities CAD focal/manager responsible for project support, technical assistance on CAD software, hardware and software configuration, upgrade and troubleshooting, training guide preparation, and development of CAD standards and procedures.

Abe has experience as BIM/CAD Manager, Designer, and Back-Up IT responsible for managing the CAD Department at a previous firm. In this role, he evaluated the staffing needs for the CAD Department, conducted interviews, and hired staff as necessary. As Senior Civil Designer, his work required him to be knowledgeable in InRoads, including preference creation/editing, and customizing reports (xml).

Selected projects

Mid-Coast Light Rail Transit (LRT), San Diego Council of Governments (SANDAG), San Diego, CA: Lead Designer and CAD Manager responsible for working on this 12-mile (19-kilometer) trolley extension project connecting the existing San Diego Trolley System to the University of California at San Diego (UCSD) and retail/office locations. The new transportation mode will relieve traffic congestion, lower highway emissions, and increase business to the shopping plaza. Led design of the LRT segment from Old Town to Balboa Avenue. Coordinated this segment's design with other Segment Design Leads as well as subconsultants. Plans were developed from preliminary engineering to Issued For Construction, which included plan and profile, details, typical sections, and cross sections. As CAD Manager, responsible for managing all aspects of CAD on the project and ensuring team adhered to set CAD standards. Created the CAD standards and InRoads preference file, and implemented ProjectWise and Training staff on software and standards used on the project. Facilitated all disciplines to work together and share base file and models with one another. Set-up AutoCAD, Civil3D, Revit, Microstation, and InRoads to work with ProjectWise. Created documentation for working with ProjectWise to ease collaboration. The project is under construction.

Coronado Transbay, City of Coronado, San Diego, CA: Responsible for providing CAD support on final design of the Transbay Sanitary Sewer Force Main extending from Coronado Island to Seaport Village in San Diego within the vicinity of existing sewer main.

San Marcos Creek Improvements, City of San Marcos, San Marcos, CA: Plans Production Manager responsible for the improvements along both sides of San Marcos Creek from State Route 78 (SR 78) to Discovery Street. Purpose of the work is to contain the multiple storm events within the channelized area so that adjacent properties north of the creek are out of the floodplain, and can be successfully redeveloped.

Sky Ranch, LENNAR, Santee, CA: CAD Technician responsible for SR 67 and Prospect Avenue Interchange Improvements. Assisted in preparation of construction staging/traffic handling, signing, and pavement delineation plans.

SR 125 Connector/Gap, San Diego, CA: CAD Technician responsible for the design-build fully directional interchange project located in East San Diego County. Provided CAD support, as well as created and revised plans according to Caltrans specifications.

Oakland Inner Harbor Pipeline Crossing Project, East Bay Municipal Utilities District, Oakland, CA: BIM/CAD Manager responsible for project workspace setup, to pull in East Bay Municipal Utilities District (EBMUD) standards for pipeline and facilities. Supported the design and drafting team for this Horizontal Directionally Drilled (HDD) 32-inch water main under Oakland Inner Harbor.

Abraham Rodriguez (cont.)

Various Projects, Continental Graphics, San Diego, CA: CAD Coordinator responsible for solving routine production issues; providing technical training to less experienced employees; maintaining consistent drafting standards; reviewing and investigating quality issues, and providing coverage when the supervisor was not present for a staff of up to 15 full-time employees. Experienced in numerous technical publications for commercial and military defense applications including, but not limited to:

- Aircraft Maintenance Manuals (AMMs)
- Component Maintenance Manuals (CMMs)
- Illustrated Parts Catalogs (IPCs)
- Illustrated Parts Lists (IPLs)
- Installation instructions
- Modification instructions
- Power Plant Buildup Manuals
- Overhaul and repair manuals
- Service bulletins
- Wiring diagram manuals
- Wiring parts catalogs
- Electrical schematic diagrams

Linac Coherent Light Source II (LCLS II) High Energy (HE) Low Emittance Injector Tunnel (LEIT) Infrastructure Design, SLAC National Accelerator Laboratory, Menlo Park, CA: BIM/CAD Manager responsible for assisting and supporting in defining project coordinate system, determining horizontal and vertical control for project location for Civil 3D and Revit integration, reviewing as-builts coordinates, coordinating with all disciplines to verify files are coordinated for clearance of a new 20-feet-wide by 20-feet-tall by 300-feet-long tunnel extension for a Department of Energy-funded physics research laboratory.

Bay Area Rapid Transit (BART) to Silicon Valley Phase II (BSVII), Santa Clara Valley Transportation Authority (VTA), San Jose, CA: Civil BIM Manager part of the Digital Delivery Team responsible for Civil Teams' set-ups and support. BART to Silicon Valley Phase II is a six-mile, four-station extension from the under-construction Berryessa Station to Santa Clara including an approximately five-mile-long tunnel through Downtown San Jose. BSVII is planned to include three below-ground stations (Alum Rock Station, Downtown San Jose Station, and Diridon/Arena Station), and one at-grade station (Santa Clara Station). Phase II may be implemented via one or more projects. Phase II is currently anticipated to be completed in 2026.

Los Angeles Congestion Pricing, Los Angeles, CA: Designer/CAD Manager responsible for preparing and managing the stage construction and traffic handling plans, pavement delineation plans, signal modification design, sign plans, and roadway improvements along the two-mile (3.2-kilometer) segment of I-110, and a 10-mile (16-kilometer) segment of I-10 in Los Angeles.

On-Call – I-80 Overlay, Caltrans, Sacramento, CA: Designer/CAD Manager responsible for assisting the lead engineer in creating alignments, profiles, cross-sections, quantities, and typical sections of the roadway using Microstation and InRoads for the final design packages of a 12-mile road overlay in the Sacramento area.

I-64 Hampton Roads Bridge Tunnel Expansion, Virginia Department of Transportation, Norfolk, VA: BIM Manager responsible for BIM management and administration of ProjectWise across project. At $3.3 billion, this is the largest single construction project awarded in Virginia. Mott MacDonald is providing detailed design services to the construction joint-venture for the design of twin tunnels, approach structures, island expansion, tunnel systems, and ancillary surface structures, including a new control room.

Darren Tucker, PE, QSD/P

Role
Task 1: Station Design

Task 1 and 2: Drainage/Stormwater and Design/Analysis

Firm
Mott MacDonald

Education
MA, Transportation Policy, Operations, and Logistics

BS, Civil Engineering

Registrations
PE, CA #C73991

Qualified SWPPP Developer & Practitioner, QSD/P, CA #22673

Years of experience
19

Availability
50%

Darren has extensive experience in project management and technical delivery of civil engineering transportation projects. He has provided design services on a variety of projects including multi-modal roadway, grade separation, bus rapid transit (BRT), urban rail, first/last mile improvements, and parking lots. Darren brings civil engineering experience and provides leadership in site engineering, drainage design, and transportation engineering.

Selected projects

America Plaza/Santa Fe Depot Pedestrian Enhancements, MTS, San Diego, CA: Project Manager responsible for leading a multi-discipline design team from a 15% level of design to construction ready documents. Major project features include sawtooth/standard bus bays, raised crosswalks, widened sidewalks, traffic and pedestrian signals, landscaping, street lighting, and wayfinding signage to promote seamless transitions between all modes of transportation. Served as Civil Design Lead, including the development of roadway improvement plans, typical cross sections, utility composite drawings, and analysis of turn movements.

Mira Sorrento Substation, San Diego Gas & Electric (SDG&E), San Diego, CA: Senior Engineer Lead responsible for the site/civil design. Major project features included a 138kV electric substation, a two-tiered MSE retaining wall, and a bio-retention pond. Responsibilities included development of the site plans, grading and drainage plans, hydromodification calculations, and the design of low impact development features.

Bay Boulevard Substation, SDG&E, San Diego, CA: Senior Engineer Lead responsible for the site/civil design. Major project features included a 230kV substation, access road, and a double box culvert. Responsibilities included development of the site plans, grading and drainage plans, design of the access road, design of the double box culvert, basin spillway, and graded swales.

Regional Connector Transit Corridor, Los Angeles County Metropolitan Transportation Authority (LA Metro), Regional Connector Constructors Joint Venture, Los Angeles, CA: Project Manager responsible for providing design support during construction for the multi-discipline consultant team. Lead for the civil improvements at street level, including dual curb ramps, pavement restoration, utility relocations, grading and drainage design. Mott MacDonald served as prime designer for the final design of this $1.4 billion, 1.9-mile underground light rail transit (LRT) extension project that will connect LA Metro's existing Gold, Blue, and Exposition LRT lines through downtown Los Angeles. Project featured 0.9-mile-long earth pressure balanced (EPB) twin-bore tunnels, 0.7-mile-long cut-and-cover tunnels, three complex underground stations, and a crossover cavern excavated using the sequential excavation method (SEM).

Antelope Valley Line Improvements, LA Metro, Los Angeles, CA: Senior Project Engineer responsible for assisting the conceptual engineering of the double-track improvements near Balboa Boulevard and Santa Clarita Station. Major project features include 1.6 miles of double tracking, an additional side platform, a pedestrian tunnel crossing, automatic gate arms, pedestrian gate arms with swing gates, curb ramps, bike lanes, and access roads. Responsible for development of roadway improvements plans, typical sections, tunnel plan and profile, and basis of design.

Metro Orange Line Bus Rapid Transit (BRT) Improvements – Gated Intersections, LA Metro, Los Angeles, CA: Senior Project Engineer responsible for leading the roadway and drainage design of gated crossings at 18 intersections along the Orange Line Busway. Major project features include four-quadrant automatic gate arms, pedestrian gate arms with swing gates, curb ramps, concrete bus pads, bike lanes, pedestrian barriers, and access control fencing. Responsible for development of roadway improvement plans, typical sections, curb ramp details, drainage plans, turning templates, inlet calculations, pipe computations, hydrology report, and the basis of design.

Darren Tucker, PE, QSD/P (cont.)

Metro Orange Line BRT Improvements – Sepulveda Grade Separation, LA Metro, Los Angeles, CA: Senior Project Engineer responsible for leading the roadway and drainage design. Major project features include a grade separated busway, a reinforced concrete bridge, mechanically stabilized earth walls, a side platform station, park-and-ride access road, and an at-grade bike path. Responsible for development of the busway plan and profile drawings, typical sections, drainage plans, inlet calculations, pipe computations, hydrology report, and the basis of design.

Dulles Corridor Metrorail – Silver Line Phase II, Metropolitan Washington Airports Authority, Washington DC: Senior Civil Engineer responsible for leading the site/civil design of the park-and-ride facilities. Major project features included access roads, bike lanes, sawtooth bus bays, pickup/drop-off lanes, kiss-and-ride parking, bike parking, curb ramps, and stormwater management vaults. Responsibilities included development of roadway improvement plans, site plans, grading and drainage plans, erosion and sediment control plans, inlet calculations, pipe computations, and sight distance computations.

Rolling Road Platform Extension, Virginia Rail Express (VRE), Manassas, VA: Senior Civil Engineer Lead responsible for leading the site/civil design of the platform extension. Major project features included a 250' side platform, a new canopy, concrete stairs, and platform lighting. The VRE Rolling Road Station is on the Manassas Line, which runs to the west of the Metro DC area on Norfolk Southern tracks. Responsibilities included development of the site plan, grading and drainage plans, erosion and sediment control plans.

Broad Run Station Parking Expansion, VRE, Manassas, VA: Senior Civil Engineer Lead responsible for the site/civil design of the park and ride facilities. Major project features included a parking garage, pedestrian bridge/tunnel, and expanded on-site parking. Project will meet the ultimate need for 2,000 spaces, consolidate parking to areas closer to the station, and construct a designated kiss-and-ride loop. The VRE Broad Run Station is on the Manassas Line just west of the Manassas Regional Airport. Responsibilities included developing conceptual parking layouts that provided vertical clearance from departure and arrival envelopes.

I-95/Courthouse Road Park and Ride Lot, Virginia Department of Transportation, Stafford, VA: Senior Civil Engineer Lead responsible for the site/civil design of the park and ride facilities. Major project features included kiss-and-ride parking lots, pickup/dropoff lanes, sawtooth bus bays, access roads, and bike parking. The new park and ride facilities will meet the ultimate need for 1,000 spaces, provide a designated park and ride loop, and include separate bus facilities. Responsibilities included development of the site plans, site grading and drainage, erosion and sediment control plans, inlet calculations, and pipe computations.

MedStar Surgical Pavilion, Georgetown University, Washington DC: Senior Civil Engineer responsible for preliminary site/civil design. Major project features included 17 miles of utility relocations, underground parking structures, and road widening. Responsibilities included utility design, including layout of water, sewer, power, communication, high pressure steam, and chilled water lines. Additional responsibilities included earthwork estimates and modeling of the parking structure excavation.

President's Park 581 – Upgrade Grounds Infrastructure, National Parks Service, Department of the Interior, Washington DC: Senior Civil Engineer responsible for design of underground duct banks, construction support of directional drilling, and support of construction stakeout. This design-build construction project was classified at the "Confidential" level with potential access required to "Secret" documents. Major project features include a centralized duct bank of conduit around the White House grounds to support security, cameras, and lighting systems. The trenching needed for the conduit included up to 15,000 linear feet of conduits with sizes ranging from one inch to four inches.

Michael Dye

Role
Task 1 and 2: Estimating

Firm
Mott MacDonald

Education
BS, Engineering Technology

BS, Food Science

Years of experience
40+

Availability
65%

Mike has extensive experience specializing in cost estimating (including 20 years with general contractors), performing multiple discipline cost estimates, leading estimating teams, Basis of Estimates (BOE), Comparison Analysis, Value Engineering (VE), constructability review, risk management, and estimate reconciliation for infrastructure projects. Mike provides estimates that accurately predict project cost and are a tool for project stakeholders to use to make better project decisions. His broad experience in construction cost estimating and management enables him to plan and scale estimate report deliverables to match stakeholders needs. He has a reputation for transforming complex, multi-discipline projects into understandable cost estimates, which include staging and temporary facilities.

Mike provides innovative problem-solving approaches to developing and presenting cost estimate deliverables for complicated infrastructure construction projects that are both flexible and consistent, adhere to Association for the Advancement of Cost Engineering (AACE) guidelines and communicates those solutions clearly. He has extensive experience performing Early Planning Level, Engineering Alternative Analysis, Independent Cost Estimates (ICE), multi-discipline estimating in various types of project delivery such as design-build (DB), design-bid-build (DBB), and general contractor/construction manager (GCCM) at all project stages for transportation facilities (i.e., rail, airport, and NASA rocket testing platforms), heavy industrial, civil, water and wastewater treatment, electrical power transmission, utilities, vertical structures, and historically significant structures.

Selected projects

Light Rail Power Conductor Traction Power Cable Addition, MTS, San Diego, CA: Estimator responsible for performing Alternative Analysis.

East San Fernando Valley Light Rail Transit (LRT) Project, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Estimator responsible for performing 30% Systems Estimate and reconciliation with contractor.

OCS Rehabilitation, Phase 4, Santa Clara Valley Transportation Authority (VTA), San Jose, CA: Estimator responsible for reconductoring light rail segments.

Hetch Hetchy Water and Power Transmission Lines 7/8 Upgrades Project, San Francisco Public Utility Commission (SFPUC), Modesto, CA: Lead Estimator responsible for preforming ICE third-party progressive estimate from conceptual to 100% design. Project involves reconductoring 75 wire miles of 115 kVA overhead two-circuit transmission line, replacing hardware, reinforcing 69-ea existing tower foundations, raising and re-enforcing 42-ea existing lattice towers, and miscellaneous sitework in right-of-way (ROW). Generated comparison/variance report between design engineers estimate to ICE. Estimate was conformed to match owners bid form. Final estimate was less than 10% difference with low bidder.

Federal Way Light Rail Extension, Sound Transit, Federal Way, WA: Estimator responsible for construction change orders. Project will extend light rail south of Seattle for 7.8 miles and add three stations and parking.

International Arrivals Facility Program and Project Management Services, Seattle-Tacoma International Airport (SEATAC), Port of Seattle, Seattle, WA: Lead Estimator responsible for ICE on this GCCM contract, inclusive of all discipline, planning-level design, enabling projects, and planning, coordinating, and managing three parallel consulting estimating teams, as well as estimate reconciliation and writing a final report. The International Arrivals Facility (IAF) Program entails both new construction and upgrades and modifications to existing facilities at SEATAC using progressive design-build (PDB) delivery method. The program will include construction of a new arrivals facility, renovations of Concourse A and the South Satellite for a new sterile international passenger corridor and construction of a bridge and/or tunnel from the South Satellite to Concourse A. Responsible for developing conceptual estimates for prospective and new projects; reconciliation of estimates, and, estimates for various alternatives.

Michael Dye (cont.)

Project Controls Services IDIQ, SEATAC, Port of Seattle, Seattle, WA: Senior Estimator/Estimating Lead responsible for supporting the on-going capital and expense improvement program at the Port of Seattle-Aviation Division that includes new construction and renovation projects for landside operations, public parking, roadways, airfield operations and facilities, cargo operations, and terminal and concourse operations. Prepared cost estimates for conceptual and 30%, 60%, 90%, and 100% design of multi-discipline projects; reviewed and validated Engineer's estimate and change order estimates; reviewed contract drawings and specifications for detail inconsistencies to reduce potential future change orders, and developed third-party estimates for bid evaluation.

Underground Capitol Hill Light Rail Station, Third-Party Estimating Services, Sound Transit, Seattle, WA: Lead Estimator responsible for leading the estimating team and coordinating the estimate comparisons and contractor reconciliation for the $100M GCCM Delivery Project. The underground light rail station located in a densely populated area was completed in 2017. It was constructed concurrently with four separate tunnel boring projects, which will connect this station to two others. Construction is concurrent with the tunneling projects and installation of the transportation systems. The project includes the underground shell, deck, build-out, and three above ground entrances, site work, street restoration, and utilities.

North SeaTac Airport Renovation, Port of Seattle, Seattle, WA: Senior Cost Estimator responsible for performing MEP estimates and supporting reconciliation to third party and GCCM estimates at the 30%, 60%, and 100% design phases. Performed detailed analysis of the GCCM's structure and shell estimate as part of the 60% reconciliation. The $500 million program includes renovations to the North Satellite (NSAT), Concourse C, Concourse D, and the Main Terminal. The MEP component includes 400Hz power generation and Airport Fuel Distribution conveyance, electrical power, and SCADA system.

North Satellite Renovations and Expansion at SeaTac Airport, N140 University District and N160 – Northgate Stations, Sound Transit and Seattle Public Utilities, Seattle, WA: Lead Estimator responsible for performing 100% ICE change order estimates, for all scopes of work for this GCCM and design-build contract. Estimates included detailed deductive and additive cost per drawing sheet. Met with contractors to clarify scope of work and intitled cost.

Joe O'Carroll, PE

Role
Task 1: Risk Analysis

Firm
Mott MacDonald

Education
BS, Civil Engineering (Honors)

Registrations
PE, CA #C71225

Years of experience
40+

Availability
30%

With more than 40 years of international experience in the design, construction, risk management, and risk assessments of transit, transportation, energy, and wastewater conveyance projects, Joe is a recognized industry expert in infrastructure delivery risk management and risk analysis. Joe's background includes leading and participating in a wide range of feasibility, technical, constructability, and value engineering reviews for numerous large and complex surface and subsurface projects. He has developed and performed capital cost and schedule risk assessments for agencies and authorities with new and existing surface and underground infrastructure assets. Joe has helped agencies participating in Federally Funded Grant Agreement (FFGA) projects prepare probabilistic risk analyses in support of an Agencies Full funding Grant Agreement Application.

His background includes leading and participating in a wide range of feasibility, technical, constructability, and value engineering reviews for numerous large and complex tunnel projects and has developed and performed capital cost and schedule risk assessments for agencies and authorities with new and existing underground infrastructure assets. Joe is based in San Diego and currently serves as a Senior Vice President and Mott MacDonald's North American Tunnels Practice Leader.

Selected projects

Downtown Extension Project (The Portal), Transbay Joint Powers Authority (TJPA), San Francisco, CA: Project Risk Manager responsible for facilitating risk assessment workshops to create project risk registers for the team to use in mitigating and managing risk through development of the tunnel and heavy civils design-build technical requirements, stations, systems, and trackwork design. The risk work includes developing quantitative risk analyses that supported the project's analysis of contingencies, which were built into the Federal Transit Administration (FTA) SCC Cost Estimate Workbook and formed the basis upon which the FTA's PMOC will perform their own (top down and bottom up) risk analysis for TJPA's FFGA application. Presents the results of the risk assessments and quantitative risk analysis to the Integrated Project Management Team (IPMT) stakeholders, and the project's Executive Leadership. The project involves design and construction for a 1.2-mile single-bore double-track tunnel providing Caltrain and California High-Speed Rail Authority (CHSRA) access to San Francisco's downtown Salesforce Transit Center.

Bay Area Rapid Transit (BART) Silicon Valley Phase II (BSVII), Santa Clara Valley Transportation Authority (VTA), San Jose, CA: GEC Risk Manager responsible for facilitating risk assessment workshops to create project risk registers for the project team to use in mitigating and managing risk through development of the tunnel and heavy civils design-build technical requirements, stations, systems, and trackwork design. The risk work supported the project's analysis of contingencies that were built into the FTA SCC Cost Estimate Workbook.

Ontario Line, Metrolinx/Infrastructure Ontario, Toronto, ON: Technical Advisor Tunnel Discipline Lead responsible for reference design of this project that includes approximately 9.6 miles of new transit with approximately 4.9 miles of this is in twin-bore tunnels with eight underground stations. The project will cross the city of Toronto from Exhibition to Don Yard in the west and from Gerrard to Minton Place in the east. Pressurized face tunneling machines with one-pass bolted and gasketed precast concrete segments and sequentially excavated mined tunnels and station caverns will be used to construct the transit line through Georgian Bay Shales and glacial soils.

Purple Line Segment 3, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Technical Advisor responsible for performing a pre-procurement assessment of the design-build contract documents from a risk perspective highlighting the top five risks the agency should consider prior to award of the contract.

Muni Metro New Central Subway Third Street Light Rail, San Francisco Municipal Transportation Agency (SFMTA), San Francisco, CA: Construction Engineering and Cost Estimating Task Lead responsible for preparing construction methodology reports for the tunnel construction portals and two mined stations on the 1.7-mile (2.7-kilometer) subway section of the Muni light rail system through Downtown San Francisco. The tunnels and stations on the project will be excavated through a variety

Joe O'Carroll (cont.)

of complex soft-ground and hard-rock geology including the Franciscan mélange. Project proposes using pressurized face tunnel boring machines (TBMs) and included a sequential excavation method (SEM) mined station. Responsible for the project's capital cost estimate, construction schedule, and risk assessments.

Mount Vernon Viaduct Replacement, San Bernardino County Transportation Authority (SBCTA), San Bernardino County, CA: Risk Manager responsible for facilitating risk assessment workshops to create risk register for the project team to use in mitigating and managing risk through development of the design-build technical requirements and contract documents. Work included writing the project risk management and allocation plans and performing an assessment of the cost contingency SBCTA should carry on the project.

Red Line and Purple Line Projects, Maryland Department of Transportation, Baltimore, MD: Facilitator responsible for risk assessment workshop to create project risk registers for the project team to use in mitigating and managing risk through preliminary engineering. Provided risk assessment and risk analysis reports to identify the impacts of risk on the projects' estimated costs and schedules.

Capital Development Projects, Utah Transport Authority (UTA), Salt Lake City, UT: Responsible for developing the risk management strategy, facilitating the risk assessment workshops, and performing a probabilistic risk analysis for UTA's 2015 Program. The risk analysis provided UTA with a strategic management plan for managing the project risk in all five transit corridors.

Alaskan Way Viaduct, State Route 99 Tunnel, Washington State Department of Transportation (WSDOT), Seattle, WA: Senior Supervising Tunnel Engineer responsible for preparing the Tunnel Construction Methodology and Risk Assessment Report for the proposed 56-foot-diameter bored tunnel. Developed technical requirements criteria and specifications for the bored tunnel. Facilitated risk assessment workshops as part of WSDOT's Cost Estimate Validation Process (CEVP) to evaluate and determine the risk contingency needed for the project, to be predominantly procured under a design-build contract.

High-Capacity Transit Link Light Rail, Sound Transit, Seattle, WA: Risk Assessment Facilitator responsible for developing the strategy, facilitating the risk assessment workshop, and performing a probabilistic risk analysis for Sound Transit's future North, South, and East Corridor Light Rail Programs. The risk analysis provided Sound Transit with a risk-based evaluation of the level of confidence to determine if they have adequate contingency in their planning-level estimates to cover the maximum assessed risk exposure.

Darlene Gonzalez-Szabo, AICP, ENV SP

Role
Task 2: Transit-Oriented Development Analysis

Support Services: Funding

Firm
Mott MacDonald

Education
MS, Urban and Regional Planning

BA, Urban Studies

Registrations
Certified Planner, AICP #295725

Envision Sustainability Professional, 2017

Years of experience
9

Availability
80%

Darlene is an urban planner with over nine years of experience in transit and urban planning. She has expertise in developing technical reports; creating maps and visual aids; conducting stakeholder and community outreach; analyzing and interpreting transit operations performance data; developing special rail and bus operations plans, and grant writing.

Darlene has provided transportation planning support in coordination with the MTS, Southern California Regional Rail Authority (SCRRA)/Metrolink, Los Angeles County Metropolitan Transportation Authority (LA Metro), San Bernardino County Transportation Authority (SBCTA), Caltrain, LOSSAN Rail Corridor Agency, and the Orange County Transportation Authority (OCTA). She has led the development of grant applications for clients such as SBCTA, San Joaquin Regional Rail Commission, and LA Metro in addition to serving as a technical task leader for multiple transit and active transportation planning projects throughout Central and Southern California.

Selected projects

America Plaza Pedestrian Enhancement, MTS, San Diego, CA: Transportation Planner responsible for leading the development of pedestrian plaza design between two existing transit hubs, the America Plaza and Santa Fe Depot. Supports the development of community and stakeholder outreach materials and workshops, design concept development, cost estimates, and wayfinding plans to improve the safety of transit users and elevate the transit hub within the City's Downtown Columbia District.

G Line (Orange) Sepulveda Station First/Last Mile (FLM) Project, LA Metro, Los Angeles, CA: Project Manager responsible for leading the identification and design of FLM improvements for the bus rapid transit (BRT) station for further design and implementation by the City of Los Angeles. Supports community engagement and community-based organization (CBO) involvement, interagency coordination, and 2D visualizations and renderings. Coordinated with City of Los Angeles Bureau of Streets staff and City Council staff.

East San Fernando Valley Planning Study, LA Metro, Los Angeles, CA: Task Lead responsible for the development of the scenario screening methodology and evaluation of feasible passenger rail scenarios for the East San Fernando Valley Light Rail Transit project.

Systemwide Station Connectivity Study, SCRRA/Metrolink, Southern California: Project Manager responsible for leading the market analysis to identify travel patterns across the Metrolink system, the station conditions assessment of 62 Metrolink stations to develop station typologies and improvement recommendations, and customer typology and touchpoint maps informed by regional outreach surveys.

State Amtrak Intercity Passenger Rail Committee, Capital Investment Plan, US: Task Manager responsible for organizing and leading monthly virtual Equipment Working Group meetings and quarterly in-person presentations to discuss the development of the annual Capital Investment Plan with Amtrak executives. Leading the delivery of the FY23 Plan, which sets forth payments for capital maintenance projects for the upcoming federal fiscal year and must be agreed upon by all 20 state agencies involved. Successfully led the delivery of the FY22 Plan on time with agreement from all agencies.

Planning Policy Formulation and Compilation of Data for Real Estate Project, LA Metro, Los Angeles, CA: Project Manager responsible for managing the schedule, budget, and scope of this project. Coordinated with Metro's project team and subconsultants on establishing new software to manage real estate assets. This is a task order from the Countywide Planning Bench.

Redwood City Station Redevelopment Planning Study, Caltrain, Redwood City, CA: Deputy Project Manager responsible for leading the station area planning and circulation tasks as part of a study to align multimodal access infrastructure planning efforts with the surrounding development of Redwood City's Transit District. Coordinated the analysis of bus, rail, active transportation, micromobility, and private auto circulation at the station to develop conceptual plans for the future Redwood City Station

Darlene Gonzalez-Szabo, AICP, ENV SP (cont.)

Metrolink Fleet Management Plan Update, SCRRA/Metrolink, Los Angeles County, CA: Transportation Planner responsible for supporting the development of the Metrolink Fleet Management Plan for 2020 – 2040. As a parallel effort in pursuit of greener technologies and zero emissions rail propulsion, led the development of the Zero Emissions Multiple Unit (ZEMU) Pilot Implementation Program to demonstrate ZEMU technology on the Metrolink Antelope Valley Line in Los Angeles County. This work will help guide Metrolink's path towards zero emissions operations through vehicle procurement strategies.

Pomona Valley/San Bernardino Line Study, SCRRA/Metrolink, Los Angeles County, CA: Transportation Planner responsible for the data analysis and operational strategy research to understand how Metrolink can better serve the travel markets along the San Bernardino Line with a special focus on the Pomona Valley at the connection point between the San Gabriel Valley in Los Angeles County and San Bernardino County. Conducted ridership feedback analysis utilizing R Script to inform opportunities and strengths in existing Metrolink service patterns and station connections to the surrounding communities and job centers.

Metrolink Strategic Business Plan, SCRRA/Metrolink, Southern California: Transportation Planner responsible for supporting the stakeholder and community engagement efforts to inform the latest Strategic Business Plan. Due to COVID-19, helped pivot the outreach plan to reach stakeholders under new public health guidelines. Developed stakeholder and employee surveys to collect feedback on current passenger rail services, operations, amenities, and policies. This input helped shape the 2020 Metrolink Strategic Business Plan that was accepted by the SCRRA Board in January 2021.

Purple Line Extension FLM Plan, LA Metro, Los Angeles County, CA: Transportation Planner responsible for supporting the development of FLM improvements for the four new stations as part of the Purple Line Extension Phases 1, 2, and 3. Supports walk audits, community pop-up events, interagency coordination, and project prioritization and methodology.

ZEMU Project, SBCTA, San Bernardino County, CA: Transportation Planner responsible for writing the TIRCP grant application for a ZEMU train research and development for operations on the future Redlands Passenger Rail service in San Bernardino County. The grant application resulted in the award of $30 million. Proceeded to support the project by conducting technical research on various zero emissions propulsion alternatives such as hydrogen fuel cell and battery technologies. The first phase of the project resulted in the identification of a hydrogen fuel cell train, which will be the first to operate in the US. Succeeded in securing $1.6 million in MSRC funding for supportive hydrogen fueling infrastructure in 2021 and additional TIRCP funding for existing projects in excess of $15.7 million in 2023.

Los Angeles-Glendale-Burbank Corridor Feasibility Study, LA Metro, Los Angeles County, CA: Transportation Planner responsible for assessing existing conditions, developing graphics, and materials for stakeholder coordination, interpreting rail operations modelling data and analysis, and developing rough order of magnitude cost estimates for the various rail operating scenarios. The Los Angeles–Glendale–Burbank Rail Corridor Study identifies opportunities to improve existing rail passenger service in a rapidly growing Metrolink corridor with additional Metrolink, diesel multiple unit, or light rail transit service. Supported the development of the 2020 TIRCP grant application that resulted in an award of $107 million for several capital improvement projects identified through the study.

Vermont Bus Rapid Transit Phase II, LA Metro, Los Angeles, CA: Transportation Planner responsible for supporting the feasibility of converting future BRT service to light rail or heavy rail transit in the Vermont Corridor. The Vermont Corridor is the busiest bus transit corridor in the City of Los Angeles. LA Metro has funding for BRT service, but future demand indicates a need for increased capacity through light rail or heavy rail transit. Supported the development of the rail feasibility analysis by creating cross sections and supporting graphics, as well as cost estimates for each capital program and accompanying maintenance facility needs.

Parth Dave, PE

Role
Task 2: Track Design and Station Design

Firm
Mott MacDonald

Education
MS, Transportation Engineering

BS, Civil Engineering/ Transportation/Project Management

Registrations
PE, WA #23019213, 2023

Years of experience
10

Availability
50%

Parth is an engineering designer with experience working on rail and civil engineering infrastructure projects. His engineering design experience on rail and surface transportation infrastructure projects includes high-speed rail (HSR), heavy rail, and light rail transit (LRT) corridors. His focus has been track alignment, stations, grading and earthwork analysis, geometric road design, and drainage.

Parth is knowledgeable in Civil 3D, AutoCAD, Infraworks, ProjectWise, ACC/BIM360, OpenRoads/Rail, Microstation, Conceptstation, and TwinMotion.

Selected projects

Diridon Planning, Technical Analysis, and Business Case, Caltrain/Peninsula Corridor Joint Powers Board, San Jose, CA: Project Engineer responsible for technical design of new Dirirdon Station alignment alternatives. The project required extensive review of the previous DISC study, taking into account right-of-way (ROW), multiple train operators' design criteria, alternative station layouts, maintenance facility requirements, as well as operational and capacity needs. Due to the new direction required in this study, elements from the previous study needed to be re-designed from the existing conditions and future alternatives took into account constraints previously not considered. Coordination with the alignment, roadway, and building teams was key in order to develop 2D models and 3D models of the proposed alternatives.

East San Fernando Valley Planning Study, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Project Engineer responsible for design and oversight of multiple options extending the East San Fernando LRT Line, while sharing the corridor with Metrolink. Phase 1 required a grade crossing analysis of the six identified intersections, while studying the feasibility of four sets of tracks, two Metrolink, and two LRT. Phase 2 expanded the analysis to further design the aforementioned four-track scenario, which included all at-grade and grade separated, while also looking at only double- and triple-tracking the Metrolink tracks. The team would prepare a feasibility study cost estimate based on the conceptual drawings and other investigations and studies, broken down by major cost elements for design, ROW, construction, and construction management.

San Francisco Railyards Planning, Technical Analysis, and Business Case, Caltrain, San Fransisco, CA: Project Engineer responsible for the design and optimization of over 20 track and station alternatives in the San Fransisco Railyards site. Project's goal was to find multiple, viable alternatives, which incorporated a new track corridor, station, storage tracks, and building site development. Each alternative considered a connection from an existing common point to a new proposed rail corridor. Various criteria needed to be incorporated such as utilities, train storage, operations and station requirements for medium and high growth scenarios, and structure clearances from track. Once the alternatives were developed to meet Caltrain design criteria, the project required further coordination and optimization to find the best alternatives that met criteria allowing for the construction of buildings and their respective columns and cores.

Vermont South Bay Extension, LA Metro, Los Angeles, CA: Project Engineer responsible for the design and coordination of ten-mile corridor LRT and heavy rail transit (HRT) alternatives. HRT alternatives required seismic and geological studies to confirm minimum tunnel diameters and track centers. LRT alternatives required study of travel demand and roadway reconfiguration to accommodate sufficient travel lanes, parking, and bike paths. Analyzed multiple sites to meet future capacity demands for maintenance and operations facilities.

Antelope Valley Line, LA Metro, Los Angeles, CA: Project Engineer responsible for designing secondary tracks to the existing Southern California Regional Rail Authority (SCRRA)/Metrolink mainline tracks for the Balboa and Canyon Segments. Process required bringing in point cloud data from the client, setting-up proper project folder structure and data environment in BIM 360, creating surfaces from those point clouds, and finally modeling the new corridor using Civil 3D. Led the set-up of standardization of Bluebeam Profiles, comment gathering, and response required for Quality Assurance/ Quality Control (QA/QC) during review sessions.

Parth Dave, PE (cont.)

Eastside Phase II Gold Line Extension, LA Metro, Los Angeles, CA: Project Engineer responsible for designing multiple options for a tunnel alignment as well as the maintenance and storage facilities for three different sites along the State Route 60 and Washington Corridors. Required coordination with utilities, track, roadway, structures, and architecture to design the tunnels. Early studies within the Mott MacDonald team showed the previous design to not be viable due to the oil wells and overhead power lines in the area, which required a deviation from the previous design. A single-bore option was studied as an alternative option.

Airport Metro Connector/96th Street Station, LA Metro, Los Angeles, CA: Project Engineer responsible for designing the new shoofly and widening tracks for 96th Street Station. Helped design an alternative which protects-in-place an existing duct bank from demolition. Coordinated with the team to design drainage system and grading by creating 3D model of the corridor. Designed construction access road, considering restrictions of the APM guideway and Shoofly pocket track design. Lots of coordination with the APM design team to develop an optimized design considering construction phasing.

Foothill Gold Line Extension 2B, LA Metro, Los Angeles, CA: Project Engineer responsible for optimizing rail alignments for operations and speed. Created dynamic subassemblies for modeling a 3D corridor which took into account for ROW issues, grading, retaining wall structures, and drainage. Created surfaces for quality take-off estimation, which considered ballast, sub-ballast, and subgrade.

San Bernardino Hybrid Rail Study, San Bernardino County Transportation Authority (SBCTA), San Bernardino County, CA: Project Designer responsible for assessing the feasibility of placing a diesel multiple unit (DMU) vehicle onto existing Metrolink Passenger Rail tracks, which included Federal Transit Administration (FTA) level boarding requirements, modification of existing platforms to account for ADA access and freight rail operations. The assessment also included looking at double tracking the existing corridor to accommodate the proposed DMU vehicles and reach current and future operations requirements. Prepared Schematic, Plan and Cross Section drawings.

Crenshaw/LAX Transit Corridor Southwestern Yard Maintenance Facility Design-Build, LA Metro, Los Angeles, CA: Project Assistant responsible for researching technical documents such as LA Metro Rail Design Criteria, LA Metro Specifications, and Project Definition Drawings to complete contract information forms requested by the Client.

California High-Speed Rail, California High-Speed Rail Authority (CHSRA), Palmdale to Los Angeles, CA: Project Designer responsible for preparing track and roadways alignment alternatives for the Palmdale to Burbank section. Key member in ensuring the delivery of several civil engineering activities such as developing earthwork limits, cut and fill volumes, ROW needs, and tunnel portal layouts. Assisted with the 15% high-speed train (HST) track and roadways alignment designs for the section. Track design effort included the design of mainline tracks, station tracks, crossovers, and maintenance track sidings. Plan and profile and typical section sheets were prepared for multiple HST and grade separation alternatives. Alignment design challenges included fault zone crossings, California Aqueduct crossings, tunnel vent-shaft accommodation, crossing highly sensitive and politically sensitive locations, and freeway crossings. Designed track re-alignment alternatives for Metrolink rail lines and roadway re-alignments for grade separation alternatives along the proposed HST alignment at most freeway, highway, streets and rail crossings for the Palmdale to Sylmar sub-segment at 15% design level.

Duc Tran, PE

Role
Task 2: Roadway Design

Firm
Mott MacDonald

Education
BS, Civil Engineering

Registrations
PE, CA #C84678

Years of experience
21

Availability
40%

Duc has extensive experience in civil engineering and has worked in both public and private sectors. He has designed and sealed plans on various projects ranging from site civil, highway-rail at-grade crossings, subway, highway interchange, public works, airport, and marine port projects. Duc has also supervised small teams of up to 10 engineers and provided design oversight.

Selected projects

Gold Line Foothill Extension Phase 2B, Foothill Gold Line Authority, Glendora to Pomona, CA: Roadway Lead Engineer responsible for the design and coordination of eight existing at-grade rail-highway grade crossings and two street dead-end modifications. Led the design team and coordinated all design issues and efforts with the client, local agencies, and contractors, and is providing construction support. The project team, as a fully integrated joint venture, provided engineering and design services for the Foothill Gold Line Phase 2B light rail extension from Glendora to Pomona in Southern California. The design-build project extends the current Metro Gold Line by approximately nine miles and adds four new light rail transit (LRT) stations in the cities of Glendora, San Dimas, La Verne, and Pomona.

Westside Purple Line Extension Section 2, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles and Beverly Hills, CA: Roadway Lead Engineer responsible for 3D utility modeling using Civil 3D and roadway design, as well as leading and delivering design sub-packages that involved coordination with multi-agencies, management of in-house staff and subconsultants, and design coordination with multi-disciplines. Design-build subway extension project for LA Metro in Los Angeles and Beverly Hills. 2.59 miles of additional tracks with two stations added to the existing Purple Line subway.

California High-Speed Rail, Los Angeles to Anaheim, California High-Speed Rail Authority (CHSRA), Los Angeles to Anaheim, CA: Project Engineer responsible for planning and preliminary design of track grading and drainage and retaining wall layouts. Inroads was used for design for the Los Angeles to Anaheim section of the project.

Brighton to Roxford Double Track Project, LA Metro, Burbank and Sylmar, CA: Project Engineer responsible for five highway-rail grade crossing improvements, roadway signage, and parking lot layout design at station areas. Programs used were MicroStation, Inroads, and Autoturn. Corridor is owned by the LA Metro. Project is to provide a continuous double track corridor between the Sylmar/San Fernando and future North Burbank Airport Stations. Project's purpose is to improve travel times and intercity connectivity for passengers along Metrolink's Antelope Valley Line, which runs on the Valley Subdivision within project limits.

Caltrans District 8, On-Call Roadway Design, Caltrans, Inland Empire, CA: Design Engineer and Task Order Project Lead responsible for verifying design compliance and implementing quality control, report write-ups, staffing, production, and meeting project milestone deadlines. As part of Design X unit in District 8, task order project experience includes roadway design, pavement delineation, construction staging, traffic handling, ADA, grading, construction support, value engineering, modeling, project reports, specifications, ramp metering exemptions, cost proposal write-up, and design standard decision documents. Responsibilities also included working in the district office as well as remotely with the Caltrans staff.

- **1F590 – State Route 74 (SR 74):** Project Engineer for reconstruction of existing non-compliant curb ramps, sidewalks, and driveways along SR 74 in the city of Hemet, including modifications to traffic systems.
- **1F143 – Interstate 15 (I-15) CAPM and ADA Curb Ramps PM 38.2/51.5:** Engineer on this CAPM and ADA project to design 16 curb ramps.
- **1E840 – SR 62 CAPM and ADA:** Engineer on a project to repair existing asphalt concrete pavement along SR 62, which included cold plane and overlay with specific dugout locations and reconstruction of existing non-compliant curb ramps. Responsibilities included reviewing proposed designs and providing oversight.

Duc Tran, PE (cont.)

- **0K122 – I-15 Pavement Rehabilitation:** Lead Engineer for stage construction and traffic-handling plans. Project involved replacing Portland cement concrete and asphalt concrete pavement with jointed plain concrete pavement and hot-mix asphalt pavement from the Oak Hill overcrossing to the Bear Valley Road overcrossing. This was a high-priority District 8 project addendum with a quick and successful turnaround.
- **1J540 – I-15 SB/I-10 EB Connector Overcrossing Seismic Retrofit:** Project Engineer responsible for producing a project report for District 8 and led the Plans, Specifications, and Estimate (PS&E) efforts through construction.

Friant Kern Canal Multiuse Lane Project, City of Bakersfield, Bakersfield, CA: Project Engineer responsible for leading the design team and coordinating all efforts between City of Bakersfield, Kern County Water Agency, and subconsultants. The project consists of a six-mile-long multiuse path from the Kern River Channel to 7th Standard Road. The trail would be used for alternative transportation and recreation, as well as serve as an interconnection to community parks, school, shopping centers, and the Kern River Parkway. The trail would increase pedestrian and bicyclist safety, promote active modes of transportation, and reduce traffic congestion.

Base Line Road/I-15 Interchange, Caltrans, City of Rancho Cucamonga, and City of Fontana, Rancho Cucamonga and Fontana, CA: Engineer responsible for this partial cloverleaf interchange project that involved quality control coordination, roadway design, drainage design, striping design, project cost estimate, and overseeing the preparation of the combined PS&E package. Caltrans, San Bernardino County Transportation Authority (SBCTA), City of Rancho Cucamonga, and City of Fontana interchange reconfiguration project for Base Line Road at I-15 in Rancho Cucamonga and Fontana.

I-5 High-Occupancy Vehicle (HOV) Segment 2, Caltrans and Orange County Transportation Authority (OCTA), Orange County, CA: Project Engineer responsible for this project which involved roadway design, drainage design, temporary water pollution control design, quality control coordination, project cost estimate, and overseeing the combined PS&E package. Caltrans and OCTA are widening I-5 between Avenida Pico and San Juan Creek Road and providing continuity of the I-5 mainline HOV network.

I-215 Reconstruction/Widening – Segment 5, Caltrans and San Bernardino County Transportation Authority (SBCTA), San Bernardino, CA: Engineer responsible for this segment of freeway reconstruction project which involved signing, utility, striping design, construction support, and overseeing the preparation of the combined PS&E package. Caltrans and SBCTA freeway reconstruction and widening project through Downtown San Bernardino.

I-215 Reconstruction/Widening – Segments 1 & 2, Caltrans and SBCTA, San Bernardino, CA: Engineer responsible for these segments of the freeway reconstruction project whiched includeed roadway design, cost estimating, construction support and oversee the preparation of the combined PS&E package Caltrans and SBCTA freeway reconstruction and widening project through Downtown San Bernardino.

SR 22/I-405/I-605 HOV Connector, Caltrans and OCTA, Orange County, CA: Engineer responsible for this project which involved the design of over 100 drainage systems and construction support. Caltrans and OCTA are delivering the SR 22/I-405/I-605 HOV Connector Project as a cooperative project. Project consists of outside widening to accommodate the construction of a viaduct to directly connect the HOV Lanes from I-405 freeway to I-605 freeway.

Liquefied Natural Gas (LNG) Underground Storage Tanks Removal, OCTA, Anaheim and Garden Grove, CA: Engineer responsible for designing the demolition and reconstruction of existing facilities above the storage tanks and removal of the tanks. Two underground LNG tanks were installed at both Anaheim and Garden Grove bus bases. OCTA has transitioned to compressed natural gas (CNG) buses as part of its bus fleet replacement plan; therefore, the LNG tanks are no longer needed. The LNG underground storage tanks to be removed include a total of four, 25,000 gallon stainless steel pressure vessels approximately 73.5-feet-long, 10-feet-diameter, and 12 feet total height.

Christopher Luttrell, PE

Role
Task 2: Structures Design

Firm
Mott MacDonald

Education
BE, Civil (First Class Honors)

Registrations
PE, CA #C95933

Years of experience
9

Availability
30%

Chris is a structural engineer specializing in structural design for a variety of different buildings and civil projects throughout North America and New Zealand. He is adept at efficiently and effectively working independently and within a team in delivering quality projects. Chris' strength comes from problem solving and thriving in creative and innovative work environments. He has excellent communication skills both internally with project teams, and externally with business partners and client-facing roles.

Selected projects

Metro Orange Line Sepulveda Grade Separation, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles County, CA: Structural Engineer responsible for developing the 30% Structural Drawings for a 30% Design Package for an integrated bus rapid transit (BRT)/light rail transit (LRT) station and an elevated grade separation along LA Metro's Orange Line. The elevated guideway/station was designed for BRT use with provision for the network to be converted to LRT in the future. Full push-over, seismic analysis was undertaken to verify preliminary geometry. Project is currently being redeveloped for a design-build procurement.

Beverly Hills North Portal, LA Metro/City of Beverly Hills, Los Angeles County, CA: Project Manager responsible for the design of a secondary entrance to the Wilshire/Rodeo Station along the Purple Line II extension. The extension consists of an underground concrete structure connected to the main station box. Scope of services include temporary and permanent structural design. The project is currently at the 30% Design Phase.

Bay Area Rapid Transit (BART) Silicon Valley Phase II (BSVII) Extension, Santa Clara Valley Transportation Authority (VTA), Santa Clara County, CA: Lead Structural Engineer responsible for developing the detailed design documents for a large underground cut-and-cover station (headhouse) and two adjacent egress/ventilation shafts along the BSVII Extension Project. Station is proposed to be connected to a single, large diameter bored tunnel via mined adit structures, which contains the station platform. The design of this structure is currently in the 60% design phase.

Regional Connection Transit Corridor, LA Metro, Los Angeles County, CA: Structural Engineer responsible for construction stage support for the construction of 3 large cut-and-cover underground station in the Downtown Los Angeles Area. Tasks include responding to Requests for Information (RFIs), approving shop drawings and other queries related the construction of the structures. Other responsibilities include managing more junior staff and coordination solution and issues across multiple disciplines.

Foothill Gold Line Extension, LA Metro, Los Angeles County, CA: Structural Engineer responsible for the preliminary design of two Light Rail Transit (LRT) and freight rail transit bridges along the proposed Gold Line Extension Project in Ontario, California. The bridge types consisted of steel through-girders and in-situ-cast, post tensioned structured supported on concrete bents.

Hampton Roads Bay Tunnel, Virginia Department of Transportation, Hampton Roads, VA: Structural Engineer responsible for the analytical modeling of the structure and the development of the bid design structural drawings. The design of sub-ground approach structures connecting 45-foot-diameter tunnels in Hampton Roads. The bid design consisting on large-diameter, circular shafts overlapping to form a tri-cell retaining arrangement with three levels for roading and mechanical equipment and is the first time this solution has been adopted in North America. The design allows for unpropped, deep excavations without the need to de-water during construction to prevent settlement under adjacent structures.

Parallel Thimble Shoal Tunnel, Chesapeake Tunnel Joint Venture (a Dragados USA and Schiavone Construction Joint Venture), Chesapeake Bay Harbor, VA: Structural Engineer responsible for the analytical modeling of the structure and the development of the detailed design structural drawings. The design of a sub-ground approach structures for a bored tunnel underneath the inlet to Chesapeake Bay Harbor. The tunnel runs parallel to a dual carriageway tunnel and plans to double the traffic capacity. The structure consists of perimeter retaining walls along three sides with two suspended concrete floors supporting a dual-lane roadway and a pedestrian egress routes.

John Schnurbusch, PE

Role
Task 2: Systems Design

Firm
Mott MacDonald

Education
MS, Civil Engineering, Construction Management

BS, Mechanical Engineering

Registrations
PE, CA #C83201

Years of experience
17

Availability
50%

John has extensive experience in civil and systems engineering. His expertise includes a wide variety of overhead catenary system (OCS) designs, including fixed and auto-tensioned systems. John supports project delivery teams by providing interdisciplinary coordination and integration between OCS, traction power, communications, signaling, civil, structures, stations, and utilities.

Selected projects

On-Call Architecture and Engineering Task Orders, MTS, San Diego, CA:

- **Downtown Parallel Feeders:** Project Manager and OCS Discipline Lead responsible for coordination with MTS and traction power, oversight and review on development of OCS layouts, and assembly details to support the conductor replacement scheme. Worked closely to develop a staging scheme and construction risk evaluation. Continuing to oversee estimating effort for planned ductbank replacement project.
- **Yard Issues:** Project Manager and OCS Discipline Lead responsible for coordination with MTS and traction power. Conducted field investigation of existing conditions for troubleshooting current system issues and to develop an existing system map in CAD to support developing long-term solutions. Oversaw detailed design of OCS improvements to accommodate upsizing of existing contact wire.
- **El Cajon Transit Center:** OCS Discipline Lead responsible for OCS detailed design including layouts, assemblies, poles and foundations. Included extensive coordination with station electrical for lighting, conduit routing, existing as-built review, and coordination with structural design for integrated OCS foundations. Developed OCS staging schemes in coordination with overall staging plan to minimize service interruptions and allow work to be completed reduced track operation conditions.
- **Mid-Coast Corridor Transit:** OCS Design Reviewer responsible for performing reviews on Engineer of Record design change notices.
- **MTS Test Procedure Standardization:** Responsible for assisting in the overall review update of the MTS test procedures and comparison with applicable industry standards and best practices. Authored updated test procedures for OCS related tests including the light rail vehicle (LRV) Clearance Test, Pantograph Clearance Test and OCS Live Wire Test.

Engineering Services On-Call, MTS, San Diego, CA: OCS Discipline Lead responsible for various task orders undertaken through an on-call agreement. Tasks have included emergency troubleshooting of yard systems, field investigation of existing yard OCS conditions, coordination regarding ongoing and recommended improvements, and preliminary design efforts for catenary improvements to be undertaken in concert with traction power feeder upgrades in the downtown area.

Mid-Coast Corridor Transit, San Diego Association of Governments (SANDAG), San Diego, CA: OCS Design Reviewer responsible performing reviews on Engineer of Record (EOR) design change notices.

Regional Connector Transit Corridor Design-Build, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: OCS Engineer of Record responsible for Ready for Construction (RFC)-level design of a key 1.9-mile underground light rail system to connect the existing LA Metro Gold Line and Blue Lines. System consists of a full-catenary, auto-tensioned configuration for the above ground tie-ins, transitioning to a rigid rail configuration underground. Design includes three stations, three crossovers, and a complex underground wye junction.

California High-Speed Train, Fresno-Bakersfield and Bakersfield-Palmdale Segments, California High-Speed Rail Authority (CHSRA), Fresno, CA: Discipline Lead responsible for 15% design of traction power systems. Responsible for the development of traction power and communications systems layouts along approximately 180 miles of high-speed rail (HSR) corridor, including coordination with trackwork, rail structures, roadway crossings, existing utilities, and environmental considerations. Responsible for writing a report to evaluate the availability of High Voltage power feeds at necessary locations along the Bakersfield-Palmdale Segment, including proposed connection points to the existing power infrastructure and for interfacing with the client's project management and engineering management teams on compliance with evolving project design criteria.

John Schnurbusch, PE (cont.)

California High-Speed Train, Fresno-Bakersfield Segment, CHSRA, Fresno, CA: Responsible for providing preliminary AutoCAD support for the determination of substation locations and OCS layouts for the Bakersfield to Fresno segment of the high-speed rail (HSR) project.

Green Line to the River District, Sacramento Regional Transit District, Sacramento, CA: Responsible for assisting the Lead OCS Engineer by providing AutoCAD drafting support and performing calculations pertaining to OCS support structures, including poles, foundations, cantilever, headspans, and bridle networks.

Silicon Valley Rapid Transit (SVRT)/Bay Area Rapid Transit (BART), Santa Clara Valley Transportation Authority (VTA), San Jose, CA: Tunnel Engineer responsible for providing support on this major design effort for the development of technical specifications related to the bored tunnel activities and the specification of necessary equipment, including tunnel boring machines, tunnel conveyors and segmental tunnel liners. Assisted in the development and refinement of procurement contracts for these items and construction contracts for the bored tunneling activities. Provided AutoCAD drafting support for assorted contract packages and 65% design submission. Tracked quality control and safety procedures to ensure project adherence to appropriate quality and safety standards and maintain compliance with requirements of ISO 9001.

Northeast Corridor (Lumberjack Realignment), Sacramento Regional Transit District, Sacramento, CA: Responsible for providing AutoCAD and design support in the development of a detailed staging plan for the OCS installation on this realignment and expansion to twin-track service. Staging plan encompassed the OCS design and the construction sequencing necessary to minimize service interruption.

Seattle Northgate-East Link Light Rail Extensions, Sound Transit, Seattle, WA: OCS Subject Matter Expert (SME) responsible for test witnessing and troubleshooting of OCS live wire testing, including mapping of arcing incidents and conducting field investigations to support identification and mitigation of arcing causes.

Van Buren Street and Millennium Station Improvements, Metra, Chicago, IL: OCS Discipline Lead responsible for detailed design of extensive modifications to storage yard tracks surrounding Van Buren Street Station and expansion of the tracks serving Millennium Station. Developed detailed staging schemes in coordination with track construction and vehicle operations to maintain minimum targeted operating conditions during all phases of construction, while expanding the OCS to serve the new track configurations, and reconfiguring the OCS over existing tracks to simplify future maintenance.

Green Line Transformation, Massachusetts Bay Transportation Authority, Boston, MA: OCS Discipline Lead responsible for a variety of preliminary design schemes and studies, including 30% designs for upgrades and modernization of both the B Branch and Central Tunnel corridors. Further studies and preliminary designs include yard and shop evaluations and improvements, new Type 10 vehicle compatibility studies and corridor-wide OCS improvements in parallel with Traction Power recommended upgrades.

Jessica Ornelas

Role
Task 2: Visualizations

Firm
Mott MacDonald

Education
BS, Project Management Administration

AS, Computer Drafting and Design

Years of experience
9

Availability
50%

Jessica is experienced in civil and mechanical engineering with specific focus in various CAD, graphics, and geospatial programs. She has extensive Microstation, InRoads, and AutoCAD software packages experience. As Senior CAD Designer, Jessica has been responsible for project support, technical assistance on CAD software, training guide preparation, and development of CAD standards and procedures.

Jessica's expertise includes CAD/BIM support for a variety of highway, roadway, and railroad projects. Experience includes preparing CAD layout drawings, such as creating exhibits and developing details. As Senior Civil Designer, her work required knowledge in modeling existing utilities and utility relocations in Power InRoads and Civil 3D.

Selected projects

San Diego Mid-Coast Corridor Transit, San Diego Association of Governments (SANDAG), San Diego, CA: CAD Designer responsible for assisting lead utility engineer with the design of existing utility relocations. Assisted various disciplines with existing facility research and plan production; created utility models used to provide clearances for other disciplines, including clash detection with wall footings, and managed all internal submittals. Provided CAD services following CAD Standards during completion of design and construction phases for the $2.1 billion extension of SANDAG's light rail facilities. Trolley will extend 11 miles north starting at Old Town, through the University of California, San Diego (UCSD), campus and terminating at University Town Center (UTC). Project entails determining alignments for the new transit project, resolving conflicts of major underground utilities currently in place, and coordinating with local government units and local utility companies. Project aims to reduce traffic congestion in the golden triangle area of San Diego, while providing a convenient means of public transportation to connect the downtown area with San Diego's northern communities.

San Diego to San Luis Obispo (LOSSAN) Project, SANDAG, San Diego, CA: CAD Operator responsible for providing CAD support. Tasks included preparing and assisting with pedestrian studies by observing individuals arriving and leaving certain rail stations and compiling results from the studies into an Excel database.

San Diego Rental Car Center, San Diego Airport Authority, San Diego, CA: CAD Designer responsible for providing CAD support, followed CAD Standards during completion of design and construction project phases for the $200 million rental car facility for the San Diego Airport Authority. The San Diego Airport is in the process of consolidating the car rental companies into a single building on the north side of the runway. This facility will allow the airport to better handle shuttle bus traffic, while offering single building services for visitors to the San Diego area for car rentals. Project includes collaborating with building designers to accommodate plumbing, electrical, and fire service needs, and the design of all site roadways, parking lots, green drainage structures, and site utilities.

Voigt Drive Widening, UCSD, San Diego, CA: CAD Technician responsible for providing CAD support, creating, and revising plans in accordance to project standards, creating plan and profile sheets, and helping organize related files on ProjectWise.

Ontario Line, Metrolinx/Infrastructure Ontario, Toronto, Ontario, Canada: OLTA 4D Modeling Lead - Synchro responsible for leading the development of the 4D simulation by integrating the 3D models and the schedule (Combining information from Scheduling Lead and 3D Modeling Lead). Actively updates the segment's federated model and works hand in hand with the Segment Design Lead to accurately establish the connection between the 3D models and the schedule. Project includes approximately 9.6 miles (15.5 km) of new transit, and approximately 4.9 miles (8 km) of this is in tunnels with eight underground stations.

Interstate 64 (I-64) Hampton Roads Bridge Tunnel Expansion, Virginia Department of Transportation, Norfolk, VA: Civil BIM Designer part of the Structural discipline team, responsible for CAD/BIM support. At $3.3 billion, this is the largest single construction project awarded in Virginia. Mott MacDonald is providing detailed design services to the construction joint-venture for the design of twin tunnels, approach structures, island expansion, tunnel systems, and ancillary surface structures, including a new control room.

Jessica Ornelas (cont.)

Bay Area Rapid Transit (BART) to Silicon Valley Phase II (BSVII), Santa Clara Valley Transportation Authority (VTA), San Jose, CA: Civil BIM Designer part of the Civil and Structural discipline team, responsible for CAD/BIM support. BSVII is a six-mile, four-station extension from the under-construction Berryessa Station to Santa Clara, including an approximately five-mile-long tunnel through Downtown San Jose. BSVII is planned to include three below-ground stations (Alum Rock Station, Downtown San Jose Station, and Diridon/Arena Station), and one at-grade station (Santa Clara Station). Phase II may be implemented via one or more projects. Phase II is currently anticipated to be completed in 2026.

Railyard, Port of Oakland, Oakland, CA: CAD Technician responsible for creating utility base maps and providing CAD support in accordance to engineering direction and project standards.

Pete Bassford, PSP

Role
Support Services: Constructability and Scheduling

Firm
Mott MacDonald

Education
BS, Construction Management

AS, Math and Science

Registrations
OSHA 30 Hour Training Card

AACE international, Planning & Scheduling Professional, PSP #1011

Years of experience
30

Availability
65%

Pete brings construction management experience ranging from hard bid, large heavy civil, to negotiated commercial construction. He has held responsibility for managing projects from pre-construction to completion, including coordination with city officials, owner representatives, architects, engineers, and subcontractors. Pete has a significant amount of scheduling and claims consulting experience. In addition, he has developed, set up, and trained agencies in optimizing and using Oracle's P6 and Contract Manager.

Selected projects

Hamilton Grade Separation, Santa Clara Valley Transportation Authority (VTA), San Jose, CA: Owner's Representative is responsible for analyzing, reviewing, forecasting, and reporting on the contract's cost and schedule performance. Prepared cost analysis and time impact evaluations concerning change order scope. Developed as-built schedules and support documentation for the contract team as required to defend against claims on this $12M project.

Interstate 405 (I-405) Improvement Design-Build (DB), Orange County Transportation Authority (OCTA), Orange County, CA: Project Scheduler responsible for analyzing, reviewing, forecasting, and reporting on the Contractor's schedule performance for the new $1.9B DB project, which will widen I-405 by adding one general purpose lane, and expanding the existing high-occupancy vehicle (HOV) lane to two toll/HOV lanes in each direction between State Route 73 (SR 73) and the I-605 interchange. Project is currently under the design-build construction and design phase.

Pacheco Reservoir Expansion, Santa Clara Valley Water District, Santa Clara County, CA: Project Scheduler responsible for analyzing, reviewing, and reporting on the Design Builder's schedule performance for the new approximately $1B reservoir expansion project, which will increase the reservoir's capacity from 5,500-acre feet to up to 140,000-acre feet. The project includes designing and constructing a new dam, spillway, intake, and outlet facilities, including an outlet tunnel and intake structure. The project will benefit the community by reducing the frequency and severity of water shortages, providing flood protection for disadvantaged communities, and protecting and growing the native steelhead population.

Orange County Streetcar, OCTA, Santa Ana, CA: Owner's Representative responsible for analyzing, reviewing, forecasting, and reporting the Contractor's schedule performance for the new four-mile Light Rail Addition and Maintenance Storage Facility. Developed, updated, and analyzed the Integrated Master Schedule. The design-bid-build project includes two bridge structures, four miles of at-grade track, stations, and a Maintenance Storage Facility.

Silicon Valley Rapid Transit (SVRT) Phase I, Silicon Valley Berryessa Extension, VTA, San Jose, CA: Lead Scheduler for the SVRT Project for VTA responsible for analyzing, reviewing, and preparing forecasts of the contractor's schedule, and providing consistent reporting to assist in maintaining on-time performance. Interacted and coordinated with internal stakeholders at Bay Area Rapid Transit (BART) and VTA. Developed schedules, reviews, and analyses to support the contract team for SVRT and prepared cost analysis and time impact evaluations concerning change order scope. Set as-built plans and support documentation for the contract team as required to defend against claims. Responsibilities also included scheduling for Fremont to San Jose, civil structures and roadways, a track from Fremont to Milpitas, five wayside facilities, two new pump stations, two high voltage 115kV substations, and roadway utilities with third-party coordination. Coordinated construction work window availability for Pacific Gas & Electric (PG&E), other utility providers, and third parties.

Altamont Commuter Express (ACE) Equipment Storage and Maintenance Facility, San Joaquin Regional Rail Commission, Stockton, CA: Responsible for reviewing, assisting, and preparing cost analysis and time impact evaluations concerning change order scope for the new ACE Train Equipment Storage and Maintenance Facility. The $60M project is a bid-build project for the ACE system.

Pete Bassford, PSP (cont.)

Sound Transit University Link Systems Design, Sound Transit Seattle, WA: Project Controls Engineer responsible for the development and set-up of Oracle's P6 and Contract Manager for the systems contracts for the $120M extension of the Sound Transit light rail transit (LRT) to the University of Washington. It assisted the contractor in setting up and developing the Baseline Schedule and work breakdown structure (WBS). Analyzed and established the Contractor's Baseline Schedule and the associated cost loading. The University Link System Contract required coordination between internal stakeholders and separate contractors to construct several miles of twin tunnels between the University of Washington, Downtown Seattle, and two stations. The extension opened for revenue service on March 19, 2016.

Alaskan Way Tunnel Design, Washington State Department of Transportation, Seattle, WA: Owner's Representative/Lead Scheduler responsible for analyzing, reviewing, forecasting, and reporting the contract cost and schedule performance. Prepared cost analysis and time impact evaluations concerning change order scope. Developed as-built schedules and support documentation for the contract team as required to defend against claims. This two-mile-long, $3.1B program will replace the aging viaduct with one of the enormous boring machine-driven tunnels in the world that meets current safety and seismic design standards and provides long-term mobility in the corridor. Project challenges include completing the 57-foot diameter soft-ground bored tunnel within an aggressive schedule and in an urban environment; performing complex funding management; excavation through poor-quality backfill materials ranging from soft soil to large rock riprap to aged timbers; relocating a complex network of utilities; coordinating with a variety of third-party program stakeholders, and maintaining existing roadway traffic during construction of the tunnel.

Paul C. Worley, CPM

Role
Support Services: Funding

Firm
Mott MacDonald

Education
BA, Communications

Registrations
Certified Public Manager, NC, 2000

Years of experience
35+

Availability
40%

Paul is a Rail & Transit Lead for Mott MacDonald in North America and has thorough knowledge of multimodal transportation issues from a public sector point of view, with a focus on rail passenger and freight services, safety, funding, and public policy.

In addition to his experience as Director of the North Carolina Rail Division and working with public and private clients across the country, Paul brings over 35 years of experience in the management of rail programs and projects involving federal, state, and local governments. He is known for developing productive and lasting collaborations among governments and rail industry stakeholders that have resulted in improved system safety, delivery of capacity improvements, and economic growth. He possesses a cross-modal knowledge of surface transportation programs and sectors and their interrelation with each other, land-use development, environmental sustainability, and quality of life.

Selected projects

San Francisco Railyards Preliminary Business Case, Caltrain/Peninsula Corridor Joint Powers Board (PCJPB), San Francisco, CA: Responsible for providing advisory support for project with Caltrain, Prologis, and San Francisco staff in reviewing rail operations and trainset storage capacity needs to be considered in the evaluation of development options. Project will result in a preferred option that is built on stakeholder buy-in, resilient infrastructural solutions, enhanced rider experience, economic potential, and increased mobility for all.

Transportation Planning On-Call, Caltrain/PCJPB, San Francisco, CA: Project Advisor and Subject Matter Expert (SME) for a five-year framework with Caltrain in the Bay Area of Northern California providing a full suite of transportation planning services to support Caltrain to grow and transform developing its commuter rail system to meet the objectives of its 2040 Business Plan Vision. The role includes the provision of operations planning, capital improvements including stations and facilities, connectivity/active transportation/access planning, business planning/commercial strategies/funding/governance, analytical models/tools and public and stakeholder outreach. The role also includes providing strategic advice and support to the client team.

San Bernardino County Transportation Authority (SBCTA), San Bernardino, CA: Provided technical support and quality assurance/quality control for an $85 million state-funded grant for SBCTA's GHG Reduction Program in response to a notice of funding availability for the California State Transportation Agency's Transit and Intercity Rail Capital Program (TIRCP). Program includes procurement, conversion and testing of zero-emission battery and/or hydrogen power packs for the Redlands Passenger Rail Project, and development of the West Valley Connector, a proposed 35-mile-long bus rapid transit (BRT) corridor serving the five cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, California.

Sugar Creek Road Grade Separation, North Carolina Department of Transportation (NCDOT), Rail Division, Charlotte, NC: Responsible for executive-level management of Sugar Creek Road Grade Separation to improve efficiency, safety, and mobility at one of the state's busiest rail crossings that involves both freight, passenger and light rail transit. Reviewed agreements for work and funding that involved the transit authority, railroad, municipality, and NCDOT.

Crossing Safety Improvements, NCDOT, Rail Division, Thomasville, NC: Responsible for project management of crossing diagnostic study to identify potential crossing consolidation, closure mitigation projects, and safety improvements. Worked with federal officials to apply for and secure preliminary engineering and planning funds through Congressional earmarks. Eliminated six crossings, upgraded signals at three crossings, and constructed two grade separations.

Rail Crossing Policy Development, NCDOT, Rail Division, Raleigh, NC: Responsible for managing the development of Departmental policies and guidelines covering the grade separation of highway/railroad crossings, new crossings and crossing consolidation on designated corridors, and preservation of rail corridors.

Paul C. Worley, CPM (cont.)

Agreement Development Support, NCDOT, Raleigh, NC: Responsible for providing advisory support and expertise in the delivery of rail projects, operations, and acquisition of rail corridors. Developed negotiation strategies, funding approaches, agreement key terms and conditions, service plan requirements, and governance approaches.

Public Funding Strategy Support, R. J. Corman Railroad Group, Nicholasville, KY: Responsible for supporting the railroad's efforts in acquiring a 43-mile branch line and leasing 20 miles of track from Norfolk Southern in North Carolina to create the company's 19th railroad, the Raleigh & Fayetteville Railroad. Developed public funding strategies and presentation of a capital plan to improve the railroad. Convened and supported meetings with Office of the NC Speaker of the House, members of the NC General Assembly, and leaders at the NC Department of Transportation.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning Grant Application, Baldwin County, Bay Minette, AL: Provided technical support and quality assurance/ quality control for a USDOT RAISE grant to advance the Baldwin Area Multimodal Safety Improvements (BAMSI). The primary goals for this program were to improve motorist and pedestrian safety along critical routes that are experience significant traffic growth, connect underserved areas to state and local park and recreation facilities, provide improved access to employment centers, and preserve right of way for broadband improvements.

West Virginia Crossing Safety Action Plan (CSAP), West Virginia Department of Transportation (WVDOT), Charleston, WV NC: Responsible for advising and providing SME services in the development of a CSAP for the WVDOT in accordance with the Federal Highway Administration and the Federal Railroad Administration (FRA) of the CSAP to identify specific goals, objectives, and actions that contribute towards the reduction of crashes and associated losses, and improve the safety at public at-grade crossing locations across the state.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program Management and Engineering Services, Aberdeen, Carolina and Western Railroad (ACWR), Aberdeen to Gulf and Charlotte, NC: Responsible for providing advisory support and technical oversight as part of Program Coordination and Technical Support Consultant of a $13 million CRISI Program grant to improve ACWR's infrastructure and freight operations to attract new carload traffic and customers.

Intercity Passenger Rail Program On-Call Support, Oregon Department of Transportation (ODOT) Rail and Public Transit Division, Statewide, OR: Technical Advisor responsible in multiple work order contracts to provide support to the agency through evaluation and analysis of program issues including cost allocation methodologies, operation and equipment costs, capital planning, policy strategies, grant application support, and related services to assist in coordination or financial analysis of ongoing operations and decisions regarding rolling stock fleet acquisitions.

Crossing Safety Improvements, Norfolk Southern Railway, Virginia Corridors: Responsible for providing SME support in federal and state crossing policy and diagnostic studies for potential crossing safety initiatives. Work included consolidation of three crossings.

Passenger Equipment Procurement Support, State-Amtrak Intercity Passenger Rail Committee (SAIPRC), Washington, DC: Responsible for advising and supporting states involved in the operation of intercity passenger rail services with evaluating vendors' proposals for Amtrak's procurement for new single-level rail cars to be used for state services and selected rail policy and operational issues. Advised state members, the FRA, Amtrak, and SAIPRC staff as an SME providing technical advice and feedback for specific topic areas involving the introduction of new rail rolling stock. Advised efforts to provide ongoing analysis and interpretation of operations/maintenance and revenue/ridership data.

Conor Atkinson

Role
Support Services: Utilities

Firm
Mott MacDonald

Education
MS, Civil Engineering

Years of experience
4

Availability
10%

Conor brings experience on rail and highway projects in California and throughout the UK. Conor specializes in design integration on large multi-disciplinary teams to produce a safe, workable, solution that is accessible to all. Conor's experience also extends to complete ancillary civils and structural design.

Selected projects

On-Call Architecture and Engineering (A&E) Bench, America Plaza/Santa Fe Depot Pedestrian Enhancements, MTS, San Diego, CA: Engineer responsible for coordinating with MTS and project team, including subconsultants, completing designs, and supporting on the cost estimate and specifications. Project includes 100% final design for roadway, drainage, and signage improvements along Kettner Boulevard between Ash Street and West Broadway to promote seamless transitions between all modes of transportation at America Plaza/Santa Fe Depot.

Liverpool Baltic Station, Liverpool City Council, Mersey Travel, Mersey Rail and Network Rail, UK: Civil Designer and Design Manager responsible for working alongside pedestrian flow, fire engineering, and highways teams to establish a sufficient capacity and access routes of proposed infrastructure. Contributed to the writing of the Building Information Modeling (BIM) Execution Plan in the option selection and single option development stage. Created and managed civil computer-aided design models.

Manchester Piccadilly Station, Story Contracting Limited and Network Rail, UK: Civil Designer and Design Manager responsible for defining surface bridge expansion joint specifications and sourcing a suitable product to allow efficient construction phasing. Designed a slender simply supported concrete/steel platform edging unit (80mm thick) to allow fully compliant construction. Project involved single option development, detailed design, and construction stages, Platforms 13 and 14. During detailed design phase, presented designs to the client in design review meetings and inter-disciplinary checks. During construction phase, continued to liaise with site contractors until construction phase was complete.

Meadowhall Cycle Hub, Northern Rail and Seed Architects, UK: Assistant Project Manager and Civil Designer during the detailed design stage responsible for coordinating civil, telecoms, and electrical submissions to verify they met client requirements and specifications, in addition to, managing project budget. The civil design proposed a concrete foundation for a cycle shelter and associated telecoms cabinet as well as soakaway, cable route, and walkway.

Halifax Station Gateway, Calerdale Council and Network Rail, UK: Civil Designer responsible for using Building Information Modeling (BIM) 360 and Revit 2020 to create proposed 3D model and drawings for subway modifications, raised walkway, retaining wall, staircases, and ramps for this Governance for Railway Investment Projects (GRIP) 3. Wrote Form 001/002 document for station building.

Macclesfield Re-signaling, Seimens and Network Rail, UK: Civil Designer responsible for primarily producing Form 003 documents and associated drawing sheets during the detailed design stage. Project involved several lineside deliverables. Designs included the following assets for flat areas, areas on embankments and areas in cuttings: large secure compounds, location cabinets (LOC) and sign on posts (SPT) compounds, under track crossings (UTXs), under rail crossings (URXs), retaining walls, signal foundations and signpost foundations.

Crewe Hub, Network Rail, UK: Civil Designer responsible for considering civil engineering, geotechnical, drainage, electrical, and systems and overhead catenary system (OCS) options for Barriers, RADAR equipment, URXs, UTXs, and relocatable building (REBs). During the feasibility stage for the Alsager and Roadway Green Level Crossings, this feasibility review focused on upgrading two level crossings from closed-circuit television (CCTV) to RADAR obstacle detection system.

Crewe Hub, HS2 and Network Rail, UK: Civil Designer responsible for writing three Form 001 documents during the option selection stage for Core Works 2025. Managed Civils drawings for the station (17 platforms total) based on internal discipline check (IDC) comments. Integration with the following teams: drainage, mechanical and electrical, OCS, signaling, structures, telecoms, and track.

Mariana Minitti, PMP

Role
Support Services:
Benefit Cost Analysis

Firm
Mott MacDonald

Education
Certificate in Sustainability, MIT Professional (in progress)

Management Acceleration Program (MAP)

Master in Transport Engineering

MBA, Business Management with emphasis in Project Management

Civil Engineering, Universidade Estadual de Campinas (UNICAMP)

Registrations
Project Management Professional, PMP #2999030

Years of experience
17

Availability
50%

Mariana brings professional experience implementing and advising clients on the full life cycle of complex multidisciplinary capital programs and its operations. She provides client support on technical understanding of project procurement process, alternative project delivery methods, infrastructure investment, projects fund and finance mechanisms, and strategic business advice.

Mariana has extensive experience coordinating engineering, planning, and strategic teams for infrastructure projects and project management. Mariana has in depth knowledge in specialist areas such as program management, procurement strategy, project finance for infrastructure, engineering, risk analysis, construction management, cost and schedule analysis, business case, fund and financial analysis, capital planning strategies, and assets operations and maintenance. She has been directly responsible for program/project management, technical leadership, and reporting/financial management.

Selected projects

Business Interruption Fund (BIF) Analysis, Los Angeles County Metropolitan Transportation Authority (LA Metro), Los Angeles, CA: Subject Matter Expert (SME) responsible for conducting the program analysis deployed for a transit organization seeking advice and recommendations for the project's continuity. Functioned as a member of a multi-disciplinary team and drove leadership meetings. Provided build recommendations for improvements related to evaluation criteria of an existing transit program, funding, eligibility criteria, program continuity, and others. Responsible for meetings with client leadership, interviews, launching qualitative survey for the program users, conducting data analysis based on demographics, quantitative and qualitative data of successful programs, benchmarks, and funding analysis.

Advocacy Plan & Funding Feasibility Plan for Fareless System Initiative (FSI), LA Metro, Los Angeles, CA: Project Manager responsible of a fare-free initiative program deployed for a transit organization that was looking for advice, recommendations, advocacy, and funding plan to deploy the project. Led a multi-disciplinary team and driving leadership meetings. Built an advocacy plan which included tailored audiences' profile, messaging journey, communication strategy, as well as a road map to support the initiative pilot program. Led the team to conduct data analysis based on demographics, quantitative and qualitative data of successful programs, benchmarks, and funding option evaluation to support closing the project budget gap.

Union Station Phase B – Funding Analysis, LA Metro, Los Angeles, CA: Technical Lead responsible for providing support with advisory service, including shortlist of case studies across the US considering a combination of capital plan improvements and transit-oriented development into a phased program. Led the benchmark analysis, lessons learned, governance structure analysis, planning steps, fund and finance options for program deployment (including TIFIA and RRIF and alternative revenue sources).

Economic Development Master Plan – Diablo Plant, REACH, San Luis Obispo, CA: Team Member responsible for assisting with strategic meetings and stakeholder engagement. Collected objectives and goals and supported the technical team by developing recommendations for economic growth. These recommendations considered market opportunities, regional stakeholders, and the ecosystem purposed to complement the Master Plan and set a strategic path forward.

Presidio Real Estate Development, Presidio Trust, San Francisco, CA: SME responsible for conducting the financial review of $40M loan including three buildings for lease with their project revenues. As financial advisor, responsibilities included identifying financial, economic, and project risks associated with the Project, mitigants for these risks, evaluating potential revenue scenarios for the loan and its repayment process. The project financial report consisted of an analysis of the creditworthiness of a $40M project to rehabilitate three aging buildings on the Main Post of the Presidio (a former US Army post in San Francisco, California) for commercial use and analyzed the developer's ability to act as a backstop to the project loan.

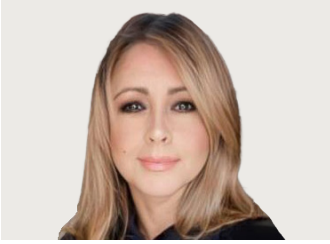
Mariana Minitti, PMP (cont.)

Los Angeles Water System Improvements - WIFIA, Environmental Protect Agency, Washington, DC: Financial Advisor for WIFIA representatives, as part of project delivery team overseeing cross-functional teams experienced in finance, engineering, revenue forecasting and business valuation. Evaluated loan applications with respect to revenues, costs, schedules, financial structure, and applicant background as well as scenarios analysis and threshold evaluation. The project compromises a water treatment plant expansion in Los Angeles, including an advance water purification facility, a maintenance facility to support the plant operations and two Primary Equalization Tanks to provide influent storage capacity.

Long Beach Civic Center P3, City of Long Beach, Long Beach, CA: Project Manager responsible for working on project management office (PMO) during the design-built process. Led the client facing project management role and client's technical support during design and construction (request of information, memorandum of understanding, contract amendments, permit process and others). Considered key representative between project company and contractor, coordinated and oversaw projects constraints on cost and schedule (change orders, O&M costs and life cycle costs, move in dates and others), tracked and documented contract changes, supported change management, systems (audio visual and low voltage) implementation and integration and business continuity. The project cost $580M and consisted of a public real estate complex of two office towers (11 stories – 247,000 square feet), chambers and library building (two stories – 92,500 square feet) in addition to parking lot structure.

Long Beach Police Department Parking Garage, City of Long Beach, Long Beach, CA: Project Manager that was responsible for developing a project master plan for a garage complex. Engaged multidisciplinary team, proposed optimization scenarios and developed requirements for the request for proposal. The $15M capital cost project consisted of a two-story, 302 stall above ground garage complex (three stories, 302 stalls, including façade concept and electrical vehicles charging station).

Project Management Crenshaw, LA Metro, Los Angeles, CA: Project Manager responsible for leading the multidisciplinary design team in the coordination of design reviews and the development of performance QPIs for the design process. Was responsible for project cost controls, consolidating and facilitating the communication between internal and external team, and documentation controls, and the technical review for additional scopes and commercial review. Led the review and approval process of request of information and design change notifications for tunneling and two underground stations. The project consists of 8.5 miles (underground and surface) of light rail connection and eight stations.



Traci Paraday

Role
Support Services: Document Control

Firm
Mott MacDonald

Years of experience
25+

Availability
10%

As a construction professional, Traci has a diverse understanding of high-profile public works, transportation, aviation, civil infrastructure, and educational projects. She has extensive experience in construction program and project management, public works transportation infrastructure-heavy civil, and is well-versed in both design-build (DB) and design-bid-build (DBB) project delivery methods.

As a Document Control Manager, Traci is skilled in development, implementation, and maintenance management of information data repositories and physical record inventories through analyzing, identifying, codifying, processing, and enforcing first-rate management of project electronic document management system (EDMS) systems. She developed and maintained internal filing structures for several clients and companies, as well as quality document management systems for large-scale transportation projects. Traci enhances the efficiency and accuracy of these databases and their documentation through strong attention to detail and verifying a streamlined project close-out.

Traci's experience includes coordinating within complex, multi-functional elements of project administration, document control management (DCM), and office engineering. She has proven management ability to direct document control and contract administration programs using industry-related, state-of-the-art technologies/EDMS systems. Traci works cohesively with colleagues, architects, engineers, local city and state officials, clients, California High-Speed Rail Authority (CHSRA), California Environmental Quality Act (CEQA), Owner Controlled Insurance Program (OCIP), OSHA, Department of State Architect (DSA), Caltrans, trade contractors, inspectors, bonding/surety companies, labor compliance, project vendors, and various other industry contacts. She successfully provides detailed training on all DMC procedures, work processes, revision control processes, and use of software applications and procedural requirements, including monitoring work and providing corrections and mentorship as necessary. Traci is well-versed working within all phases of project mobilization/demobilization of integrated project office (IPO) and/or field site trailer facilities, utilities set-up, bidding, and construction documents, change orders, contractor progress payments, project submittals, as-builts, Quality Management Plan/Design Quality Management Plan (QMP/DQMP), operations and maintenance (O&M) manuals, baseline documents, design and construction Requests for Information (RFIs), reports, preparation and implementation of project and progressive close-out procedures, safety coordination, and certification of occupancy. Traci is a technically savvy problem-solver, project leader, and experienced systems manager, proficient in Microsoft Office Applications and EDMS software.

Selected projects

Interstate 405 (I-405) Improvement Project, OC405 Partners Joint Venture (JV), Orange County, CA: Senior Document Control Manager responsible for reviewing and collaborating with Design JV, OC 405 Partners, confirming the accuracy of design document submitted meet contractual requirements prior to timely submission. Collaborated with the quality team on the development and execution of establishing the project Document Management Plan as part of the whole Quality Manual. Created the internal filing structure and storage for use in sharing project documents with teams across departments, as well as generated logs for various tracking purposes to structure a streamlined close-out process. OCTA, in cooperation with the Caltrans, selected OC 405 Partners to design and construct the $1.2B I-405 Improvement Project. Key elements of this approximate 16-mile widening project include adding a general-purpose lane in each direction of I-405 from Euclid Street to the I-405/I-605 Interchange; a tolled express lane in each direction from State Route 73 (SR 73) to SR 22; auxiliary lanes in the northbound direction at Euclid Street off-ramp, and from Seal Beach Boulevard on-ramp to the westbound SR 22/7th Street off-ramp; extension of existing southbound auxiliary lane from Harbor Boulevard off-ramp to Euclid Street on-ramp; removal of southbound auxiliary lane from Beach Boulevard to Magnolia Street off-ramp; reconfiguration of interchanges and ramps comprised of 23 new or replacement crossroad/ramp bridges, one pedestrian bridge, and seven bridge widenings on I-405; new, modified, or replaced structures, including two overhead railroad crossings; new and upgraded drainage facilities; pavement construction and revised delineation; tolling infrastructure, and coordination with utility owners for relocation of known utilities and coordination with corridor wide affected City municipalities.

Traci Paraday (cont.)

California High-Speed Rail Project, Palmdale to Burbank Segment, California High-Speed Rail Authority (CHSRA), Los Angeles, CA: Document Control Manager/Project Controls responsible for the establishment, execution, and ongoing maintenance of the overall project documentation management system (DMS), and daily management and control of all documentation flow for the project, including maintaining electronic files, hard copy files, all incoming/outgoing correspondence, and team e-mail communication database with the use of a detailed assigned numbering system – all tracked, logged, and circulated within ProjectWise and SharePoint controls software programs. Maintained databases and logs, and managed the accuracy of Quality Assurance/Quality Control (QA/QC) of deliverable submittals in accordance with the Project Management Plan (PMP)/QMP audit. Executed auditory review and processing of over 20 subconsultant monthly invoicing under strict client (State of California) guidelines. Managed all supporting subcontractors' incoming document flow and met with them collectively to assure a swift and streamlines process of submissions to avoid errors and delays in an effort to keep with the schedule timeline. Responsible for approval of prime and subcontractor project staff prior to adding to user access to project EDMS. Performed auditory review and locate financial discrepancies for of all subcontractors monthly invoicing, work with subcontractors to rectify errors and submit accurate invoicing per strict client guidelines to meet billing deadlines. This $56 million project involved the preliminary design for the 45-mile high-speed line section from Palmdale station in the north to the Burbank Airport station in the south. Engineering services included conceptual design and analyzing various alternatives for the segment that will pass through urban, rural, and natural areas. Defining the footprint for environmental impact analysis and the right-of-way (ROW) to be acquired for the track alignment, stations, and ancillary elements. Among the alternatives, a log-bored tunnel will be analyzed, and the station areas will include an extensive urban planning exercise together with the Palmdale and Burbank City planners. The project will be the first operating HSR in the US with an estimated $64 million cost connecting the state's various major cities—San Francisco, Sacramento, Los Angeles, and San Diego—for a total distance of 800 miles and up to 24 stations. By 2029, San Francisco will be connected with the Los Angeles basin in less than three hours at speeds up to 250 mph.

Gerald Desmond Bridge, Port of Los Angeles, Long Beach, CA: Document Control/Office Engineer responsible for assisting with mobilization of project IPO/site office securing office and organizational support to previous firm as part of the DB project team, using ProjectWise program management software to verify time sensitive deliverables meet contract guidelines and were accurately submitted and recorded. Maintained the standardized project-wide DMS used to process document flow and control of all incoming and outbound project-related correspondence and other associated documentation. Prepared and processed change orders, Non-Conformance Report (NCRs), Notice of Design Change (NDCs), Requests for Information (RFIs), Design Development and Implementation (DDIs), and submittals, as well as maintained the construction administration database following Caltrans structure file codification guidelines. This $1.56 billion replacement of the 2,000-foot-long, six-lane signature cable-stayed Gerald Desmond Bridge (1,000-foot main span) will have over 6,000 feet of approach viaducts (up to 200 feet high), two major freeway interchanges, and numerous ramps and embankments. The project is being delivered under the Caltrans Design-Build Demonstration Program partnered with the construction JV of Shimmick-FCC-Impregilo.

Janette Ronquillo

Role
Support Services: Project Controls

Firm
Mott MacDonald

Education
College of Marin

Years of experience
12

Availability
75%

Janette has extensive experience in project administration and management. She is responsive, proactive, and detail oriented with proven organizational skills. Her well-rounded experience and skill set is demonstrated in her ability to manage complex tasks and projects.

Janette has direct experience serving as Project Controller on all of Mott MacDonald's active MTS work order contracts. She is well-versed in MTS' project administration practices and billing requirements

Selected projects

Mott MacDonald Various Projects, Mott MacDonald, San Ramon, CA: Project Administrator responsible for supporting Mott MacDonald's Southwest Division (San Diego, Orange, Ontario, and Los Angeles) in project, contract, and financial management and reporting. Supports teams in gathering data necessary to begin project pursuits, engaging with internal and external teaming partners throughout pursuits, and project closeout. Provides administrative support throughout each phase of the project lifecycle.

Orange County Transportation Authority (OCTA) Measure M (M2) Document Center Management, OCTA, Orange, CA: Document Control Administrator responsible for the OCTA Project Management Office. Develop and maintain comprehensive filing system through SharePoint for all documents. Manage the operation of the document control center to ensure all users have the latest revision of appropriate documentation. Organize and maintain the OCTA reference library and archive areas. OCTA Rail Programs Program Management, OCTA, Orange, CA: Project Controls Team Member responsible for providing administrative support on the OCTA Rail Improvement Program. Reviewed both firm fixed price and time and expense invoices for vendors and agency. Verified all documentation for expenses were adequate and reasonable, and labor and expenses billing rates were consistent with the contract requirements. Identified any issues not consistent with contract requirements, and coordinated with project managers and vendors to resolve outstanding issues. Reviewed prevailing wages and payroll certifications. Reviewed all construction Pay Application to comply with Federal Transit Administration (FTA), Caltrans, and local requirements. Provided project managers update on financial standing on their projects.

OCTA Highway Programs Program Management Support Services, OCTA, Orange, CA: Right-of-Way (ROW) Coordination and Support for the OCTA Real Property Department. Coordinating with OCTA legal counsel and preparing memorandums for ROW acquisition agreements. Tracking and preparing letters to release parcels for contractor's use. Tracking and coordinating escrow documents. Preparing and processing Notice of Decision to Appraise (NDA) letters. Coordinating with OCTA legal counsel and OCTA ROW consultant for appraisals and offer packages.

Mott MacDonald Various Projects, Mott MacDonald, Orange County, CA: Biller responsible for OCTA Highways, OCTA Rail, OCTA M2 Document Center, OCTA OC Streetcar, San Bernardino County Transportation Authority (SBCTA) Rail On-Call, City of San Diego Alvarado Trunk Sewer Phase IV Design, and Pacific Beach Pipeline South Design. Responsible for reviewing, processing, submitting, and tracking Mott MacDonald and subconsultant invoices and progress reports. Verifying all documentation for expenses are adequate and reasonable. Verifying labor and expenses billing rates are consistent with the contract requirements. Identifying any issues not consistent with contract requirements, and coordinates with project managers and subconsultants to resolve outstanding issues. Reviews payroll certifications. Prepares and processes monthly Disadvantaged Business Enterprise (DBE) reports. Project administrator supporting Project Managers with project setup and compliance. Maintain up-to-date project files in line with Mott MacDonald Business Management Systems.

Mickey Aguirre, PE

Role
Support Services: Boundary Survey

Firm
Aguirre & Associates

Education
MS, Civil Engineering

BS, Civil Engineering

Registrations
PE, CA #C27648

Years of experience
49

Availability
75%

Mickey has extensive experience managing survey and mapping projects within San Diego County, including having worked on MTS projects since 1996.

Selected projects

MTS Contract PWL352.0-22, WOA352-AE-12, Special Trackwork Replacement at Yard A, MTS, San Diego, CA: Lead surveyor and mapping consultant for this trackwork improvement project. Responsibilities included tying to primary survey control and City of San Diego benchmark, establishing supplemental control at the project site, running levels through the supplemental control, performing top of rail and topographic surveys as requested, preparing the DTM and topographic mapping of the surveys, and preparing survey control sheets.

MTS Contract G2075.0-18, WOA2075-AE-73, Division 6 Conceptual Layout and Report, MTS, San Diego, CA: Lead surveyor, mapping, and right-of-way subconsultant for this site improvement project. Duties included survey research and coordination, tying to primary survey control, setting and surveying supplemental control at the site, setting and surveying five HV panels for aerial control, managing the delivery of aerial mapping within the requested limits, performing reconnaissance for corner monuments, tying out found monuments, preparing land net mapping by record, and plotting existing easements within the land net.

MTS Contract G2075.0-18, WOA2075-AE-54, Iris Rapid Corridor and Stations, MTS, San Diego and Imperial Beach, CA: Lead surveyor and mapping subconsultant for this bus corridor project. Duties included survey research, coordination, and calculations, performing the required control surveys, performing the requested topographic surveys, preparing the DTM and topographic mapping, performing land net surveys, preparing land net mapping, preparing and filing a Record of Survey map, and setting monuments as required.

MTS Contract G1951.0-17, WOA1951-AE-60, El Cajon Transit Center Third Track, MTS, El Cajon, CA: Lead surveyor and mapping subconsultant for this MTS transit center project. Duties included survey research and coordination, performing the required control surveys, running levels, performing the requested topographic surveys including cross sections throughout the station, preparing the DTM, and topographic mapping.

San Diego Association of Governments (SANDAG) Contract 5001907, T.O. #6, Trolley Station ADA Review, SANDAG, San Diego, CA: Lead surveyor for this ADA compliance review project. Responsible for managing and administering the survey requests that were received from the prime consultant, and scheduling staff to meet the needs of the prime consultant.

Joel Riipinen, PLS

Role
Support Services: Boundary Survey

Firm
Aguirre & Associates

Education
Survey Tech Certificate

Registrations
Professional Land Surveyor

PLS, CA #7942

Years of experience
37

Availability
35%

As a project project surveyor with Aguirre & Associates, Joel has served on over 20 MTS projects, including America Plaza and Enterprise and Rio Vista Wall Monitoring.

Selected projects

San Diego Association of Governments (SANDAG) Contract 5001903, TO #8 & #11, North Park Mid-City Bike Corridors, SANDAG, San Diego, CA: Project Surveyor responsible for control surveys, ground surveys at various locations, and right-of-way (ROW) surveys and mapping at various locations for this 14-mile bike corridor project as requested by SANDAG. Responsible for scheduling and managing the field crews, survey data management, managing the delivery of aerial mapping for the entire project length, and establishing existing ROW and property boundaries.

SANDAG Contract 5001911, TO #2 & #3, Uptown Regional Bike Corridors, SANDAG, San Diego, CA: Project Surveyor responsible for control surveys, ground surveys at various locations, and ROW surveys and mapping at various locations for this 14-mile bike corridor project, as requested by SANDAG. Responsible for scheduling and managing the field crews, survey data management, managing the delivery of aerial mapping for the entire project length, and establishing existing ROW and property boundaries.

SANDAG Contract 5001909, TO #1, San Diego River Double Track Project, SANDAG, San Diego, CA: Project Surveyor responsible for control, design, ROW surveys, utility surveys, top of rail surveys, and surveying cross sections of the river during significant river current for this double track project of approximately one mile in length. Responsible for scheduling and managing the field crews, survey data management, utility mapping, and establishing a land net base map of portions of the project area.

SANDAG Contract 5001903, TO #15, SR-15 Central Avenue Bikeway, SANDAG, San Diego, CA: Project Surveyor responsible for control surveys, ground surveys at various locations, and ROW surveys and mapping at various locations for this bike corridor project of approximately 1.2 miles in lenght, as requested by SANDAG. Responsible for scheduling and managing the field crews, survey data management, managing the delivery of aerial mapping for the entire project length, and establishing existing ROW and property boundaries.

Tim Belzman

Role
Task 1 and 2: Environmental Analysis/Compliance

Firm
HELIX Environmental Planning

Education
Master of City Planning

BS, Criminal Justice Administration

Registrations
County of San Diego, Approved CEQA Consultant for Visual Analysis

Years of experience
24

Availability
60%

Tim authors and manages preparation of environmental compliance documents in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). With 24 years of experience, he has successfully assisted clients with a variety of project types, including transportation, residential, commercial, mixed-use, educational, and recreational. Tim has extensive experience with, and specializes in, transportation projects.

He is skilled in preparing all types of environmental compliance documents, including Environmental Impact Reports (EIRs), Initial Studies/Mitigated Negative Declarations (IS/MNDs), Negative Declarations (NDs), Addenda and Notice of Exemptions (NOEs) under CEQA, and preparation of Environmental Impact Statements (EISs), Environmental Assessments (EAs), and Categorical Exclusions under NEPA, as well as Community Impact Assessments, Visual Impact Assessments and Section 4(f) Evaluations. In addition, he oversees preparation of technical studies, manages multi-disciplinary teams, and coordinates with public agency staff.

Selected projects

- MTS Clean Transit Advancement Campus
- MTS Downtown Bus Layover Facility
- MTS East County Maintenance Facility
- MTS South Bay Maintenance Facility
- MTS Imperial Avenue Division Facility
- MTS Grossmont Trolley Station Improvements
- City of Encinitas Grade-Separated Bicycle and Pedestrian Crossings
- City of Encinitas Leucadia Boulevard Grade Separation and Rail Corridor Enhancement Project Constraints Analysis
- MTS Purple Line Environmental Constraints Study
- San Ysidro Freight Rail Yard Improvements
- SANDAG Beyer Boulevard Slope and Drainage Improvements
- San Dieguito Bridge Replacement, Double Track/Del Mar Fairgrounds Platform
- City of San Diego Balboa Station Area Specific Plan
- SANDAG East Brook to Shell Double Track Project
- SANDAG San Onofre to Pulgas Double Track Project
- City of San Marcos Palomar Station Pedestrian Overcrossing
- Downtown Riverside Metrolink Station Track & Platform Project
- City of San Diego Ted Williams Parkway Pedestrian Overcrossing
- SANDAG Bayshore Bikeway Segments 4, 5, 6A, 7, 8A & 8B
- GSA San Ysidro Port of Entry Improvements
- City of San Diego University Avenue Mobility Plan
- SANDAG Del Mar Bluffs Stabilization Phases 4 and 5
- SANDAG Sabre Springs/Peñasquitos Transit Center
- SANDAG Rancho Bernardo Transit Center

Beth Martinez

Role
Task 1 and 2: Environmental Analysis/Compliance

Firm
HELIX Environmental Planning

Education
MS, Environmental Studies, emphasis on Policy and Planning

BA, Philosophy

Registrations
Wetland Training Institute, Wetland Delineation Certificate

Years of experience
25

Availability
40%

Beth is a Biology Group Manager and Principal Regulatory Specialist at HELIX with 25 years of experience in biological consulting. She has worked on a wide range of private and public projects throughout southern California, including transportation and Capital Improvement Plan (CIP) projects. She has extensive experience assisting private entities and public agencies with obtaining regulatory permits. In addition to program and project management, Beth's technical focus has been in the subject areas of biological resources and regulatory permitting. She has served in lead strategy and implementation roles for solving complex problems on behalf of clients and project teams, including consensus building and conflict resolution between clients' needs and local, state, and federal regulatory policies.

Beth is particularly skilled in developing solutions for multi-faceted challenging processes. She has successfully led several projects through the permitting process and provided subsequent mitigation recommendations. The crux of her success is developing practical solutions to complicated issues. Moreover, she builds consensus to yield a productive resolution for clients, regulatory agencies, and/or additional stakeholders. Beth's successful, proactive approach to reaching early consensus on projects leads to fewer complications, which results in cost and time savings.

Selected projects

- MTS Euclid Channel Debris Clean-Up
- MTS Massachusetts Avenue Station Chollas Creek, sub to Mott MacDonald
- SANDAG Beyer Boulevard Slope and Drainage Improvements
- MTS Las Chollas Creek Bridge Assessment and Scour Rehabilitation Regulatory Permitting, sub to Mott MacDonald
- MTS Palm Tree Removal Nesting Bird Survey
- SANDAG Batiquitos Lagoon Double Track Project
- SANDAG East Brook to Shell Double Track Project
- SANDAG San Dieguito Double Track Project
- SANDAG San Onofre to Pulgas Double Track Project
- Veterans Administration Campus Parking and Slope Repair
- City of Oceanside Haymar Emergency Easement Protection
- City of Murrieta Emergency Permitting
- City of Irvine Warner Channel Slope Repairs
- City of Irvine Culver Intersection Permitting
- San Diego County Talone Lake Restoration Permitting
- SANDAG Del Mar Bluffs Stabilization on Phases 4 and 5

Jeff Kent, PE, GE

Role
Support Services: Geotechnical

Firm
Ninyo & Moore

Education
MS, Geotechnical Engineering

BS, Civil and Evironmental Engineering

Registrations
PE, CA #66143

GE, CA #2817

Years of experience
22

Availability
100%

As a Principal Engineer, Jeff coordinates and conducts geotechnical evaluations for commercial, educational, and public/municipal facilities, including schools, highways, railroads, pipelines, public and private buildings, and bridges. He performs slope stability analyses, flexible and rigid pavement design, and underground pipeline design, and prepares and reviews geotechnical reports. Jeff provides geotechnical design parameters and recommendations for shallow and deep foundations, retaining structures, in-situ ground remediation, and earthwork; reviews laboratory results and project plans and specifications; provides supervision and technical support to staff-level engineers and geologists; and performs project administration and management.

Selected projects

El Cajon 3rd Track Final Design, MTS, El Cajon, CA: Project Engineer responsible during geotechnical services for a project that included the widening of the passenger platform for the MTS light rail station at the site. To accommodate the widening, a new, approximately 487-foot-long retaining wall with heights of 12 feet to 22 feet was constructed on the east side of the light rail track. Preliminary drawings indicated that the retaining was designed as a Caltrans Type 1 wall founded on shallow foundations.

America Plaza/Santa Fe Depot Pedestrian Enhancements MTS, San Diego, CA: Project Engineer responsible during geotechnical services for a project that involved pedestrian enhancements to the Santa Fe Depot, including reconfiguration of travel lanes, bus loading bays, auto drop off zones, parking areas, pedestrian crossings, and signage upgrades.

Old Town Transit Center, MTS, San Diego, CA: Project Engineer responsible during supplemental geotechnical services for the MTS Old Town Transit Center West Improvements project, which included construction of eight new shelters and 12 light pole structures. The new shelters are anticipated to be supported on shallow spread footings or cast-in-drilled-hole (CIDH) piles less than 15 feet in depth. The light poles are anticipated to be supported on CIDH piles less than 15 feet in depth.

Orange Line Courthouse Station, MTS, San Diego, CA: Project Engineer responsible during a geotechnical evaluation for improvements to the Orange Line Courthouse Station, which included construction of a new light-rail (trolley) station and associated shelters. The improvements also included approximately 550 feet of new light-rail track, track switches, loading platforms, AC and concrete pavements, and signal/sign, catenary, and light poles. Ancillary improvements included underground utilities, sidewalks, curbs and gutters, and landscape areas. The new shelters were to be supported on CIDH piles with slab-on grade floors. The catenary, signal/sign, and light poles were also supported on CIDH piles.

Blue Line LRT Station Improvements, San Diego Association of Governments, San Diego, CA: Project Engineer responsible during a geotechnical evaluation for the improvements to the Blue Line LRT stations, which consisted of improvements for 11 LRT stations along the current Blue Line Route. Areas evaluated included the Barrio Logan, Pacific Fleet, 8th Street, 24th Street, Bayfront/E Street, Palomar Street, Palm Avenue, Iris Avenue, and Beyer Boulevard LRT stations. The stations consisted of concrete slabs or asphalt pavements abutting the tracks for the loading and unloading of passengers.

Sorrento Valley Double Track Project, North County Transit District (NCTD), San Diego, CA: Senior Engineer responsible during a geotechnical evaluation for the Sorrento Valley Double Track Project. The project consists of construction of a second track extending the railroad double tracks from Sorrento Valley Station at Mile Post (MP) 248.9 northwest approximately 1 mile to MP 247.8. The project also includes construction of two new railroad bridges (Bridges 247.7 and 248.7).

Railroad Bridge Replacement Project, NCTD, San Diego County, CA: Technical Reviewer responsible during geotechnical design services for the replacement of eight railroad bridges in northern San Diego and Encinitas. The existing bridges consist of a single-track wooden deck structure supported on timber piles.

Christina Tretinjak, PG, CEG

Role
Support Services: Geotechnical

Firm
Ninyo & Moore

Education
MS, Geology

BS, Geology

Registrations
PG, CA #8478

CEG, CA #2650

Years of experience
20

Availability
100%

As a Senior Project Geologist for Ninyo & Moore, Christina conducts geotechnical evaluations, prepares geotechnical reports, reviews plans and specifications, and coordinates and conducts field and laboratory investigations. She has provided these services for bridges, public works projects, water and wastewater facilities, schools, and commercial buildings.

Selected projects

Orange Line Courthouse Station, MTS, San Diego, CA: Project Geologist responsible during a geotechnical evaluation for improvements to the Orange Line Courthouse Station located on C Street, between Columbia Street and Front Street. The project includes construction of a new light-rail (trolley) station and associated shelters. The improvements also include approximately 550 feet of new light-rail track, track switches, loading platforms, AC and concrete pavements, and signal/sign, catenary, and light poles.

Old Town Transit Center, MTS, San Diego, CA: Project Geologist responsible during geotechnical services for a project that included construction of eight new shelters and 12 light pole structures. The new shelters are anticipated to be supported on shallow spread footings or cast-in-drilled-hole (CIDH) piles less than 15 feet in depth. The light poles are anticipated to be supported on CIDH piles less than 15 feet in depth.

El Cajon 3rd Track Final Design, MTS, El Cajon, CA: Project Geologist responsible during geotechnical services for a project that includes the widening of the passenger platform for the MTS light rail station at the site. To accommodate the widening, a new, approximately 487-foot-long retaining wall with heights of 12 feet to 22 feet was constructed on the east side of the light rail track. Preliminary drawings indicated that the retaining was designed as a Caltrans Type 1 wall founded on shallow foundations.

Bridge Replacement Project, North County Transit District (NCTD), San Diego County, CA: Responsible for performing services during the preliminary geotechnical evaluation for the replacement of eight railroad bridges, as part of the NCTD Bridge Replacement project. The sites for the bridge replacements are located in north coastal San Diego County within the cities of San Diego and Encinitas. The bridges consisted of wooden deck structures founded on wooden timber piles. The new bridges have concrete decks and are supported by deep foundations.

Imperial Avenue Bikeway, San Diego Association of Governments (SANDAG), San Diego, CA: Project Geologist responsible during a geotechnical evaluation for the project, which consists of approximately 3.5 miles of bikeway alignment along Imperial Avenue from its intersection with 14th Street and continues east to its intersection with 47th Street. The improvements along the alignment included buffered bike lanes, raised crosswalks, bend outs, curb extensions, and other traffic calming measures.

Sorrento Valley Double Track, SANDAG, San Diego, CA: Project Geologist responsible during a geotechnical evaluation for the Sorrento Valley Double Track Project. The project consisted of the construction of a second track extending the railroad double tracks from Sorrento Valley Station at Mile Post (MP) 248.9 northwest approximately one mile to MP 247.8. The project also included construction of two new railroad bridges.

San Elijo Lagoon Double Track, SANDAG, Encinitas, CA: Project Geologist responsible during geotechnical design services for the reconstruction of the existing rail corridor. Services included a subsurface exploration, laboratory analyses, and preparation of several reports that included recommendations for pile depth and design, pile construction, site excavation and earthwork, retaining wall design, pavement design, and other construction considerations.

Southline Freight Improvements, SANDAG, Chula Vista, CA: Project Geologist responsible for a geotechnical evaluation for the improvements to the Southline Freight line along the Blue Line. The improvements included the construction of new track, retaining walls, and caternary poles.

Jason Stack, TE, PTOE

Role
Task 1: Traffic Analysis/Modeling

Firm
STC Traffic

Education
BS, Civil Engineering

Registrations
PE (Traffic), CA #2790

PTOE, US #4174

Years of experience
24

Availability
50%

Jason is the founder and president of STC Traffic, Inc., and is a recognized expert in creating innovative solutions to complex operations and systems projects. His work on complex and high-profile rail crossing projects includes start-up regional commuter rail services, double track projects, quiet zone projects, sealed corridors, systemic grade crossing hazard analysis, and systemic grade crossing corridor safety programs. He has supported agencies such as MTS, SCRRA, California Public Utilities Commission (CPUC), North County Transit District (NCTD), BNSF, and Caltrain to develop policies, standards for traffic signal, and railroad preemption.

Selected projects

America Plaza/Santa Fe Depot Pedestrian Enhancements MTS, San Diego, CA: Principal-In-Charge responsible for leading the feasibility study for a new signalized pedestrian crossing near an existing MTS grade crossing. Evaluated the existing constraints, design criteria, and alternatives for constructing the signal to achieve City and CPUC approval. The analysis looked at the safety, accessibility, operating condition and pedestrian volume of the proposed pedestrian crosswalk; modifications to the existing traffic signal; modifications to the grade crossing; traffic signal operations; and roadway improvements.

SPRINTER 15-Minute Headways Project Study Report, NCTD, San Diego County, CA: Principal-In-Charge responsible for overseeing STC's assessment of grade crossings from a traffic signals/interface perspective. The PSR built on previous assessment of opportunities to improve SPRINTER service by increasing operating frequencies from 30-minute to 15-minute headways. This included reviewing existing traffic signal and preemption systems, assessing traffic operations, preemption operation, queue management techniques, and control systems infrastructure and technology. It also included identifying roadway and intersection needs and requirements relative to the addition of the second track and current standards, guidelines, and practice. This high-level assessment provided recommendations for improvements at eleven impacted grade crossings.

Palmdale Boulevard Grade Separation Project Study Report, LA Metro, Los Angeles, CA: Principal-In-Charge responsible for evaluating 150 grade crossings for the LA County Grade Crossing and Rail Corridor Study. The program resulted in the ranking of all crossings and environmental documentation for the four highest ranked improvements. Oversaw preparation of a PSR for a potential grade crossing at Palmdale Boulevard along the Valley Subdivision, the highest-ranking candidate for grade separation according to risk analysis. The PSR evaluated the redistribution of traffic, operations, and impacts for three alternatives: a "No Build" condition, an overhead crossing, and an underpass crossing.

Washington Street/Pacific Highway Pre-Signal Study, City of San Diego, San Diego, CA: Principal-in-Charge responsible for overseeing the study which summarized existing conditions, analysis, and recommendations for safety improvements such as installation of a pre-signal, preemption of adjacent signals, preemption times, station improvements, grade crossing active warning device improvements, and roadway improvements. Additional responsibilities included stakeholder coordination and QA/QC.

Philip Wragg, AICP

Role
Task 2: Traffic Analysis/Modeling

Firm
STC Traffic

Education
Master of City Planning

BA, Economics

Registrations
American Institute of Certified Planners #32473

Years of experience
10

Availability
75%

Philip has over 10 years of specialized experience managing various transportation planning projects and analyzing travel behavior across demographics. Having worked on several global projects including in the UK, the Middle East, and North America, he brings a unique international perspective on transportation solutions and innovation. Philip has significant experience in detailed analysis of transportation impacts, Level of Service, Vehicle Miles Traveled (VMT), and travel behavior and intersection modeling.

Selected projects

America Plaza/Santa Fe Depot Pedestrian Enhancements, MTS, San Diego, CA: Project Planner responsible for preparing the VMT Technical Memorandum and Local Mobility Analysis in accordance with the City's Transportation Study Manual, which provided design countermeasures for potential hot spots, including high visibility pedestrian crosswalks, an accessible pedestrian signal system, and lead pedestrian interval phase timing. Project scope involved a traffic study to validate the design concept for a proposed midblock crossing connecting the two major downtown mobility hubs, a project that has been deadlocked for several years. Assessed the feasibility of a new signalized pedestrian crossing and other pedestrian enhancements near the existing MTS grade crossing, which included evaluating existing constraints, design criteria, and alternatives for construction, identifying the design requirements necessary to achieve City and CPUS approval for the project.

Palmdale Boulevard Grade Separation PSR, LA Metro, Los Angeles, CA: Project Planner responsible for leading the development of the traffic assessment and evaluation, focusing on operational benefits and constraints associated with grade separation. Operational analysis was conducted with forecast volumes and intersection geometries that reflect the Palmdale Boulevard widening project and a High-Speed Rail conceptual alternative. Scope also included the preparation of a Project Study Report for Palmdale Boulevard Grade Separation, the highest-ranking candidate for grade separation according to risk analysis.

Massachusetts Avenue and Blackton Drive Pedestrian and Bike Improvements, City of La Mesa, La Mesa, CA: Project Planner responsible for leading the evaluation of specific traffic control alternatives at the intersection, including multi-way stop control, turning restrictions, a roundabout, traffic signal, and chicanes to support the final design of bicycle and pedestrian improvements. The project constructed new pedestrian ramps, a crosswalk, and medians, accounting for additional school traffic alongside normal pedestrian and bicycle traffic.

Local Road Safety Plan, City of La Mesa, La Mesa, CA: Project Planner responsible for providing project oversight on this on-call contract. Roadway safety projects were evaluated based on local roadway needs, the City's capital improvement priorities, the results of the crash data analysis and roadway network screening, stakeholder feedback, and the countermeasure toolbox.

Jane Wiggans Coughran, DRE

Role
Task 2: Right-of-Way Impact Analysis

Firm
TSAC Engineering

Education
Continuing Education Courses, International Right of Way Association

Registrations
California Broker's License 01366991

Years of experience
45

Availability
25%

Jane has over 45 years of right-of-way acquisition and land rights experience for government agencies and utility companies. She provides right-of-way and real estate consulting, specializing in the management of full-service right-of-way projects. Jane is well-versed in the necessary processes, having been involved in projects from preliminary design through construction. She has experience managing the right-of-way acquisition needs of both large and small projects, and works closely with the project team, keeping them informed of any delays in the acquisition schedule or impacts on the project's acquisition budget.

Selected projects

Various Light Rail Projects, MTS, San Diego, CA: Project Manager responsible for the General Right-of-Way Consultant Service Contract for the Old Town, El Cajon Grade Separation, Santee, Mission Valley West, Mid Coast, Mission Valley East, South Line, Bus Maintenance Facilities, and Bus Rapid Transit Projects. Services provided involved preliminary assistance during design, acquisition negotiations, right-of-way budget estimates, real property appraisals, goodwill appraisals, furniture, fixture, and equipment appraisals, relocation assistance, surveying, and right-of-way plans. Selected and managed all subconsultants and provided acquisition negotiations for the purchase of rights-of-way.

CNF Fire Hardening Wood to Steel Upgrade, SDG&E, East County, San Diego, CA: Acquisition Project Manager responsible for managing the acquisition of easements for power lines involved with the replacement of over 200 miles of transmission and distribution power lines and thousands of wood poles with steel poles, involving over 400 property owners. Presented status updates in bi-weekly meetings with the project team, discussed issues and resolutions to property owner concerns, and assisted outside legal counsel when the filing of condemnation actions was necessary.

Sorrento to Miramar Double Track Phase 2, San Diego Association of Governments (SANDAG), San Diego, CA: Acquisition Project Manager responsible for securing preliminary title reports and appraisals for 32 properties across two miles of a second track to the San Diego region's coastal rail corridor between I-805 and Miramar Road. Managed the acquisition of fees and easements from property owners, coordinated with escrow and title company, and presented status updates at weekly team meetings.

Additional support staff resources

- Mott MacDonald
- Aguirre and Associates
- HELIX Environmental Planning, Inc.
- Ninyo & Moore
- STC Traffic, Inc.
- TSAC Engineering

Name, role, availability upon NTP	Qualifications and relevant experience
Ashley Wong, ENV SP Task 1 and 2 Support: Transit Operations 50% available	• **San Francisco Railyards Preliminary Business Case, Caltrain:** Transportation Planner
David Lee, PE Task 1 Support: Track Design 50% available	• **ACE Program — Natomas Station and Layover Track, San Joaquin Regional Rail Commission (SJRRC):** Civil/Track Designer • **ACE Program — North Lathrop Transfer Station, SJRRC:** Project Engineer • **ACE Program — Modesto Station, SJRRC:** Civil/Track Designer
Leslie Situ Task 1 and 2 Support: Track Design Task 1 Support: Modeling 50% available	• **On-Call Roadway Design and Related Project Development and Construction Support Services, Caltrans D8:** Design Engineer • **Metro Gold Line Foothill Extension Phase 2B, LA Metro:** Design Engineer
Jose Lomeli, PE Task 1 Support: Roadway Design 50% available	• **On-Call Roadway Design and Related Project Development and Construction Support Services, Caltrans D8:** Design Engineer • **Metro Gold Line Foothill Extension Phase 2B, LA Metro:** Design Engineer
Haley Song Task 1 Support: Roadway Design 60% available	• **On-Call Roadway Design and Related Project Development and Construction Support Services, Caltrans D8:** Associate Civil Engineer
Shuchen Han, PE Task 1 Support: Structures Design 70% available	• **Sepulveda Transit Corridor Project, LA Metro:** Structural Engineer • **Federal Way Link Extension, Sound Transit:** Structural Engineer
Carl Malinao Task 1 and 2 Support: Visualizations 30% available	• **Mid-Coast Corridor Transit Project, SANDAG:** Designer • **Border to Bayshore Bicycle Project, SANDAG:** Designer
Tyler McFadden, EIT Task1 Support: Station Design 20% available	• **MTS A&E On-Call - America Plaza/Santa Fe Depot Pedestrian Enhancements:** Assistant Civil Engineer
Anthony Antonucci, EIT Task 1 Support: Drainage/Stormwater 30% available	• **MTS A&E On-Call - America Plaza/Santa Fe Depot Pedestrian Enhancements:** Design Engineer
Gary Lam, PE Task 2 Support: Roadway Design 60% available	• **Patsaouras Plaza Busway Bridge (Widen), LA Metro:** Staff Engineer • **Gerald Desmond Bridge Replacement, Port of Long Beach:** Staff Engineer
Raymond Chavez, IET Task 2 Support: Roadway Design Design 70% available	• **On-Call Roadway Design and Related Project Development and Construction Support Services, Caltrans D8:** Staff Engineer
Huong Vu, PE Task 2 Support: Structures Design 30% available	• **MTS A&E On-Call - El Cajon Transit Center Third Track:** Structural Design Engineer • **Sepulveda Transit Corridor Project, LA Metro:** Structural Design Lead
Eric Muller, EIT Task 2 Support: Station Design 50% available	• **MTS A&E On-Call - Las Chollas Creek Pile Cap and Scour Repair; America Plaza/Santa Fe Depot Pedestrian Enhancement; El Cajon Transit Center Third Track:** Engineer II
Eduardo Da Silva Task 2 Support: Drainage/Stormwater 70% available	• **On-Call Roadway Design and Related Project Development and Construction Support Services, Caltrans D8:** Associate Engineer
Dorry Funaki, ENV SP Task 2 Support: TOD Analysis 70% available	• **El Monte Avenue Complete Streets Improvements, City of Mountain View:** Transportation Planner • **Everett Link Extension - Environmental Planning, Sound Transit:** Transportation Planner
David Bui Support Services Support: Caltrans Local Assistance and Funding 25% available	• **I-405 Improvements, OCTA:** Project Manager • **OC Bridges Grade Separation Program, Trade Corridors Improvement Fund Program, OCTA:** Project Manager
Kendall Zirkel, PE Support Services Support: Utilities 25% available	• **I-405 Improvements, OCTA:** Project Utilities Lead • **OC Bridges Grade Separation Program, Orangethorpe Avenue Grade Separation, OCTA:** Project Manager
Jillian Gattuso, PE Support Services Support: Utilities 20% available	• **ZEMU Project, SBCTA:** Project Manager • **I-405 Improvements, OCTA:** Program Manager/Utility Lead/Relocation Coordinator
Matthew Benson Support Services Support: Project Controls (Invoices) 20% available	• **Program Management Consultant Services for Rail Programs, OCTA:** Biller • **On-Call Transit & Rail Services Program Management Consultant, Task Order 3, SBCTA:** Biller

Name, role, availability upon NTP	Qualifications and relevant experience
Cristina Lujan Support Services Support: Project Controls 5% available	• **Program Management Consultant Services for Rail Programs, OCTA:** Document Control Specialist
Mark Syverson Support Services Support: Survey 35% available	• **MTS — Rio Vista Platform Retrofit; Yard A; IAD Ph 1 PS&E:** Party Chief (PW)
Ivan Nunez Support Services Support: Survey 35% available	• **MTS — Rio Vista Platform Retrofit; Yard A; IAD Ph 1 PS&E:** Chairman
Kenneth Anderson Support Services Support: Survey 25% available	• **MTS — Iris Rapid; El Cajon Transit Center Third Track; American Plaza Pedestrian Enhancements:** Survey Technician
Laura Moreton Task 1 and 2: Environmental Analysis/ Compliance Support 30% available	• **MTS, Euclid Channel Debris Clean-Up Project:** Lead Biologist • **Marlton Drive (Juniper Canyon) Emergency Slope Restoration Repair, City of San Diego:** Lead Biologist • **Camino Del Mar Bridge Replacement Environmental Documentation, City of Del Mar:** Lead Biologist • **I-805 and SR 94 Bus on Shoulder Demonstration Project and I-805 Sweetwater Biologicial Monitoring, Caltrans:** Lead Biologist
Angelia Bottiani Task 1 and 2: Environmental Analysis/ Compliance Support 30% available	• **MTS — Las Chollas Creek Bridge Assessment and Scour Rehabilitation Regulatory Permitting; Palm Tree Removal Nesting Bird Surveys:** Project Biologist • **Camino Del Mar Bridge Replacement Environmental Documentation, City of Del Mar:** Project Biologist • **Citracado Parkway Transportation Connection, City of Escondido:** Project Biologist • **Route 11 and Southbound Route 125 Connectors Projects, Caltrans:** Project Biologist
Stacie Wilson Task 1 and 2: Environmental Analysis/ Compliance Support 30% available	• **MTS — Downtown Bus Layover Facility; Clean Transit Advancement Campus:** Cultural Resources Lead • **SR 163 Bridge Rail Upgrade Project, Caltrans:** Cultural Resources Lead • **San Dieguito Bridge Replacement, Double Track/Del Mar Fairgrounds Platform SANDAG:** Cultural Resources Lead • **Palomar Station Pedestrian Bridge, City of San Marcos/Caltrans:** Cultural Resources Lead
James Turner Task 1 and 2: Environmental Analysis/ Compliance Support 50% available	• **MTS — Downtown Bus Layover Facility; Clean Transit Advancement Campus:** Project Archaeologist • **San Dieguito Bridge Replacement, Double Track/Del Mar Fairgrounds Platform, SANDAG:** Project Archaeologist • **Camino Del Mar Bridge Replacement Environmental Documentation, City of Del Mar/Caltrans:** Project Archaeologist • **Downtown Riverside Metrolink Station Track & Platform Project, RCTC:** Project
Sean Bohac Task 1 and 2: Environmental Analysis/ Compliance Support 30% available	• **MTS — Las Chollas Creek Bridge Assessment and Scour Rehabilitation Regulatory Permitting; Beyer Boulevard Slope and Drainage Improvements; Downtown Bus Layover Facility; Clean Transit Advancement Campus:** GIS Specialist • **Batiquitos Lagoon Double Track Project, SANDAG:** GIS Specialist
Gregory Farrand, PG, CEG Support Services Support: Geotechnical 20% available	• **MTS — San Ysidro Railyard Expansion Project; Trolley Yard, Newton Avenue; Fletcher Substation:** Geotechnical Analysis • **Bridge 243.0 and Seasonal Rail Platform, NCTD:** Geotechnical Analysis • **Southline Freight Improvement Project, SANDAG:** Geotechnical Analysis
Nissa Morton, PG, CEG Support Services Support: Geotechnical 20% available	• **MTS — Orange Line Courthouse Station; Old Town Transit Center West Improvements; Greenline Station Replacement:** Geotechnical Analysis • **San Elijo Lagoon Double Track Project, SANDAG:** Geotechnical Analysis • **Solana Beach Coaster Station, NCTD:** Geotechnical Analysis
Zachary Hasten, PG, CEG Support Services Support: Geotechnical 20% available	• **MTS, American Plaza/Santa Fe Depot Pedestrian Enhancements:** Geotechnical Analysis • **Los Penasquitos Railroad Bridge Replacement Project; San Elijo Lagoon Double Track Project; Elvira to Morena Double Track:** Geotechnical Analysis
Christy Kuhns, PE Support Services Support: Geotechnical 20% available	• **MTS, Trolley Yard, Buildings A and B Maintenance Scaffolding and Catenary Warning System Design:** Geotechnical Analysis • **San Elijo Lagoon Double Track Project; Elvira to Morena Double Track Project; Mid-Coast Corridor Segments 1 and 2:** Geotechnical Analysis
Christopher Frank Support Services Support: Geotechnical 20% available	• **Gypsum Plant and Railway, USG Corp:** Geotechnical Analysis • **Gillespie Field Vehicle Service Road Realignment; Lawson Valley Road Bridge West Crossing, County of San Diego:** Geotechnical Analysis
Keith Kastama, GIT Support Services Support: Geotechnical 20% available	• **MTS — American Plaza/Santa Fe Depot Pedestrian Enhancements; El Cajon Third Track Final Design:** Geotechnical Analysis • **Grand Avenue Vision, City of Escondido:** Geotechnical Analysis
Stephen Quimp, PG Support Services Support: Geotechnical 20% available	• **MTS, American Plaza/Santa Fe Depot Pedestrian Enhancements:** Geotechnical Analysis • **Gillespie Field Vehicle Service Road Realignment, County of San Diego:** Geotechnical Analysis • **Grand Avenue Vision, City of Escondido:** Geotechnical Analysis
Myles Baidy, TE Task 1 Support: Traffic Analysis/Modeling (Analysis Support) 75% available	Provided synchro analysis in support of the Local Mobility Assessment for a pedestrian crossing for the MTS America Plaza/Sante Fa Depot Pedestrian Enhancements. • **MTS, America Plaza/Santa Fe Depot Pedestrian Enhancements:** Project Engineer III • **Bike and Sidewalk Connections, City of La Mesa:** Project Engineer III

Name, role, availability upon NTP	Qualifications and relevant experience
Binyam Gebregergs Task 1 Support: Traffic Analysis/Modeling (Graphics Support) 75% available	Provided graphics support for Citywide Engineering and Traffic Surveys for various cities, multi-way stop analysis for various cities, and the traffic operations study for Lake Elsinore Main Street Interchange Improvement Project. • **Main Street Interchange Improvement Project, City of Lake Elsinore:** Project Engineer I • **McCabe and Bower Interchange Traffic Analysis, Imperial County:** Project Engineer I
David DiPierro, TE Task 1 Support: Stakeholder Engagement 50% available	Served as Project Manager in the City of San Diego Engineering & Capital Projects Department for almost 20 years and over 10 years as City Traffic Engineer for City of Oceanside. • **MTS – America Plaza/Santa Fe Depot Pedestrian Enhancements:** Senior Principal Manager • **Massachusetts Ave and Blackton Drive Intersection Engineering Study, City of La Mesa:** Senior Principal Manager • **5th Avenue Promenade Feasibility Study, City of San Diego:** Senior Principal Manager
Donna Desmond Support Services Support: ROW Impacts 25% available	• **MTS, Valued all goodwill loss claims for all line extensions:** Goodwill Appraiser • **OCTA, Valued all goodwill loss claims for I-405, I-5, and SR 55 Improvement Projects:** Goodwill Appraiser • **LA Metro, Valued hundreds of goodwill loss claims for all line extensions:** Goodwill Appraiser
William Anderson, MAI Support Services Support: ROW Impacts 100% available	• **El Camino Real Street Widening and Improvement Project, City of San Diego:** Principal Appraiser • **Electrical Transmission Easement Expansion R/W34667 – Por. TL 686, SDG&E:** Principal Appraiser • **Inland Rail Trail, NCTD:** Principal Appraiser
Stephen Beck Support Services Support: ROW Impacts 100% available	• **El Camino Real Street Widening and Improvement Project, City of San Diego:** Associate Appraiser • **Electrical Transmission Easement Expansion R/W34667 – Por. TL 686, SDG&E:** Associate Appraiser • **Inland Rail Trail, NCTD:** Associate Appraiser
Patricia Cypher Support Services Support: ROW Impacts 100% available	• **El Camino Real Street Widening and Improvement Project, City of San Diego:** Associate Appraiser • **Electrical Transmission Easement Expansion R/W34667 – Por. TL 686, SDG&E:** Associate Appraiser • **Inland Rail Trail, NCTD:** Associate Appraiser
David Ottley, MAI Support Services Support: ROW Impacts 100% available	• **El Camino Real Street Widening and Improvement Project, City of San Diego:** Associate Appraiser • **Electrical Transmission Easement Expansion R/W34667 – Por. TL 686, SDG&E:** Associate Appraiser • **Inland Rail Trail, NCTD:** Associate Appraiser

ATTACHMENT B
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No.	**PWL354.0-22**
Work Order No.	**WOA354-AE-38**
Attachment:	**B**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Project No: **TBD**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Euclid Avenue Grade Study	$384,890.81
2		Baltimore Junction	$362,668.83
		Totals =	**$747,559.64**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management & Coordination (Euclid Ave. GS)	294.0	$87,220.76
2	Task 2	Prepare Draft PSR (Euclid Ave. GS)	1,214.0	$271,271.02
3	Task 3	Preliminary Presentation to MTS (Euclid Ave. GS)	20.0	$5,225.64
4	Task 4	Prepare Final PSR (Euclid Ave. GS)	80.0	$16,189.00
5	Task 5	Prepare Benefit to Cost Analysis (Euclid Ave. GS)	16.0	$4,984.39
6	Task 6	Project Management & Coordination (Baltimore Wye)	302.0	$86,445.98
7	Task 7	Prepare Draft PSR (Baltimore Wye)	1,175.0	$247,704.84
8	Task 8	Preliminary Presentation to MTS (Baltimore Wye)	26.0	$5,966.38
9	Task 9	Prepare Final PSR (Baltimore Wye)	90.0	$19,129.28
10	Task 10	Prepare Benefit to Cost Analysis (Baltimore Wye)	11.0	$3,422.35
11				
		Totals =	**3,228.0**	**$747,559.64**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Mott MacDonald Group, Inc.	2,241.0	$538,580.06
				Helix Environmental Planning, Inc.	439.0	$103,461.60
				Ninyo & Moore	114.0	$16,505.80
		X		STC	434.0	$89,012.18
				Totals =	**3,228.0**	**$747,559.64**

Work Order Estimate Summary

Total Hours = **2,241**
Total Costs = **$538,580.06**

Consultant/Subconsultant: **Mott MacDonald Group, Inc.**
Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

MTS Doc. No.: **PWL354.0-22**
Work Order No.: **WOA354-AE-38**
Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager - Principal	Engineer Principal	Project Manager	Task Manager Senior	Engineer-Senior	Task Manager	Engineer 3	Engineer 3	Engineer 2	Engineer 1	Planner - Senior	Planner - 3	Planner 2	Planner 1	Technical Expert-Senior	Designer 2	CADD 2	Project Controls - Senior	Project Controls - 2	Admin - Senior	Admin 1		Total Hours	Totals
				$ 368.96	$ 334.07	$ 298.27	$ 278.49	$ 277.49	$ 245.13	$ 181.40	$ 181.40	$ 151.20	$ 130.16	$ 267.91	$ 193.70	$ 154.04	$ 122.97	$ 423.95	$ 154.77	$ 145.50	$ 274.99	$ 138.82	$ 196.90	$ 105.49			
1		**Task 1 Project Management & Coordination**																									
	1.1	Project Management & coordination		108	8	12		24		16			4	8				2						20		202	$61,283.26
		ODCs for Task 1	$1,168.50																								$1,168.50
		Subtotals (Hours) =	N/A	108	8	12		24		16			4	8				2						20		202	$62,451.76
		Subtotals (Costs) =	$1,168.50	$39,847.68	$2,672.56	$3,579.24		$6,659.76		$2,902.40			$520.64	$2,143.28				$847.90						$2,109.80		**202**	**$62,451.76**
2		**Task 2 Prepare Draft PSR (Euclid Ave. GS)**																									
	2.1	Review Existing Documents		4		4				8							12									28	$5,595.76
	2.2	Site Visits (1)		4	4					4		4	4													20	$4,663.16
	2.3	Develop Draft Narrative			4	4		8		4		4		20			4						4			52	$12,717.36
	2.4	Develop Project Alternatives																									
		Structures Engineering			24	10		8				56														98	$21,687.50
		Track Engineering / Conceptual Plans			24	20			34	50				8			24			40						200	$42,302.06
		Systems Engineering / Requirements		32																						32	$11,806.72
		Civil Engineering / Conceptual Plans			40			20		54		70	70				6									260	$49,141.22
		Traffic Analysis / Mitigation Recommendations																									
		Geotechnical Analysis / Recommendations																									
		Right-of-way Assessment / Acquisition Needs											20													20	$2,603.20
		Environmental Compliance Requirements												12												12	$3,214.92
	2.5	Develop Preliminary Cost Estimates			16			6		8		8									4					42	$10,770.82
	2.6	Develop Project Risks		4	8		4	8						4				8					6			42	$13,126.92
	2.7	Compile Draft PSR		4	8	4				8				4			8									36	$8,848.08
		ODCs for Task 2	$16,864.50																								$16,864.50
		Subtotals (Hours) =	N/A	48	128	42	4	50	34	136		142	94	48			54	8		40	4		10			842	$203,342.22
		Subtotals (Costs) =	$16,864.50	$17,710.08	$42,760.96	$12,527.34	$1,113.96	$13,874.50	$8,334.42	$24,670.40		$21,470.40	$12,235.04	$12,859.68			$6,640.38	$3,391.60		$5,820.00	$1,099.96		$1,969.00			**842**	**$203,342.22**
3		**Task 3 Preliminary Presentation to MTS (Euclid Ave. GS)**																									
	3.1	Preliminary Presentation to MTS		8				4												8						20	$5,225.64
		ODCs for Task 3																									
		Subtotals (Hours) =	N/A	8				4												8						20	$5,225.64
		Subtotals (Costs) =		$2,951.68				$1,109.96												$1,164.00						**20**	**$5,225.64**
4		**Task 4 Prepare Final PSR (Euclid Ave. GS)**																									
	4.1	Final PSR		4		12				4				2			10			4						36	$8,128.20
		ODCs for Task 4																									
		Subtotals (Hours) =	N/A	4		12				4				2			10			4						36	$8,128.20
		Subtotals (Costs) =		$1,475.84		$3,579.24				$725.60				$535.82			$1,229.70			$582.00						**36**	**$8,128.20**
5		**Task 5 Prepare Benefit to Cost Analysis (Euclid Ave. GS)**																									
	5.1	Prepare Draft BCA		2		10																				12	$3,720.62
	5.2	Prepare Final BCA		1		3																				4	$1,263.77
		ODCs for Task 5																									
		Subtotals (Hours) =	N/A	3		13																				16	$4,984.39
		Subtotals (Costs) =		$1,106.88		$3,877.51																				**16**	**$4,984.39**
6		**Task 6 Project Management & Coordination (Baltimore Wye)**																									
	6.1	Project Management & coordination		80		12		34		26			12		16							16				196	$54,129.34
		ODCs for Task 6	$1,168.50																								$1,168.50
		Subtotals (Hours) =	N/A	80		12		34		26			12		16							16				196	$55,297.84
		Subtotals (Costs) =	$1,168.50	$29,516.80		$3,579.24		$9,434.66		$4,716.40			$1,561.92		$3,099.20							$2,221.12				**196**	**$55,297.84**
7		**Task 7 Prepare Draft PSR (Baltimore Wye)**																									
	7.1	Review Existing Documents				6		4		4		8			4	8						8				42	$7,952.46
	7.2	Site Visits (1)				12				6		8			8	4										38	$8,043.00
	7.3	Develop Draft Narrative				8		8		16					10	10						4				56	$11,541.16
	7.4	Develop Project Alternatives																									
		Structures Engineering				24				44										24						92	$18,632.08
		Track Engineering / Conceptual Plans		2						60		68							24	24						178	$29,110.00
		Systems Engineering / Requirements		4				20																		24	$7,025.64
		Civil Engineering / Conceptual Plans				42		32		68		40	82													264	$50,463.34
		Geotechnical Analysis / Recommendations								2																2	$362.80
		Environmental Compliance Requirements													10	20										30	$5,017.80
	7.5	Develop Preliminary Estimates				12		4		10		10	12								4					52	$10,677.08
	7.6	Develop Project Risks		8		4	4	2		8			4		4			8								42	$11,951.94
	7.7	Compile Draft PSR		8				4							8	8										28	$6,843.56
		ODCs for Task 7	$12,864.50																								$12,864.50
		Subtotals (Hours) =	N/A	22		108	4	74		218		134	98		44	50		8	24	48	4	12				848	$180,485.36
		Subtotals (Costs) =	$12,864.50	$8,117.12		$32,213.16	$1,113.96	$20,534.26		$39,545.20		$20,260.80	$12,755.68		$8,522.80	$7,702.00		$3,391.60	$3,714.48	$6,984.00	$1,099.96	$1,665.84				**848**	**$180,485.36**
8		**Task 8 Preliminary Presentation to MTS (Baltimore Wye)**																									
	8.1	Preliminary Presentation to MTS		8		2				4										4		8				26	$5,966.38
		ODCs for Task 8																									
		Subtotals (Hours) =	N/A	8		2				4										4		8				26	$5,966.38
		Subtotals (Costs) =		$2,951.68		$596.54				$725.60										$582.00		$1,110.56				**26**	**$5,966.38**
9		**Task 9 Prepare Final PSR (Baltimore Wye)**																									
	9.1	Final PSR		4		4		8		6			2		2	10						8				44	$9,275.92
		ODCs for Task 9																									
		Subtotals (Hours) =	N/A	4		4		8		6			2		2	10						8				44	$9,275.92
		Subtotals (Costs) =		$1,475.84		$1,193.08		$2,219.92		$1,088.40			$260.32		$387.40	$1,540.40						$1,110.56				**44**	**$9,275.92**
10		**Task 10 Prepare Benefit to Cost Analysis (Baltimore Wye)**																									
	10.1	Prepare Draft BCA		1		6																				7	$2,158.58
	10.2	Prepare Final BCA		1		3																				4	$1,263.77
		ODCs for Task 10																									
		Subtotals (Hours) =	N/A	2		9																				11	$3,422.35
		Subtotals (Costs) =		$737.92		$2,684.43																				**11**	**$3,422.35**
		Totals (Summary) =																								**2,241**	**$538,580.06**
		Total (Hours) =	N/A	287	136	214	8	194	34	410		276	210	58	62	60	64	18	24	104	8	44	10	20		2241	$538,580.06
		Total (Costs) =	$32,066.00	$105,891.52	$45,433.52	$63,829.78	$2,227.92	$53,833.06	$8,334.42	$74,374.00		$41,731.20	$27,333.60	$15,538.78	$12,009.40	$9,242.40	$7,870.08	$7,631.10	$3,714.48	$15,132.00	$2,199.92	$6,108.08	$1,969.00	$2,109.80			$538,580.06
		Percentage of Total (Hours) =	N/A	13%	6%	10%	0%	9%	2%	18%		12%	9%	3%	3%	3%	3%	1%	1%	5%	0%	2%	0%	1%		91%	
		Percentage of Total (Costs) =	6%	20%	8%	12%	0%	10%	2%	14%		8%	5%	3%	2%	2%	1%	1%	1%	3%	0%	1%	0%	0%			94%

Work Order Estimate Summary

Consultant/ Subconsultant:

Work Order Title:

Contract No: **PWL354.0-22**

Task Order No. **WOA354-AE-38**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Hotel	night	$230.00	2	$460.00	2	$460.00						
2	Mileage	mi	$0.670	150	$100.50	150	$100.50						
3	Per Diem	day	$80.00	4	$320.00	2	$160.00						
4	Travel - Train Fair (LA/SD round)	ea	$72.00	4	$288.00	2	$144.00						
5	Subconsultant - Right-of-Way Analysis (Euclid)	LS	$16,000.00			1	$16,000.00						
6	Subconsultant - Right-of-Way Analysis (Baltimore)	LS	$12,000.00										
7													
8													
9													
10													
			Subtotal =		**$1,168.50**	Subtotal =	**$16,864.50**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Hotel	2	$460.00	2	$460.00							**8**	**$1,840.00**
2	Mileage	150	$100.50	150	$100.50							**600**	**$402.00**
3	Per Diem	4	$320.00	2	$160.00							**12**	**$960.00**
4	Travel - Train Fair (LA/SD round)	4	$288.00	2	$144.00							**12**	**$864.00**
5	Subconsultant - Right-of-Way Analysis (Euclid)											**1**	**$16,000.00**
6	Subconsultant - Right-of-Way Analysis (Baltimore)			1	$12,000.00							**1**	**$12,000.00**
7													
8													
9													
10													
		Subtotal =	**$1,168.50**	Subtotal =	**$12,864.50**	Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$32,066.00**

Work Order Estimate Summary

Consultant/Subconsultant: **Helix Environmental Planning, Inc.**

MTS Doc. No.: **PWL354.0-22**

Work Order No.: **WOA354-AE-38**

Total Hours = **439**

Total Costs = **$103,461.60**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Technical Expert	Biologist 3	Env-Sr.	Env 2	Scientist-Sr.	GIS Specialist - Sr.	Admin 2	Admin 3	Arch-Sr.	Arch 3	Sr. Arch. Historian	Total Hours	Totals
				$ 326.67	$ 181.79	$ 259.48	$ 148.30	$ 229.13	$ 214.66	$ 97.60	$ 133.80	$ 200.69	$ 156.70	$ 156.16		
1	**Task 1**	**Project Management & Coordination (Euclid Ave. GS)**														
	1.1	Project Management & Coordination		36		26									62	$18,506.60
		ODCs for Task 1	$33.50													$33.50
		Subtotals (Hours) =	N/A	36		26									62	$18,540.10
		Subtotals (Costs) =	$33.50	$11,760.12		$6,746.48									**62**	**$18,540.10**
2	**Task 2**	**Prepare Draft PSR (Euclid Ave. GS)**														
	2.1	Review Existing Documents			6	4	2						4		16	$3,052.06
	2.2	Site Visits (1)			4				4				4		12	$2,212.60
	2.3	Develop Draft Narrative		3		4	8								15	$3,204.33
	2.4	Develop Project Alternatives														
		Environmental Compliance Requirements		10	18	16	16	6	12		8	2		4	92	$19,110.52
	2.6	Develop Project Risks		4											4	$1,306.68
	2.7	Compile Draft PSR		4		2				3					9	$2,118.44
		ODCs for Task 2	$365.50													$365.50
		Subtotals (Hours) =	N/A	21	28	26	26	6	16	3	8	2	8	4	148	$31,370.13
		Subtotals (Costs) =	$365.50	$6,860.07	$5,090.12	$6,746.48	$3,855.80	$1,374.78	$3,434.56	$292.80	$1,070.40	$401.38	$1,253.60	$624.64	**148**	**$31,370.13**
4	**Task 4**	**Prepare Final PSR (Euclid Ave. GS)**														
	4.1	Final PSR		4	8		4								16	$3,354.20
		ODCs for Task 4														
		Subtotals (Hours) =	N/A	4	8		4								16	$3,354.20
		Subtotals (Costs) =		$1,306.68	$1,454.32		$593.20								**16**	**$3,354.20**
6	**Task 6**	**Project Management & Coordination (Baltimore Wye)**		36	36											
	6.2	Work Order Management / Administration		8		8									16	$4,689.20
	6.3	PDT / Status Meetings		16		8									24	$7,302.56
	6.4	MTS / Stakeholder Coordination		8		16									24	$6,765.04
	6.5	Quality Assurance / Quality Control		12											12	$3,920.04
		ODCs for Task 6	$33.50													$33.50
		Subtotals (Hours) =	N/A	44		32									76	$22,710.34
		Subtotals (Costs) =	$33.50	$14,373.48		$8,303.36									**76**	**$22,710.34**
7	**Task 7**	**Prepare Draft PSR (Baltimore Wye)**														
	7.1	Review Existing Documents			4		8						2		14	$2,226.96
	7.2	Site Visits (1)			4				4				4		12	$2,212.60
	7.3	Develop Draft Narrative		3		8	16	2							29	$5,886.91
	7.4	Develop Project Alternatives														
		Environmental Compliance Requirements		4	16	8	16	4	4		8	2	2		64	$12,224.30
	7.5	Develop Preliminary Estimates														
	7.6	Develop Project Risks		2		2									4	$1,172.30
	7.7	Compile Draft PSR		4		2					2				8	$2,093.24
		ODCs for Task 7	$357.00													$357.00
		Subtotals (Hours) =	N/A	13	24	20	40	6	8		10	2	8		131	$26,173.31
		Subtotals (Costs) =	$357.00	$4,246.71	$4,362.96	$5,189.60	$5,932.00	$1,374.78	$1,717.28		$1,338.00	$401.38	$1,253.60		**131**	**$26,173.31**
9	**Task 9**	**Prepare Final PSR (Baltimore Wye)**														
	9.1	Final PSR		2	2		2								6	$1,313.52
		ODCs for Task 9														
		Subtotals (Hours) =	N/A	2	2		2								6	$1,313.52
		Subtotals (Costs) =		$653.34	$363.58		$296.60								**6**	**$1,313.52**
		Totals (Summary) =													**439**	**$103,461.60**

Work Order Estimate Summary

Consultant/Subconsultant: **Helix Environmental Planning, Inc.**

MTS Doc. No.: **PWL354.0-22**

Total Hours = **439**

Work Order No.: **WOA354-AE-38**

Total Costs = **$103,461.60**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Technical Expert	Biologist 3	Env-Sr.	Env 2	Scientist-Sr.	GIS Specialist - Sr.	Admin 2	Admin 3	Arch-Sr.	Arch 3	Sr. Arch. Historian	Total Hours	Totals
				$ 326.67	$ 181.79	$ 259.48	$ 148.30	$ 229.13	$ 214.66	$ 97.60	$ 133.80	$ 200.69	$ 156.70	$ 156.16		
		Total (Hours) =	N/A	120	62	104	72	12	24	3	18	4	16	4	439	$103,461.60
		Total (Costs) =	$789.50	$39,200.40	$11,270.98	$26,985.92	$10,677.60	$2,749.56	$5,151.84	$292.80	$2,408.40	$802.76	$2,507.20	$624.64		$103,461.60
		Percentage of Total (Hours) =	N/A	27%	14%	24%	16%	3%	5%	1%	4%	1%	4%	1%	100%	
		Percentage of Total (Costs) =	1%	38%	11%	26%	10%	3%	5%	0%	2%	1%	2%	1%		100%

Work Order Estimate Summary

Consultant/ Subconsultant: **Helix Environmental Planning, Inc.**

Work Order Title:

Contract No: **PWL354.0-22**

Task Order No. **WOA354-AE-38**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Mi	$0.670	50	$33.50	150	$100.50						
2	GPS	EA	$65.00			1	$65.00						
3	Records Search	EA	$25.00			8	$200.00						
4													
5													
6													
7													
8													
9													
10													
				Subtotal =	**$33.50**	Subtotal =	**$365.50**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	50	$33.50	100	$67.00							**350**	**$234.50**
2	GPS			1	$65.00							**2**	**$130.00**
3	Records Search			9	$225.00							**17**	**$425.00**
4													
5													
6													
7													
8													
9													
10													
		Subtotal =	**$33.50**	Subtotal =	**$357.00**	Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$789.50**

Work Order Estimate Summary

Consultant/Subconsultant: **Ninyo & Moore**

MTS Doc. No.: **PWL354.0-22**

Total Hours = **114**

Total Costs = **$16,505.80**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Work Order No.: **WOA354-AE-38**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Geologist - Senior	Engineer - 1	Engineer -2	Engineer - 3	Geologist - 2	Geologist - 3	CADD - 3	Admin - 2		Total Hours	Totals
				$233.32	$169.88	$106.21	$127.60	$157.23	$127.14	$ 156.32	$ 105.22	$ 73.45			
2	**Task 2**	**Prepare Draft PSR (Euclid Ave. GS)**													
2.1	Review Existing Documents														
2.2	Site Visits (1)														
2.4	Develop Project Alternatives														
	Geotechnical Analysis / Recommendations			4	12	16		16			8	8		64	$8,616.30
2.6	Develop Project Risks			2										2	$466.65
2.7	Compile Draft PSR														
	ODCs for Task 2		$33.50												$33.50
		Subtotals (Hours) =	N/A	6	12	16		16			8	8		66	$9,116.45
		Subtotals (Costs) =	$33.50	$1,399.94	$2,038.61	$1,699.36		$2,515.68			$841.76	$587.60		**66**	**$9,116.45**
7	**Task 7**	**Prepare Draft PSR (Baltimore Wye)**													
7.1	Review Existing Documents														
7.2	Site Visits (1)														
7.4	Develop Project Alternatives														
	Geotechnical Analysis / Recommendations			2	8	10		12			4	4		40	$5,489.26
7.6	Develop Project Risks			4										4	$933.30
				4										4	$933.30
	ODCs for Task 7		$33.50												$33.50
		Subtotals (Hours) =	N/A	10	8	10		12			4	4		48	$7,389.35
		Subtotals (Costs) =	$33.50	$2,333.24	$1,359.07	$1,062.10		$1,886.76			$420.88	$293.80		**48**	**$7,389.35**
	Totals (Summary) =													**114**	**$16,505.80**
	Total (Hours) =		N/A	16	20	26		28			12	12		114	$16,505.80
	Total (Costs) =		$67.00	$3,733.18	$3,397.68	$2,761.46		$4,402.44			$1,262.64	$881.40			$16,505.80
	Percentage of Total (Hours) =		N/A	14%	18%	23%		25%			11%	11%		89%	
	Percentage of Total (Costs) =		0%	23%	21%	17%		27%			8%	5%			95%

Work Order Estimate Summary

Consultant/ Subconsultant: **Ninyo & Moore**

Work Order Title:

Contract No: **PWL354.0-22**

Task Order No. **WOA354-AE-38**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Mi	$0.670			50	$33.50						
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =	**$33.50**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage			50	$33.50							**100**	**$67.00**
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =	**$33.50**	Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$67.00**

Work Order Estimate Summary

Consultant/Subconsultant: **STC**

MTS Doc. No.: **PWL354.0-22**

Total Hours = **434**

Work Order No.: **WOA354-AE-38**

Total Costs = **$89,012.18**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Project Manager	Engineer Principal	Planner - Senior	Engineer Senior	Task Manager	Engineer - 3	Engineer - 2		Total Hours	Totals
				$290.04	$187.86	$281.26	$207.63	$168.32	$157.79	$ 138.44	$ 114.21			
1		**Task 1 Project Management & Coordination (Euclid Ave. GS)**												
	1.1	Project Management & Coordination					30						30	$6,228.90
		ODCs for Task 1												
		Subtotals (Hours) =	N/A				30						30	$6,228.90
		Subtotals (Costs) =					$6,228.90						**30**	**$6,228.90**
2		**Task 2 Prepare Draft PSR (Euclid Ave. GS)**												
	2.1	Review Existing Documents					4			2			6	$1,107.40
	2.2	Site Visits (1)					4						4	$830.52
	2.3	Develop Draft Narrative					8						8	$1,661.04
	2.4	Develop Project Alternatives					16						16	$3,322.08
		Traffic Analysis / Mitigation Recommendations					24			40			64	$10,520.72
	2.5	Develop Preliminary Cost Estimates					12			28			40	$6,367.88
	2.6	Develop Project Risks					4						4	$830.52
	2.7	Compile Draft PSR					8			8			16	$2,768.56
		ODCs for Task 2	$33.50											$33.50
		Subtotals (Hours) =	N/A				80			78			158	$27,442.22
		Subtotals (Costs) =	$33.50				$16,610.40			$10,798.32			**158**	**$27,442.22**
4		**Task 4 Prepare Final PSR (Euclid Ave. GS)**												
	4.1	Final PSR					12			16			28	$4,706.60
		ODCs for Task 4												
		Subtotals (Hours) =	N/A				12			16			28	$4,706.60
		Subtotals (Costs) =					$2,491.56			$2,215.04			**28**	**$4,706.60**
6		**Task 6 Project Management & Coordination (Baltimore Wye)**												
	6.1	Work Order Management / Administration				30							30	$8,437.80
		ODCs for Task 6												
		Subtotals (Hours) =	N/A			30							30	$8,437.80
		Subtotals (Costs) =				$8,437.80							**30**	**$8,437.80**
7		**Task 7 Prepare Draft PSR (Baltimore Wye)**												
	7.1	Review Existing Documents				4							4	$1,125.04
	7.2	Site Visits (1)				2							2	$562.52
	7.3	Develop Draft Narrative				10							10	$2,812.60
	7.4	Develop Project Alternatives				18		32					50	$10,448.92
		Traffic Analysis / Mitigation Recommendations				16	32						48	$11,144.32
	7.5	Develop Preliminary Estimates				4		10					14	$2,808.24
	7.6	Develop Project Risks				4							4	$1,125.04
	7.7	Compile Draft PSR				8		8					16	$3,596.64
		ODCs for Task 7	$33.50											$33.50
		Subtotals (Hours) =	N/A			66	32	50					148	$33,656.82
		Subtotals (Costs) =	$33.50			$18,563.16	$6,644.16	$8,416.00					**148**	**$33,656.82**
9		**Task 9 Prepare Final PSR (Baltimore Wye)**												
	9.1	Final PSR				16		24					40	$8,539.84
		ODCs for Task 9												
		Subtotals (Hours) =	N/A			16		24					40	$8,539.84

Work Order Estimate Summary

Consultant/Subconsultant: **STC**

MTS Doc. No.: **PWL354.0-22**

Total Hours = **434**

Work Order No.: **WOA354-AE-38**

Total Costs = **$89,012.18**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Project Manager	Engineer Principal	Planner - Senior	Engineer Senior	Task Manager	Engineer - 3	Engineer - 2		Total Hours	Totals
				$290.04	$187.86	$281.26	$207.63	$168.32	$157.79	$ 138.44	$ 114.21			
		Subtotals (Costs) =				$4,500.16		$4,039.68					40	$8,539.84
		Totals (Summary) =											434	$89,012.18
		Total (Hours) =	N/A			112	154	74		94			434	$89,012.18
		Total (Costs) =	$67.00			$31,501.12	$31,975.02	$12,455.68		$13,013.36				$89,012.18
		Percentage of Total (Hours) =	N/A			26%	35%	17%		22%			100%	
		Percentage of Total (Costs) =	0%			35%	36%	14%		15%				100%

Work Order Estimate Summary

Consultant/ Subconsultant: **STC**

Work Order Title: **BALTIMORE JUNCTION AND EUCLID GRADE STUDY**

Contract No: **PWL354.0-22**

Task Order No. **WOA354-AE-38**

Attachment: **B**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	Mi	$0.670			50	$33.50						
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =	**$33.50**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage			50	$33.50							**100**	**$67.00**
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =	**$33.50**	Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$67.00**

Metropolitan Transit System

Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Section 5311 Formula Funding

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 24-07 (Attachment A), authorizing the use of and application for $316,861.00 of FFY 2024 Section 5311 funds for operating assistance in rural areas.

Budget Impact

MTS will receive FFY 2024 5311 funds in the amount of $316,861.00 for operating assistance. The 5311 program has a 44.67% match requirement. MTS will be required to provide matching funds in the amount of $255,814.00.

DISCUSSION:

The FTA provides funding for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. These funds do not come directly to the region but are apportioned to the states. In turn, Caltrans, on behalf of the State of California, reapportions the funds to the region based solely on the regional rural population as a share of the state total rural population. San Diego Association of Governments (SANDAG) allocates the region's funds to both North County Transit District (NCTD) and MTS based on the relative rural population in each service area.

MTS's apportionment of FY 2024 5311 funds is $431,971.00. Of this amount, $316,861.00 will be used for FY 2024 rural operations of Routes 838, 888, 891, and 892.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Staff has also requested SANDAG to certify that it will amend the Regional Transportation Improvement Program (RTIP) in the event of a grant award, as per Caltrans requirements.

Therefore, staff recommends that the MTS Board of Directors approve Resolution No. 24-07 (Attachment A), authorizing the use of and application for $316,861.00 of FFY 2024 Section 5311 funds for operating assistance in rural areas.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Board Resolution 24-07

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 24-07

Resolution Authorizing Federal Funding Under FTA Section 5311(49 U.S.C. Section 5311) 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 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 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service and support capital improvements 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 this 18th day of July 2024, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

General Counsel
San Diego Metropolitan Transit System

Resolution 24-07

Metropolitan Transit System

Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Intercity Bus Program 5311(f) - Competitive Funding

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 24-08 (Attachment A), authorizing the use of and application for $300,000.00 of FFY 2024 Section 5311(f) – Competitive funding for operating assistance in non-urbanized areas.

Budget Impact

If awarded, MTS will receive FFY 2024 5311(f) funds in the amount of $300,000.00 for operating assistance. The 5311(f) has a 44.67% match requirement. MTS will be required to provide minimum matching funds in the amount of $242,202.00.

DISCUSSION:

Caltrans administers a statewide competitive grant program wherein transit agencies and non-profit organizations are eligible to apply for up to $300,000.00 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.

MTS's request of Fiscal Year (FY) 2024 5311(f) funds is for $300,000 and will be utilized for FY 2024 Intercity Route 894.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Staff has also requested the San Diego Associations of Governments (SANDAG) to certify that it will amend the Regional Transportation Improvement Program (RTIP) in the event of a grant award, as per Caltrans requirements.

Therefore, staff recommends that the MTS Board of Directors approve Resolution No. 24-08 (Attachment A), authorizing the use of and application for $300,000.00 of FFY 2024 Section 5311(f) – Competitive funding for operating assistance in non-urbanized areas.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Board Resolution 24-08

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 24-08

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 18th day of July 2024, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 24-08

Metropolitan Transit System

Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Vendor Managed Inventory (VMI) Program for Bus Parts - Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0762.0-24 (in substantially the same format as Attachment A) with The Aftermarket Parts Company, LLC (Aftermarket) for the purchase of Bus Parts for a five (5) year base period in the amount of $9,809,038.18 (inclusive of 7.75% CA sales tax).

Budget Impact

The total contract is estimated to be $9,809,038.18 (inclusive of 7.75% CA sales tax). The project will be funded by the San Diego Transit Corporation (SDTC) Bus Maintenance Operating Budget account 311014-545100.

DISCUSSION:

MTS and Utah Transit Authority (UTA) released a joint solicitation that required capable bus parts suppliers to provide parts and services under a VMI program for the next five (5) years at both agencies. The contractor must secure fixed prices and fixed lead-times to meet the maintenance and repair schedules for nearly 300 MTS buses and 400 UTA buses. It is required that the contracted supplier will work with manufacturers and/or aftermarket suppliers to provide inventory in a competitive pricing structure, streamline its front-end supply chain to drive savings through production, warehouse, and distribution efficiencies for 927 bus parts needed by MTS and nearly 500 bus parts needed by UTA.

MTS notified 97 prospective suppliers through a competitive Request for Proposal (RFP) solicitation. A total of five (5) proposals were received from the following firms:

Proposer Name	Firm Disadvantage Business Enterprise (DBE) or Small Business (SB) Certification
The Aftermarket Parts Company	N/A
Kirk's Automotive	N/A
Fraser Gauge*	N/A
Industrial Maintenance Supply (IMS)*	DBE
White Associates*	N/A

**Non-responsive proposer*

Three (3) of the five proposers were deemed non-responsive due to a missing or incomplete technical proposal. Aftermarket and Kirk's Automotive were deemed responsive and responsible and were forwarded to the evaluation committee. The evaluation committee was comprised of representatives from MTS Finance, the Supply Chain & Operations, MTS Bus Maintenance, and UTA Procurement representatives. The proposals were evaluated on the following:

#	PROPOSAL EVALUATION CRITERIA	POINTS	TOTAL SCORE (%)
I.	**Qualifications of Firm and Staffing**		
	Qualifications/Operational Experience	4	15%
	Key Personnel/Staffing Plan	3	
	Financial stability	8	
II.	**Engineering and Sourcing**		
	Economic Order Quantities (TBD)	9	30%
	Parts Reliability, Quality and Delivery	12	
	Warranty, Aftermarket Parts, and Technical Support	9	
III.	**Work Plan**		
	Project management per Scope	7	25%
	Startup/Mobilization and Implementation Plan	8	
	Customer service framework	10	
IV.	**Price and Value**		
	Price Competitiveness	12	30%
	Economies of Scale	10	
	Lead Times	8	
		TOTAL	**100%**

MTS used an evaluation scale system for rating each proposal against the evaluation factors identified above. For technical and cost proposals, the appropriate evaluation rating would be assigned to each evaluation factor consistent with the narrative of strengths, weaknesses, and risks.

Based on discussions and assessment of the original proposals, the initial evaluations resulted in the following total scores:

Proposer	Total Cost	Avg Technical Score	Avg Cost Score	Total Avg Score	Ranking
The Aftermarket Parts Company	$16,020,516.73*	57.76	28.20	85.96	1
Kirks Automotive	$61,397.15	14.72	0	14.52	2

**Based on 761 parts proposed*

After a comprehensive evaluation, the committee decided to move forward with Aftermarket. Kirks lacked a comprehensive technical proposal and offered a proposal for only two (2) items. The evaluation committee began negotiations with Aftermarket and addressed proposal clarifications through the request of a Revised Proposal 1 and arranged an in-person interview at UTA headquarters. The second round of evaluations resulted in the following total scores:

Proposer	Total Cost	Avg Technical Score	Avg Cost Score	Total Avg Score	Ranking
The Aftermarket Parts Company	$16,020,516.73	57.76	28.21	85.97	1

On April 15, 2024, MTS received Revised Proposal 2 from Aftermarket. The evaluation panel met with Aftermarket to continue in-person negotiations on April 23, 2024 based on their recent revised proposal 2 and comparing the market cost analysis performed by staff. The third round of evaluations did not change the total scores, which remains the same at 85.97.

At this point in the procurement process, MTS and UTA informed Aftermarket that each agency would negotiate their Best and Final Offer (BAFO) separately, as indicated in the solicitation. The panel requested Aftermarket to submit their BAFO by May 10, 2024. The evaluations resulted in the following final scores:

Proposer	Total Cost	Avg Technical Score	Avg Cost Score	Total Avg Score	Ranking
The Aftermarket Parts Company	$9,809,038.18*	57.76	28.21	85.97	1

***Based on 571 parts to be awarded*

Based on the MTS Independent Cost Estimate (ICE) of $16,090,828.55 and a thorough market price analysis on over 70% of solicited parts, Aftermarket's offer was determined to be fair and reasonable. MTS negotiated $594,631.60 in cost savings across the term of the contract, when comparing the original proposal value versus the BAFO value for the 571 parts. Furthermore, annual price escalations will remain lower of the agreed upon Producer Price Index (PPI), as recommended by the Bureau of Labor Statistics (BLS), or up to a 3% cap.

MTS will award 571 parts to Aftermarket while most of the remaining parts will be resolicited through a separate competitive solicitation process.

Therefore, staff recommends that the MTS Board of Directors authorization the CEO to execute MTS Doc. No. B0762.0-24 (in substantially the same format as Attachments A) with Aftermarket for the purchase of Bus Parts for a five (5) year base period in the amount of $9,809,038.18 (inclusive of 7.75% CA sales tax).

/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. B0762.0-24
B. Scope of Work
C. Bid Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0762.0-24

VMI PROGRAM FOR BUS PARTS

THIS AGREEMENT is entered into this 1st day of August 2024 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 or CS":

Name: The Aftermarket Parts Company, LLC

Address: 3229 Sawmill Parkway

Delaware, OH 43015
City State Zip

Form of Business: Corporation

Email: brian.dewsnup@nfi.parts

Telephone: 256-453-4770

Authorized person to sign contracts Brian Dewsnup (Name) President, NFI Parts and ARBOC (Title)

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

This contract is for five (5) base years effective August 1, 2024, to July 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $9,809,038.18 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	THE AFTERMARKET PARTS COMPANY, LLC
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

5. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. BACKGROUND

The San Diego Metropolitan Transit System (MTS) and Utah Transit Authority (UTA) are requesting proposals from qualified firms to establish a multi-year Vendor Managed Inventory (VMI) program that will secure fixed-prices, with fixed lead-times, for bus parts to service a fleet of nearly 700 buses (300 buses for MTS; 400 buses for UTA) manufactured by New Flyer and Gillig.

The Contractor shall, based on certain maintenance schedule and usage information provided by MTS and UTA, look at avenues to work with manufacturers and/or aftermarket suppliers to provide inventory in a competitive pricing structure. The Contractor must be able to streamline its front-end supply chain to drive savings through production, procurement, warehouse, and distribution efficiencies across all products identified in the bid form.

The Agencies have developed the following goals for management of products, in no particular order:

- **Reduce Cumulative Products Costs** - Utilize the Contractor's buying power/leverage and procurement sources; Contractor shall work in compliance with the established Key Performance Indicators (KPIs) listed herein;

- **Improve Product Availability** - Ensure all identified products are shipped within twenty-four (24) hours after Purchase Order (PO) notification, allowing the Agencies to meet their service requirements. The Contractor shall undertake usage analysis, providing feedback and suggestions on how best to drive inventory optimization;

- **Meet Procurement Guidelines** – With respect to any products not included in the initial solicitation, the Contractor shall ensure that such products are procured by the Contractor using competitive procedures that comply with laws of California (as applicable) and/or Utah (as applicable), as well as Federal laws and regulations applicable to MTS. The Agencies will have the right to review and approve all products procurements and will have the final determination in supplier selection;

- **Quality** - Ensure products provided are OEM standard or have been accepted as an approved equal by MTS or UTA Staff;

- **Alternative and Local Sourcing -** Identify new or additional product sourcing options to optimize costs, improve quality, and reduce lead times, with an emphasis on local sources if possible;

- **Safety -** Ensure MTS and/or UTA safety standards are met in any program activity per Section 5.19;

- **Engineering and Sourcing Services** - Provide engineering and sourcing support, as needed, such as sourcing alternatives to parts that are obsolete, discontinued, difficult to obtain or are no longer available. Work collaboratively with MTS or UTA maintenance, engineering, and materials management divisions, to analyze material usage and provide

recommendations through reliability engineering. MTS or UTA shall have the right to review and approve all parts procurements and will have the final determination in supplier selection.

5.2. CONTRACT TERMS

The period of performance under the resultant Agreement shall be for a five (5) year base period, effective approximately July 1, 2024 – June 30, 2029.

5.3. INVENTORY SUPPORT

The Agencies desire to have the ability, at any time during the contract period, to increase or decrease supplies on the Products List under a mutually agreed process. Such adjustments shall be made in accordance with the "CHANGE" clause in this contract. If additional products or quantities are added to the contract, the Contractor shall ensure that such products are procured by the Contractor using competitive procedures that comply with laws of California (as applicable), and/or Utah (as applicable) as well as Federal laws and regulations for MTS. The Agencies will have the right to review and approve all products procurements and will have the final determination in supplier selection. MTS or UTA may request to combine multiple products on the Products List into a kit or any other option that is deemed appropriate from time to time. Due to campaigns or other unforeseen circumstances, MTS or UTA may inform Contractor(s) that additional material, not related to historical usage, may be required.

All products shall be new unless otherwise agreed by MTS and/or UTA.

Products that are neither on the products list, nor currently identified as approved equals by MTS or UTA, must be qualified and tested by the Contractor and subsequently approved by MTS or UTA staff. Contractor shall provide MTS or UTA staff adequate time to review requests for approved equals, product substitutions, or the implementation of new products.

The Contractor must include all comparative product specifications and brand name, where applicable, when submitting proposed alternative products to ensure quality standards are met. If quality documents are not provided, the Agencies will not participate in the evaluation process. If these standards are not met, the proposed alternative products will be disqualified. It is the responsibility of the Contractor to perform their due diligence prior to proposing alternative products. The intent is for the Contractor to qualify the proposed alternative products, not for MTS or UTA to disqualify. If it is determined that the proposed alternative product does not meet quality standards, MTS or UTA will return all disqualified products for a full refund.

5.4. MATERIAL MANAGEMENT INVENTORY SYSTEM

MTS uses SAP as the maintenance materials management system. UTA uses JD Edwards as the maintenance materials management system. While direct access to these systems may not be possible at the onset of the contract, upon request, a data file will be provided to allow for the review of inventory items, usage history, stock objectives, and reorder points in order to improve material availability. Read-only access may be available to the successful proposer's personnel. It is anticipated that the selected Contractor will work closely with MTS and/or UTA staff in a mutually beneficial partnership to ensure maximum availability of products to meet recurring demand.

5.5. ENGINEERING AND SOURCING SUPPORT

Contractor(s) must have the ability to provide maintenance engineering services to help achieve the Agencies long term objectives regarding cost-effectiveness and reliability. Contractor shall review parts usage and provide technical recommendations and solutions to help reduce long-term costs, and/or improve the operational capability of the rolling stock and infrastructure.

Contractor must assist in analyzing repetitive part/equipment failures, providing alternatives for review to allow for streamlining of maintenance costs, assist in assessing the needs for parts and equipment replacement, establishing replacement programs and assist in the assessing and reporting of safety hazards associated with rolling stock and infrastructure material.

Contractor must have the resources to assist the MTS and/or UTA maintenance and technical services team in sourcing alternatives to parts that are either difficult to obtain, no longer available or excessively priced. Any alternative part must be inspected and approved by MTS and/or UTA Technical Services/Engineering team prior to implementing any part substitution. Contractor(s) shall negotiate a process for the approval/disapproval of alternatives including the anticipated time period for such review and appropriate forms. MTS and/or UTA reserves the right to verify specifications and test results prior to approval of the specific alternate. MTS and/or UTA reserves the right to approve/disapprove based on the risk to MTS for using an alternate. The Contractor(s) will provide, on a quarterly basis, or approved time period, the specific items that are being considered for the approval/disapproval process.

For purposes of the pricing proposal, Contractor may indicate an hourly rate or rates for maintenance engineering support services. The Agencies reserve the right to negotiate fixed prices for such services on a project or task order basis.

After award of contract, in an effort to incentivize cost reduction through engineering and alternative sourcing support services, cost savings shall be split equally (50% / 50%) between the Contractor and MTS. The cost savings shall be discounted in the new unit price to MTS. The Contractor will be required to provide copies of the quotes from the alternative supplier to MTS. Any alternative part must be inspected and approved by MTS Technical Services/Engineering team prior to implementing the use of the substitute part.

5.6. MATERIALS RETURN AND WARRANTY

The Contractor shall accept returns from MTS and/or UTA and provide full credit for materials sealed and/or unopened in their original packaging for restock, up to ninety (90) days from date of receipt.

The Contractor shall provide a minimum 1-year warranty on all parts from the date released. To the extent that the Contractor is able to obtain supplier warranties that exceed the 1-year warranty required above, the Contractor shall administer and enforce such warranties. Whenever possible, Contractor will provide pass-through OE warranties covering periods beyond one year.

5.7. LABELING AND SHIPPING

1. Minimum part label and barcode requirements for all products (examples must be provided as part of bid package):

2. Manufacturer product number
3. MTS and/or UTA product number
4. Product description
5. Serial number (where applicable)
6. PO number
7. Date shipped
8. Shelf Life expiry date (where applicable)

   The Contractor will work with MTS and/or UTA to customize products labels to include additional information requested, e.g., manufacturer product number, serial number (where applicable), PO number, date shipped, and shelf-life expiry date (where applicable). Sample labels will be test-scanned. For product kits, the products are individually labeled, and a products list shall be provided with the kit part number and the individual products and quantities contained in the kit. For all items that are Shelf Life Controlled (i.e. has an expiry date), parts supplied must have a minimum of 75% remaining shelf life of the earlier of the manufacture or cure date.

9. The Contractor may not substitute products that have not been tested and approved by MTS' or UTA's engineering teams.
10. MTS may, at its option, require weather resistant labeling and packaging across certain products as agreed.
11. Shipping Requirements

    All shipments shall be FOB destination. All materials shall be packaged sufficiently to arrive undamaged at its destination. Material received in damaged condition will be rejected and returned to the Contractor at Contractor's cost. Materials packaged in crates, palletized material or heavy-duty boxes shall be indelibly labeled as directed by MTS and/or UTA.

    All shipments of products shall contain a packing list that will minimally state MTS or UTA specific purchase order and release number, supplier product number, MTS or UTA product identification number, quantity ordered, shipped, and backordered, as well as bar codes that express the same information. MTS or UTA will provide the specific bar code format required.

5.8. PRICE ADJUSTMENTS

Unit price adjustments may be made annually from the start of each contract year and not again for 365 days. Price is subject to annual escalation based on the "LOWER" of Producer Price Index (PPI) for the month of April for the preceding 12-months, up to a 3% cap. Contractor is responsible for notifying MTS and/or UTA by May 1st of each year of the PPI percentage change that will be applicable from 1 July of each contract year. Failure to do so may result in a forfeiture or shortening of annual PPI escalation.

The applicable Index shall be Producer Price Index for Transportation Equipment: Motor Vehicles Parts, Series No. **WPU1412**, published by the United States Department of Labor, Bureau of Labor Statistics, or if such Index is no longer in use, then such replacement that is most comparable to the Index as may be designated by the Bureau of Labor Statistics, or as agreed by the parties.

5.9. MOST FAVORED CUSTOMER PRICING

During the term of this agreement, Contractor shall at all times make sure that all prices charged to MTS or UTA for each part are the lowest offered by Contractor to MTS or UTA based on same parts and quantities.

5.10. CUSTOMER SERVICE

Contractor shall identify a point of contact for all customer service needs, including but not limited to; providing quotations, simple contracts, product returns and technical requests for customers; implementing/supporting customer-strategy within the customer team; and traveling/meeting with customers to execute tasks and gather information.

5.11. KEY PERFORMANCE INDICATOR (KPI)

Contractor shall be graded using various Key Performance Indicator (KPI) reports. MTS will analyze and run periodic reports of the Contractor's performance against the KPIs identified below:

5.11.1. MONTHLY REVIEW

1. Purchase Order On-Time Delivery:

a) Purchase Order (PO) On-Time Delivery performance measures the actual delivery time for all POs against the delivery due date, which is seven (7) days from the order date. This allows twenty-four (24) hours to ship part(s) and five (5) days shipping. This report is designed to demonstrate the Contractor's planning preparedness as reflected in the delivery successful percentage across each contracted part. This will apply to orders that are equal to or less than 125% of a rolling 12-month average monthly consumption for any given month. The Contractor's performance will not be measured against orders that exceed 125% of the average monthly consumption. In the event that the calculated number is not a whole number, then the calculation should always round the number up to the next whole number.

Monitor:	• Rolling 12-month Consumption/12-month • Vendor should support 125% of above QTY within 5 business days from PO issued date

2. Recovery Purchase Order on Time Delivery:

a) Recovery Purchase Order On-Time Delivery measures the actual delivery time for all POs that failed the Purchase Order On-Time Delivery against a five (5) business day recovery period. This report is designed to demonstrate the Contractor's planning and recovery preparedness as reflected in the successful recovery delivery percentage across each contracted part.

Monitor:	<u>If Vendor fails "On-Time Delivery "</u> • Rolling 12-month Consumption/12-month • Vendor should support 125% of above QTY within 10 business days from PO issued date

3. Total items transacted

Monitor:	Total # of materials that POs were issued in previous Month

4. Top ten items transacted

Monitor:	Previous Month's issued PO Extended Value, top 10 material

5. Products Spend

Monitor:	Previous Month's issued PO Total Extended value

6. Average days to ship

Monitor:	GR date - PO issued date

7. RMA's

Monitor:	When warehouse informs Supply Chain (Vendor shipped wrong product, QTY shortage etc.)

5.11.2. QUATERLY REVIEW

1. Over/Under performing products (to be measured quarterly and year-to-date on products that exceeds 25%).

Monitor:	We measure only No consumption items for last 15 months

2. Products added and removed to capture part numbers and value.

Monitor:	We used "Non-contract items" list

➔ *<u>Refer to Attachment 3 - Sample KPI report.</u>*

5.12. QUANTITIES

All proposers must complete the cost proposal forms as provided; failure to do so may deem the proposal non-responsive. The estimated annual usage is provided as an approximate guideline

only. Actual usage may be more or less than estimated. MTS and/or UTA reserves the right to increase or decrease usage based on operational need.

5.13. COST PROPOSAL FORM

In order to be responsive, Proposer shall submit pricing on the line items they're proposing on, using the Cost Proposal Forms (ATT 1) provided herein.

On the Cost Proposal Form, if a Proposer would like to submit an alternate product or request for an approved equal (RFA), please refer to Section 3.25 for more information related to the Request for Approved Equal (RFA) process, including the RFA form in (ATT 2).

Proposer shall provide its standard lead time (in calendar days) in the column provided in the cost forms. The lead time provided shall apply for all years. Lead times shall signify the date MTS and/or UTA may anticipate the receipt of the items. All orders must be delivered complete within this time frame unless otherwise approved. MTS and/or UTA reserves the right to consider the lead time in the award.

5.14. DELIVERY LOCATIONS

MTS: Imperial Avenue Division (IAD)
100 16th Street
San Diego, CA 92101

MTS: Kearny Mesa Division (KMD)
4630 Ruffner Road
Kearny Mesa, CA 92111

UTA: Meadowbrook Division
3600 South 700 West
Salt Lake City, UT 84119

5.15. INVOICES

MTS invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com.

UTA invoices must be sent to the UTA Accounting Department at ap@rideuta.com.

All invoices must have the Purchase Order (PO) and contract number clearly displayed to ensure timely payment. MTS or UTA 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 days from invoice date.

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.

Invoices must list the MTS or UTA part number alongside the OEM/Vendor part numbers.

5.16. WARRANTY

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

5.17. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to the addresses listed herein, 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 and/or UTA.

Upon delivery, MTS and/or UTA will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS or UTA, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS or UTA 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 or UTA 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 or UTA), and resubmit for inspection and testing (if necessary).

5.18. BUY AMERICA (MTS ONLY)

This scope of work may trigger Buy America and/or Build America Buy America requirements, which apply to construction materials, manufactured products, rolling stock, iron and steel. The below list of definitions and examples is not exhaustive and is only to be used as illustrative and a guidance tool for Contractor compliance.

5.18.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

5.18.2. MANUFACTURED PRODUCT

Per IIJA Section 70912 (2)(B), all manufactured products used in the project must be produced in the United States. Examples for manufactured products provided per Appendix A to 49 CFR 661.3 include: Infrastructure projects not made primarily of steel or iron, including structures (terminals, depots, garages, and bus shelters), ties and ballast; contact rail not made primarily of steel or iron; fare collection systems; computers; information systems; security systems; data processing systems; and mobile lifts, hoists, and elevators.

5.18.3. [NOT APPLICABLE] ROLLING STOCK

5.18.4. [NOT APPLICABLE] IRON OR STEEL

5.19. SAFETY DATA SHEETS (SDS)

MTS retains the safety data sheets on an electronic database (currently CloudSDS). Upon award, Contractors shall email the MSDS for chemicals that any individuals may be exposed to, attention Ngan Nguyen, MTS Environmental Health and Safety Specialist at Ngan.Nguyen@sdmts.com to upload into the database. The Contractor shall notify the MTS Environmental Health and Safety Specialist if there are changes or updates to the MSDS during the term of the contract to ensure the MTS database is kept updated throughout the contract.

5.20. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

Item #	Stock Code	Description	MPN	UOM	Est. Annual Usage	Year1 Unit $	Year1 Ext $	Year2 Unit $	Year2 Ext $	Year3 Unit $	Year 3 Ext $	Year 4 Unit $	Year 4 Ext $	Year 5 Unit $	Year 5 Ext $	Est.Total Spend
4	70003111	FLEX CHANNEL STRIP,SLIDING GLASS,300/400	6306997	FT	1	$2.07	**$2.07**	$2.13	**$2.13**	$2.20	**$2.20**	$2.26	**$2.26**	$2.33	**$2.33**	**$10.99**
6	70003525	STANCHION NUT, NF-ALL	44329	EA	13	$0.31	**$4.03**	$0.32	**$4.15**	$0.33	**$4.28**	$0.34	**$4.40**	$0.35	**$4.54**	**$21.40**
8	70005876	LAMP ASSY HAZARD	8112123	EA	10	$10.10	**$101.00**	$10.40	**$104.03**	$10.72	**$107.15**	$11.04	**$110.37**	$11.37	**$113.68**	**$536.22**
10	70007138	TUBE NYLON,1/4"RED	5614040000	FT	46	$0.22	**$10.12**	$0.23	**$10.42**	$0.23	**$10.74**	$0.24	**$11.06**	$0.25	**$11.39**	**$53.73**
11	70007294	BELT GUARD RUBBER LATCH	099-451	EA	47	$9.92	**$466.24**	$10.22	**$480.23**	$10.52	**$494.63**	$10.84	**$509.47**	$11.17	**$524.76**	**$2,475.33**
14	70009225	RETAINER 5/16",BLACK NYLON, PANEL CLIP	P4170096	EA	6	$0.72	**$4.32**	$0.74	**$4.45**	$0.76	**$4.58**	$0.79	**$4.72**	$0.81	**$4.86**	**$22.94**
15	70009514	SWITCH TOGGLE,AC & REAR RUN ON-OFF-ON	5586	EA	6	$8.09	**$48.54**	$8.33	**$50.00**	$8.58	**$51.50**	$8.84	**$53.04**	$9.11	**$54.63**	**$257.71**
16	70011031	VALVE BASIC DUAL BRAKE,(E-10)	BW 101100R	EA	18	$55.41	**$997.38**	$57.07	**$1,027.30**	$58.78	**$1,058.12**	$60.55	**$1,089.86**	$62.36	**$1,122.56**	**$5,295.23**
17	70011114	TERMINAL PIN, DDEC, VANSCO, VMM	12103881	EA	10	$0.20	**$2.00**	$0.21	**$2.06**	$0.21	**$2.12**	$0.22	**$2.19**	$0.23	**$2.25**	**$10.62**
19	70016675	SWITCH TURN SIGNAL, ALL	5925959	EA	140	$16.16	**$2,262.40**	$16.64	**$2,330.27**	$17.14	**$2,400.18**	$17.66	**$2,472.19**	$18.19	**$2,546.35**	**$12,011.39**
21	70016733	SWITCH ASSY PASSENGER CHIME - NF - ALL	5955543	EA	27	$9.31	**$251.37**	$9.59	**$258.91**	$9.88	**$266.68**	$10.17	**$274.68**	$10.48	**$282.92**	**$1,334.56**
26	70022277	MASTER RUN SWITCH KNOB, NF-ALL	5955564	EA	22	$6.87	**$151.14**	$7.08	**$155.67**	$7.29	**$160.34**	$7.51	**$165.15**	$7.73	**$170.11**	**$802.42**
29	70024562	FILLER CAP GASKET, VALVE COVER,8.3L,8.9L	850443	EA	190	$0.58	**$110.20**	$0.60	**$113.51**	$0.62	**$116.91**	$0.63	**$120.42**	$0.65	**$124.03**	**$585.07**
32	70025775	AIR DRYER DESICCANT REFILL, AD-9, NF-ALL	BW 107794R	EA	134	$30.39	**$4,072.26**	$31.30	**$4,194.43**	$32.24	**$4,320.26**	$33.21	**$4,449.87**	$34.20	**$4,583.36**	**$21,620.18**
33	70026914	U-JOINT KIT, DIFF SIDE, NF-ALL	SPICER5280X	EA	50	$56.83	**$2,841.50**	$58.53	**$2,926.75**	$60.29	**$3,014.55**	$62.10	**$3,104.98**	$63.96	**$3,198.13**	**$15,085.91**
34	70026955	BRAKE CHAMBER HOSE FITTING 3/8", MULTI	BW 224887	EA	13	$16.14	**$209.82**	$16.62	**$216.11**	$17.12	**$222.60**	$17.64	**$229.28**	$18.17	**$236.15**	**$1,113.96**
36	70028316	BIKE RK&SEAT,PIVOT BOLT/BUSHING, MULTI	100117	EA	17	$25.17	**$427.89**	$25.93	**$440.73**	$26.70	**$453.95**	$27.50	**$467.57**	$28.33	**$481.59**	**$2,271.73**
38	70028829	O-RING-#12,HYD PUMP DELIVERY-ALL BUS	22617-12	EA	37	$0.29	**$10.73**	$0.30	**$11.05**	$0.31	**$11.38**	$0.32	**$11.72**	$0.33	**$12.08**	**$56.97**
39	70029140	O-RING POWER STEERING PUMP, -8, MULTI	226178	EA	98	$0.13	**$12.74**	$0.13	**$13.12**	$0.14	**$13.52**	$0.14	**$13.92**	$0.15	**$14.34**	**$67.64**
40	70029827	SURGE TANK FLIP CAP, NF-40, MULTI	850745	EA	11	$31.39	**$345.29**	$32.33	**$355.65**	$33.30	**$366.32**	$34.30	**$377.31**	$35.33	**$388.63**	**$1,833.19**
41	70031260	BRIDGE RECTIFIER, NF-ALL Except 700	002174	EA	5	$5.20	**$26.00**	$5.36	**$26.78**	$5.52	**$27.58**	$5.68	**$28.41**	$5.85	**$29.26**	**$138.04**
42	70031534	RELAY 24V,SPDT,WITH DIODE, NF-ALL	106614	EA	42	$2.86	**$120.12**	$2.95	**$123.72**	$3.03	**$127.44**	$3.13	**$131.26**	$3.22	**$135.20**	**$637.73**
43	70031625	REFLECTOR AMBER, NF-ALL	5940116	EA	54	$1.85	**$99.90**	$1.91	**$102.90**	$1.96	**$105.98**	$2.02	**$109.16**	$2.08	**$112.44**	**$530.38**
44	70031633	FILTER, ELEMENT, AIR CLEANER, NF-40	P142100	EA	91	$147.69	**$13,439.79**	$152.12	**$13,842.98**	$156.68	**$14,258.27**	$161.38	**$14,686.02**	$166.23	**$15,126.60**	**$71,353.67**
46	70034330	BRASS ADAPTER, 1/2FNPT TO 3/4MNPT	209P128	EA	19	$1.88	**$35.72**	$1.94	**$36.79**	$1.99	**$37.90**	$2.05	**$39.03**	$2.12	**$40.20**	**$189.64**
47	70034389	AC REHEAT VALVE REPAIR KIT, ALL BUSES	60-302	EA	22	$134.87	**$2,967.14**	$138.92	**$3,056.15**	$143.08	**$3,147.84**	$147.38	**$3,242.27**	$151.80	**$3,339.54**	**$15,752.95**
48	70034637	O-RING - 16, DISCHARGE, AC	010630	EA	1	$4.97	**$4.97**	$5.12	**$5.12**	$5.27	**$5.27**	$5.43	**$5.43**	$5.59	**$5.59**	**$26.39**
50	70034744	DRIVERS FAN MOTOR ONLY, NF-40	6309980	EA	1	$213.62	**$213.62**	$220.03	**$220.03**	$226.63	**$226.63**	$233.43	**$233.43**	$240.43	**$240.43**	**$1,134.14**
53	70035535	BRAKE FITTING,1/2MNPT TO 3/8 HOSE,MULTI	116015	EA	5	$7.07	**$35.35**	$7.28	**$36.41**	$7.50	**$37.50**	$7.73	**$38.63**	$7.96	**$39.79**	**$187.68**
54	70035576	Sleeve 1/2" Brake Line	33808-A	EA	110	$5.59	**$614.90**	$5.76	**$633.35**	$5.93	**$652.35**	$6.11	**$671.92**	$6.29	**$692.08**	**$3,264.59**
55	70036053	PLUNGER FOR BRAKE TREADLE, NF-ALL	6309809	EA	18	$43.73	**$787.14**	$45.04	**$810.75**	$46.39	**$835.08**	$47.78	**$860.13**	$49.22	**$885.93**	**$4,179.03**
57	70036483	INNER BEARING ASM, FRONT HUB, NF-40	6312248	EA	1	$85.99	**$85.99**	$88.57	**$88.57**	$91.23	**$91.23**	$93.96	**$93.96**	$96.78	**$96.78**	**$456.53**
58	70036509	OUTER BEARING ASM, FRONT HUB, NF-40	6312249	EA	1	$38.98	**$38.98**	$40.15	**$40.15**	$41.35	**$41.35**	$42.59	**$42.59**	$43.87	**$43.87**	**$206.95**
61	70036566	DRUM, FRONT BRAKE DRUM, NF-40	MAN 81.50110.0	EA	14	$139.71	**$1,955.94**	$143.90	**$2,014.62**	$148.22	**$2,075.06**	$152.66	**$2,137.31**	$157.24	**$2,201.43**	**$10,384.35**
62	70036699	SPRING, FRONT AND REAR BRAKES, NF-40	6355133	EA	62	$19.59	**$1,214.58**	$20.18	**$1,251.02**	$20.78	**$1,288.55**	$21.41	**$1,327.20**	$22.05	**$1,367.02**	**$6,448.37**
63	70036947	CNG FUEL FILL RECEPTACLE, ALL	084687	EA	14	$481.61	**$6,742.54**	$496.06	**$6,944.82**	$510.94	**$7,153.16**	$526.27	**$7,367.76**	$542.06	**$7,588.79**	**$35,797.06**
64	70037143	WASHER LOCK-TAB FRONT AXLE GILLIG	5005712	EA	57	$1.36	**$77.52**	$1.40	**$79.85**	$1.44	**$82.24**	$1.49	**$84.71**	$1.53	**$87.25**	**$411.56**
65	70037168	HEADLIGHT DIMMER FOOT SWITCH,NF-ALL	5990041	EA	11	$11.41	**$125.51**	$11.75	**$129.28**	$12.10	**$133.15**	$12.47	**$137.15**	$12.84	**$141.26**	**$666.35**
66	70037473	BUTTON HORN-NF RETRO-KIT	598664	EA	66	$63.08	**$4,163.28**	$64.97	**$4,288.18**	$66.92	**$4,416.82**	$68.93	**$4,549.33**	$71.00	**$4,685.81**	**$22,103.42**
68	70037572	ANCHOR PIN FOR DRUM BRAKES, NF-40	6312122NFA	EA	148	$4.77	**$705.96**	$4.91	**$727.14**	$5.06	**$748.95**	$5.21	**$771.42**	$5.37	**$794.56**	**$3,748.04**
69	70038109	Rear Coolant Temp Gauge - NF-40	8112037	EA	3	$106.74	**$320.22**	$109.94	**$329.83**	$113.24	**$339.72**	$116.64	**$349.91**	$120.14	**$360.41**	**$1,700.09**
70	70038620	O-RING, #20, POWER STEERING, MULTI	2261720	EA	19	$0.48	**$9.12**	$0.49	**$9.39**	$0.51	**$9.68**	$0.52	**$9.97**	$0.54	**$10.26**	**$48.42**
71	70038828	GAUGE-OIL PRESS-ENG.COMP FITS NF&GILLIG.	8112038	EA	16	$63.94	**$1,023.04**	$65.86	**$1,053.73**	$67.83	**$1,085.34**	$69.87	**$1,117.90**	$71.97	**$1,151.44**	**$5,431.46**
72	70039396	DRUM, BRAKE DRUM, REAR, NF-40	6312400	EA	58	$234.63	**$13,608.54**	$241.67	**$14,016.80**	$248.92	**$14,437.30**	$256.39	**$14,870.42**	$264.08	**$15,316.53**	**$72,249.59**
73	70039545	TAPE ELECTRICAL,SCOTCH BRAND #33	180033	ROL	58	$1.81	**$104.98**	$1.86	**$108.13**	$1.92	**$111.37**	$1.98	**$114.71**	$2.04	**$118.16**	**$557.35**
75	70042556	SLEEVE 3/8"BRAKE LINE	BW 203610	EA	91	$3.16	**$287.56**	$3.25	**$296.19**	$3.35	**$305.07**	$3.45	**$314.22**	$3.56	**$323.65**	**$1,526.70**
76	70042648	Gauge 0-100 PSI - MULTI USE	6311903	EA	9	$11.55	**$103.95**	$11.90	**$107.07**	$12.25	**$110.28**	$12.62	**$113.59**	$13.00	**$117.00**	**$551.88**
77	70043083	DIAPHRAGM, COMPOUND,R-14, NF-60	6307905	EA	35	$33.79	**$1,182.65**	$34.80	**$1,218.13**	$35.85	**$1,254.67**	$36.92	**$1,292.31**	$38.03	**$1,331.08**	**$6,278.85**
79	70043620	Rear Throttle Control - 600-1300	398640	EA	15	$168.88	**$2,533.20**	$173.95	**$2,609.20**	$179.16	**$2,687.47**	$184.54	**$2,768.10**	$190.08	**$2,851.14**	**$13,449.10**
81	70043992	SILICONE HOSE, 4"DIA, x 6" LENGTH, MULTI	034530	EA	6	$13.86	**$83.16**	$14.28	**$85.65**	$14.70	**$88.22**	$15.15	**$90.87**	$15.60	**$93.60**	**$441.51**
83	70044594	CORD YELLOW,PASSENGER SIGNAL ALL BUSES	5995531	FT	2650	$80.64	**$213,696.00**	$83.06	**$220,106.88**	$85.55	**$226,710.09**	$88.12	**$233,511.39**	$90.76	**$240,516.73**	**$1,134,541.09**
85	70044735	Drag Link Rod End RH Thread - NF-40	070515NFA	EA	23	$27.70	**$637.10**	$28.53	**$656.21**	$29.39	**$675.90**	$30.27	**$696.18**	$31.18	**$717.06**	**$3,382.45**
89	70049478	FUEL HOSE, LOW PRESSURE, 5/16" - MULTI	UPD15248516	FT	45	$0.85	**$38.25**	$0.88	**$39.40**	$0.90	**$40.58**	$0.93	**$41.80**	$0.96	**$43.05**	**$203.07**
90	70050682	Lid Roof Hatch	1075L000001	EA	22	$239.22	**$5,262.84**	$246.40	**$5,420.73**	$253.79	**$5,583.35**	$261.40	**$5,750.85**	$269.24	**$5,923.37**	**$27,941.13**
91	70051409	Brake Shoe Front NF-40-ALL	6312396	EA	1	$194.15	**$194.15**	$199.97	**$199.97**	$205.97	**$205.97**	$212.15	**$212.15**	$218.52	**$218.52**	**$1,030.77**
93	70051938	MOLDING EDGE, NF-40	008755	FT	40	$1.44	**$57.60**	$1.48	**$59.33**	$1.53	**$61.11**	$1.57	**$62.94**	$1.62	**$64.83**	**$305.81**
94	70051953	CNG TANK SOLENOID, NF-ALL	048913	EA	2	$1,000.64	**$2,001.28**	$1,030.66	**$2,061.32**	$1,061.58	**$2,123.16**	$1,093.43	**$2,186.85**	$1,126.23	**$2,252.46**	**$10,625.07**

97	70053173	REFLECTOR RED, NF-ALL	7014894	EA	14	$1.89	**$26.46**	$1.95	**$27.25**	$2.01	**$28.07**	$2.07	**$28.91**	$2.13	**$29.78**	**$140.48**
98	70054312	O-RING SEALING WASHER, AC, TK, MULTI	33-2019	EA	1	$4.42	**$4.42**	$4.55	**$4.55**	$4.69	**$4.69**	$4.83	**$4.83**	$4.97	**$4.97**	**$23.47**
99	70055806	BUSHING RADIUS ROD - NF 40'	6322757NFA	EA	15	$8.21	**$123.15**	$8.46	**$126.84**	$8.71	**$130.65**	$8.97	**$134.57**	$9.24	**$138.61**	**$653.82**
100	70055822	LIGHT, REAR MARKER, RED, NF-ALL (MALE)	18070R	EA	175	$29.44	**$5,152.00**	$30.32	**$5,306.56**	$31.23	**$5,465.76**	$32.17	**$5,629.73**	$33.13	**$5,798.62**	**$27,352.67**
101	70055830	SIDE MARKER LIGHT, AMBER, NF-ALL	052949	EA	40	$14.46	**$578.40**	$14.89	**$595.75**	$15.34	**$613.62**	$15.80	**$632.03**	$16.27	**$650.99**	**$3,070.80**
102	70056101	Sensor Low Fluid Brass NF-60	048119	EA	7	$153.70	**$1,075.90**	$158.31	**$1,108.18**	$163.06	**$1,141.42**	$167.95	**$1,175.66**	$172.99	**$1,210.93**	**$5,712.10**
104	70056671	TIE ROD END, NF-40	6328798	EA	8	$54.00	**$432.00**	$55.62	**$444.96**	$57.29	**$458.31**	$59.01	**$472.06**	$60.78	**$486.22**	**$2,293.55**
106	70057265	O-RING, #6	22617-6	EA	94	$0.43	**$40.42**	$0.44	**$41.63**	$0.46	**$42.88**	$0.47	**$44.17**	$0.48	**$45.49**	**$214.60**
108	70057901	SNAP RING REAR BRAKE CAM&SLACK ADJ.RH	6312108	EA	19	$4.41	**$83.79**	$4.54	**$86.30**	$4.68	**$88.89**	$4.82	**$91.56**	$4.96	**$94.31**	**$444.85**
110	70058313	CAP DUST,CNG FUEL FILL NOZZLE	1126	EA	16	$19.42	**$310.72**	$20.00	**$320.04**	$20.60	**$329.64**	$21.22	**$339.53**	$21.86	**$349.72**	**$1,649.65**
111	70058750	KIT CONTACT,HORN,NF	6307860	EA	63	$59.67	**$3,759.21**	$61.46	**$3,871.99**	$63.30	**$3,988.15**	$65.20	**$4,107.79**	$67.16	**$4,231.02**	**$19,958.16**
112	70059097	Alternator Belt - NF-40 GILLIG	6336309	EA	180	$83.20	**$14,976.00**	$85.70	**$15,425.28**	$88.27	**$15,888.04**	$90.91	**$16,364.68**	$93.64	**$16,855.62**	**$79,509.62**
115	70059725	FUEL FILTER,SECONDARY, CNG, NF-ALL	6331970	EA	429	$41.59	**$17,842.11**	$42.84	**$18,377.37**	$44.12	**$18,928.69**	$45.45	**$19,496.56**	$46.81	**$20,081.45**	**$94,726.19**
118	70060533	Primary Fuel Filter CNG NF-ALL	6339089	EA	957	$29.94	**$28,652.58**	$30.84	**$29,512.16**	$31.76	**$30,397.52**	$32.72	**$31,309.45**	$33.70	**$32,248.73**	**$152,120.44**
120	70060889	ITT, FUEL REGULATOR, NF NOT 1800	384352	EA	14	$639.11	**$8,947.54**	$658.28	**$9,215.97**	$678.03	**$9,492.45**	$698.37	**$9,777.22**	$719.32	**$10,070.54**	**$47,503.71**
121	70061051	O-RING #10, MULTI	22617-10	EA	13	$0.65	**$8.45**	$0.67	**$8.70**	$0.69	**$8.96**	$0.71	**$9.23**	$0.73	**$9.51**	**$44.86**
122	70061218	SENSOR, FIRE, HEAT, OPTICAL, ALL SERIES	420010	EA	18	$1,057.94	**$19,042.92**	$1,089.68	**$19,614.21**	$1,122.37	**$20,202.63**	$1,156.04	**$20,808.71**	$1,190.72	**$21,432.97**	**$101,101.45**
123	70061226	SENSOR, GAS, MODULAR, ALL SERIES	420473-2050	EA	81	$514.76	**$41,695.56**	$530.20	**$42,946.43**	$546.11	**$44,234.82**	$562.49	**$45,561.86**	$579.37	**$46,928.72**	**$221,367.39**
124	70062125	DECAL WATCH YOUR STEP,BI-LINGUA	INT008WCOVER	EA	242	$6.86	**$1,660.12**	$7.07	**$1,709.92**	$7.28	**$1,761.22**	$7.50	**$1,814.06**	$7.72	**$1,868.48**	**$8,813.80**
127	70062240	LED AMBER SIDE TURN - NF-GILLIG-ALL	089170	EA	9	$25.75	**$231.75**	$26.52	**$238.70**	$27.32	**$245.86**	$28.14	**$253.24**	$28.98	**$260.84**	**$1,230.39**
128	70062893	DEFROSTER AIR FILTER, NF-ALL	6321254	EA	26	$26.52	**$689.52**	$27.32	**$710.21**	$28.14	**$731.51**	$28.98	**$753.46**	$29.85	**$776.06**	**$3,660.76**
130	70062943	ABS SENSOR, 90 DEGREE, MULTI	8215549	EA	61	$43.26	**$2,638.86**	$44.56	**$2,718.03**	$45.89	**$2,799.57**	$47.27	**$2,883.55**	$48.69	**$2,970.06**	**$14,010.07**
131	70062968	Switch Toggle, Long, Hazard, Multi	018192	EA	16	$6.53	**$104.48**	$6.73	**$107.61**	$6.93	**$110.84**	$7.14	**$114.17**	$7.35	**$117.59**	**$554.70**
132	70063552	ELBOW SILICONE, 90 DEG, 2.5"IDx4", MULTI	038158	EA	24	$42.89	**$1,029.36**	$44.18	**$1,060.24**	$45.50	**$1,092.05**	$46.87	**$1,124.81**	$48.27	**$1,158.55**	**$5,465.01**
134	70063891	NIPPLE HYD,LUBE,LUBRICATION LINES, NF	6313086	EA	7	$4.57	**$31.99**	$4.71	**$32.95**	$4.85	**$33.94**	$4.99	**$34.96**	$5.14	**$36.01**	**$169.84**
135	70063933	AC DRAIN TUBE, KAZOO, 3/4" MULTI	661273	EA	14	$23.78	**$332.92**	$24.49	**$342.91**	$25.23	**$353.19**	$25.99	**$363.79**	$26.76	**$374.70**	**$1,767.52**
139	70064220	TAMPER SEAL, MULTI	01387	EA	171	$0.66	**$112.86**	$0.68	**$116.25**	$0.70	**$119.73**	$0.72	**$123.33**	$0.74	**$127.02**	**$599.19**
141	70064303	LUMBAR SEAT SWITCH, RECARO, MULTI	30807907	EA	9	$11.38	**$102.42**	$11.72	**$105.49**	$12.07	**$108.66**	$12.44	**$111.92**	$12.81	**$115.27**	**$543.76**
143	70064444	FRONT MOTOR MOUNT TOP WASHER, NF-40	045076	EA	3	$4.60	**$13.80**	$4.74	**$14.21**	$4.88	**$14.64**	$5.03	**$15.08**	$5.18	**$15.53**	**$73.27**
146	70070219	SWITCH,TOGGLE,SPDT,MOM-OFF-MOM,W/C RAMP	001450	EA	17	$7.27	**$123.59**	$7.49	**$127.30**	$7.71	**$131.12**	$7.94	**$135.05**	$8.18	**$139.10**	**$656.16**
151	70078022	BACK-UP ALARM, NF-ALL	138559	EA	15	$50.63	**$759.45**	$52.15	**$782.23**	$53.71	**$805.70**	$55.32	**$829.87**	$56.98	**$854.77**	**$4,032.02**
155	70082883	242 LOCTITE THREAD LCK BLUE,50MIL Bottle	24231	BT	34	$51.25	**$1,742.50**	$52.79	**$1,794.78**	$54.37	**$1,848.62**	$56.00	**$1,904.08**	$57.68	**$1,961.20**	**$9,251.17**
157	70083105	Weatherpack Male Pins	12089040	EA	558	$0.15	**$83.70**	$0.15	**$86.21**	$0.16	**$88.80**	$0.16	**$91.46**	$0.17	**$94.21**	**$444.37**
158	70083402	WIPER BLADE ASSY 26"	8112552NFA	EA	108	$5.99	**$646.92**	$6.17	**$666.33**	$6.35	**$686.32**	$6.55	**$706.91**	$6.74	**$728.11**	**$3,434.59**
159	70083410	REFILL WIPER BLADE 26"	5326	EA	92	$3.14	**$288.88**	$3.23	**$297.55**	$3.33	**$306.47**	$3.43	**$315.67**	$3.53	**$325.14**	**$1,533.70**
161	70083501	MASTER DAY RUN SWITCH, ALL BUS	51-02115-006	EA	5	$29.31	**$146.55**	$30.19	**$150.95**	$31.09	**$155.47**	$32.03	**$160.14**	$32.99	**$164.94**	**$778.05**
168	70086603	Seal, AC Compressor, TK, 800 Only	33-1238	EA	19	$63.92	**$1,214.48**	$65.84	**$1,250.91**	$67.81	**$1,288.44**	$69.85	**$1,327.10**	$71.94	**$1,366.91**	**$6,447.84**
170	70086629	SCREW, AC COMP DUST SEAL, TK, GILLIG	55-110	EA	19	$4.18	**$79.42**	$4.31	**$81.80**	$4.43	**$84.26**	$4.57	**$86.78**	$4.70	**$89.39**	**$421.65**
171	70088773	HYD PUMP GASKET TO AIR COMP, MULTI	53-07203-000	EA	29	$3.18	**$92.22**	$3.28	**$94.99**	$3.37	**$97.84**	$3.47	**$100.77**	$3.58	**$103.79**	**$489.61**
174	70142935	SCREW, COUNTERSUNK 1/4-20X3/4, PHILLIPS	10S04012	EA	25	$0.08	**$2.00**	$0.08	**$2.06**	$0.08	**$2.12**	$0.09	**$2.19**	$0.09	**$2.25**	**$10.62**
177	70145169	PASSENGER STRAP, GRABRAIL, NF-ALL	057991	EA	28	$13.59	**$380.52**	$14.00	**$391.94**	$14.42	**$403.69**	$14.85	**$415.80**	$15.30	**$428.28**	**$2,020.23**
178	70145474	HOSE, 3/4"SILICONE HEATER, 2PLY	80075	FT	239	$3.47	**$829.33**	$3.57	**$854.21**	$3.68	**$879.84**	$3.79	**$906.23**	$3.91	**$933.42**	**$4,403.03**
179	70145516	HOSE SILICONE ELB,90 DEG - THERM HOUSING	028889	EA	66	$61.01	**$4,026.66**	$62.84	**$4,147.46**	$64.73	**$4,271.88**	$66.67	**$4,400.04**	$68.67	**$4,532.04**	**$21,378.08**
180	70145581	ISOLATOR CLAMP 1.5"O.D., NF-MULTI	058878	EA	27	$1.58	**$42.66**	$1.63	**$43.94**	$1.68	**$45.26**	$1.73	**$46.62**	$1.78	**$48.01**	**$226.49**
181	70145896	WHEEL-CHECK INDICATORS,1 5/16",33 MM	MR54487	EA	3711	$0.34	**$1,261.74**	$0.35	**$1,299.59**	$0.36	**$1,338.58**	$0.37	**$1,378.74**	$0.38	**$1,420.10**	**$6,698.75**
182	70145987	DECAL, CA NUMBERS,WHITE,CA-45642, MULTI	105785	EA	51	$18.90	**$963.90**	$19.47	**$992.82**	$20.05	**$1,022.60**	$20.65	**$1,053.28**	$21.27	**$1,084.88**	**$5,117.48**
186	70147363	SEAL NEOPRENE SPONGE	6819572	EA	13	$11.81	**$153.53**	$12.16	**$158.14**	$12.53	**$162.88**	$12.91	**$167.77**	$13.29	**$172.80**	**$815.11**
188	70147504	Light, Led, Red, Stop, NF	440744	EA	34	$40.04	**$1,361.36**	$41.24	**$1,402.20**	$42.48	**$1,444.27**	$43.75	**$1,487.59**	$45.07	**$1,532.22**	**$7,227.65**
189	70147579	COMPARTMENT DRAIN KAZOO, 1.25", MULTI	5996895	EA	15	$10.62	**$159.30**	$10.94	**$164.08**	$11.27	**$169.00**	$11.60	**$174.07**	$11.95	**$179.29**	**$845.75**
190	70147710	BREATHER, HYDRAULIC RES, NF-40/1500	276245	EA	7	$34.46	**$241.22**	$35.49	**$248.46**	$36.56	**$255.91**	$37.66	**$263.59**	$38.79	**$271.50**	**$1,280.67**
192	70148106	Exhaust Flex Pipe Blanket - NF-40	092470B	EA	14	$76.75	**$1,074.50**	$79.05	**$1,106.74**	$81.42	**$1,139.94**	$83.87	**$1,174.14**	$86.38	**$1,209.36**	**$5,704.67**
196	70148155	FITTING, PTFE,-6, #6, STRAIGHT	631906006	EA	9	$6.15	**$55.35**	$6.33	**$57.01**	$6.52	**$58.72**	$6.72	**$60.48**	$6.92	**$62.30**	**$293.86**
202	70148320	FITTING FEM JIC/SAE STRAIGHT,#4X7/16-20	1AA4FJ4	EA	2	$3.50	**$7.00**	$3.61	**$7.21**	$3.71	**$7.43**	$3.82	**$7.65**	$3.94	**$7.88**	**$37.16**
204	70148940	AIR FILTER DRAIN KAZOO, NF-40	6319475	EA	11	$2.58	**$28.38**	$2.66	**$29.23**	$2.74	**$30.11**	$2.82	**$31.01**	$2.90	**$31.94**	**$150.67**
205	70149104	RADIUS ROD REAR LOWER REPAIR KIT, NF-40	6313765	EA	28	$37.93	**$1,062.04**	$39.07	**$1,093.90**	$40.24	**$1,126.72**	$41.45	**$1,160.52**	$42.69	**$1,195.34**	**$5,638.51**
207	70149971	Hose Cac,8"Lx4"ID, NF-All	116935	EA	11	$24.44	**$268.84**	$25.17	**$276.91**	$25.93	**$285.21**	$26.71	**$293.77**	$27.51	**$302.58**	**$1,427.31**
209	70150839	ISOLATION CLAMP, 1", MULTI	051680	EA	4	$0.92	**$3.68**	$0.95	**$3.79**	$0.98	**$3.90**	$1.01	**$4.02**	$1.04	**$4.14**	**$19.54**
210	70150979	Sealer Loctite #404 Instant Adhesive	404	EA	116	$30.29	**$3,513.64**	$31.20	**$3,619.05**	$32.13	**$3,727.62**	$33.10	**$3,839.45**	$34.09	**$3,954.63**	**$18,654.39**
211	70150987	SWITCH TOGGLE,SPDT(ON-OFF-Momentary ON)	110557	EA	47	$6.42	**$301.74**	$6.61	**$310.79**	$6.81	**$320.12**	$7.02	**$329.72**	$7.23	**$339.61**	**$1,601.98**

212	70151027	Arm Assy.Bike Rack,Supp,Chrome, NF-All	100588	EA	14	$157.24	**$2,201.36**	$161.96	**$2,267.40**	$166.82	**$2,335.42**	$171.82	**$2,405.49**	$176.98	**$2,477.65**	**$11,687.32**
213	70151167	LOWER RADIATOR TUBE CLAMP, 3", NF-MULTI	13480	EA	21	$7.26	**$152.46**	$7.48	**$157.03**	$7.70	**$161.74**	$7.93	**$166.60**	$8.17	**$171.60**	**$809.43**
214	70151241	Start Button Switch Cover, Multi	83280-03	EA	19	$1.84	**$34.96**	$1.90	**$36.01**	$1.95	**$37.09**	$2.01	**$38.20**	$2.07	**$39.35**	**$185.61**
220	70152504	O RING, PRS/TMP SENSORS,CUMMINS 8.3,8.9L	3330202	EA	9	$5.00	**$45.00**	$5.15	**$46.35**	$5.30	**$47.74**	$5.46	**$49.17**	$5.63	**$50.65**	**$238.91**
221	70152694	Lamp Assy.CS,Exterior Door Ent, NF-All	225167	EA	14	$170.07	**$2,380.98**	$175.17	**$2,452.41**	$180.43	**$2,525.98**	$185.84	**$2,601.76**	$191.42	**$2,679.81**	**$12,640.95**
223	70153072	FIRE SUPPRESSION BUTTON SEAL, ALL BUS	4213172	EA	19	$3.63	**$68.97**	$3.74	**$71.04**	$3.85	**$73.17**	$3.97	**$75.37**	$4.09	**$77.63**	**$366.17**
224	70153098	RIV-NUT, 1/4-20 UNCX.165/.260, MULTI	114084	EA	21	$0.83	**$17.43**	$0.85	**$17.95**	$0.88	**$18.49**	$0.91	**$19.05**	$0.93	**$19.62**	**$92.54**
225	70153205	ROOF HATCH CABLE, NF-ALL, MULTI	6353255	EA	19	$4.71	**$89.49**	$4.85	**$92.17**	$5.00	**$94.94**	$5.15	**$97.79**	$5.30	**$100.72**	**$475.11**
226	70153510	DASH GAUGE BLANK,(COVER/PLUG) NF-ALL	214267	EA	6	$15.00	**$90.00**	$15.45	**$92.70**	$15.91	**$95.48**	$16.39	**$98.35**	$16.88	**$101.30**	**$477.82**
227	70153650	Knob Emerg Brake Rel Button, RD-3,NF-All	5920891	EA	10	$26.87	**$268.70**	$27.68	**$276.76**	$28.51	**$285.06**	$29.36	**$293.62**	$30.24	**$302.42**	**$1,426.56**
228	70154138	RIVET DRIVER SEAT BELLOW	6323459	EA	30	$1.19	**$35.70**	$1.23	**$36.77**	$1.26	**$37.87**	$1.30	**$39.01**	$1.34	**$40.18**	**$189.54**
230	70154435	Handle Window Lock, NF-All	6340100	EA	16	$32.37	**$517.92**	$33.34	**$533.46**	$34.34	**$549.46**	$35.37	**$565.95**	$36.43	**$582.92**	**$2,749.71**
231	70154591	Planetary Cover Gasket (Liquid), Mann 13	6487443	EA	12	$115.50	**$1,386.00**	$118.97	**$1,427.58**	$122.53	**$1,470.41**	$126.21	**$1,514.52**	$130.00	**$1,559.96**	**$7,358.46**
232	70154609	RETAINER WASHER,HEATER CABLE,NF-40/NF-60	046292	EA	6	$0.09	**$0.54**	$0.09	**$0.56**	$0.10	**$0.57**	$0.10	**$0.59**	$0.10	**$0.61**	**$2.87**
233	70154641	SLACK ADJUSTER, AUTO, REAR, NF-40	6345772	EA	32	$106.65	**$3,412.80**	$109.85	**$3,515.18**	$113.14	**$3,620.64**	$116.54	**$3,729.26**	$120.04	**$3,841.14**	**$18,119.02**
234	70154682	ROD BEARING, CUMMINS 8.9L	3950661	EA	1	$23.03	**$23.03**	$23.72	**$23.72**	$24.43	**$24.43**	$25.17	**$25.17**	$25.92	**$25.92**	**$122.27**
235	70154989	AC COMP RUBBER MOUNT, SSB, NF-40	132752	EA	7	$27.15	**$190.05**	$27.96	**$195.75**	$28.80	**$201.62**	$29.67	**$207.67**	$30.56	**$213.90**	**$1,009.00**
236	70155077	COOLANT TEMP GAUGE, NF-40, NOT 300s	214263	EA	9	$56.15	**$505.35**	$57.83	**$520.51**	$59.57	**$536.13**	$61.36	**$552.21**	$63.20	**$568.78**	**$2,682.97**
237	70155127	RH, RIGHT ROTARY LATCH, CNG DOORS, NF-40	051761	EA	10	$23.13	**$231.30**	$23.82	**$238.24**	$24.54	**$245.39**	$25.27	**$252.75**	$26.03	**$260.33**	**$1,228.00**
238	70155135	LH, LEFT ROTARY LATCH, CNG DOORS, NF-40	051757	EA	3	$23.13	**$69.39**	$23.82	**$71.47**	$24.54	**$73.62**	$25.27	**$75.82**	$26.03	**$78.10**	**$368.40**
239	70155275	SHIFT SELECTOR ZF TRANSMISSION - NF-40'	6006017212	EA	22	$535.86	**$11,788.92**	$551.94	**$12,142.59**	$568.49	**$12,506.87**	$585.55	**$12,882.07**	$603.12	**$13,268.53**	**$62,588.98**
240	70155952	AC FILTER / DRIER, 300,400,600,700	6325207	EA	15	$30.78	**$461.70**	$31.70	**$475.55**	$32.65	**$489.82**	$33.63	**$504.51**	$34.64	**$519.65**	**$2,451.23**
241	70156141	ROOF HATCH, PLUNGER SPRING, NF-ALL	5942533	EA	3	$1.33	**$3.99**	$1.37	**$4.11**	$1.41	**$4.23**	$1.45	**$4.36**	$1.50	**$4.49**	**$21.18**
242	70203348	Oil, AC Compressor, Carrier, QT	07-00317-00	QT	14	$35.09	**$491.26**	$36.14	**$506.00**	$37.23	**$521.18**	$38.34	**$536.81**	$39.49	**$552.92**	**$2,608.17**
243	70159111	CONTROL MODULE, AC, CARRIER - NF-40'	093348	EA	3	$369.76	**$1,109.28**	$380.85	**$1,142.56**	$392.28	**$1,176.84**	$404.05	**$1,212.14**	$416.17	**$1,248.50**	**$5,889.32**
245	70160713	AC LOGIC CONTROl BOARD, CARRIER, NF-40	12-00392-15	EA	6	$915.72	**$5,494.32**	$943.19	**$5,659.15**	$971.49	**$5,828.92**	$1,000.63	**$6,003.79**	$1,030.65	**$6,183.91**	**$29,170.09**
246	70161380	Mirror Head Inside Right - NF-ALL	6352058	EA	9	$10.05	**$90.45**	$10.35	**$93.16**	$10.66	**$95.96**	$10.98	**$98.84**	$11.31	**$101.80**	**$480.21**
247	70161711	CCV FILTER O-RING, CUMMINS 8.9L	3073966	EA	31	$12.96	**$401.76**	$13.35	**$413.81**	$13.75	**$426.23**	$14.16	**$439.01**	$14.59	**$452.18**	**$2,133.00**
249	70162396	SENSOR CAM POSITION FOR ISLG8.9	5594275	EA	25	$15.53	**$388.25**	$16.00	**$399.90**	$16.48	**$411.89**	$16.97	**$424.25**	$17.48	**$436.98**	**$2,061.27**
251	70162479	BULB, HIGH BEAM, H9, NF-600	6359188	EA	11	$12.65	**$139.15**	$13.03	**$143.32**	$13.42	**$147.62**	$13.82	**$152.05**	$14.24	**$156.61**	**$738.77**
252	70162768	DASH VOLT METER GAUGE, 24V, NF-40	214262	EA	3	$54.78	**$164.34**	$56.42	**$169.27**	$58.12	**$174.35**	$59.86	**$179.58**	$61.66	**$184.97**	**$872.50**
253	70162891	T-NUT T-NUT FOR WC RAMP FOR SKID PLATE	25706	EA	17	$11.86	**$201.62**	$12.22	**$207.67**	$12.58	**$213.90**	$12.96	**$220.32**	$13.35	**$226.93**	**$1,070.43**
254	70163329	Voltage Regulator 24V 300,600,700	242414	EA	12	$513.04	**$6,156.48**	$528.43	**$6,341.17**	$544.28	**$6,531.41**	$560.61	**$6,727.35**	$577.43	**$6,929.17**	**$32,685.59**
255	70163410	ROTOR, BRAKE GILLIG	MERITOR 231236	EA	154	$149.50	**$23,023.00**	$153.99	**$23,713.69**	$158.60	**$24,425.10**	$163.36	**$25,157.85**	$168.26	**$25,912.59**	**$122,232.23**
259	70163865	ACOUSTIC SENSOR, CENTER, NF-40	267752	EA	6	$689.30	**$4,135.80**	$709.98	**$4,259.87**	$731.28	**$4,387.67**	$753.22	**$4,519.30**	$775.81	**$4,654.88**	**$21,957.52**
260	70163881	ACOUSTIC SENSOR, DOOR, NF-40	241789	EA	4	$617.20	**$2,468.80**	$635.72	**$2,542.86**	$654.79	**$2,619.15**	$674.43	**$2,697.72**	$694.66	**$2,778.66**	**$13,107.19**
261	70163980	HYDRAULIC FILTER, NF-300, 600,700	275163	EA	33	$58.18	**$1,919.94**	$59.93	**$1,977.54**	$61.72	**$2,036.86**	$63.57	**$2,097.97**	$65.48	**$2,160.91**	**$10,193.22**
262	70164277	LIGHT, REAR MARKER, RED, MULTI (FEMALE)	5030164	EA	9	$17.01	**$153.09**	$17.52	**$157.68**	$18.05	**$162.41**	$18.59	**$167.29**	$19.14	**$172.30**	**$812.78**
263	70164319	FRONT UPPER MARKER LIGHT, NF-60	425708	EA	177	$18.40	**$3,256.80**	$18.95	**$3,354.50**	$19.52	**$3,455.14**	$20.11	**$3,558.79**	$20.71	**$3,665.56**	**$17,290.79**
265	70164442	BIKE RACK QUICK DISCONNECT MOUNT, NF-40	337972	EA	7	$362.72	**$2,539.04**	$373.60	**$2,615.21**	$384.81	**$2,693.67**	$396.35	**$2,774.48**	$408.24	**$2,857.71**	**$13,480.11**
268	70164707	RADIATOR CAP, SURGE TANK, 16PSI, MULTI	236652	EA	153	$3.18	**$486.54**	$3.28	**$501.14**	$3.37	**$516.17**	$3.47	**$531.66**	$3.58	**$547.61**	**$2,583.11**
270	70164731	RTV LOCTITE FOR ISLG MOTORS	3164067	EA	45	$24.00	**$1,080.00**	$24.72	**$1,112.40**	$25.46	**$1,145.77**	$26.23	**$1,180.15**	$27.01	**$1,215.55**	**$5,733.87**
272	70165092	SENSOR COOLANT LEVEL, 600/700	302589	EA	15	$48.35	**$725.25**	$49.80	**$747.01**	$51.29	**$769.42**	$52.83	**$792.50**	$54.42	**$816.28**	**$3,850.45**
273	70165126	LIGHT,AMBER, NF & GILLIG ALL	440745	EA	50	$53.43	**$2,671.50**	$55.03	**$2,751.65**	$56.68	**$2,834.19**	$58.38	**$2,919.22**	$60.14	**$3,006.80**	**$14,183.36**
274	70165233	CLAMP V-BAND EXH, 4.75"I.D. 8.9L, MULTI	205042	EA	55	$24.61	**$1,353.55**	$25.35	**$1,394.16**	$26.11	**$1,435.98**	$26.89	**$1,479.06**	$27.70	**$1,523.43**	**$7,186.18**
275	70165258	1500PSI SWITCH, HYD PRESSURE, NF-40	268144	EA	29	$135.27	**$3,922.83**	$139.33	**$4,040.51**	$143.51	**$4,161.73**	$147.81	**$4,286.58**	$152.25	**$4,415.18**	**$20,826.84**
276	70165654	EXTERNAL SPEAKER, NF-40, 1100	299821	EA	5	$41.41	**$207.05**	$42.65	**$213.26**	$43.93	**$219.66**	$45.25	**$226.25**	$46.61	**$233.04**	**$1,099.26**
278	70166801	SPEEDO,SPEEDOMETER, 500S,600S,700S ONLY	185755	EA	14	$403.26	**$5,645.64**	$415.36	**$5,815.01**	$427.82	**$5,989.46**	$440.65	**$6,169.14**	$453.87	**$6,354.22**	**$29,973.47**
279	70166827	BIKE RACK DAMPER ASSEMBLY, NF-40	6361850	EA	23	$65.44	**$1,505.12**	$67.40	**$1,550.27**	$69.43	**$1,596.78**	$71.51	**$1,644.69**	$73.65	**$1,694.03**	**$7,990.89**
280	70166843	SEAT RETAINER CLIP, LARGE, NF-40	150793000	EA	24	$1.02	**$24.48**	$1.05	**$25.21**	$1.08	**$25.97**	$1.11	**$26.75**	$1.15	**$27.55**	**$129.97**
281	70167007	SEAT RETAINER CLIP, SMALL, NF-40	6390368	EA	25	$1.02	**$25.50**	$1.05	**$26.27**	$1.08	**$27.05**	$1.11	**$27.86**	$1.15	**$28.70**	**$135.38**
282	70167023	GAS SPRING,LOCKING,ENG DOOR, NF-ALL	052634	EA	32	$13.82	**$442.24**	$14.23	**$455.51**	$14.66	**$469.17**	$15.10	**$483.25**	$15.55	**$497.75**	**$2,347.91**
283	70167494	Door Stopper Rad&Battery - 600-1300	8111131	EA	20	$0.28	**$5.60**	$0.29	**$5.77**	$0.30	**$5.94**	$0.31	**$6.12**	$0.32	**$6.30**	**$29.73**
284	70167510	Cantilever Seat Cap Gray - 600/700	150907000	EA	296	$1.63	**$482.48**	$1.68	**$496.95**	$1.73	**$511.86**	$1.78	**$527.22**	$1.83	**$543.04**	**$2,561.55**
285	70167957	GAUGE, REAR ENGINE OIL PRESS. NF-40, GIL	111746	EA	14	$89.90	**$1,258.60**	$92.60	**$1,296.36**	$95.37	**$1,335.25**	$98.24	**$1,375.31**	$101.18	**$1,416.57**	**$6,682.08**
289	70168377	GILLIG REAR AXLE SEAL KIT #5	BKSLRR02080910	EA	178	$93.16	**$16,582.48**	$95.95	**$17,079.95**	$98.83	**$17,592.35**	$101.80	**$18,120.12**	$104.85	**$18,663.73**	**$88,038.64**
290	70168765	BRAKE CHAMBER, REAR AXLE, GILLIG	MJB2430ET753	EA	16	$391.20	**$6,259.20**	$402.94	**$6,446.98**	$415.02	**$6,640.39**	$427.47	**$6,839.60**	$440.30	**$7,044.78**	**$33,230.94**
291	70168781	Shock Bushing Kit, Front & Rear - NF-ALL	6323609	EA	16	$40.75	**$652.00**	$41.97	**$671.56**	$43.23	**$691.71**	$44.53	**$712.46**	$45.86	**$733.83**	**$3,461.56**
294	70173054	Temp Sensor Catalytic Convert Outlet 8.9	4902912	EA	30	$160.89	**$4,826.70**	$165.72	**$4,971.50**	$170.69	**$5,120.65**	$175.81	**$5,274.27**	$181.08	**$5,432.49**	**$25,625.61**

297	70173112	TEMP SENSOR, CUMMINS, 8.3L, 8.9L, MULTI	4954905	EA	14	$24.73	**$346.22**	$25.47	**$356.61**	$26.24	**$367.30**	$27.02	**$378.32**	$27.83	**$389.67**	**$1,838.13**
298	70173682	Accordian Screws Articulated Buses	6313808	EA	302	$1.77	**$534.54**	$1.82	**$550.58**	$1.88	**$567.09**	$1.93	**$584.11**	$1.99	**$601.63**	**$2,837.95**
300	70173732	POTENTIOMETER - ACCEL PEDAL, NF-40,NF-60	6357341	EA	47	$70.72	**$3,323.84**	$72.84	**$3,423.56**	$75.03	**$3,526.26**	$77.28	**$3,632.05**	$79.60	**$3,741.01**	**$17,646.72**
301	70183434	LATCH #3 PANEL, NF-ALL	280736	EA	21	$7.68	**$161.28**	$7.91	**$166.12**	$8.15	**$171.10**	$8.39	**$176.24**	$8.64	**$181.52**	**$856.26**
302	70186486	BUMPER MODULE, CS REAR, NF-600-700	6352965	EA	8	$373.43	**$2,987.44**	$384.63	**$3,077.06**	$396.17	**$3,169.38**	$408.06	**$3,264.46**	$420.30	**$3,362.39**	**$15,860.72**
304	70186643	GUARD COVER SWITCH,KNEELING	8111605	EA	61	$13.89	**$847.29**	$14.31	**$872.71**	$14.74	**$898.89**	$15.18	**$925.86**	$15.63	**$953.63**	**$4,498.38**
305	70186650	PROPORTIONAL VALVE, NF-40	6356778	EA	40	$181.07	**$7,242.80**	$186.50	**$7,460.08**	$192.10	**$7,683.89**	$197.86	**$7,914.40**	$203.80	**$8,151.84**	**$38,453.01**
310	70187922	ROLLER, AC BELT TENSIONER NF-ALL	097488	EA	28	$49.12	**$1,375.36**	$50.59	**$1,416.62**	$52.11	**$1,459.12**	$53.67	**$1,502.89**	$55.28	**$1,547.98**	**$7,301.97**
313	70188193	MIRROR ASSBLY.CURBSIDE, 600/700	437938	EA	15	$627.03	**$9,405.45**	$645.84	**$9,687.61**	$665.22	**$9,978.24**	$685.17	**$10,277.59**	$705.73	**$10,585.92**	**$49,934.81**
314	70188201	MIRROR ASSBLY.STSIDE, 600/700	336424	EA	11	$508.32	**$5,591.52**	$523.57	**$5,759.27**	$539.28	**$5,932.04**	$555.45	**$6,110.00**	$572.12	**$6,293.31**	**$29,686.14**
315	70189092	FOAM BACK SUPPORT,DRIVERS SEAT - RECARO	30910007RECAR	EA	9	$87.78	**$790.02**	$90.41	**$813.72**	$93.13	**$838.13**	$95.92	**$863.28**	$98.80	**$889.17**	**$4,194.32**
316	70189167	REAR LEVELING VALVE LINK,NF-MULTI, NF-60	289316	EA	9	$15.93	**$143.37**	$16.41	**$147.67**	$16.90	**$152.10**	$17.41	**$156.66**	$17.93	**$161.36**	**$761.17**
317	70189605	LOCK RING,CENTER/REAR AXLE,GILLIG	5012528	EA	38	$9.12	**$346.56**	$9.39	**$356.96**	$9.68	**$367.67**	$9.97	**$378.70**	$10.26	**$390.06**	**$1,839.93**
318	70189720	STUD, AXLE, GILLIG	5011254	EA	31	$3.66	**$113.46**	$3.77	**$116.86**	$3.88	**$120.37**	$4.00	**$123.98**	$4.12	**$127.70**	**$602.37**
322	70190066	BIKE RACK ASM, NF-600-700	437487	EA	2	$1,143.86	**$2,287.72**	$1,178.18	**$2,356.35**	$1,213.52	**$2,427.04**	$1,249.93	**$2,499.85**	$1,287.42	**$2,574.85**	**$12,145.82**
323	70190090	BELT SAFETY WC, NF-40	6358959	EA	1	$216.14	**$216.14**	$222.62	**$222.62**	$229.30	**$229.30**	$236.18	**$236.18**	$243.27	**$243.27**	**$1,147.52**
325	70190165	LOW FLUID SENSOR, BLACK, 600/700	415708	EA	19	$112.85	**$2,144.15**	$116.24	**$2,208.47**	$119.72	**$2,274.73**	$123.31	**$2,342.97**	$127.01	**$2,413.26**	**$11,383.58**
327	70190702	PASSENGER WC LAP BELT, 3 PC, NF-40	6341515	EA	3	$436.54	**$1,309.62**	$449.64	**$1,348.91**	$463.13	**$1,389.38**	$477.02	**$1,431.06**	$491.33	**$1,473.99**	**$6,952.95**
328	70190710	DOWEL, REAR AXLE, GILLIG	82-03450-000	EA	1415	$0.70	**$990.50**	$0.72	**$1,020.22**	$0.74	**$1,050.82**	$0.76	**$1,082.35**	$0.79	**$1,114.82**	**$5,258.70**
332	70191320	Air Filter Secondary GILLIG, RAPID	P601560	EA	153	$61.99	**$9,484.47**	$63.85	**$9,769.00**	$65.77	**$10,062.07**	$67.74	**$10,363.94**	$69.77	**$10,674.85**	**$50,354.34**
333	70191726	FILTER FUEL,FOR GILLIG	10300024	EA	700	$33.99	**$23,793.00**	$35.01	**$24,506.79**	$36.06	**$25,241.99**	$37.14	**$25,999.25**	$38.26	**$26,779.23**	**$126,320.27**
334	70191874	BELT KEVLAR CORD FOR FAREBOX	C091320023	EA	78	$15.66	**$1,221.48**	$16.13	**$1,258.12**	$16.61	**$1,295.87**	$17.11	**$1,334.74**	$17.63	**$1,374.79**	**$6,485.00**
338	70195008	SPRING, FRONT AIR BELLOW, GILLIG	08-70861-000	EA	15	$120.41	**$1,806.15**	$124.02	**$1,860.33**	$127.74	**$1,916.14**	$131.58	**$1,973.63**	$135.52	**$2,032.84**	**$9,589.10**
340	70195065	VALVE, DEF, HEATER, ASM, 600,700,11,12	6389280	EA	19	$67.26	**$1,277.94**	$69.28	**$1,316.28**	$71.36	**$1,355.77**	$73.50	**$1,396.44**	$75.70	**$1,438.33**	**$6,784.76**
342	70195685	LIGHT, INTERIOR, DOOR - NF	265410	EA	9	$52.09	**$468.81**	$53.65	**$482.87**	$55.26	**$497.36**	$56.92	**$512.28**	$58.63	**$527.65**	**$2,488.98**
343	70195693	PROBALIZER FITTING, MULTI	41652	EA	19	$22.69	**$431.11**	$23.37	**$444.04**	$24.07	**$457.36**	$24.79	**$471.09**	$25.54	**$485.22**	**$2,288.82**
344	70195701	CS Right Mirror Housing-Head - GILLIG	82-70726-000	EA	23	$57.55	**$1,323.65**	$59.28	**$1,363.36**	$61.05	**$1,404.26**	$62.89	**$1,446.39**	$64.77	**$1,489.78**	**$7,027.44**
346	70195743	WINDSHIELD WIPER BLADE, GILLIG ALL	53-47678N000	EA	95	$7.40	**$703.00**	$7.62	**$724.09**	$7.85	**$745.81**	$8.09	**$768.19**	$8.33	**$791.23**	**$3,732.32**
348	70196014	WASHER,STAR,CTR/REAR,AXLE, GILLIG	5009013	EA	1505	$0.24	**$361.20**	$0.25	**$372.04**	$0.25	**$383.20**	$0.26	**$394.69**	$0.27	**$406.53**	**$1,917.66**
349	70196022	Flex Channel Drvr Window, NF-All	6459642	FT	499	$2.56	**$1,277.44**	$2.64	**$1,315.76**	$2.72	**$1,355.24**	$2.80	**$1,395.89**	$2.88	**$1,437.77**	**$6,782.10**
350	70196030	SEAT BELT KIT, LH, RECARO NF-ALL, MULTI	6345503	EA	93	$381.45	**$35,474.85**	$392.89	**$36,539.10**	$404.68	**$37,635.27**	$416.82	**$38,764.33**	$429.33	**$39,927.26**	**$188,340.80**
351	70196105	Windshield, Streetside, Gillig	26-45474-001L	EA	21	$194.06	**$4,075.26**	$199.88	**$4,197.52**	$205.88	**$4,323.44**	$212.05	**$4,453.15**	$218.42	**$4,586.74**	**$21,636.11**
352	70196113	Windshield, Curbside, Gillig	26-45474-001R	EA	15	$184.49	**$2,767.35**	$190.02	**$2,850.37**	$195.73	**$2,935.88**	$201.60	**$3,023.96**	$207.65	**$3,114.68**	**$14,692.24**
353	70196139	350 DEGREE TEMP SENSOR, NF-ALL	150832	EA	9	$186.51	**$1,678.59**	$192.11	**$1,728.95**	$197.87	**$1,780.82**	$203.80	**$1,834.24**	$209.92	**$1,889.27**	**$8,911.86**
360	70197822	DRIVERS SEATBELT KIT, GILLIG	82-65834-000	EA	67	$243.01	**$16,281.67**	$250.30	**$16,770.12**	$257.81	**$17,273.22**	$265.54	**$17,791.42**	$273.51	**$18,325.16**	**$86,441.60**
361	70197830	VOLTAGE REGULATOR 1100/1200 ONLY	6410483	EA	26	$478.02	**$12,428.52**	$492.36	**$12,801.38**	$507.13	**$13,185.42**	$522.35	**$13,580.98**	$538.02	**$13,988.41**	**$65,984.70**
362	70197848	ROTOR BRAKE FRONT 22.5, NF-60	6347297	EA	41	$145.32	**$5,958.12**	$149.68	**$6,136.86**	$154.17	**$6,320.97**	$158.80	**$6,510.60**	$163.56	**$6,705.92**	**$31,632.47**
364	70197871	ROTOR BRAKE CENTER - RAPID ONLY	6407925	EA	56	$158.34	**$8,867.04**	$163.09	**$9,133.05**	$167.98	**$9,407.04**	$173.02	**$9,689.25**	$178.21	**$9,979.93**	**$47,076.32**
365	70197985	BRAKE SHOE LINING, FRONT, NF-40-ALL	6411441	EA	3	$122.48	**$367.44**	$126.15	**$378.46**	$129.94	**$389.82**	$133.84	**$401.51**	$137.85	**$413.56**	**$1,950.79**
366	70197987	BRAKE SHOE LINING, REAR, NF-40-ALL	6411442	EA	28	$143.27	**$4,011.56**	$147.57	**$4,131.91**	$152.00	**$4,255.86**	$156.55	**$4,383.54**	$161.25	**$4,515.05**	**$21,297.92**
368	70198165	HI BEAM, HEADLIGHT, H5051 GILLIG ONLY	54-15729-029	EA	11	$17.13	**$188.43**	$17.64	**$194.08**	$18.17	**$199.91**	$18.72	**$205.90**	$19.28	**$212.08**	**$1,000.40**
369	70198351	WHEEL MUDFLAP, REAR AXLE, NF-60	505318	EA	10	$13.74	**$137.40**	$14.15	**$141.52**	$14.58	**$145.77**	$15.01	**$150.14**	$15.46	**$154.64**	**$729.48**
371	70198363	TRANS COOLER HOSE, 48.5", 300/600/700	427864	EA	9	$192.08	**$1,728.72**	$197.84	**$1,780.58**	$203.78	**$1,834.00**	$209.89	**$1,889.02**	$216.19	**$1,945.69**	**$9,178.01**
372	70198364	FUEL DOOR STRUT, NF-60	370035	EA	58	$8.15	**$472.70**	$8.39	**$486.88**	$8.65	**$501.49**	$8.91	**$516.53**	$9.17	**$532.03**	**$2,509.63**
373	70198365	WINDSHIELD, STREETSIDE, RAPIDS	518461	EA	11	$297.36	**$3,270.96**	$306.28	**$3,369.09**	$315.47	**$3,470.16**	$324.93	**$3,574.27**	$334.68	**$3,681.49**	**$17,365.97**
374	70198366	WINDSHIELD, CURBSIDE, RAPIDS	518462	EA	14	$297.36	**$4,163.04**	$306.28	**$4,287.93**	$315.47	**$4,416.57**	$324.93	**$4,549.07**	$334.68	**$4,685.54**	**$22,102.14**
378	70198421	HORN BRUSH, GILLIG	82-43678-005	EA	9	$76.70	**$690.30**	$79.00	**$711.01**	$81.37	**$732.34**	$83.81	**$754.31**	$86.33	**$776.94**	**$3,664.90**
380	70198512	BALL JOINT FOR DCU, ALL BUSES	RAM-202U	EA	5	$14.63	**$73.15**	$15.07	**$75.34**	$15.52	**$77.60**	$15.99	**$79.93**	$16.47	**$82.33**	**$388.36**
382	70198521	AC COMPRESSOR CRANK SEAL, RAPID	22-1318	EA	3	$1,202.53	**$3,607.59**	$1,238.61	**$3,715.82**	$1,275.76	**$3,827.29**	$1,314.04	**$3,942.11**	$1,353.46	**$4,060.37**	**$19,153.19**
384	70198535	TRANS COOLER HOSE, 47.5", 300/600/700	434704	EA	12	$190.72	**$2,288.64**	$196.44	**$2,357.30**	$202.33	**$2,428.02**	$208.40	**$2,500.86**	$214.66	**$2,575.88**	**$12,150.70**
386	70198539	BRAKE CHAMBER, FRONT STREET SIDE, RAPIDS	397910	EA	21	$159.04	**$3,339.84**	$163.81	**$3,440.04**	$168.73	**$3,543.24**	$173.79	**$3,649.53**	$179.00	**$3,759.02**	**$17,731.66**
387	70198540	BRAKE CHAMBER, FRONT CURB SIDE, RAPIDS	397908	EA	18	$159.04	**$2,862.72**	$163.81	**$2,948.60**	$168.73	**$3,037.06**	$173.79	**$3,128.17**	$179.00	**$3,222.02**	**$15,198.57**
388	70198547	RADIUS ROD KIT, REAR FRAME SIDE, 500-700	6356495	EA	33	$80.55	**$2,658.15**	$82.97	**$2,737.89**	$85.46	**$2,820.03**	$88.02	**$2,904.63**	$90.66	**$2,991.77**	**$14,112.48**
389	70198548	RADIUS ROD KIT, REAR AXLE SIDE, 500-700	6335815	EA	37	$30.49	**$1,128.13**	$31.40	**$1,161.97**	$32.35	**$1,196.83**	$33.32	**$1,232.74**	$34.32	**$1,269.72**	**$5,989.40**
391	70198557	AIR CONDITIONING AC FILTER	404586	EA	34	$83.40	**$2,835.60**	$85.90	**$2,920.67**	$88.48	**$3,008.29**	$91.13	**$3,098.54**	$93.87	**$3,191.49**	**$15,054.59**
393	70198567	AIR GOVERNOR, D2, NF-60	399079	EA	25	$124.86	**$3,121.50**	$128.61	**$3,215.15**	$132.46	**$3,311.60**	$136.44	**$3,410.95**	$140.53	**$3,513.28**	**$16,572.47**
402	70198590	AC MODULE, MAIN, RAPIDS, GILLIG	6394616	EA	10	$669.23	**$6,692.30**	$689.31	**$6,893.07**	$709.99	**$7,099.86**	$731.29	**$7,312.86**	$753.22	**$7,532.24**	**$35,530.33**
403	70198910	GILLIG REAR AXLE WHEEL STUD	82-32833-004	EA	11	$6.81	**$74.91**	$7.01	**$77.16**	$7.22	**$79.47**	$7.44	**$81.86**	$7.66	**$84.31**	**$397.71**
404	70198912	SWITCH, PUSH BUTTON, START, NF-60	449400	EA	11	$29.87	**$328.57**	$30.77	**$338.43**	$31.69	**$348.58**	$32.64	**$359.04**	$33.62	**$369.81**	**$1,744.42**

405	70198914	BOLT, WHEEL MOUNTING FRONT	6313127	EA	113	$14.61	**$1,650.93**	$15.05	**$1,700.46**	$15.50	**$1,751.47**	$15.96	**$1,804.02**	$16.44	**$1,858.14**	**$8,765.01**
406	70198985	BOLT,WHEEL MOUNT REAR 13 TON AXLE,Rapid	6346293	EA	24	$12.71	**$305.04**	$13.09	**$314.19**	$13.48	**$323.62**	$13.89	**$333.33**	$14.31	**$343.33**	**$1,619.50**
407	70199068	UPHOLSTERY, SEAT CUSH, VINYL&FABRIC BLK	82-65752-002	EA	19	$166.76	**$3,168.44**	$171.76	**$3,263.49**	$176.92	**$3,361.40**	$182.22	**$3,462.24**	$187.69	**$3,566.11**	**$16,821.68**
409	70199136	RADIATOR CAP, 16 PSI,MANUAL, 1100/1200	470238	EA	212	$5.63	**$1,193.56**	$5.80	**$1,229.37**	$5.97	**$1,266.25**	$6.15	**$1,304.24**	$6.34	**$1,343.36**	**$6,336.77**
410	70199137	FRONT LEVELING VALVE, 1100/1200	402017	EA	6	$504.20	**$3,025.20**	$519.33	**$3,115.96**	$534.91	**$3,209.43**	$550.95	**$3,305.72**	$567.48	**$3,404.89**	**$16,061.20**
411	70199140	SHIFT SELECTOR,GILLIG AND RAPID	6006341052	EA	68	$848.22	**$57,678.96**	$873.67	**$59,409.33**	$899.88	**$61,191.61**	$926.87	**$63,027.36**	$954.68	**$64,918.18**	**$306,225.43**
412	70199149	LOCK RING DUMP VALVE, Rapid	6391943	EA	12	$12.18	**$146.16**	$12.55	**$150.54**	$12.92	**$155.06**	$13.31	**$159.71**	$13.71	**$164.50**	**$775.98**
414	70199161	NUT, REAR AXLE, GILLIG	82-26299-000	EA	17	$2.24	**$38.08**	$2.31	**$39.22**	$2.38	**$40.40**	$2.45	**$41.61**	$2.52	**$42.86**	**$202.17**
415	70199163	LOUVER 4" O.D, NF-60	468229	EA	2	$39.06	**$78.12**	$40.23	**$80.46**	$41.44	**$82.88**	$42.68	**$85.36**	$43.96	**$87.92**	**$414.75**
416	70199208	MIRROR TURN SIGNAL, NF-600/700, NF-60	6403736	EA	7	$140.32	**$982.24**	$144.53	**$1,011.71**	$148.87	**$1,042.06**	$153.33	**$1,073.32**	$157.93	**$1,105.52**	**$5,214.85**
417	70199212	Voltage Regulator - GILLIG 2,9,14,17	13-41633-006	EA	82	$638.33	**$52,343.06**	$657.48	**$53,913.35**	$677.20	**$55,530.75**	$697.52	**$57,196.67**	$718.45	**$58,912.58**	**$277,896.41**
418	70199213	MIRROR ASSY,REAR STEPWELL, NF-All	274556	EA	9	$57.12	**$514.08**	$58.83	**$529.50**	$60.60	**$545.39**	$62.42	**$561.75**	$64.29	**$578.60**	**$2,729.32**
419	70199217	VOLTAGE REGULATOR, 1300, 1800	590567	EA	42	$666.30	**$27,984.60**	$686.29	**$28,824.14**	$706.88	**$29,688.86**	$728.08	**$30,579.53**	$749.93	**$31,496.91**	**$148,574.04**
422	70199236	HYD PUMP DELIVERY HOSE,72",600,70s	421847	EA	3	$83.61	**$250.83**	$86.12	**$258.35**	$88.70	**$266.11**	$91.36	**$274.09**	$94.10	**$282.31**	**$1,331.69**
423	70199237	HI PRESSURE CNG FUEL GAUGE,NF-40/RAPID	273040	EA	6	$117.68	**$706.08**	$121.21	**$727.26**	$124.85	**$749.08**	$128.59	**$771.55**	$132.45	**$794.70**	**$3,748.67**
424	70199245	RADIUS ROD LOWER REAR, NF-60, 1500	715553	EA	11	$181.28	**$1,994.08**	$186.72	**$2,053.90**	$192.32	**$2,115.52**	$198.09	**$2,178.99**	$204.03	**$2,244.35**	**$10,586.84**
426	70199247	SUPPORT STRUT,SRTIC JOINT BOTTOM,NF-60	6466494	EA	1	$278.44	**$278.44**	$286.79	**$286.79**	$295.40	**$295.40**	$304.26	**$304.26**	$313.39	**$313.39**	**$1,478.28**
427	70199281	EXH FLEX PIPE BLANKET 1100,1200,1300's	6412888	EA	18	$150.63	**$2,711.34**	$155.15	**$2,792.68**	$159.80	**$2,876.46**	$164.60	**$2,962.75**	$169.54	**$3,051.64**	**$14,394.87**
428	70199299	BOLT, CENTER AXLE HUB TO ROTOR, RAPID	6407926	EA	2	$3.10	**$6.20**	$3.19	**$6.39**	$3.29	**$6.58**	$3.39	**$6.77**	$3.49	**$6.98**	**$32.92**
429	70199471	Rear Axle Outer Seal, NF-60	6392547	EA	45	$34.73	**$1,562.85**	$35.77	**$1,609.74**	$36.85	**$1,658.03**	$37.95	**$1,707.77**	$39.09	**$1,759.00**	**$8,297.38**
430	70199473	Center Axle Inner Seal, NF-60	6407920	EA	57	$56.21	**$3,203.97**	$57.90	**$3,300.09**	$59.63	**$3,399.09**	$61.42	**$3,501.06**	$63.26	**$3,606.10**	**$17,010.31**
432	70199507	Center Axle Caliper Bolt,M16X71.5,Rapid	6412408	EA	17	$16.07	**$273.19**	$16.55	**$281.39**	$17.05	**$289.83**	$17.56	**$298.52**	$18.09	**$307.48**	**$1,450.40**
433	70199509	CENTER AXLE CALIPER BOLT,M16X70,11001200	6407947	EA	22	$5.95	**$130.90**	$6.13	**$134.83**	$6.31	**$138.87**	$6.50	**$143.04**	$6.70	**$147.33**	**$694.97**
434	70199510	Front Caliper / Rotor Bolt, NF-60	6361062	EA	60	$7.84	**$470.40**	$8.08	**$484.51**	$8.32	**$499.05**	$8.57	**$514.02**	$8.82	**$529.44**	**$2,497.42**
435	70199511	REAR AXLE CALIPER BOLT, M18X65,1100/1200	6392087	EA	2	$7.94	**$15.88**	$8.18	**$16.36**	$8.42	**$16.85**	$8.68	**$17.35**	$8.94	**$17.87**	**$84.31**
436	70199512	Rear Axle Hub to Rotor Bolt, NF-60	6392550	EA	50	$8.60	**$430.00**	$8.86	**$442.90**	$9.12	**$456.19**	$9.40	**$469.87**	$9.68	**$483.97**	**$2,282.93**
437	70199516	CENTER AXLE COVER O-RING, NF-60	6407928	EA	27	$3.86	**$104.22**	$3.98	**$107.35**	$4.10	**$110.57**	$4.22	**$113.88**	$4.34	**$117.30**	**$553.32**
439	70199518	Rear Axle Inner Seal, NF-60	6392081	EA	50	$75.37	**$3,768.50**	$77.63	**$3,881.56**	$79.96	**$3,998.00**	$82.36	**$4,117.94**	$84.83	**$4,241.48**	**$20,007.48**
441	70199520	Rear Axle Hub O-Ring Seal, NF-60	6392546	EA	92	$8.40	**$772.80**	$8.65	**$795.98**	$8.91	**$819.86**	$9.18	**$844.46**	$9.45	**$869.79**	**$4,102.90**
443	70199522	Center Axle Lock Plate, NF-60	6407963	EA	32	$3.47	**$111.04**	$3.57	**$114.37**	$3.68	**$117.80**	$3.79	**$121.34**	$3.91	**$124.98**	**$589.53**
444	70199524	Rear Axle Shaft Bolt, M16x1.5x40, Rapid	6407909	EA	23	$7.88	**$181.24**	$8.12	**$186.68**	$8.36	**$192.28**	$8.61	**$198.05**	$8.87	**$203.99**	**$962.23**
445	70199546	Front Axle Wheel Stud, NF-Rapid	6361063	EA	5	$17.46	**$87.30**	$17.98	**$89.92**	$18.52	**$92.62**	$19.08	**$95.40**	$19.65	**$98.26**	**$463.49**
446	70199567	Pull Cord Decal Bilingual - NF-ALL	134032	EA	37	$0.79	**$29.23**	$0.81	**$30.11**	$0.84	**$31.01**	$0.86	**$31.94**	$0.89	**$32.90**	**$155.19**
447	70199570	Entrance / Exit Door Controller, NF-60	510067	EA	11	$1,256.79	**$13,824.69**	$1,294.49	**$14,239.43**	$1,333.33	**$14,666.61**	$1,373.33	**$15,106.61**	$1,414.53	**$15,559.81**	**$73,397.16**
448	70199578	O-Ring TK 1.875" ID, Multi	33-230	EA	4	$5.17	**$20.68**	$5.33	**$21.30**	$5.48	**$21.94**	$5.65	**$22.60**	$5.82	**$23.28**	**$109.79**
449	70199589	Floor Hatch Latch, GILLIG	54-49255N000	EA	35	$39.01	**$1,365.35**	$40.18	**$1,406.31**	$41.39	**$1,448.50**	$42.63	**$1,491.95**	$43.91	**$1,536.71**	**$7,248.83**
451	70199611	AD Joiner Strip Short, NF-60	441222	EA	127	$4.20	**$533.40**	$4.33	**$549.40**	$4.46	**$565.88**	$4.59	**$582.86**	$4.73	**$600.35**	**$2,831.89**
452	70199612	Strip Joiner AD Sign Long, NF-60	441224	EA	20	$5.44	**$108.80**	$5.60	**$112.06**	$5.77	**$115.43**	$5.94	**$118.89**	$6.12	**$122.46**	**$577.63**
454	70199716	Battery Spacer Rounded - RAPIDS	437799	EA	16	$12.08	**$193.28**	$12.44	**$199.08**	$12.82	**$205.05**	$13.20	**$211.20**	$13.60	**$217.54**	**$1,026.15**
455	70199718	Battery Hold Down Bolt - NF-ALL	384986	EA	9	$12.50	**$112.50**	$12.88	**$115.88**	$13.26	**$119.35**	$13.66	**$122.93**	$14.07	**$126.62**	**$597.28**
456	70199725	AC Comp Turnbuckle - NF-40	253876	EA	2	$25.80	**$51.60**	$26.57	**$53.15**	$27.37	**$54.74**	$28.19	**$56.38**	$29.04	**$58.08**	**$273.95**
458	70199728	Engine Compartment Temp Gauge - GILLIG	53-41740-012	EA	14	$180.45	**$2,526.30**	$185.86	**$2,602.09**	$191.44	**$2,680.15**	$197.18	**$2,760.56**	$203.10	**$2,843.37**	**$13,412.47**
459	70199733	Manual Fire Sup Button Kidde - ALL BUS	254869	EA	14	$172.54	**$2,415.56**	$177.72	**$2,488.03**	$183.05	**$2,562.67**	$188.54	**$2,639.55**	$194.20	**$2,718.73**	**$12,824.54**
460	70199741	90 Degree Hose AC Evap Box - NF-40, 1100	089955	EA	5	$35.29	**$176.45**	$36.35	**$181.74**	$37.44	**$187.20**	$38.56	**$192.81**	$39.72	**$198.60**	**$936.80**
461	70199742	Crank AC Pulley Bolt 8.9L - CUMMINS	QBHF12C03510.9	EA	133	$1.57	**$208.81**	$1.62	**$215.07**	$1.67	**$221.53**	$1.72	**$228.17**	$1.77	**$235.02**	**$1,108.60**
462	70199743	Crank Adapter Bolt 8.9L - CUMMINS	QBHF12C05510.9	EA	48	$1.96	**$94.08**	$2.02	**$96.90**	$2.08	**$99.81**	$2.14	**$102.80**	$2.21	**$105.89**	**$499.48**
463	70199744	4PSI Brake Pressure Switch, NF-60	205227	EA	1	$35.58	**$35.58**	$36.65	**$36.65**	$37.75	**$37.75**	$38.88	**$38.88**	$40.05	**$40.05**	**$188.90**
466	70199754	Side Turn/Marker Light - GILLIG ALL	13-46071-000	EA	43	$40.78	**$1,753.54**	$42.00	**$1,806.15**	$43.26	**$1,860.33**	$44.56	**$1,916.14**	$45.90	**$1,973.62**	**$9,309.78**
467	70199755	Brake Relay ASM R-12DCV, 1100/1200	6333199	EA	3	$92.03	**$276.09**	$94.79	**$284.37**	$97.63	**$292.90**	$100.56	**$301.69**	$103.58	**$310.74**	**$1,465.80**
468	70199757	Break Away Glass Door Release, 1100/1200	515255	EA	10	$22.12	**$221.20**	$22.78	**$227.84**	$23.47	**$234.67**	$24.17	**$241.71**	$24.90	**$248.96**	**$1,174.38**
471	70199767	Glass Only, Entrance Aft, NF-60	509950	EA	10	$4,816.70	**$48,167.00**	$4,961.20	**$49,612.01**	$5,110.04	**$51,100.37**	$5,263.34	**$52,633.38**	$5,421.24	**$54,212.38**	**$255,725.14**
473	70199783	Driver Lap Belt ASM - NF-1300 ONLY	6460410	EA	10	$189.47	**$1,894.70**	$195.15	**$1,951.54**	$201.01	**$2,010.09**	$207.04	**$2,070.39**	$213.25	**$2,132.50**	**$10,059.22**
474	70199784	AC Belt Tensioner ASM - GILLIG	01-54765N000	EA	8	$130.19	**$1,041.52**	$134.10	**$1,072.77**	$138.12	**$1,104.95**	$142.26	**$1,138.10**	$146.53	**$1,172.24**	**$5,529.57**
477	70199801	Driver Seat Air Control Kit - NF-ALL	6344617	EA	17	$342.89	**$5,829.13**	$353.18	**$6,004.00**	$363.77	**$6,184.12**	$374.69	**$6,369.65**	$385.93	**$6,560.74**	**$30,947.64**
480	70199805	Air Dryer Purge Valve - GILLIG	235	EA	82	$32.00	**$2,624.00**	$32.96	**$2,702.72**	$33.95	**$2,783.80**	$34.97	**$2,867.32**	$36.02	**$2,953.34**	**$13,931.17**
482	70199815	Hyd Res Sight Glass/Sensor - NF-3,6, 700	434921	EA	7	$142.65	**$998.55**	$146.93	**$1,028.51**	$151.34	**$1,059.36**	$155.88	**$1,091.14**	$160.55	**$1,123.88**	**$5,301.44**
483	70199817	Decal Logo NFIL Ecodome, NF-ALL	256835	EA	7	$8.80	**$61.60**	$9.06	**$63.45**	$9.34	**$65.35**	$9.62	**$67.31**	$9.90	**$69.33**	**$327.04**
484	70199826	AC CONTROLLER, TK-IA3, GILLIG, NF-RAPID	45-2339	EA	13	$446.87	**$5,809.31**	$460.28	**$5,983.59**	$474.08	**$6,163.10**	$488.31	**$6,347.99**	$502.96	**$6,538.43**	**$30,842.42**
485	70199830	Brake Stop Light Side Only - GILLIG	51-54624-000	EA	31	$41.87	**$1,297.97**	$43.13	**$1,336.91**	$44.42	**$1,377.02**	$45.75	**$1,418.33**	$47.13	**$1,460.88**	**$6,891.10**

486	70199831	Brake Stop Light Center Only - GILLIG	51-54624-001	EA	8	$41.74	**$333.92**	$42.99	**$343.94**	$44.28	**$354.26**	$45.61	**$364.88**	$46.98	**$375.83**	**$1,772.83**
487	70199846	BIKE RACK PIVOT BASE, GILLIG, MULTI	53-46394N000	EA	1	$513.18	**$513.18**	$528.58	**$528.58**	$544.43	**$544.43**	$560.77	**$560.77**	$577.59	**$577.59**	**$2,724.54**
489	70199862	AC Unloader Coil Carrier - NF-40	6408282	EA	12	$35.59	**$427.08**	$36.66	**$439.89**	$37.76	**$453.09**	$38.89	**$466.68**	$40.06	**$480.68**	**$2,267.43**
491	70199865	REAR CORNER PILLAR RH, LATCH, NF-60	434248	EA	27	$30.46	**$822.42**	$31.37	**$847.09**	$32.32	**$872.51**	$33.28	**$898.68**	$34.28	**$925.64**	**$4,366.34**
494	70199875	REAR CORNER PILLAR LH, LATCH, NF-60	434247	EA	19	$29.18	**$554.42**	$30.06	**$571.05**	$30.96	**$588.18**	$31.89	**$605.83**	$32.84	**$624.00**	**$2,943.49**
496	70199878	AC Compressor Clutch Bearing NF-40	3211 A-2RS1	EA	15	$278.45	**$4,176.75**	$286.80	**$4,302.05**	$295.41	**$4,431.11**	$304.27	**$4,564.05**	$313.40	**$4,700.97**	**$22,174.93**
497	70199884	Bearing, Multi, TK	SKF 3210 A-2RS1	EA	245	$76.21	**$18,671.45**	$78.50	**$19,231.59**	$80.85	**$19,808.54**	$83.28	**$20,402.80**	$85.78	**$21,014.88**	**$99,129.26**
499	70199898	Oil Pan Drain QD Plug - CUMMINS ALL	15-18150-04	EA	58	$38.32	**$2,222.56**	$39.47	**$2,289.24**	$40.65	**$2,357.91**	$41.87	**$2,428.65**	$43.13	**$2,501.51**	**$11,799.87**
501	70200006	Driveshaft Flange Bolt, NF-60	6312877	EA	20	$5.02	**$100.40**	$5.17	**$103.41**	$5.33	**$106.51**	$5.49	**$109.71**	$5.65	**$113.00**	**$533.04**
502	70200007	Coat Hook - NF ALL	5944630	EA	14	$5.78	**$80.92**	$5.95	**$83.35**	$6.13	**$85.85**	$6.32	**$88.42**	$6.51	**$91.08**	**$429.62**
504	70200033	Turbine/Output Sensor ZF Ecolife All	0501.215.837	EA	11	$69.84	**$768.24**	$71.94	**$791.29**	$74.09	**$815.03**	$76.32	**$839.48**	$78.61	**$864.66**	**$4,078.69**
505	70200062	Surge Tank Rad Cap 18PSI, 1300/1800	590112	EA	51	$6.45	**$328.95**	$6.64	**$338.82**	$6.84	**$348.98**	$7.05	**$359.45**	$7.26	**$370.24**	**$1,746.44**
508	70200206	AC Coil Solenoid (Unloader), Rapid	41-5213	EA	15	$97.49	**$1,462.35**	$100.41	**$1,506.22**	$103.43	**$1,551.41**	$106.53	**$1,597.95**	$109.73	**$1,645.89**	**$7,763.81**
511	70200227	Swivel Saddle, Multi - All Bus	351500	EA	470	$1.37	**$643.90**	$1.41	**$663.22**	$1.45	**$683.11**	$1.50	**$703.61**	$1.54	**$724.72**	**$3,418.55**
512	70200228	Ty-Rap for Swivel Saddle Multi, All Bus	351161	EA	719	$0.86	**$618.34**	$0.89	**$636.89**	$0.91	**$656.00**	$0.94	**$675.68**	$0.97	**$695.95**	**$3,282.85**
513	70200235	Elbow 90 degree silicone, 1100/1200	465750	EA	42	$48.56	**$2,039.52**	$50.02	**$2,100.71**	$51.52	**$2,163.73**	$53.06	**$2,228.64**	$54.65	**$2,295.50**	**$10,828.09**
514	70200240	Terminal, Electrical Repair, Multi	3164291	EA	1	$9.24	**$9.24**	$9.52	**$9.52**	$9.80	**$9.80**	$10.10	**$10.10**	$10.40	**$10.40**	**$49.06**
515	70200256	Alternator Pulley Idler Shaft - MULTI	3935229	EA	19	$44.39	**$843.41**	$45.72	**$868.71**	$47.09	**$894.77**	$48.51	**$921.62**	$49.96	**$949.27**	**$4,477.78**
516	70200262	Trans Dipstick, NF-60	508839	EA	9	$114.54	**$1,030.86**	$117.98	**$1,061.79**	$121.52	**$1,093.64**	$125.16	**$1,126.45**	$128.92	**$1,160.24**	**$5,472.98**
519	70200463	Blanket, Bellow Female, NF-60	6412889	EA	18	$155.64	**$2,801.52**	$160.31	**$2,885.57**	$165.12	**$2,972.13**	$170.07	**$3,061.30**	$175.17	**$3,153.14**	**$14,873.65**
520	70200465	Harness, Cat Converter - RAPIDS	482569	EA	17	$445.97	**$7,581.49**	$459.35	**$7,808.93**	$473.13	**$8,043.20**	$487.32	**$8,284.50**	$501.94	**$8,533.03**	**$40,251.16**
526	70200508	Cap,Dust Hydraulic Reservoir LG., NF-ALL	268148	EA	10	$1.43	**$14.30**	$1.47	**$14.73**	$1.52	**$15.17**	$1.56	**$15.63**	$1.61	**$16.09**	**$75.92**
527	70200509	Cap, Dust Booster Pump, NF-All	279562	EA	14	$1.77	**$24.78**	$1.82	**$25.52**	$1.88	**$26.29**	$1.93	**$27.08**	$1.99	**$27.89**	**$131.56**
528	70200511	Bumper Rubber 1.0 DIAx1.0 NF-60	059835	EA	31	$1.74	**$53.94**	$1.79	**$55.56**	$1.85	**$57.22**	$1.90	**$58.94**	$1.96	**$60.71**	**$286.37**
529	70200527	Hump Hose Rad In/Outlet, 2.5X6.0 Gillig	56-09125-004	EA	44	$19.08	**$839.52**	$19.65	**$864.71**	$20.24	**$890.65**	$20.85	**$917.37**	$21.47	**$944.89**	**$4,457.13**
532	70200538	Trigger for 25lb Fire Extinguisher,Multi	424766	EA	6	$675.02	**$4,050.12**	$695.27	**$4,171.62**	$716.13	**$4,296.77**	$737.61	**$4,425.68**	$759.74	**$4,558.45**	**$21,502.64**
534	70200557	Q-Pod w/c Hook Belt, Multi	6443037	EA	14	$355.76	**$4,980.64**	$366.43	**$5,130.06**	$377.43	**$5,283.96**	$388.75	**$5,442.48**	$400.41	**$5,605.75**	**$26,442.89**
536	70200560	Steering Damper, NF-60	336047	EA	22	$350.49	**$7,710.78**	$361.00	**$7,942.10**	$371.83	**$8,180.37**	$382.99	**$8,425.78**	$394.48	**$8,678.55**	**$40,937.58**
537	70200578	Hyd Roof Fan ASM 24V, 600/700	1050036016PA0	EA	1	$441.01	**$441.01**	$454.24	**$454.24**	$467.87	**$467.87**	$481.90	**$481.90**	$496.36	**$496.36**	**$2,341.38**
538	70200600	Cable Defrost Heater 63.0 LG, Multi	275636	EA	2	$18.06	**$36.12**	$18.60	**$37.20**	$19.16	**$38.32**	$19.73	**$39.47**	$20.33	**$40.65**	**$191.77**
541	70200624	Eng & AC Tailgate Comp Latches, NF-All	6447556	EA	5	$8.39	**$41.95**	$8.64	**$43.21**	$8.90	**$44.50**	$9.17	**$45.84**	$9.44	**$47.22**	**$222.72**
542	70200632	Kneeling Switch, Multi	51-02164-010	EA	30	$10.51	**$315.30**	$10.83	**$324.76**	$11.15	**$334.50**	$11.48	**$344.54**	$11.83	**$354.87**	**$1,673.97**
543	70200643	Surge Tank Schrader Valve ASM, NF-ALL	5956167	EA	3	$2.88	**$8.64**	$2.97	**$8.90**	$3.06	**$9.17**	$3.15	**$9.44**	$3.24	**$9.72**	**$45.87**
546	70200651	Bumper Rubber, NF-60	346879	EA	46	$0.82	**$37.72**	$0.84	**$38.85**	$0.87	**$40.02**	$0.90	**$41.22**	$0.92	**$42.45**	**$200.26**
547	70200652	AC Field, Clutch, 24VDC, 200,900	420937	EA	8	$550.48	**$4,403.84**	$566.99	**$4,535.96**	$584.00	**$4,672.03**	$601.52	**$4,812.19**	$619.57	**$4,956.56**	**$23,380.58**
548	70200657	Upper Accordian Coolant Hose, NF-60	435821	EA	14	$12.38	**$173.32**	$12.75	**$178.52**	$13.13	**$183.88**	$13.53	**$189.39**	$13.93	**$195.07**	**$920.18**
549	70200675	Sunvisor Assembly, w/pockets, 600/700	281765	EA	10	$339.36	**$3,393.60**	$349.54	**$3,495.41**	$360.03	**$3,600.27**	$370.83	**$3,708.28**	$381.95	**$3,819.53**	**$18,017.08**
550	70200678	Spring Assy, Gas Battery Box, Gillig	53-20347-007	EA	43	$9.69	**$416.67**	$9.98	**$429.17**	$10.28	**$442.05**	$10.59	**$455.31**	$10.91	**$468.97**	**$2,212.16**
551	70200679	Spring Assy, Gas Filter Door, Gillig	53-20347-008	EA	62	$7.95	**$492.90**	$8.19	**$507.69**	$8.43	**$522.92**	$8.69	**$538.61**	$8.95	**$554.76**	**$2,616.87**
552	70200682	8.9 Fan Support Inner Pulley	5282159	EA	46	$90.70	**$4,172.20**	$93.42	**$4,297.37**	$96.22	**$4,426.29**	$99.11	**$4,559.08**	$102.08	**$4,695.85**	**$22,150.78**
556	70200690	Lower Hyd hose to fan motor, 600/700	438689	EA	43	$69.19	**$2,975.17**	$71.27	**$3,064.43**	$73.40	**$3,156.36**	$75.61	**$3,251.05**	$77.87	**$3,348.58**	**$15,795.58**
557	70200713	Captive Screw Kit, Multi	6412855	EA	6	$12.21	**$73.26**	$12.58	**$75.46**	$12.95	**$77.72**	$13.34	**$80.05**	$13.74	**$82.45**	**$388.95**
560	70200733	P/S Pump Hose, Return to Tank, Rapid	456395	EA	5	$27.72	**$138.60**	$28.55	**$142.76**	$29.41	**$147.04**	$30.29	**$151.45**	$31.20	**$156.00**	**$735.85**
566	70200757	Upper Radius Rod Bolt, Diff Side, NF-60	356808	EA	19	$3.52	**$66.88**	$3.63	**$68.89**	$3.73	**$70.95**	$3.85	**$73.08**	$3.96	**$75.27**	**$355.08**
567	70200760	Seal Bulb, 600/700	217979	EA	12	$2.76	**$33.12**	$2.84	**$34.11**	$2.93	**$35.14**	$3.02	**$36.19**	$3.11	**$37.28**	**$175.84**
569	70200764	Surge Tank Sight Glass 600/700	83016	EA	13	$53.00	**$689.00**	$54.59	**$709.67**	$56.23	**$730.96**	$57.91	**$752.89**	$59.65	**$775.48**	**$3,657.99**
571	70200767	Driver Seat Bottom Cushion, Gillig	82-64108-000	EA	16	$131.78	**$2,108.48**	$135.73	**$2,171.73**	$139.81	**$2,236.89**	$144.00	**$2,303.99**	$148.32	**$2,373.11**	**$11,194.21**
572	70200769	Bellow Rear Axle, Gillig	82-70854-000	EA	150	$198.42	**$29,763.00**	$204.37	**$30,655.89**	$210.50	**$31,575.57**	$216.82	**$32,522.83**	$223.32	**$33,498.52**	**$158,015.81**
575	70200772	Windshield Wiper Motor, Multi	225892	EA	8	$250.24	**$2,001.92**	$257.75	**$2,061.98**	$265.48	**$2,123.84**	$273.44	**$2,187.55**	$281.65	**$2,253.18**	**$10,628.47**
576	70200773	Low Pressure CNG Fuel Gauge, NF-All	273041	EA	11	$119.93	**$1,319.23**	$123.53	**$1,358.81**	$127.23	**$1,399.57**	$131.05	**$1,441.56**	$134.98	**$1,484.80**	**$7,003.97**
577	70200774	Seat Cushion Kit, Multi	6344624	EA	74	$218.91	**$16,199.34**	$225.48	**$16,685.32**	$232.24	**$17,185.88**	$239.21	**$17,701.46**	$246.39	**$18,232.50**	**$86,004.50**
578	70200775	Recaro Driver Seat Panel Kit, NF-All	6344625	EA	44	$42.02	**$1,848.88**	$43.28	**$1,904.35**	$44.58	**$1,961.48**	$45.92	**$2,020.32**	$47.29	**$2,080.93**	**$9,815.96**
579	70200776	Front Air Gauge, Dash, NF-40	218434	EA	14	$53.79	**$753.06**	$55.40	**$775.65**	$57.07	**$798.92**	$58.78	**$822.89**	$60.54	**$847.58**	**$3,998.10**
580	70200777	Interior Step Well Light,NF-40,1500	266142	EA	46	$51.01	**$2,346.46**	$52.54	**$2,416.85**	$54.12	**$2,489.36**	$55.74	**$2,564.04**	$57.41	**$2,640.96**	**$12,457.67**
582	70200779	Exhaust Clamps 4" V-Band, Multi	331992	EA	26	$40.65	**$1,056.90**	$41.87	**$1,088.61**	$43.13	**$1,121.27**	$44.42	**$1,154.90**	$45.75	**$1,189.55**	**$5,611.23**
585	70200783	Silent Alarm Switch Kit, RECARO, NF-All	6446814	EA	18	$444.03	**$7,992.54**	$457.35	**$8,232.32**	$471.07	**$8,479.29**	$485.20	**$8,733.66**	$499.76	**$8,995.67**	**$42,433.48**
590	70200827	Coolant Fill Port, QD	054526	EA	11	$22.07	**$242.77**	$22.73	**$250.05**	$23.41	**$257.55**	$24.12	**$265.28**	$24.84	**$273.24**	**$1,288.90**
591	70200834	Front Brake Chamber, Gillig	82-70621-000	EA	19	$194.40	**$3,693.60**	$200.23	**$3,804.41**	$206.24	**$3,918.54**	$212.43	**$4,036.10**	$218.80	**$4,157.18**	**$19,609.82**
592	70200841	Kneel Switch Cover, Gillig	51-02128-004	EA	24	$13.89	**$333.36**	$14.31	**$343.36**	$14.74	**$353.66**	$15.18	**$364.27**	$15.63	**$375.20**	**$1,769.85**

593	70200843	Rear Lower Radius Rod Bolt, Axle, NF-60	10B12104	EA	8	$4.84	**$38.72**	$4.99	**$39.88**	$5.13	**$41.08**	$5.29	**$42.31**	$5.45	**$43.58**	**$205.57**
595	70200845	Radius Rod Mounting Spacer, NF-ALL	223196	EA	7	$2.60	**$18.20**	$2.68	**$18.75**	$2.76	**$19.31**	$2.84	**$19.89**	$2.93	**$20.48**	**$96.63**
596	70200846	Power Steering Box Supply Hose, Rapid	421259	EA	6	$28.59	**$171.54**	$29.45	**$176.69**	$30.33	**$181.99**	$31.24	**$187.45**	$32.18	**$193.07**	**$910.73**
597	70200851	Castle Nut for Steering Damper, Rapid	6360336	EA	5	$1.93	**$9.65**	$1.99	**$9.94**	$2.05	**$10.24**	$2.11	**$10.54**	$2.17	**$10.86**	**$51.23**
600	70200868	Tape, Double Sided Adhesive	089832	FT	601	$0.13	**$78.13**	$0.13	**$80.47**	$0.14	**$82.89**	$0.14	**$85.37**	$0.15	**$87.94**	**$414.80**
601	70200871	Controller w/c Lift, Gillig	371-0369	EA	3	$1,251.37	**$3,754.11**	$1,288.91	**$3,866.73**	$1,327.58	**$3,982.74**	$1,367.41	**$4,102.22**	$1,408.43	**$4,225.28**	**$19,931.08**
602	70200886	Tape, Double Sided	266925	FT	328	$0.20	**$65.60**	$0.21	**$67.57**	$0.21	**$69.60**	$0.22	**$71.68**	$0.23	**$73.83**	**$348.28**
604	70200918	Radius Rod Bushing Kit, Rapid	6382722	EA	16	$59.92	**$958.72**	$61.72	**$987.48**	$63.57	**$1,017.11**	$65.48	**$1,047.62**	$67.44	**$1,079.05**	**$5,089.97**
609	70200989	Exhaust Blanket 45 Elbow, NF-60	6412890	EA	10	$216.98	**$2,169.80**	$223.49	**$2,234.89**	$230.19	**$2,301.94**	$237.10	**$2,371.00**	$244.21	**$2,442.13**	**$11,519.76**
610	70200990	Exhaust Blanket 45 Elbow Female, NF-60	6412891	EA	9	$206.63	**$1,859.67**	$212.83	**$1,915.46**	$219.21	**$1,972.92**	$225.79	**$2,032.11**	$232.56	**$2,093.07**	**$9,873.24**
615	70201039	Head light adjusting screws, 600/700	6350789	BAG	10	$3.48	**$34.80**	$3.58	**$35.84**	$3.69	**$36.92**	$3.80	**$38.03**	$3.92	**$39.17**	**$184.76**
617	70201045	Bike rack stopper, Multi	6354832	EA	39	$33.95	**$1,324.05**	$34.97	**$1,363.77**	$36.02	**$1,404.68**	$37.10	**$1,446.83**	$38.21	**$1,490.23**	**$7,029.56**
619	70201057	WC RAMP STOW LATCH ROLLER, GILLIG	745-0381	EA	67	$5.76	**$385.92**	$5.93	**$397.50**	$6.11	**$409.42**	$6.29	**$421.71**	$6.48	**$434.36**	**$2,048.90**
620	70201059	WC Ramp Floor Pivot Roller Nylon, Gillig	750-1241	EA	6	$19.83	**$118.98**	$20.42	**$122.55**	$21.04	**$126.23**	$21.67	**$130.01**	$22.32	**$133.91**	**$631.68**
621	70201070	Slide 9.45", Gillig	82-16348	EA	5	$126.92	**$634.60**	$130.73	**$653.64**	$134.65	**$673.25**	$138.69	**$693.44**	$142.85	**$714.25**	**$3,369.18**
623	70201076	Strut-Gas 80 lb, 1300/1800	521907	EA	14	$34.67	**$485.38**	$35.71	**$499.94**	$36.78	**$514.94**	$37.88	**$530.39**	$39.02	**$546.30**	**$2,576.95**
624	70201077	Cylinder Assembly, 80 Lbs, 1300/1800	521196	EA	15	$32.62	**$489.30**	$33.60	**$503.98**	$34.61	**$519.10**	$35.64	**$534.67**	$36.71	**$550.71**	**$2,597.76**
626	70201128	Recaro seat headrest guide tube, Multi	6393312	EA	8	$31.24	**$249.92**	$32.18	**$257.42**	$33.14	**$265.14**	$34.14	**$273.09**	$35.16	**$281.29**	**$1,326.86**
627	70201132	Channel, Flex, Gillig	82-55354-000	FT	236	$2.56	**$604.16**	$2.64	**$622.28**	$2.72	**$640.95**	$2.80	**$660.18**	$2.88	**$679.99**	**$3,207.57**
629	70201196	QR1 repair kit, 1100/1200	6359755	EA	31	$3.98	**$123.38**	$4.10	**$127.08**	$4.22	**$130.89**	$4.35	**$134.82**	$4.48	**$138.87**	**$655.04**
630	70201197	QR1 repair O-ring, NF-60	6121303	EA	6	$1.81	**$10.86**	$1.86	**$11.19**	$1.92	**$11.52**	$1.98	**$11.87**	$2.04	**$12.22**	**$57.66**
631	70201401	Knob, many uses,AC,defroster,WC, NF-All	351515	EA	78	$12.18	**$950.04**	$12.55	**$978.54**	$12.92	**$1,007.90**	$13.31	**$1,038.13**	$13.71	**$1,069.28**	**$5,043.89**
633	70201415	Parking Brake Relay, R-14, Gillig	04-56340-000	EA	4	$102.70	**$410.80**	$105.78	**$423.12**	$108.95	**$435.82**	$112.22	**$448.89**	$115.59	**$462.36**	**$2,180.99**
634	70201416	R-12 Service Kit, Gillig	82-25756-000	EA	11	$30.42	**$334.62**	$31.33	**$344.66**	$32.27	**$355.00**	$33.24	**$365.65**	$34.24	**$376.62**	**$1,776.54**
637	70201441	Knob,Driver Seat Back Tilt Adjust,Gillig	82-54002-019	EA	20	$20.18	**$403.60**	$20.79	**$415.71**	$21.41	**$428.18**	$22.05	**$441.02**	$22.71	**$454.26**	**$2,142.77**
638	70201498	Bump Stop, Artic Joint, NF-60	6354543	EA	75	$26.98	**$2,023.50**	$27.79	**$2,084.21**	$28.62	**$2,146.73**	$29.48	**$2,211.13**	$30.37	**$2,277.47**	**$10,743.04**
639	70201560	AC Door Strut-Locking 120lb - Rapids	499019	EA	17	$25.76	**$437.92**	$26.53	**$451.06**	$27.33	**$464.59**	$28.15	**$478.53**	$28.99	**$492.88**	**$2,324.98**
640	70201561	AC Door Strut-120lb, NF-60	499014	EA	12	$30.23	**$362.76**	$31.14	**$373.64**	$32.07	**$384.85**	$33.03	**$396.40**	$34.02	**$408.29**	**$1,925.94**
641	70201660	Hose 4 - ply, Rapid	6406084	EA	3	$177.87	**$533.61**	$183.21	**$549.62**	$188.70	**$566.11**	$194.36	**$583.09**	$200.19	**$600.58**	**$2,833.01**
642	70201668	Clamp, Hose 1.02" - 1.33", Rapid	574523	EA	35	$2.83	**$99.05**	$2.91	**$102.02**	$3.00	**$105.08**	$3.09	**$108.23**	$3.19	**$111.48**	**$525.87**
643	70201711	Loom, Thermal L-Wrap, NF-60	165544	EA	19	$22.94	**$435.86**	$23.63	**$448.94**	$24.34	**$462.40**	$25.07	**$476.28**	$25.82	**$490.56**	**$2,314.04**
644	70201712	Hose Clamp with Sleeve, Rapid	553158	EA	38	$3.11	**$118.18**	$3.20	**$121.73**	$3.30	**$125.38**	$3.40	**$129.14**	$3.50	**$133.01**	**$627.43**
645	70201714	Hose, Aramid 1.125" ID, 1100/1200	260698	EA	13	$40.03	**$520.39**	$41.23	**$536.00**	$42.47	**$552.08**	$43.74	**$568.64**	$45.05	**$585.70**	**$2,762.82**
646	70201717	Seal Kit, Rear Kneeling Valve, 600/700	6360284	EA	31	$42.54	**$1,318.74**	$43.82	**$1,358.30**	$45.13	**$1,399.05**	$46.48	**$1,441.02**	$47.88	**$1,484.25**	**$7,001.37**
650	70201765	Blanket,Sml. Elbow at Clamp Female Rapid	6468746	EA	8	$165.86	**$1,326.88**	$170.84	**$1,366.69**	$175.96	**$1,407.69**	$181.24	**$1,449.92**	$186.68	**$1,493.42**	**$7,044.59**
658	70201835	Head, Injection Molded, NF-ALL, 1500	6338797	EA	4	$73.48	**$293.92**	$75.68	**$302.74**	$77.95	**$311.82**	$80.29	**$321.17**	$82.70	**$330.81**	**$1,560.46**
660	70201877	Caliper Asm, FCS/RSS, Mann Axle, NF-60	KL1400A-01	EA	73	$621.51	**$45,370.23**	$640.16	**$46,731.34**	$659.36	**$48,133.28**	$679.14	**$49,577.28**	$699.51	**$51,064.59**	**$240,876.71**
661	70201878	Caliper Asm, FSS/RCS, Mann Axle, NF-60	KR1400A-01	EA	66	$621.61	**$41,026.26**	$640.26	**$42,257.05**	$659.47	**$43,524.76**	$679.25	**$44,830.50**	$699.63	**$46,175.42**	**$217,813.99**
663	70201891	Hose, Brake, Gillig. NF-60, Cloth Cove	293-8	FT	90	$7.05	**$634.50**	$7.26	**$653.54**	$7.48	**$673.14**	$7.70	**$693.34**	$7.93	**$714.14**	**$3,368.65**
664	70201892	LED Board Basic/Dimming 12", NF 40 Foot	6400363	EA	12	$28.50	**$342.00**	$29.36	**$352.26**	$30.24	**$362.83**	$31.14	**$373.71**	$32.08	**$384.92**	**$1,815.72**
666	70202028	Motor Mount, Front, NF-ALL	499546	EA	40	$74.67	**$2,986.80**	$76.91	**$3,076.40**	$79.22	**$3,168.70**	$81.59	**$3,263.76**	$84.04	**$3,361.67**	**$15,857.33**
667	70202030	Motor Mount, Rear, NF - ALL	492756	EA	19	$106.23	**$2,018.37**	$109.42	**$2,078.92**	$112.70	**$2,141.29**	$116.08	**$2,205.53**	$119.56	**$2,271.69**	**$10,715.80**
668	70202037	O-ring, Filter dryer Outlet, All	6337529	EA	6	$1.61	**$9.66**	$1.66	**$9.95**	$1.71	**$10.25**	$1.76	**$10.56**	$1.81	**$10.87**	**$51.29**
670	70202048	Valve, Double Check, Gillig	04-56250-000	EA	46	$38.94	**$1,791.24**	$40.11	**$1,844.98**	$41.31	**$1,900.33**	$42.55	**$1,957.34**	$43.83	**$2,016.06**	**$9,509.94**
671	70202069	Valve, R-14, Center Axle, 1300,1800	004287	EA	14	$54.42	**$761.88**	$56.05	**$784.74**	$57.73	**$808.28**	$59.47	**$832.53**	$61.25	**$857.50**	**$4,044.92**
672	70202140	Seat Bottom, Type B, 1200/1300	6444667	EA	114	$126.09	**$14,374.26**	$129.87	**$14,805.49**	$133.77	**$15,249.65**	$137.78	**$15,707.14**	$141.92	**$16,178.36**	**$76,314.90**
673	70202141	Seat Bottom, Type A, WC, 1200/1300	6444665	EA	33	$114.68	**$3,784.44**	$118.12	**$3,897.97**	$121.66	**$4,014.91**	$125.31	**$4,135.36**	$129.07	**$4,259.42**	**$20,092.11**
674	70202176	Rubber, Ceiling Cover Lock, NF-60	489012	EA	24	$118.09	**$2,834.16**	$121.63	**$2,919.18**	$125.28	**$3,006.76**	$129.04	**$3,096.96**	$132.91	**$3,189.87**	**$15,046.94**
675	70202194	Shield, Lamp, Dash Panel, Gillig	53-35401-000N	EA	17	$4.72	**$80.24**	$4.86	**$82.65**	$5.01	**$85.13**	$5.16	**$87.68**	$5.31	**$90.31**	**$426.01**
679	70202312	Heater/Defroster Fan Speed Knob, Gillig	51-14062-000	EA	8	$5.56	**$44.48**	$5.73	**$45.81**	$5.90	**$47.19**	$6.08	**$48.60**	$6.26	**$50.06**	**$236.15**
682	70202342	Defrost Temp Ctrl Potentiometer 13,15,18	485937	EA	5	$82.24	**$411.20**	$84.71	**$423.54**	$87.25	**$436.24**	$89.87	**$449.33**	$92.56	**$462.81**	**$2,183.12**
684	70202358	Lamp Assy, Red Marker/ Clearance, Gillig	51-71007-001	EA	52	$25.19	**$1,309.88**	$25.95	**$1,349.18**	$26.72	**$1,389.65**	$27.53	**$1,431.34**	$28.35	**$1,474.28**	**$6,954.33**
686	70202368	Ignition Control Module Cummins 8.9 L9N	5397620	EA	17	$2,403.47	**$40,858.99**	$2,475.57	**$42,084.76**	$2,549.84	**$43,347.30**	$2,626.34	**$44,647.72**	$2,705.13	**$45,987.15**	**$216,925.93**
690	70202400	Fan motor connector, TK, Rapid	41-9440	EA	5	$56.44	**$282.20**	$58.13	**$290.67**	$59.88	**$299.39**	$61.67	**$308.37**	$63.52	**$317.62**	**$1,498.24**
691	70202402	Terminal female (10ga), TK, Rapid	44-9689	EA	20	$5.45	**$109.00**	$5.61	**$112.27**	$5.78	**$115.64**	$5.96	**$119.11**	$6.13	**$122.68**	**$578.70**
692	70202403	Terminal female .5-1.0ga, TK, Rapid	41-9442	EA	19	$20.56	**$390.64**	$21.18	**$402.36**	$21.81	**$414.43**	$22.47	**$426.86**	$23.14	**$439.67**	**$2,073.96**
693	70202425	Roll Pin C/S Mirror Arm Bracket, Rapid	192-1	EA	1	$0.28	**$0.28**	$0.29	**$0.29**	$0.30	**$0.30**	$0.31	**$0.31**	$0.32	**$0.32**	**$1.49**
698	70202560	M8X1.25X50Mm, Fan Support Hub Mount Bolt	6360254	EA	61	$3.52	**$214.72**	$3.63	**$221.16**	$3.73	**$227.80**	$3.85	**$234.63**	$3.96	**$241.67**	**$1,139.98**
701	70202630	Reflector, Red	5940115	EA	36	$1.89	**$68.04**	$1.95	**$70.08**	$2.01	**$72.18**	$2.07	**$74.35**	$2.13	**$76.58**	**$361.23**

705	70000984	SWITCH, DIMMER, NF-ALL	114045	EA	5	$46.12	**$230.60**	$47.50	**$237.52**	$48.93	**$244.64**	$50.40	**$251.98**	$51.91	**$259.54**	**$1,224.29**
706	70007328	Air Ssytem Tube Nylon 5/8 "GREEN	5614052000	FT	4	$1.19	**$4.76**	$1.23	**$4.90**	$1.26	**$5.05**	$1.30	**$5.20**	$1.34	**$5.36**	**$25.27**
707	70008789	QUICK RELEASE VALVE,QR-1,NF-ALL,GILLIG	5963964	EA	10	$16.20	**$162.00**	$16.69	**$166.86**	$17.19	**$171.87**	$17.70	**$177.02**	$18.23	**$182.33**	**$860.08**
708	70009639	SWITCH DPDT ON/OFF/ON,BLOWER/DEFROSTER	5592	EA	2	$6.14	**$12.28**	$6.32	**$12.65**	$6.51	**$13.03**	$6.71	**$13.42**	$6.91	**$13.82**	**$65.20**
709	70031419	RELAY, 12V W/DIODE, MULTI	033981	EA	2	$3.85	**$7.70**	$3.97	**$7.93**	$4.08	**$8.17**	$4.21	**$8.41**	$4.33	**$8.67**	**$40.88**
710	70036400	SLACK ADJUSTER, FRONT, LEFT AUTO, NF-40	6312105	EA	3	$81.14	**$243.42**	$83.57	**$250.72**	$86.08	**$258.24**	$88.66	**$265.99**	$91.32	**$273.97**	**$1,292.35**
711	70036434	SLACK ADJUSTER, FRONT, RIGHT AUTO, NF-40	6312106	EA	6	$101.85	**$611.10**	$104.91	**$629.43**	$108.05	**$648.32**	$111.29	**$667.77**	$114.63	**$687.80**	**$3,244.41**
712	70036780	HUB CAP, BEARING COVER, FRONT, NF-40	6313130	EA	1	$30.69	**$30.69**	$31.61	**$31.61**	$32.56	**$32.56**	$33.54	**$33.54**	$34.54	**$34.54**	**$162.94**
713	70042770	SURGE TANK CAP NECK, NF-40	441431	EA	1	$82.15	**$82.15**	$84.61	**$84.61**	$87.15	**$87.15**	$89.77	**$89.77**	$92.46	**$92.46**	**$436.15**
714	70046433	LOWER RAD RUBBER MOUNT, NF-ALL	8110071	EA	7	$3.11	**$21.77**	$3.20	**$22.42**	$3.30	**$23.10**	$3.40	**$23.79**	$3.50	**$24.50**	**$115.58**
717	70056689	TIE ROD BAR, CENTER LINK, NF-40	6328797	EA	1	$243.00	**$243.00**	$250.29	**$250.29**	$257.80	**$257.80**	$265.53	**$265.53**	$273.50	**$273.50**	**$1,290.12**
719	70061580	TREADLE PIN KIT,ACCELERATOR PEDAL,NF-ALL	6351084	EA	10	$19.60	**$196.00**	$20.19	**$201.88**	$20.79	**$207.94**	$21.42	**$214.17**	$22.06	**$220.60**	**$1,040.59**
722	70062901	DEHYDRATOR,FILTER,DRIER, AC, NF-60	6316018	EA	3	$111.10	**$333.30**	$114.43	**$343.30**	$117.87	**$353.60**	$121.40	**$364.21**	$125.04	**$375.13**	**$1,769.53**
725	70078204	Hose Silicone 1"	70-100-36	EA	2	$23.62	**$47.24**	$24.33	**$48.66**	$25.06	**$50.12**	$25.81	**$51.62**	$26.58	**$53.17**	**$250.80**
727	70084335	CAP VALVE,TK COMPRESSOR	662296	EA	2	$18.05	**$36.10**	$18.59	**$37.18**	$19.15	**$38.30**	$19.72	**$39.45**	$20.32	**$40.63**	**$191.66**
728	70143768	THROTTLE PEDAL PIN FOR TREADLE, NF-40	132100	EA	4	$1.69	**$6.76**	$1.74	**$6.96**	$1.79	**$7.17**	$1.85	**$7.39**	$1.90	**$7.61**	**$35.89**
729	70144527	SIDE TURN SIGNAL GUARD, NF-MULTI	089158	EA	5	$4.51	**$22.55**	$4.65	**$23.23**	$4.78	**$23.92**	$4.93	**$24.64**	$5.08	**$25.38**	**$119.72**
733	70146142	HOSE FC2807-4 ASSY.,CL 31.85 FL 34.5	6343292	EA	4	$33.59	**$134.36**	$34.60	**$138.39**	$35.64	**$142.54**	$36.70	**$146.82**	$37.81	**$151.22**	**$713.34**
735	70147439	FUEL DOOR LATCH PADDLE, NF-40	064021	EA	1	$98.56	**$98.56**	$101.52	**$101.52**	$104.56	**$104.56**	$107.70	**$107.70**	$110.93	**$110.93**	**$523.27**
738	70148213	FITTING, PTFE,-6, #6, 45 DEG	1907736S	EA	1	$33.25	**$33.25**	$34.25	**$34.25**	$35.27	**$35.27**	$36.33	**$36.33**	$37.42	**$37.42**	**$176.53**
739	70148361	JIC/SAE FITTING STRAIGHT, AEROQUIP #8 -8	1AA8FJ8	EA	19	$7.30	**$138.70**	$7.52	**$142.86**	$7.74	**$147.15**	$7.98	**$151.56**	$8.22	**$156.11**	**$736.38**
742	70148916	RAIL SLIDE,DRIVER SEAT, NF-ALL	6318031	EA	3	$120.27	**$360.81**	$123.88	**$371.63**	$127.59	**$382.78**	$131.42	**$394.27**	$135.36	**$406.09**	**$1,915.59**
743	70148973	CAP AC FITTING LOW SIDE	6326271	EA	5	$7.14	**$35.70**	$7.35	**$36.77**	$7.57	**$37.87**	$7.80	**$39.01**	$8.04	**$40.18**	**$189.54**
744	70149088	Accelerator Pedal, NF-40	056681	EA	7	$227.21	**$1,590.47**	$234.03	**$1,638.18**	$241.05	**$1,687.33**	$248.28	**$1,737.95**	$255.73	**$1,790.09**	**$8,444.02**
745	70149567	DECAL, AIR TANK DRAIN, NF-MULTI	EXT012	EA	4	$11.85	**$47.40**	$12.21	**$48.82**	$12.57	**$50.29**	$12.95	**$51.80**	$13.34	**$53.35**	**$251.65**
749	70153395	SHOCK ABSORBER REAR (3,4,5,6,7)	116434	EA	1	$116.94	**$116.94**	$120.45	**$120.45**	$124.06	**$124.06**	$127.78	**$127.78**	$131.62	**$131.62**	**$620.85**
751	70154286	Captive Screw Kit, Side Console, NF-40	6331874	EA	5	$16.07	**$80.35**	$16.55	**$82.76**	$17.05	**$85.24**	$17.56	**$87.80**	$18.09	**$90.43**	**$426.59**
752	70154294	FRONT RADIUS ROD, NF-40	121971	EA	25	$951.88	**$23,797.00**	$980.44	**$24,510.91**	$1,009.85	**$25,246.24**	$1,040.14	**$26,003.62**	$1,071.35	**$26,783.73**	**$126,341.50**
754	70154617	O-RING, FUEL FILL NOZZLE, MULTI	6326713	EA	10	$0.52	**$5.20**	$0.54	**$5.36**	$0.55	**$5.52**	$0.57	**$5.68**	$0.59	**$5.85**	**$27.61**
757	70155093	ALTERNATOR PULLEY, NIEHOFF-ALL BUSES	130004	EA	4	$74.51	**$298.04**	$76.75	**$306.98**	$79.05	**$316.19**	$81.42	**$325.68**	$83.86	**$335.45**	**$1,582.33**
758	70159186	SCREW, FRONT BRAKE DRUM,M12X25, NF-40	6317572	EA	5	$5.37	**$26.85**	$5.53	**$27.66**	$5.70	**$28.49**	$5.87	**$29.34**	$6.04	**$30.22**	**$142.55**
759	70159343	POWER STEERING PUMP, NF-40	6483640	EA	4	$473.06	**$1,892.24**	$487.25	**$1,949.01**	$501.87	**$2,007.48**	$516.93	**$2,067.70**	$532.43	**$2,129.73**	**$10,046.16**
760	70159350	OUTER OIL CATCH PLATE, NF-40	6345861	EA	8	$10.12	**$80.96**	$10.42	**$83.39**	$10.74	**$85.89**	$11.06	**$88.47**	$11.39	**$91.12**	**$429.83**
761	70159533	REAR AXLE SHAFT SEAL, NF-40	6361462	EA	4	$62.28	**$249.12**	$64.15	**$256.59**	$66.07	**$264.29**	$68.06	**$272.22**	$70.10	**$280.39**	**$1,322.61**
767	70164012	LOW FUEL PRESSURE SWITCH, NF-ALL	267400	EA	7	$136.28	**$953.96**	$140.37	**$982.58**	$144.58	**$1,012.06**	$148.92	**$1,042.42**	$153.38	**$1,073.69**	**$5,064.70**
768	70164285	LIGHT, MARKER, AMBER, MULTI	5030163	EA	9	$15.71	**$141.39**	$16.18	**$145.63**	$16.67	**$150.00**	$17.17	**$154.50**	$17.68	**$159.14**	**$750.66**
769	70164491	ABS SENSOR-CENTER/REAR GILLIG	6309877	EA	6	$74.75	**$448.50**	$76.99	**$461.96**	$79.30	**$475.81**	$81.68	**$490.09**	$84.13	**$504.79**	**$2,381.15**
770	70167346	FENDER WHEEL FENDER, NF-40	292978	EA	7	$121.26	**$848.82**	$124.90	**$874.28**	$128.64	**$900.51**	$132.50	**$927.53**	$136.48	**$955.35**	**$4,506.50**
775	70186437	BUMPER MODULE, CENTER, NF-600-700	6352964	EA	3	$527.41	**$1,582.23**	$543.23	**$1,629.70**	$559.53	**$1,678.59**	$576.32	**$1,728.95**	$593.60	**$1,780.81**	**$8,400.27**
776	70186478	BUMPER MODULE, SS REAR, NF-600-700	6352963	EA	6	$378.05	**$2,268.30**	$389.39	**$2,336.35**	$401.07	**$2,406.44**	$413.11	**$2,478.63**	$425.50	**$2,552.99**	**$12,042.71**
777	70186510	PILLAR CS REAR CORNER, NF-600-700	303084	EA	1	$102.68	**$102.68**	$105.76	**$105.76**	$108.93	**$108.93**	$112.20	**$112.20**	$115.57	**$115.57**	**$545.14**
778	70186528	BUMPER STRUCTURE REAR, NF-600-700	6358797	EA	2	$774.43	**$1,548.86**	$797.66	**$1,595.33**	$821.59	**$1,643.19**	$846.24	**$1,692.48**	$871.63	**$1,743.26**	**$8,223.11**
779	70186577	FAN MOTOR, NF-300,600,700	127530	EA	1	$1,085.78	**$1,085.78**	$1,118.35	**$1,118.35**	$1,151.90	**$1,151.90**	$1,186.46	**$1,186.46**	$1,222.05	**$1,222.05**	**$5,764.55**
780	70186866	EGR Cooler Banjo Washer Small, 8.9L	4934278	EA	350	$3.67	**$1,284.50**	$3.78	**$1,323.04**	$3.89	**$1,362.73**	$4.01	**$1,403.61**	$4.13	**$1,445.72**	**$6,819.58**
781	70187914	LIGHT, STRIP CENTER,STOP, RED, 600/700	413001	EA	2	$48.11	**$96.22**	$49.55	**$99.11**	$51.04	**$102.08**	$52.57	**$105.14**	$54.15	**$108.30**	**$510.85**
782	70187989	BRAKE CHAMBER, LEFT REAR SS,300,500,600	253139	EA	1	$349.61	**$349.61**	$360.10	**$360.10**	$370.90	**$370.90**	$382.03	**$382.03**	$393.49	**$393.49**	**$1,856.13**
785	70188185	KIT FRONT LEVELING VLV LINK, NF-40/MULTI	289388	EA	8	$17.61	**$140.88**	$18.14	**$145.11**	$18.68	**$149.46**	$19.24	**$153.94**	$19.82	**$158.56**	**$747.95**
785	70188359	GLASS ASSY TEMPERED,NON-EMERG, NF-600	6403822	EA	2	$3,963.00	**$7,926.00**	$4,081.89	**$8,163.78**	$4,204.35	**$8,408.69**	$4,330.48	**$8,660.95**	$4,460.39	**$8,920.78**	**$42,080.21**
787	70189621	SENSOR W/WIRE KIT,BIKE RACK,700 SERIES	6396285	EA	3	$175.74	**$527.22**	$181.01	**$543.04**	$186.44	**$559.33**	$192.04	**$576.11**	$197.80	**$593.39**	**$2,799.08**
788	70189746	HIGH BEAM HEADLIGHT, NF-700/MULTI	459962	EA	4	$253.25	**$1,013.00**	$260.85	**$1,043.39**	$268.67	**$1,074.69**	$276.73	**$1,106.93**	$285.04	**$1,140.14**	**$5,378.15**
790	70190140	BELT SAFETY WC #2, NF-40	6341152	EA	4	$156.91	**$627.64**	$161.62	**$646.47**	$166.47	**$665.86**	$171.46	**$685.84**	$176.60	**$706.41**	**$3,332.23**
791	70190157	SWITCH ASSEMBLY TAPE, NF-40	6349503	EA	3	$61.83	**$185.49**	$63.68	**$191.05**	$65.60	**$196.79**	$67.56	**$202.69**	$69.59	**$208.77**	**$984.79**
794	70194928	POWER STEERING PUMP, GILLIG	05-68510-003	EA	6	$820.17	**$4,921.02**	$844.78	**$5,068.65**	$870.12	**$5,220.71**	$896.22	**$5,377.33**	$923.11	**$5,538.65**	**$26,126.36**
795	70195016	Radiator Fan - GILLIG, NF-60, RAPID	82-64908-012	EA	31	$457.28	**$14,175.68**	$471.00	**$14,600.95**	$485.13	**$15,038.98**	$499.68	**$15,490.15**	$514.67	**$15,954.85**	**$75,260.61**
796	70195164	DRIVE SHAFT ASM COMPLETE, NF-40	252984	EA	3	$688.58	**$2,065.74**	$709.24	**$2,127.71**	$730.51	**$2,191.54**	$752.43	**$2,257.29**	$775.00	**$2,325.01**	**$10,967.29**
797	70196006	FRONT SHOCK ABSORBER NF-40, 300-700	345935	EA	2	$135.68	**$271.36**	$139.75	**$279.50**	$143.94	**$287.89**	$148.26	**$296.52**	$152.71	**$305.42**	**$1,440.69**
799	70196212	90 HOSE, 1.25", FOR HVAC, NF-40, MULTI	295629	EA	6	$32.19	**$193.14**	$33.16	**$198.93**	$34.15	**$204.90**	$35.17	**$211.05**	$36.23	**$217.38**	**$1,025.41**
800	70198042	VOLTAGE REGULATOR - GILLIG-800-ONLY	13-41633-005	EA	5	$442.73	**$2,213.65**	$456.01	**$2,280.06**	$469.69	**$2,348.46**	$483.78	**$2,418.92**	$498.30	**$2,491.48**	**$11,752.57**
801	70198088	BRAKE CHAMBER, REAR AXLE, NF-60	483320	EA	31	$371.46	**$11,515.26**	$382.60	**$11,860.72**	$394.08	**$12,216.54**	$405.90	**$12,583.04**	$418.08	**$12,960.53**	**$61,136.08**

803	70198097	BUMPER MODULE, CS RIGHT FRONT, NF-60	6392459	EA	3	$251.08	**$753.24**	$258.61	**$775.84**	$266.37	**$799.11**	$274.36	**$823.09**	$282.59	**$847.78**	**$3,999.05**
804	70198100	MIRROR ASSEMBLY, STREET SIDE, NF-60	478894	EA	17	$528.88	**$8,990.96**	$544.75	**$9,260.69**	$561.09	**$9,538.51**	$577.92	**$9,824.66**	$595.26	**$10,119.40**	**$47,734.23**
805	70198101	MIRROR ASSEMBLY, CURBSIDE, NF-60	478900	EA	32	$681.08	**$21,794.56**	$701.51	**$22,448.40**	$722.56	**$23,121.85**	$744.23	**$23,815.50**	$766.56	**$24,529.97**	**$115,710.28**
806	70198117	MOLDING, TRIM EDGE, NF-600-700	277613	EA	58	$3.74	**$216.92**	$3.85	**$223.43**	$3.97	**$230.13**	$4.09	**$237.03**	$4.21	**$244.15**	**$1,151.66**
808	70198125	BIKE RACK MOUNT BRACKET, SS NF-MULTI	288448	EA	1	$177.68	**$177.68**	$183.01	**$183.01**	$188.50	**$188.50**	$194.16	**$194.16**	$199.98	**$199.98**	**$943.33**
809	70198129	KIT,2PT ELEC BELT, LH/RH ERGO (AM72)	30810407E	EA	40	$224.85	**$8,994.00**	$231.60	**$9,263.82**	$238.54	**$9,541.73**	$245.70	**$9,827.99**	$253.07	**$10,122.83**	**$47,750.37**
810	70198131	DEFROSTER COOLANT VALVE, GILLIG-ALL	82-51081-002	EA	22	$66.64	**$1,466.08**	$68.64	**$1,510.06**	$70.70	**$1,555.36**	$72.82	**$1,602.03**	$75.00	**$1,650.09**	**$7,783.62**
811	70198133	BIKE RACK ASSEMBLY, GILLIG	53-53039N000	EA	5	$1,426.23	**$7,131.15**	$1,469.02	**$7,345.08**	$1,513.09	**$7,565.44**	$1,558.48	**$7,792.40**	$1,605.23	**$8,026.17**	**$37,860.24**
814	70198181	REAR LOWER RADIUS ROD, GILLIG-ALL	82-74712-000	EA	18	$180.29	**$3,245.22**	$185.70	**$3,342.58**	$191.27	**$3,442.85**	$197.01	**$3,546.14**	$202.92	**$3,652.52**	**$17,229.31**
815	70198182	REAR UPPER RADIUS ROD, GILLIG-ALL	82-74712-001	EA	7	$324.93	**$2,274.51**	$334.68	**$2,342.75**	$344.72	**$2,413.03**	$355.06	**$2,485.42**	$365.71	**$2,559.98**	**$12,075.68**
817	70198356	PILLAR, CORNER STREETSIDE, NF-60	590096	EA	1	$339.25	**$339.25**	$349.43	**$349.43**	$359.91	**$359.91**	$370.71	**$370.71**	$381.83	**$381.83**	**$1,801.12**
818	70198369	MIRROR BRACKET, STREETSIDE, NF-60	461642	EA	4	$240.83	**$963.32**	$248.05	**$992.22**	$255.50	**$1,021.99**	$263.16	**$1,052.65**	$271.06	**$1,084.23**	**$5,114.40**
819	70198393	ITT REGULATOR, GILLIG	82-65996-016	EA	25	$964.31	**$24,107.75**	$993.24	**$24,830.98**	$1,023.04	**$25,575.91**	$1,053.73	**$26,343.19**	$1,085.34	**$27,133.49**	**$127,991.32**
820	70198419	GILLIG SEAT ALARM SENSOR, GILLIG	82-63989-000	EA	24	$298.63	**$7,167.12**	$307.59	**$7,382.13**	$316.82	**$7,603.60**	$326.32	**$7,831.71**	$336.11	**$8,066.66**	**$38,051.21**
822	70198558	EXHAUST BELLOW, NF-60	495287	EA	4	$299.93	**$1,199.72**	$308.93	**$1,235.71**	$318.20	**$1,272.78**	$327.74	**$1,310.97**	$337.57	**$1,350.30**	**$6,369.48**
823	70198561	DASH TEMP CONTROL, NF-40	263796	EA	1	$46.64	**$46.64**	$48.04	**$48.04**	$49.48	**$49.48**	$50.96	**$50.96**	$52.49	**$52.49**	**$247.62**
824	70198562	COOLANT RECOVERY TANK, 1100/1200	507712	EA	10	$59.21	**$592.10**	$60.99	**$609.86**	$62.82	**$628.16**	$64.70	**$647.00**	$66.64	**$666.41**	**$3,143.54**
826	70198588	IDLER PULLEY, SMOOTH, CUMMINS 8.9L	3978324	EA	52	$7.05	**$366.60**	$7.26	**$377.60**	$7.48	**$388.93**	$7.70	**$400.59**	$7.93	**$412.61**	**$1,946.33**
827	70198592	EVAP MOTOR CCW,REAR,STREETSIDE, NF-60	6394530	EA	3	$3,021.97	**$9,065.91**	$3,112.63	**$9,337.89**	$3,206.01	**$9,618.02**	$3,302.19	**$9,906.56**	$3,401.25	**$10,203.76**	**$48,132.15**
829	70198732	DRIVE SHAFT ASM, NF-60	458541	EA	10	$786.71	**$7,867.10**	$810.31	**$8,103.11**	$834.62	**$8,346.21**	$859.66	**$8,596.59**	$885.45	**$8,854.49**	**$41,767.50**
830	70198762	Front Shock Absorber - GILLIG	99B 3202SP1	EA	8	$146.88	**$1,175.04**	$151.29	**$1,210.29**	$155.82	**$1,246.60**	$160.50	**$1,284.00**	$165.31	**$1,322.52**	**$6,238.45**
831	70198816	BUS FIRE EXTINGUISHER, 22LB, GILLIG	53-27543-047	EA	2	$1,291.13	**$2,582.26**	$1,329.86	**$2,659.73**	$1,369.76	**$2,739.52**	$1,410.85	**$2,821.71**	$1,453.18	**$2,906.36**	**$13,709.57**
832	70198835	REAR AIR GAUGE, DASH, NF-40	218435	EA	10	$52.80	**$528.00**	$54.38	**$543.84**	$56.02	**$560.16**	$57.70	**$576.96**	$59.43	**$594.27**	**$2,803.22**
833	70198841	BUMPER, C/S FRONT, 600/700	6355691	EA	1	$257.18	**$257.18**	$264.90	**$264.90**	$272.84	**$272.84**	$281.03	**$281.03**	$289.46	**$289.46**	**$1,365.40**
834	70198855	SEAT CUSHION ALARM, NF-ALL	6329355	EA	37	$237.22	**$8,777.14**	$244.34	**$9,040.45**	$251.67	**$9,311.67**	$259.22	**$9,591.02**	$266.99	**$9,878.75**	**$46,599.03**
836	70198911	POWER STEERING PUMP, FILL HOSE	528621	EA	1	$26.30	**$26.30**	$27.09	**$27.09**	$27.90	**$27.90**	$28.74	**$28.74**	$29.60	**$29.60**	**$139.63**
837	70198925	HOOK, PAWL FOR ACCESS PANELS, NF-60	434305	EA	25	$17.40	**$435.00**	$17.92	**$448.05**	$18.46	**$461.49**	$19.01	**$475.34**	$19.58	**$489.60**	**$2,309.47**
838	70198976	BOLT WHEEL STUD, REAR AXLE NF 40 ALL	6471641	EA	31	$12.71	**$394.01**	$13.09	**$405.83**	$13.48	**$418.01**	$13.89	**$430.55**	$14.31	**$443.46**	**$2,091.85**
839	70199039	BOOSTER PUMP , D PUMP, NF - 300,600,700	280555	EA	2	$1,365.99	**$2,731.98**	$1,406.97	**$2,813.94**	$1,449.18	**$2,898.36**	$1,492.65	**$2,985.31**	$1,537.43	**$3,074.87**	**$14,504.45**
840	70199162	LOUVER, 300	489761	EA	2	$15.17	**$30.34**	$15.63	**$31.25**	$16.09	**$32.19**	$16.58	**$33.15**	$17.07	**$34.15**	**$161.08**
841	70199235	P/S PUMP DELIVERY HOSE, 70",600,700s	421848	EA	5	$48.48	**$242.40**	$49.93	**$249.67**	$51.43	**$257.16**	$52.98	**$264.88**	$54.56	**$272.82**	**$1,286.93**
842	70199297	MODULE, BRAKE ALERT,500,600,700	252596	EA	1	$1,327.56	**$1,327.56**	$1,367.39	**$1,367.39**	$1,408.41	**$1,408.41**	$1,450.66	**$1,450.66**	$1,494.18	**$1,494.18**	**$7,048.20**
843	70199470	EMP Fan Controller, NF-Rapids	6406182	EA	4	$750.76	**$3,003.04**	$773.28	**$3,093.13**	$796.48	**$3,185.93**	$820.38	**$3,281.50**	$844.99	**$3,379.95**	**$15,943.55**
844	70199472	Rear Axle Lock Plate, NF-60	6392548	EA	2	$19.49	**$38.98**	$20.07	**$40.15**	$20.68	**$41.35**	$21.30	**$42.59**	$21.94	**$43.87**	**$206.95**
847	70199548	Front Hub Lock Nut, NF-60	6346290	EA	1	$47.75	**$47.75**	$49.18	**$49.18**	$50.66	**$50.66**	$52.18	**$52.18**	$53.74	**$53.74**	**$253.51**
848	70199549	Front Hub Thrust Washer, NF-60	6346289	EA	1	$25.73	**$25.73**	$26.50	**$26.50**	$27.30	**$27.30**	$28.12	**$28.12**	$28.96	**$28.96**	**$136.60**
850	70199572	Radiator Door Hinge ASM, RAPID-ALL	346557	EA	9	$32.76	**$294.84**	$33.74	**$303.69**	$34.76	**$312.80**	$35.80	**$322.18**	$36.87	**$331.85**	**$1,565.35**
852	70199582	O-Ring TK 2.00" ID, Multi	33-3708	EA	1	$5.83	**$5.83**	$6.00	**$6.00**	$6.19	**$6.19**	$6.37	**$6.37**	$6.56	**$6.56**	**$30.95**
853	70199583	O-Ring TK 2.125" ID, Multi	33-3707	EA	1	$5.93	**$5.93**	$6.11	**$6.11**	$6.29	**$6.29**	$6.48	**$6.48**	$6.67	**$6.67**	**$31.48**
854	70199584	Switch Toggle, Rear Run, Gillig	51-02164-005	EA	1	$23.01	**$23.01**	$23.70	**$23.70**	$24.41	**$24.41**	$25.14	**$25.14**	$25.90	**$25.90**	**$122.16**
856	70199602	LED Strip ASM, 18.75 Inch, NF-60	426010	EA	10	$112.44	**$1,124.40**	$115.81	**$1,158.13**	$119.29	**$1,192.88**	$122.87	**$1,228.66**	$126.55	**$1,265.52**	**$5,969.59**
857	70199603	LED Strip ASM, 18.50 Inch, NF-60	276779	EA	4	$142.92	**$571.68**	$147.21	**$588.83**	$151.62	**$606.50**	$156.17	**$624.69**	$160.86	**$643.43**	**$3,035.13**
858	70199689	PANEL LATCH - GILLIG	27741-00128	EA	2	$61.39	**$122.78**	$63.23	**$126.46**	$65.13	**$130.26**	$67.08	**$134.17**	$69.09	**$138.19**	**$651.86**
860	70199717	Battery Spacer Rectangle, NF-60	391850	EA	2	$10.15	**$20.30**	$10.45	**$20.91**	$10.77	**$21.54**	$11.09	**$22.18**	$11.42	**$22.85**	**$107.78**
861	70199720	QPod Belt Release w/Alarm, NF-60/GILLIG	6404591	EA	4	$9.52	**$38.08**	$9.81	**$39.22**	$10.10	**$40.40**	$10.40	**$41.61**	$10.71	**$42.86**	**$202.17**
862	70199727	Dash Gauge Cluster ASM, NF-60	501641	EA	3	$709.67	**$2,129.01**	$730.96	**$2,192.88**	$752.89	**$2,258.67**	$775.48	**$2,326.43**	$798.74	**$2,396.22**	**$11,303.20**
863	70199729	Indicator Strip LED LH - NF-40	336109	EA	3	$261.72	**$785.16**	$269.57	**$808.71**	$277.66	**$832.98**	$285.99	**$857.97**	$294.57	**$883.70**	**$4,168.52**
864	70199730	Indicator Strip LED RH - NF-40	437852	EA	4	$261.72	**$1,046.88**	$269.57	**$1,078.29**	$277.66	**$1,110.63**	$285.99	**$1,143.95**	$294.57	**$1,178.27**	**$5,558.03**
865	70199739	Defroster Motor ASM - GILLIG ALL	82-51063-000	EA	3	$696.28	**$2,088.84**	$717.17	**$2,151.51**	$738.68	**$2,216.05**	$760.84	**$2,282.53**	$783.67	**$2,351.01**	**$11,089.94**
866	70199753	Defroster Blower Motor ASM - NF-40	6391537	EA	1	$604.34	**$604.34**	$622.47	**$622.47**	$641.14	**$641.14**	$660.38	**$660.38**	$680.19	**$680.19**	**$3,208.52**
867	70199756	Valve, Brake Relay ASM R-12P - 1100,1200	039767	EA	2	$65.41	**$130.82**	$67.37	**$134.74**	$69.39	**$138.79**	$71.48	**$142.95**	$73.62	**$147.24**	**$694.54**
868	70199766	Glass Only, Entrance Fore, NF-60	509951	EA	3	$5,413.87	**$16,241.61**	$5,576.29	**$16,728.86**	$5,743.57	**$17,230.72**	$5,915.88	**$17,747.65**	$6,093.36	**$18,280.08**	**$86,228.91**
869	70199768	Cable Release Assy, 1100/1200	497139	EA	3	$466.65	**$1,399.95**	$480.65	**$1,441.95**	$495.07	**$1,485.21**	$509.92	**$1,529.76**	$525.22	**$1,575.66**	**$7,432.52**
870	70199769	Skirt Closeout under Radiator, 1300	531679	EA	2	$102.95	**$205.90**	$106.04	**$212.08**	$109.22	**$218.44**	$112.50	**$224.99**	$115.87	**$231.74**	**$1,093.15**
871	70199797	AC Belt Idler Pulley - GILLIG	22-68534-000	EA	9	$29.56	**$266.04**	$30.45	**$274.02**	$31.36	**$282.24**	$32.30	**$290.71**	$33.27	**$299.43**	**$1,412.44**
872	70199813	CS Mirror Glass Top Flat - NF ALL	6342573	EA	2	$33.09	**$66.18**	$34.08	**$68.17**	$35.11	**$70.21**	$36.16	**$72.32**	$37.24	**$74.49**	**$351.36**
873	70199821	Mirror Glass SS Bottom - NF-40, RAPID	6352028	EA	1	$18.82	**$18.82**	$19.38	**$19.38**	$19.97	**$19.97**	$20.57	**$20.57**	$21.18	**$21.18**	**$99.92**
874	70199824	AC Suction Hose-24 - NF-300,600,700	299337	EA	1	$615.90	**$615.90**	$634.38	**$634.38**	$653.41	**$653.41**	$673.01	**$673.01**	$693.20	**$693.20**	**$3,269.90**
876	70199827	WC RAMP HINGE, RAPIDS	515203	EA	1	$289.66	**$289.66**	$298.35	**$298.35**	$307.30	**$307.30**	$316.52	**$316.52**	$326.01	**$326.01**	**$1,537.84**

877	70199833	Screw 8mmx40 Low Shock Driv. Seat,Gillig	82-16332-000	EA	6	$7.97	**$47.82**	$8.21	**$49.25**	$8.46	**$50.73**	$8.71	**$52.25**	$8.97	**$53.82**	**$253.88**
878	70199858	Skirt Closeout under Radiator, 1100/1200	479070	EA	3	$137.58	**$412.74**	$141.71	**$425.12**	$145.96	**$437.88**	$150.34	**$451.01**	$154.85	**$464.54**	**$2,191.29**
879	70199859	Silicone Elbow, Rapid	484282	EA	4	$41.82	**$167.28**	$43.07	**$172.30**	$44.37	**$177.47**	$45.70	**$182.79**	$47.07	**$188.28**	**$888.11**
880	70199860	SILICONE ELBOW, 90 DEG, 1" ID, MULTI	347898	EA	5	$54.33	**$271.65**	$55.96	**$279.80**	$57.64	**$288.19**	$59.37	**$296.84**	$61.15	**$305.74**	**$1,442.23**
881	70199861	Valve Solenoid Water, 1100/1200	6394588	EA	1	$864.92	**$864.92**	$890.87	**$890.87**	$917.59	**$917.59**	$945.12	**$945.12**	$973.48	**$973.48**	**$4,591.98**
882	70199866	Interlock Solenoid 12V - NEW FLYER	359183	EA	4	$118.69	**$474.76**	$122.25	**$489.00**	$125.92	**$503.67**	$129.70	**$518.78**	$133.59	**$534.35**	**$2,520.57**
883	70199867	Door Assembly Radiator Access, 1100/1200	416906	EA	1	$1,291.86	**$1,291.86**	$1,330.62	**$1,330.62**	$1,370.53	**$1,370.53**	$1,411.65	**$1,411.65**	$1,454.00	**$1,454.00**	**$6,858.66**
884	70199871	Glass, Destination Sign, 1100/1200	343264	EA	1	$420.34	**$420.34**	$432.95	**$432.95**	$445.94	**$445.94**	$459.32	**$459.32**	$473.10	**$473.10**	**$2,231.64**
885	70199879	Lamp Assy License Plate, Rapid	536455	EA	6	$37.42	**$224.52**	$38.54	**$231.26**	$39.70	**$238.19**	$40.89	**$245.34**	$42.12	**$252.70**	**$1,192.01**
887	70199907	Motor assm for Lift U WC ramp	748-0343	EA	1	$996.71	**$996.71**	$1,026.61	**$1,026.61**	$1,057.41	**$1,057.41**	$1,089.13	**$1,089.13**	$1,121.81	**$1,121.81**	**$5,291.67**
888	70199910	Battery Equalizer, Vanner-100AMP Rapids	261085	EA	1	$524.65	**$524.65**	$540.39	**$540.39**	$556.60	**$556.60**	$573.30	**$573.30**	$590.50	**$590.50**	**$2,785.44**
889	70200036	Front Door Motor Repair Kit, 300/600/700	6303671	EA	2	$109.07	**$218.14**	$112.34	**$224.68**	$115.71	**$231.42**	$119.18	**$238.37**	$122.76	**$245.52**	**$1,158.13**
890	70200038	Front Door Motor, 300/600/700	6362278	EA	2	$1,143.42	**$2,286.84**	$1,177.72	**$2,355.45**	$1,213.05	**$2,426.11**	$1,249.45	**$2,498.89**	$1,286.93	**$2,573.86**	**$12,141.14**
891	70200041	Seat Rake Adj Handle, 300/600/700	6336780	EA	5	$25.80	**$129.00**	$26.57	**$132.87**	$27.37	**$136.86**	$28.19	**$140.96**	$29.04	**$145.19**	**$684.88**
892	70200045	ABS Controller WABCO ECU - RAPIDS	504209	EA	2	$2,145.13	**$4,290.26**	$2,209.48	**$4,418.97**	$2,275.77	**$4,551.54**	$2,344.04	**$4,688.08**	$2,414.36	**$4,828.73**	**$22,777.57**
893	70200055	Defroster Speed Control, 1100/1200	6341343	EA	1	$526.78	**$526.78**	$542.58	**$542.58**	$558.86	**$558.86**	$575.63	**$575.63**	$592.90	**$592.90**	**$2,796.75**
894	70200056	Wheel Bearing Circlip, NF-60	6407922	EA	4	$8.35	**$33.40**	$8.60	**$34.40**	$8.86	**$35.43**	$9.12	**$36.50**	$9.40	**$37.59**	**$177.33**
895	70200057	Defroster Fan Motor 1100, 1200 Only	6342391	EA	2	$801.75	**$1,603.50**	$825.80	**$1,651.61**	$850.58	**$1,701.15**	$876.09	**$1,752.19**	$902.38	**$1,804.75**	**$8,513.20**
897	70200059	Defroster Heat Valve 1300/1800	6447295	EA	3	$108.42	**$325.26**	$111.67	**$335.02**	$115.02	**$345.07**	$118.47	**$355.42**	$122.03	**$366.08**	**$1,726.85**
898	70200060	Defroster Actuator Motor 1300 Only	418222	EA	1	$35.93	**$35.93**	$37.01	**$37.01**	$38.12	**$38.12**	$39.26	**$39.26**	$40.44	**$40.44**	**$190.76**
902	70200201	Heater Door Studs, 300/600/700	6322977	EA	3	$2.71	**$8.13**	$2.79	**$8.37**	$2.88	**$8.63**	$2.96	**$8.88**	$3.05	**$9.15**	**$43.16**
903	70200215	Module, VMM 1615, NF-60	494935	EA	5	$363.52	**$1,817.60**	$374.43	**$1,872.13**	$385.66	**$1,928.29**	$397.23	**$1,986.14**	$409.14	**$2,045.72**	**$9,649.89**
904	70200239	AC Hose 1200's Artic Side, FL 86.44	435213	EA	1	$269.21	**$269.21**	$277.29	**$277.29**	$285.60	**$285.60**	$294.17	**$294.17**	$303.00	**$303.00**	**$1,429.27**
905	70200576	Differential Oil Filter, NF-60	6411033	EA	7	$17.18	**$120.26**	$17.70	**$123.87**	$18.23	**$127.58**	$18.77	**$131.41**	$19.34	**$135.35**	**$638.48**
907	70200582	Battery Tray, 300/600/700	379299	EA	1	$127.38	**$127.38**	$131.20	**$131.20**	$135.14	**$135.14**	$139.19	**$139.19**	$143.37	**$143.37**	**$676.28**
908	70200655	Hyd Pump Hi Press Delivery Hose, NF-40	323027	EA	6	$139.32	**$835.92**	$143.50	**$861.00**	$147.80	**$886.83**	$152.24	**$913.43**	$156.81	**$940.84**	**$4,438.01**
910	70200825	Door Assy, Driveshaft Access, 1100/1200	453077	EA	6	$490.17	**$2,941.02**	$504.88	**$3,029.25**	$520.02	**$3,120.13**	$535.62	**$3,213.73**	$551.69	**$3,310.14**	**$15,614.27**
911	70200826	Cover Assembly, Service Hatch, 1100/1200	453074	EA	5	$483.31	**$2,416.55**	$497.81	**$2,489.05**	$512.74	**$2,563.72**	$528.13	**$2,640.63**	$543.97	**$2,719.85**	**$12,829.79**
912	70200828	Dash Light Strip, w/Washer	6349992	EA	3	$44.58	**$133.74**	$45.92	**$137.75**	$47.29	**$141.88**	$48.71	**$146.14**	$50.18	**$150.53**	**$710.04**
913	70200829	Dash Light Strip, Defroster	6390141	EA	2	$32.52	**$65.04**	$33.50	**$66.99**	$34.50	**$69.00**	$35.54	**$71.07**	$36.60	**$73.20**	**$345.31**
914	70200830	Dash Light Strip, Interlock	6349468	EA	3	$8.68	**$26.04**	$8.94	**$26.82**	$9.21	**$27.63**	$9.48	**$28.45**	$9.77	**$29.31**	**$138.25**
915	70200831	Dash Light Strip, Kneel	6395562	EA	2	$11.86	**$23.72**	$12.22	**$24.43**	$12.58	**$25.16**	$12.96	**$25.92**	$13.35	**$26.70**	**$125.93**
917	70200859	Belt Tensioner Streetside, Small	6430420	EA	4	$2,233.90	**$8,935.60**	$2,300.92	**$9,203.67**	$2,369.94	**$9,479.78**	$2,441.04	**$9,764.17**	$2,514.27	**$10,057.10**	**$47,440.31**
918	70200864	EMP Boost Pump (OEM Only), Rapid	571300	EA	12	$567.28	**$6,807.36**	$584.30	**$7,011.58**	$601.83	**$7,221.93**	$619.88	**$7,438.59**	$638.48	**$7,661.74**	**$36,141.20**
919	70200877	Motor Assy, Blower, Evap NF-40	6330066	EA	1	$2,046.15	**$2,046.15**	$2,107.53	**$2,107.53**	$2,170.76	**$2,170.76**	$2,235.88	**$2,235.88**	$2,302.96	**$2,302.96**	**$10,863.29**
920	70200885	Gear Box, Steering, 300/600/700	395330	EA	4	$3,295.06	**$13,180.24**	$3,393.91	**$13,575.65**	$3,495.73	**$13,982.92**	$3,600.60	**$14,402.40**	$3,708.62	**$14,834.48**	**$69,975.68**
921	70200904	Pump Assy Hyd Fan Drv 600,700	298180	EA	15	$1,246.40	**$18,696.00**	$1,283.79	**$19,256.88**	$1,322.31	**$19,834.59**	$1,361.97	**$20,429.62**	$1,402.83	**$21,042.51**	**$99,259.60**
922	70200909	Steering Gear Box, NF-60	497510	EA	4	$1,833.66	**$7,334.64**	$1,888.67	**$7,554.68**	$1,945.33	**$7,781.32**	$2,003.69	**$8,014.76**	$2,063.80	**$8,255.20**	**$38,940.60**
923	70200977	Solenoid, 24V, Hyd Block Asy, NF-60	6444008	EA	1	$361.51	**$361.51**	$372.36	**$372.36**	$383.53	**$383.53**	$395.03	**$395.03**	$406.88	**$406.88**	**$1,919.31**
924	70200980	Hydraulic Fan Housing, 300,600,700	6359469	EA	1	$280.59	**$280.59**	$289.01	**$289.01**	$297.68	**$297.68**	$306.61	**$306.61**	$315.81	**$315.81**	**$1,489.69**
925	70201005	Bumper Rubber Engine Guard, NF-60	130595	EA	17	$1.99	**$33.83**	$2.05	**$34.84**	$2.11	**$35.89**	$2.17	**$36.97**	$2.24	**$38.08**	**$179.61**
927	70203146	Bus Fire Extinguisher, Complete, Multi	297968	EA	7	$168.37	**$1,178.59**	$173.42	**$1,213.95**	$178.62	**$1,250.37**	$183.98	**$1,287.88**	$189.50	**$1,326.51**	**$6,257.29**
							$1,714,688.80		**$1,766,129.46**		**$1,819,113.35**		**$1,873,686.75**		**$1,929,897.35**	**$9,103,515.71**
						CA Tax 7.75%	***$132,888.38***	CA Tax 7.75%	***$136,875.03***	CA Tax 7.75%	***$140,981.28***	CA Tax 7.75%	***$145,210.72***	CA Tax 7.75%	***$149,567.04***	***$705,522.47***
						Year 1 Grand Total	**$1,847,577.18**	Year 2 Grand Total	**$1,903,004.50**	Year 3 Grand Total	**$1,960,094.63**	Year 4 Grand Total	**$2,018,897.47**	Year 5 Grand Total	**$2,079,464.40**	**$9,809,038.18**

Metropolitan Transit System

Agenda Item No. 23

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Operations Budget Status Report for May 2024

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

This report summarizes the year-to-date operating results for May 2024 compared to the Fiscal Year (FY) 2024 amended budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for May 2024. Attachment A-2 details the May 2024 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides May 2024 results for MTS's other activities (For Hire Vehicle Administration (FHV)/San Diego and Arizona Eastern Railway Company (SD&AE)).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending May 2024, MTS's net-operating income favorable variance totaled $3,384,000 (1.2%). Operations produced a $1,812,000 (0.7%) favorable variance and the administrative/other activities areas were favorable by $1,572,000.

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through May 2024 were $94,840,000 compared to the year-to-date budget of $95,499,000, representing a $659,000 (-0.7%) unfavorable variance. Year-to-date passenger revenue was unfavorable to budget by $1,434,000 (-2.1%) through May. Passenger revenue was $3,794,000 (6.1%) higher than the prior year.

Other operating revenue was favorable by $775,000 (2.8%), primarily due to favorable interest income.

Operating Expenses. Year-to-date combined expenses through May 2024 were $369,421,000 compared to the budget of $373,464,000 resulting in a $4,043,000 (1.1%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled $161,329,000, compared to a budgetary figure of $162,538,000, producing a favorable variance of $1,209,000 (0.7%). This is primarily due to favorable Security wages within Administration, cost recovery within Rail Operations, and favorable paid absences within Bus Operations.

Outside Services and Purchased Transportation. Outside services in total through May 2024 were $134,942,000, compared to a budget of $135,524,000, resulting in a favorable variance of $582,000 (0.4%). This is primarily due to favorable contracted Security services within Administration and favorable purchased transportation costs for paratransit operations.

Materials and Supplies. Total year-to-date materials and supplies expenses were $17,196,000, compared to a budgetary figure of $16,895,000, resulting in an unfavorable variance of $300,000 (-1.8%). This is primarily due to unfavorable revenue vehicle parts and maintenance supplies within Bus Operations.

Energy. Total year-to-date energy costs were $41,407,000, compared to the budget of $43,709,000, resulting in a favorable variance of $2,302,000 (5.3%). This is primarily due to favorable commodity rates for compressed natural gas (CNG). Electricity costs are also favorable due to favorable commodity rates and lower consumption versus budget.

Risk Management. Total year-to-date expenses for risk management were $7,381,000 compared to the budget of $7,642,000, resulting in a favorable variance totaling $261,000 (3.4%). This is primarily due to favorable claims payouts, recoveries, and legal costs within Rail Operations as well as favorable claims and legal costs within Administration.

General and Administrative. The year-to-date general and administrative costs were $5,461,000 through May 2024, compared to a budget of $5,590,000, resulting in a favorable variance of $129,000 (2.3%).

Vehicle and Facility Leases. The year-to-date vehicle and facilities lease costs were $1,706,000 compared to the budget of $1,566,000, resulting in an unfavorable variance of $140,000 (-8.9%). This is primarily due to unfavorable radio tower lease costs within Bus Operations.

YEAR-TO-DATE SUMMARY

The May 2024, year-to-date net-operating income totaled a favorable variance of $3,384,000 (1.2%). These factors include favorable variances in other operating revenue, personnel costs, outside services, energy, risk management, and general and administrative, partially offset by unfavorable passenger revenue, materials and supplies, and vehicle/facility leases.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 66,116	$ 67,550	$ (1,434)	-2.1%
Other Revenue	28,724	27,949	775	2.8%
Total Operating Revenue	**$ 94,840**	**$ 95,499**	**$ (659)**	**-0.7%**
Personnel costs	$ 161,329	$ 162,538	$ 1,209	0.7%
Outside services	134,942	135,524	582	0.4%
Materials and supplies	17,196	16,895	(300)	-1.8%
Energy	41,407	43,709	2,302	5.3%
Risk management	7,381	7,642	261	3.4%
General & administrative	5,461	5,590	129	2.3%
Vehicle/facility leases	1,706	1,566	(140)	-8.9%
Administrative Allocation	0	0	0	0.0%
Total Operating Expenses	**$ 369,421**	**$ 373,464**	**$ 4,043**	**1.1%**
Operating Income (Loss)	**$ (274,581)**	**$ (277,965)**	**$ 3,384**	**1.2%**
Total Non-Operating Activities	**841**	**3,998**	**(3,156)**	**-79.0%**
Income (Loss) before Capital Contributions	**$ (273,740)**	**$ (273,967)**	**$ 227**	**-0.1%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 66,116	$ 67,550	$ (1,434)	-2.1%
Other Revenue	961	856	105	12.3%
Total Operating Revenue	**$ 67,078**	**$ 68,406**	**$ (1,329)**	**-1.9%**
Personnel costs	$ 134,014	$ 134,715	$ 701	0.5%
Outside services	110,437	110,832	394	0.4%
Materials and supplies	17,154	16,848	(306)	-1.8%
Energy	40,239	42,547	2,308	5.4%
Risk management	6,727	6,815	88	1.3%
General & administrative	902	973	71	7.3%
Vehicle/facility leases	1,378	1,262	(116)	-9.2%
Administrative Allocation	25,638	25,638	0	0.0%
Total Operating Expenses	**$ 336,490**	**$ 339,631**	**$ 3,141**	**0.9%**
Operating Income (Loss)	**$ (269,412)**	**$ (271,224)**	**$ 1,812**	**0.7%**
Total Non-Operating Activities	**247**	**3,877**	**(3,630)**	**-93.6%**
Income (Loss) before Capital Contributions	**$ (269,165)**	**$ (267,347)**	**$ (1,818)**	**0.7%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 18,045	$ 18,587	$ (541)	-2.9%
Other Revenue	116	142	(27)	-18.7%
Total Operating Revenue	**$ 18,161**	**$ 18,729**	**$ (568)**	**-3.0%**
Personnel costs	$ 83,765	$ 84,132	$ 368	0.4%
Outside services	2,030	2,166	136	6.3%
Materials and supplies	7,068	6,854	(214)	-3.1%
Energy	7,281	8,050	769	9.6%
Risk management	2,969	2,869	(100)	-3.5%
General & administrative	436	469	33	7.1%
Vehicle/facility leases	510	392	(117)	-30.0%
Administrative Allocation	2,019	2,019	(0)	0.0%
Total Operating Expenses	**$ 106,078**	**$ 106,953**	**$ 875**	**0.8%**
Operating Income (Loss)	**$ (87,917)**	**$ (88,224)**	**$ 307**	**0.3%**
Total Non-Operating Activities	**(49)**	**464**	**(514)**	**-110.6%**
Income (Loss) before Capital Contributions	**$ (87,967)**	**$ (87,760)**	**$ (206)**	**0.2%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 27,131	$ 27,347	$ (216)	-0.8%
Other Revenue	846	714	132	18.5%
Total Operating Revenue	**$ 27,977**	**$ 28,061**	**$ (84)**	**-0.3%**
Personnel costs	$ 49,513	$ 49,788	$ 275	0.6%
Outside services	10,381	10,138	(243)	-2.4%
Materials and supplies	10,029	9,952	(78)	-0.8%
Energy	24,166	24,868	703	2.8%
Risk management	3,743	3,932	188	4.8%
General & administrative	450	484	34	7.0%
Vehicle/facility leases	548	541	(7)	-1.3%
Administrative Allocation	21,350	21,350	(0)	0.0%
Total Operating Expenses	**$ 120,180**	**$ 121,052**	**$ 872**	**0.7%**
Operating Income (Loss)	**$ (92,203)**	**$ (92,992)**	**$ 788**	**0.8%**
Total Non-Operating Activities	**0**	**-**	**0**	**-**
Income (Loss) before Capital Contributions	**$ (92,203)**	**$ (92,992)**	**$ 788**	**-0.8%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 19,651	$ 20,219	$ (568)	-2.8%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 19,651**	**$ 20,219**	**$ (568)**	**-2.8%**
Personnel costs	$ 639	$ 649	$ 10	1.5%
Outside services	81,832	81,970	138	0.2%
Materials and supplies	57	42	(15)	-35.0%
Energy	7,891	8,700	809	9.3%
Risk management	-	-	-	-
General & administrative	6	10	4	43.4%
Vehicle/facility leases	7	15	9	56.0%
Administrative Allocation	1,968	1,968	0	0.0%
Total Operating Expenses	**$ 92,399**	**$ 93,355**	**$ 956**	**1.0%**
Operating Income (Loss)	**$ (72,748)**	**$ (73,136)**	**$ 388**	**0.5%**
Total Non-Operating Activities	**-**	**3,116**	**(3,116)**	**-**
Income (Loss) before Capital Contributions	**$ (72,748)**	**$ (70,020)**	**$ (2,729)**	**3.9%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 1,289	$ 1,398	$ (109)	-7.8%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 1,289**	**$ 1,398**	**$ (109)**	**-7.8%**
Personnel costs	$ 98	$ 146	$ 48	33.0%
Outside services	15,898	16,260	362	2.2%
Materials and supplies	-	-	-	-
Energy	901	928	26	2.8%
Risk management	15	15	-	0.0%
General & administrative	9	9	(0)	-0.5%
Vehicle/facility leases	314	314	0	0.1%
Administrative Allocation	300	300	(0)	0.0%
Total Operating Expenses	**$ 17,536**	**$ 17,974**	**$ 437**	**2.4%**
Operating Income (Loss)	**$ (16,247)**	**$ (16,576)**	**$ 329**	**2.0%**
Total Non-Operating Activities	**-**	**-**	**-**	**-**
Income (Loss) before Capital Contributions	**$ (16,247)**	**$ (16,576)**	**$ 329**	**-2.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	**$ -**	**$ -**	**$ -**	**-**
Personnel costs	$ -	$ -	$ -	-
Outside services	296	296	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	**$ 296**	**$ 296**	**$ -**	**0.0%**
Operating Income (Loss)	**$ (296)**	**$ (296)**	**$ -**	**0.0%**
Total Non-Operating Activities	**296**	**296**	**-**	**0.0%**
Income (Loss) before Capital Contributions	**$ -**	**$ -**	**$ -**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ADMINISTRATION
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	26,809	26,132	677	2.6%
Total Operating Revenue	**$ 26,809**	**$ 26,132**	**$ 677**	**2.6%**
Personnel costs	$ 26,803	$ 27,314	$ 512	1.9%
Outside services	24,492	24,647	155	0.6%
Materials and supplies	41	47	6	13.0%
Energy	1,163	1,156	(7)	-0.6%
Risk management	607	752	145	19.2%
General & administrative	4,504	4,553	49	1.1%
Vehicle/facility leases	322	299	(23)	-7.7%
Administrative Allocation	(25,631)	(25,631)	(0)	0.0%
Total Operating Expenses	**$ 32,301**	**$ 33,137**	**$ 836**	**2.5%**
Operating Income (Loss)	**$ (5,492)**	**$ (7,004)**	**$ 1,513**	**21.6%**
Total Non-Operating Activities	**828**	**121**	**707**	**586.4%**
Income (Loss) before Capital Contributions	**$ (4,664)**	**$ (6,884)**	**$ 2,220**	**-32.3%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
MAY 31, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	953	961	(7)	-0.8%
Total Operating Revenue	**$ 953**	**$ 961**	**$ (7)**	**-0.8%**
Personnel costs	$ 512	$ 508	$ (4)	-0.8%
Outside services	13	46	32	70.9%
Materials and supplies	0	0	(0)	-30.8%
Energy	4	6	2	26.4%
Risk management	47	75	28	37.3%
General & administrative	55	64	9	14.2%
Vehicle/facility leases	5	5	(1)	-15.2%
Administrative Allocation	(7)	(7)	0	0.0%
Total Operating Expenses	**$ 631**	**$ 697**	**$ 66**	**9.5%**
Operating Income (Loss)	**$ 323**	**$ 264**	**$ 59**	**22.4%**
Total Non-Operating Activities	**(234)**	**-**	**(234)**	**-**
Income (Loss) before Capital Contributions	**$ 89**	**$ 264**	**$ (175)**	**-66.3%**

Metropolitan Transit System

Agenda Item No. 24

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Multi-Function Device (MFD) Maintenance and Purchase – 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. G2916.0-24 (in substantially the same format as Attachment A), with Signa Digital Solutions, a Small Business (SB), to provide Multi-Function Device Services in the amount of $1,159,631.00 for a total of five (5) years [two (2) base years with three (3) option years; and

2) Exercise the option years at the CEO's discretion.

Budget Impact

The total contract cost of services is estimated to be $1,159,631.00 ($267,175.00 for 2 base years plus $892,456.00 for 3 option years). The services will be funded by the MTS General Expense Operating Budget account 902010-536500. The equipment purchases costs will be funded by the Capital Improvement Program (CIP) 1008115201 - Copier Replacement.

Description	Base (2 yrs)	Option Years (3 yrs)	Total
Maintenance	$146,835.00	$223,349.00	$370,184.00
MFP Purchases	$120,340.00	$669,107 .00	$789,447.00
	$267,175.00	$892,456 .00	**$1,159,631.00**

DISCUSSION:

In 2015, MTS standardized all existing copiers, or multi-function devices, to the Canon brand. Standardization allowed MTS to increase efficiency and permitted the consolidation of multiple pieces of equipment into one central network environment for copying, printing, scanning, emailing, and faxing. MTS currently has a total of 36 active Canon devices.

On September 17, 2020 (Agenda Item (AI) 17), the Board of Directors approved an MTS Doc. No. G2354.0-20 for Managed Print Services and purchase of Canon MFD for these services. This agreement which was awarded through the State of Colorado (Master Agreement Number 140595) with the Contractor (Canon USA., Inc) under the National Association of State Procurement Officers (NASPO) Value point Cooperative Purchasing Program for two (2) base years and three (3) option years, for a total of five (5) years effective 10/1/2020 to 7/31/2024.

It is therefore time to procure a new contract for Multi-Function Devices Services.

The standard useful life for MFDs is five to seven years. Staff has combined this benchmark useful life with historical data on service calls and downtime to develop a replacement plan to ensure reliability of the fleet, parts availability, and reduced maintenance costs. Based on the replacement plan, MTS plans to replace 1 copier in Year 2 of the contract, 10 copiers in Year 3 of the contract, 18 copiers in Year 4 of the contract, and 5 copiers in Year 5 of the contract. The total estimated need for copier replacement is $789,447.00 over the five-year contract term.

MTS intends to utilize the State of Colorado Agreement (Master Agreement Number 187646) with the Contractor (Canon USA., Inc) under the NASPO Value point Cooperative Purchasing Program effective August 1, 2024, for this procurement. Contract award will be contingent upon receipt of the signed Participating Addendum from the State of California which allows MTS, as local agency, to benefit from the competitive pricing offered through NASPO. A strategic procurement practice is to obtain better pricing through larger purchases of goods and services which by use of cooperative purchases with other similarly situated agencies. This cooperative approach achieves cost-effectiveness and efficiency and takes advantage of volume pricing achieved through competition.

MTS compared the negotiated rates under the NASPO agreement to the Independent Cost Estimate (ICE) prepared by staff ($1,188,608.00), and the pricing offered through NASPO will result in approximately 2.4% savings from the original ICE amount for the repair and maintenance services. The unit pricing for the multi-function device purchases and related equipment is also competitive as compared to the pricing in the 2020 contract.

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

1. Authorize the CEO to execute MTS Doc No. G2916.0-24 (in substantially the same format as Attachment A), with Signa Digital Solutions to provide Multi-Function Device Services in the amount of $1,159,631.00 for a total of five (5) years [two (2) base years with three (3) option years; and

2. Exercise the option years at the CEO's discretion.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Agreement MTS Doc. No. G2916.0-24

Metropolitan Transit System

SAMPLE STANDARD AGREEMENT, STANDARD CONDITIONS

STANDARD AGREEMENT

FOR

MTS DOC. NO. G2916.0-24

MFD MAINTENANCE AND PURCHASE

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Signa Digital Solutions

Address: 8525 Camino Santa Fe Suite H

San Diego (City) CA (State) 92121 (Zip)

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

Email: skirby@gosigna.com

Telephone: 858-790-8272

Authorized person to sign contracts Shannon Kirby (Name) President (Title)

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

The contract term is for a total of five (5) years [two (2) base years with three (3) option years] effective August 1, 2024 through July 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $267,175.00 for the base period and $892,456.00 for the option period, if exercised, for a total of $1,159,631.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR NAME
By: _____	

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

Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____	Title: _____
Karen Landers, General Counsel	

2. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

2.1. GENERAL – CANON MULTI-FUNCTION DEVICES (MFDS)

MTS has standardized on its use of Canon MFDs to perform multiple office imaging tasks, and operates all MFDs in a networked environment. This standardization has saved money on supplies and maintenance, allowed the consolidation of multiple pieces of equipment into centrally located machines and enhanced staff efficiency as they move between departments and locations through reduced training and equipment expertise. Thus, to conform to MTS standards, MFDs provided under this agreement must be Canon MFDs, manufactured by Canon USA, Inc.

MTS currently has 36 copiers located at several locations within the agency as shown in Attachment 1, and is looking for a Contractor to perform maintenance and repair services on these units for 5 years, effective August 1, 2024.

During the term of the contract, MTS may replace some or all of the MFDs as the needs arise. As copier technology is expected to change during this term, MTS will specify the copiers model numbers when the time comes, and request a quote from the Contractor. Contractor's pricing will then be compared with MTS's estimate, and if deemed reasonable Contractor shall purchase, deliver and install. However, Contractor should note that MTS reserves the right to procure new units from alternative sources at any time for any reason. The new copiers will be added to the maintained list. Contractor will be expected to accommodate modifications, when necessary, and grow with MTS needs. All modifications will be made in writing.

Contractor shall be dealer authorized to sell/resell Canon MFDs; have access to purchase genuine Canon products, supplies and accessories; have authorized dealer access to specialized Canon administrative support services; and have access to authorized repair facilities and comprehensive support for Canon product warranties throughout the duration of the contract.

Contractor shall have certified technicians authorized to work on Canon MFDs and access to ongoing product training from Canon USA. As additional models are purchased, Contractor shall ensure that its technicians are certified. In no instance will a technician work on MFDs they are not currently certified on. All certifications must be kept up to date and provided to MTS upon request.

2.2. LIST OF MFDS (ATTACHMENT 1)

MTS owns all the MFDs on this list, currently under service by Signa Digital Solutions, Inc. Selected contractor shall take on the maintenance and repair services when the contract with Signa terminates on 7/31/2024. Contractor shall inspect each unit and provide the MTS PM with a quote on the cost to bring the units up to specifications. Upon MTS approval of quote, Contractor shall bring the unit to a state of good repair and thereafter bill for the units using the per-page cost shown in the cost proposal.

2.3. PRICING

Pricing for this scope of work will be based on the pre-bid NASPO ValuePoint contract pricing authorized under the "Multi-Function Devices and Related Software, Services, and Cloud Solutions" contract. NASPO pricing includes per page pricing for maintenance and device/equipment costs for hardware. Pricing is available for the following:

a. Maintenance and repair of all MFDs.

b. All firmware/software necessary to operate the MFDs, including configuration, technical support and upgrades released/recommended by the manufacturer.

c. Fleet management system, preferably web-based that allows for monitoring of MFD use and status; automated meter readings; programming of functions and reporting.

d. Delivery, installation, configuration, testing and training on new MFDs.

e. User manuals and quick reference user guides.

f. All consumables (except paper.) Tax should not be included and will be identified separately at PO issuance.

g. Labor, any other supplies, equipment required to satisfactorily provide the items above.

2.4. MAINTENANCE AND REPAIR SERVICES

Services include but are not limited to all labor for repair and maintenance, parts and supplies, charges related to delivery of supplies, and all consumables (except paper). Consumables include but are not limited to toners, developers, cartridges, fusers, drums, image units, transfer belts and staples. All consumables must be new and either brand name or original equipment manufacturer (OEM). Recycled or remanufactured consumables are not acceptable.

All maintenance services will be included in the price per page for black/white and color pages consistent with the NASPO price book.

2.5. NEW MFDS

Should MTS need to purchase copiers during the contract term, the following shall apply:

a. MTS will provide the model/s and accessories and Contractor shall submit pricing.

b. MTS reserves the right to procure new units from alternative sources at any time for any reason.

c. All MFDs must be new, never before used, assembled for the first time from new components from the manufacturer. MTS shall be the first user with no previous placements in the Contractor’s showroom as a demonstration unit. All new equipment shall perform in accordance with manufacturer’s specifications.

2.6. OPTIONAL SECURE-PRINT SOLUTION

Should MTS desire to implement a secure print solution (i.e. Canon UniFlow), contractor shall implement all necessary hardware and software changes in accordance with pricing determined by the NASPO price book. Secure print is a solution that allows users to print documents confidentially by requiring individuals to scan their standard employee badge on a badge reader installed on each MFD. This prevents documents from being left unattended at the MFD as the document is not printed until the user has scanned their badge for document retrieval.

2.7. EXTENT OF COVERAGE

Contractor shall maintain the MFDs to meet the minimal standards set forth by the manufacturer.

Contractor's remote maintenance plan must ensure all devices stay up-to-date and consumables do not exceed 100% of the manufacturer's projected life cycle. Remote Maintenance reports must be provided to the MTS Project Manager as part of the monthly invoicing process. If MTS deems it to be in its best interest to revise the frequency of detailed reports, MTS will send Contractor an email to change reporting to quarterly. Any outstanding items will be scheduled for replacement within one (1) week.

Contractor will schedule preventative maintenance site visits through the MTS PM and provide a status report for each device serviced. Any outstanding items will be scheduled for additional service within one (1) week.

Maintenance plan shall include:

a. 2 hour telephone call back or email response for all service calls.

b. 4 hour response time for all service calls.

c. Pro-active planned preventative service throughout the life of device under contract.

d. Manufacture software/firmware updates performed automatically in the field.

e. Factory trained certified technicians on site. Remote tech in support of field technicians to enable technicians to know the history of machines.

f. Certified smart dispatch that can monitor device reports and send a manufacture code that enables field technicians to be better informed on device status.

g. Plan and prepare for the normal wear and tear of copier/print/scan function.

h. Stock for planned parts replacement and maintenance.

i. Parts identified and shipped within 24 hours

2.8. PROJECT MANAGEMENT AND SERVICE REQUESTS

a. Contractor Project Manager

MFD services are of paramount importance to the day-to-day functions of the agency, and MTS expects Contractor to give priority to all service requests. Contractor shall assign a Project Manager (Contractor PM) to handle all inquiries. Contractor PM must be responsive and must return calls and emails within two (2) hours of MTS notification. Contractor PM shall also establish a practice of maintaining routine contact with MTS PM.

Should the Contractor PM not perform per the standards of the contract, MTS shall request and must receive a Contractor PM replacement within one (1) week of request. MTS may also choose to forgo Contractor PM replacement and terminate the contract for non-compliance. It is MTS's expectation that Contractor has high customer service and support standards. Should any key personnel be replaced or added, Contractor shall give MTS written notification of change.

b. Customer Response Time

MTS staff will initiate a service request or work order via Contractor's web access, an email to Contractors' support system, or a phone call to Contractor's help desk. A service call can be for either equipment service or to order consumables. MTS staff will receive a call-back or email response within two (2) hours of the request. In the event the problem cannot be diagnosed via telephone, the technician will be dispatched to arrive within four (4) hours of service request initialization. Service shall be performed from 8:00 AM to 5:00 PM Monday – Friday. Maintenance or any other service may be conducted at other than routine hours if mutually agreed to in writing by both parties.

c. Inspections

Upon completion of work, unless prior arrangements are made, an inspection shall be made by technician and MTS PM or designee who will both sign the work order. Contractor shall re-do any work that is not accepted at no additional charge to MTS.

2.9. MAINTENANCE TECHNICIANS

Contractor must be dealer authorized to sell/resell Canon MFDs; have access to purchase genuine Canon products, supplies and accessories; have authorized dealer access to specialized Canon administrative support services; and have access to authorized repair facilities and comprehensive support for Canon product warranties throughout the duration of the contract.

Contractor must have certified technicians authorized to service specific model MFDs in use at MTS and access to ongoing product training from Canon. As additional models are purchased, Contractor shall ensure that its technicians are certified on these models, and shall provide the certifications when requested by MTS. In no instance will a technician work on MFDs they are not currently certified on. All certifications must be kept up to date and provided to MTS PM or designee upon request.

2.10. PARTS AND SUPPLIES

Contractor shall use only manufacturer's parts and supplies and shall keep commonly used parts in stock, for example: imaging units, drum units, various rollers and sensors. All parts and consumables must be new, brand name or OEM. Recycled or remanufactured parts and supplies are not acceptable and their usage in the devices will be cause for immediate contract termination.

Contractor shall provide all supplies, except paper.

2.11. MINIMUM ON SITE SUPPLIES

Contractor shall maintain an adequate stock of toner, waste toner receptacles and any other commonly used consumables for all equipment on site. At a minimum Contractor is responsible for ensuring that two toner cartridges of each color and two waste disposal receptacles are available on site for each of the models included. Contractor is responsible for maintaining this stock at all times for all models. MTS staff is responsible for replacing toner and waste toner receptacles in equipment.

2.12. OPEN CALLS

a. Loaners

In the event a MFD is not repaired within a maximum of two (2) business days, Contractor shall at no additional cost provide a temporary loaner of equal capacity until repairs have been completed. This device must be the same make and model (or newer model) as the 'down' device.

Loaners are defined as equipment that shall be installed on a temporary basis while the malfunctioning equipment is repaired or until replacement equipment is installed. Loaner equipment shall be replaced within 30 days with the original machine, fully repaired, and/or restored to full working order or a new replacement piece of equipment.

MFDs that have demonstrated a history of "excessive down time" or developed a trend of requiring excessive service calls (defined as eight (8) service calls in a month) must be replaced with comparable loaner equipment of equal or greater capability at no additional charge until repairs have been completed and accepted by MTS PM. Downtime is calculated from the time the end user places the call and ends when the piece of equipment is up and running. Service calls that are operator induced shall not be counted, and will be noted on the work order. Contractor agrees that MTS shall be the final authority for determining whether a machine has been subject to an excessive number of service calls or downtime and needs to be permanently replaced.

2.13. NEW MFD DELIVERY, INSTALLATION, TESTING AND STAFF TRAINING

Contractor responsibilities:

a. Visually inspect each location where the MFD is to be placed prior to delivery for electrical and space requirements. All MFDs shall arrive in first class condition to each location.

b. Be solely responsible for any damage to MFDs from shipment/delivery from manufacturer or other, and during installation.

c. Be responsible for all related parts and supplies in its custody during installation.

d. Perform and complete all installation per manufacturer specifications; coordinate with MTS IT and provide drivers and software/firmware needed for MTS IT staff to load to the network. Contractor must verify satisfactory operation of all equipment. At a minimum Contractor must demonstrate a successful copy/print/scan/email/fax from the equipment after the initial setup.

e. Exercise great caution to ensure there is no damage to MTS property during delivery/installation. Contractor shall be responsible for repair or replacements of any damages caused during delivery/installation.

f. Remove all empty boxes, supplies, equipment and any other waste from MTS premises once the installation or service is complete.

g. After initial installation, if requested by MTS, Contractor shall at no additional charge relocate previous MFDs and/or their accessories from one location to another. During relocations, Contractor shall coordinate closely with MTS staff to ensure all data on hard drives is erased and shall issue MTS written certification before the unit/s leaves for its

new location. Hard drive data erasing and certification price shall be included in the price. No additional costs are allowed.

h. Train MTS staff. Training and demonstration sessions will be held in conjunction with initial installation to:

i. End-users: On general MFD functions and features

ii. Copy center staff: In-depth training to designated “copy center” staff on general and advanced MFD functions and features; basic maintenance and troubleshooting; supply replenishment; use of the device/fleet management system; and related items

iii. IT Staff: All specialized network connectivity, configuration and other information technology training as required for IT staff

i. Provide an operator’s manual with each MFD which will be secured at each MFDs location (e.g. secure side pocket) and one (1) “quick reference” card, sheet or booklet for each MFD.

j. Note: Delivery, installation, testing and training costs shall be included in the cost-per-page. No additional payment is allowed. Delivery and installation includes the initial delivery/installation and any relocations thereafter which include the moving of MFDs from their first placement.

2.14. INSPECTIONS AND ACCEPTANCE

a. Upon delivery, MTS will acknowledge receipt of MFDs. Delivery shall not constitute acceptance. Any MFDs/parts or supplies delivered damaged or with a defect will not be accepted. MTS may request at its discretion a complete replacement or repair.

b. Upon inspection, installation and testing, MTS PM will make a determination whether the MFD is in conformance with contract requirements.

c. If found in conformance, MTS shall provide the initial acceptance in writing.

d. If found not in compliance, MTS will immediately notify the Contractor, and furnish details of deficiencies. Contractor shall correct the deficiencies or supply replacement MFD or parts. Contractor shall then retest the MFD again.

e. It is the Contractor’s responsibility to arrange for a timely inspection by the MTS PM. Contractor shall re-do any work or replace any MFD that is not accepted at no additional charge to MTS.

f. MFDs will be deemed “fully accepted” by MTS in writing after thirty (30) continuous days of operation without difficulty or failure. Contractor is responsible for submitting acceptance documents to MTS PM for final acceptance.

2.15. MONTHLY CALL STATUS REPORT (MAY BE SUBMITTED WITH INVOICES)

Contractor shall be required to submit with its invoices a monthly “call status report” in Microsoft Excel. If MTS deems it to be in its best interest to revise the frequency of detailed reports, MTS will send Contractor an email to change reporting to quarterly.

MTS envisions the report to contain the following information: MFD make, model number, serial number, location, page counts for the period, service request description/s, date/time call initiated, date/time service technician responded via phone, date/time service technician responded on site, problem diagnosis, part(s) required, date/time call closed, length of time service request open.

Contractor shall be responsible for ensuring the collection and accuracy of meter readings upon which invoices are based. Any methods utilized to collect the billing data must be auditable and MTS reserves the right to conduct such audits at any time. Contractor must not utilize the assistance of MTS staff to collect meter readings.

2.16. MONHTLY INVOICES

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

Payment terms shall be net 30 days from invoice date.

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.

2.17. FINAL INVOICE

Prior to final payment, Contractor shall provide a page count for each MFD accompanied by a condition report for each device. Final payment shall be adjusted, either by additional payment or deduction, based on actual page count for each MFD.

Metropolitan Transit System

Agenda Item No. 25

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Imperial Avenue Terminal (IMT) Transit-Oriented Development (TOD) Project – San Diego Foundation Collaboration Process (Karen Landers)

RECOMMENDATION:

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

1) Authorize the Chief Executive Officer to proceed with negotiations with the San Diego Foundation and its selected lead developer, Cypress Equity Investments (CEI), for a potential TOD project at 1313 National Avenue and 1344 National Avenue site (IMT TOD Project); and

2) Determine that such action is not subject to environmental review under the California Environmental Quality Act (CEQA).

Budget Impact

There is no direct cost to MTS for this collaboration agreement or negotiations with the San Diego Foundation. MTS will incur various consultant costs as it pursues various feasibility, environmental review and compliance, and other due diligence efforts related to the proposed TOD project.

DISCUSSION:

On April 20, 2023 (AI 13), the Board approved an Exclusive Negotiation Agreement (ENA) with the San Diego Foundation to negotiate terms for a proposed joint development project collaboration on property owned by MTS adjacent to its 12th & Imperial Transit Center – at 1313 National Ave and 1344 National Ave (National Ave Property). The ENA allowed MTS to negotiate the terms of a Collaboration Agreement that would provide a framework with the San Diego Foundation to:

1. Conduct a competitive solicitation process to identify a developer or developers to enter into a joint venture with the San Diego Foundation to design, permit, and/or construct a joint development project on the National Ave Property.

2. Establish the required, minimum material terms for a joint development project on the National Ave Property.

On June 15, 2023, (AI 20), the Board approved a Collaboration Agreement with the San Diego Foundation. This agreement set the Goals and Policy Objectives that both MTS and the San Diego Foundation were seeking to achieve with this IMT Joint Development Project, and identified the process that the San Diego Foundation, with MTS participation, would follow to identify and select a lead developer and prepare a development proposal for presentation to the MTS Board for approval.

The Goals and Policy Objectives, as set forth in Recital N of the Collaboration Agreement, were intentionally broad so that the San Diego Foundation and MTS could engage in an interactive process with potential developers and with community stakeholders to identify the most effective and beneficial project that can be completed. The Goals and Policy Objectives are:

i. Efficiently and effectively completing Transit Center improvements to centralize existing transit facilities;

ii. Completing necessary drainage and stormwater improvements;

iii. Maximizing, to the extent feasible and commercially reasonable, affordable and workforce housing and multi-family residential rental units at the Premises in a manner that promotes the use of nearby transit and thereby reduces vehicle miles traveled and greenhouse gas emissions;

iv. Satisfying Government Code section 54233's requirement that a minimum of 15% of any Potential Project's rental housing units are affordable units;

v. Satisfying the prevailing wage requirements applicable to public works projects under California Labor Code sections 1770-1785, the skilled labor requirements under Public Utilities Code section 120221.5, and in accordance with MTS policies and guidelines, as applicable;

vi. Promoting equity through consistent design and building standards across affordable, workforce and market rate units;

vii. Incorporating green building and sustainability features that meet or exceed applicable law; and

viii. Incorporating, if feasible and commercially reasonable, ground-floor activating uses such as commercial, government and nonprofit services, and childcare.

The Collaboration Agreement established the following process and roles:

- Developer selection process led by the San Diego Foundation with participation by MTS staff to confirm alignment with MTS's stated Goals and Policy Objectives.
    - includes a *market sounding process* with the development community to confirm whether the IMT Joint Development Project concept is commercially viable COMPLETED - AUGUST 2023; and

  - a *community listening process* to provide prospective developers with relevant information including feedback from civic engagement efforts To be completed.

- Formal Selection Process to identify a developer that meets the San Diego Foundation's requirements for a lead developer. [COMPLETED MAY 2024]

  NOW – CURRENT POINT IN PROCESS

- Once a lead developer has been identified, the San Diego Foundation will work with the developer to prepare a more formal development proposal for consideration and approval by MTS.

- The ultimate development proposal will be presented to the MTS Board for approval of a Development and Disposition Agreement (DDA).

The San Diego Foundation has completed its initial due diligence and its developer selection process. Today's staff report will provide a status update on the due diligence efforts, the proposed lead developer, their development concept and other status updates. Board feedback will be solicited and approval to move forward with the more detailed negotiations sought.

Status Update – San Diego Foundation Due Diligence and Developer Selection Process

Since the execution of the Collaboration Agreement in June 2023, the San Diego Foundation has invested significant resources to undertake a series of due diligence activities to establish the parameters for a commercially feasible development program and identify a vision-aligned lead developer. These activities included, but were not limited to:

- **Since June 2023** - Performing a range of financial, technical, and environmental analysis to validate opportunity, evaluate key risks and mitigants, and refine financial feasibility analysis.

- **July – August 2023** - Conducting a "market sounding" exercise whereby the San Diego Foundation held workshops with over 10 market rate and affordable developers to introduce the IMT TOD Project concept as well as understand their viewpoints on challenges and opportunities with respect to site and location, current market conditions, and potential commercial structures to enable project feasibility. MTS staff were invited to all workshops.

- **January/February 2024** – The San Diego Foundation initiated the Developer Competition through the issuance of a Request for Qualifications (RFQ). The RFQ was sent to over 40 market rate and affordable developers. These developers comprised local, regional, and national developers of varying sizes. The RFQ required interested respondents to submit a Statement of Qualifications (SOQ) articulating, amongst others, their capabilities, a proposed concept and schedule for the development, and an initial financial proforma. Throughout the response period, the San Diego Foundation held another round of informational calls to answer questions and further describe the IMT TOD Project opportunity as well as the objectives of both the San Diego Foundation and MTS. MTS staff were present on all of these calls. Ultimately, two SOQs were received, from Cypress Equity Investments (CEI) and Forge Development Partners.

- **May 2024** – On May 20, the San Diego Foundation selected CEI as the lead developer for the IMT TOD Project concept after conducting an extensive evaluation process. The evaluation involved scoring each SOQ against a set of common criteria including proposed approach, alignment with goals and objectives, relevant project experience, financial condition and social and financial return. During the evaluation period, the San Diego Foundation also conducted several analyses to assess the reasonableness of the financial model (e.g., benchmarking assumptions to market) as well as on other critical items such as proposed capital sources, project schedule and how the developer envisions working with MTS to enable delivery of the IMT TOD project concept.

Throughout the above process, the San Diego Foundation has continued to collaborate closely with MTS staff via bi-weekly meetings. The meetings have been, and will continue to be, a forum for the San Diego Foundation and MTS to provide updates on key project workstreams, solicit feedback and coordinate actions, and exchange ideas.

CEI proposal and basis for selection

The SOQs received from Forge and CEI both presented competitive, compelling cases for selection. Ultimately, the San Diego Foundation selected CEI as the lead developer for a number of reasons including:

- A team that can execute and deliver on the aggressive potential IMT TOD Project schedule;
- Demonstrated flexibility and a willingness to collaborate, including with respect to harmonization with the Transit Center expansion;
- Displayed integrity and reliability;
- Exhibits the necessary financial capacity to undertake the IMT TOD Project; and
- Offered a potential IMT TOD Project concept that is realistic in development and programming choices and is highly aligned with key objectives for the potential project, including exceeding affordable unit requirements.
- Demonstrated the expertise, experience, and willingness to bring the potential project to fruition.

Since selection, CEI and the San Diego Foundation have continued to collaborate to create a conceptual development program that aligns project economics, market conditions, and the goals and objectives of all parties, including MTS. Based on this analysis, CEI and the San Diego Foundation have developed a project concept that contains two components, which could be implemented independently, to be known as the North Project and the South Project.

The North Project will be delivered with CEI as the lead developer and will be the first to commence construction. It is anticipated to comprise approximately 160 units (or approximately 280 bedrooms), all of which will be affordable to individuals/families earning 40% to 80% Area Median Income (AMI). The concept for this project includes one-, two- and three-bedroom units along with ground floor commercial, community, and open space uses. The North Project is anticipated to be delivered by December 2027.

The South Project will be undertaken when market conditions are supportive and target the delivery of 200 – 400 workforce and market rate units. The developer of this project will be selected by San Diego Foundation and could be CEI or another developer(s). The North and South Projects can be conducted independently and on separate timeframes.

This conceptual program is anticipated to help each of MTS and the San Diego Foundation realize its vision for the IMT Property by facilitating the near term start of much needed affordable housing, enabling integration of these projects with the Transit Center Expansion, all while preserving the flexibility to be responsive to market conditions and realize greater density and a broader income mix on the site.

Therefore, it is recommended that Board authorize the CEO to proceed with negotiations with the San Diego Foundation and its selected lead developer, CEI, for a potential IMT Joint Development Project.

CEQA Compliance

Authorization to continue negotiations does not constitute a "project" subject to environmental review under CEQA because it does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. (Pub. Resources Code, § 21065; 14 Cal. Code Regs., § 15378, subd. (a).) Further, authorization of continued negotiations under the Collaboration Agreement is covered by the common sense exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment. There is no possibility authorization of negotiations may have a significant effect on the environment, and therefore it is not subject to CEQA. (14 Cal. Code Regs., 15061, subd. (b)(3).) The Collaboration Agreement did not and does not commit MTS to any potential or concrete development proposal, which would be subject to compliance with CEQA, as required, for any future project consideration or approval. Moreover, the details of the IMT TOD Project concept are too speculative at this juncture to enable meaningful CEQA review.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

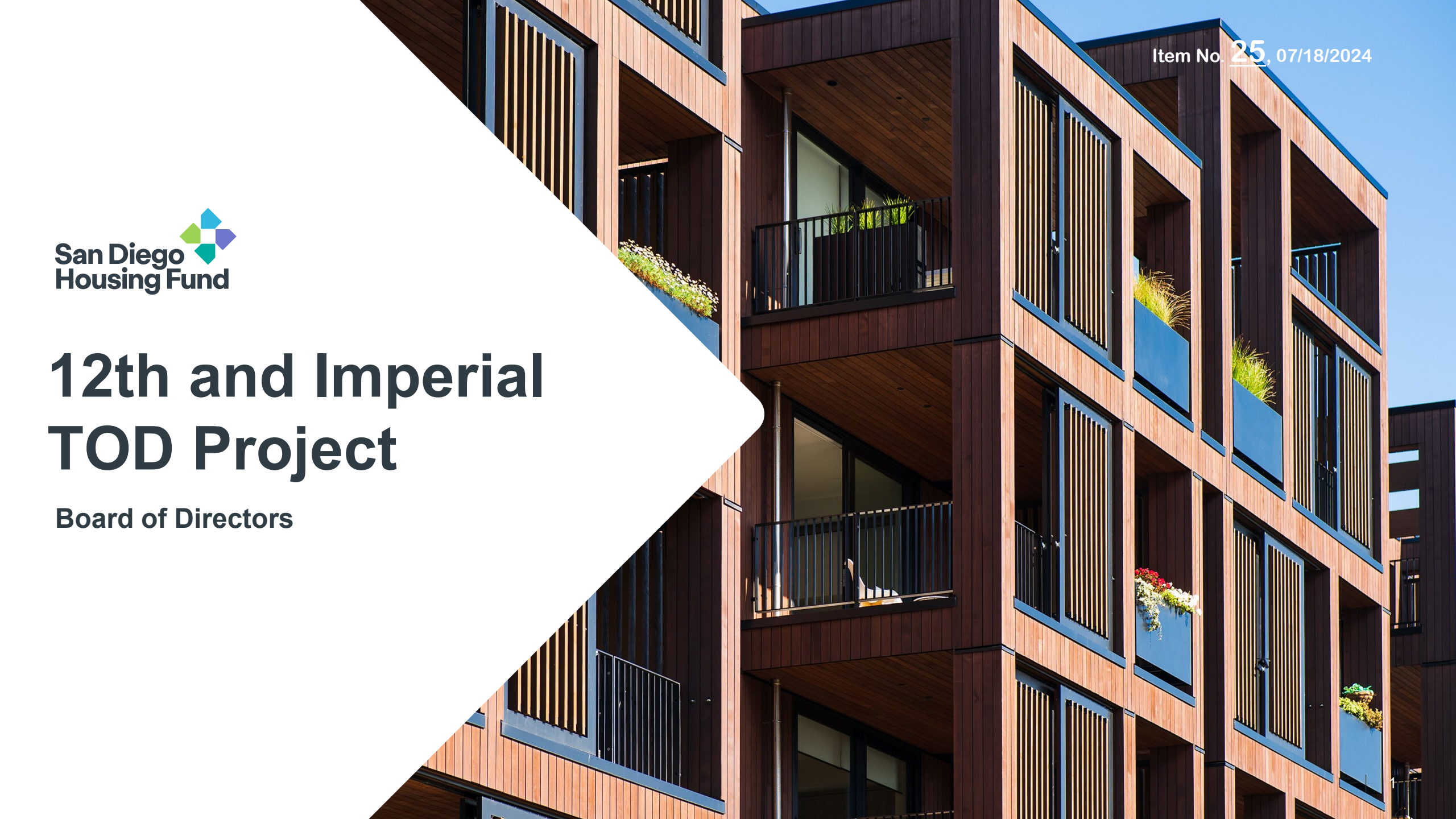
Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Item No. 25, 07/18/2024

San Diego Housing Fund

12th and Imperial TOD Project

Board of Directors



San Diego Housing Fund

Executive Summary

- MTS owns two parcels of land adjacent to the 12th and Imperial Transit Center at 1313 National Avenue and 1344 National Avenue (hereafter, the IMT Property)
- In September 2019, MTS issued a Request for Qualifications (RFQ) to identify a developer for the IMT Property. No bids were received in response to the RFQ.
- In June 2023, MTS and SDF entered into a Collaboration Agreement which outlined the process that SDF would undertake to identify a developer with whom to partner to develop a proposal for a mixed-use transit-oriented development on the IMT Property (the Potential Project).
- Since May 2023, SDF has invested significant resources to establish the parameters for a feasible development program as well as identify a vision-aligned, technically capable developer for the Potential Project (the Lead Developer).
- In May 2024, after a review of proposals submitted as part of a developer competition, SDF chose Cypress Equity Investments (CEI) as the Lead Developer.

Project Vision

"Through a combination of affordable, workforce, and market rate housing, SDF's vision is to create a landmark development project that delivers innovative, sustainable, and equitable transit-oriented development (TOD) at scale."

Project Goals

In collaboration with vision-aligned developer partners, the goals for the Potential Project are to deliver a vibrant TOD development that:

1. Optimized the number of affordable and workforce housing rental units, including a minimum of 15% of units that are designated as affordable;
2. Is commercially reasonable and economically feasible;
3. Promotes sustainability and equity through consistent design and building standards that meet or exceed applicable regulations;
4. Incorporates ground-floor activating uses such as commercial, government, and nonprofit services, or childcare;
5. Provides for the deployment of SDF Housing Fund equity capital.

SDF has undertaken a range of activities to assess the commercial potential of the site and select a vision-aligned Lead Developer (1/2)

San Diego Housing Fund

May – June 2023

MTS – SDF Agreements executed

- Exclusive Negotiating Agreement and Collaboration Agreement between SDF and MTS executed.

May 2023 – Ongoing

MTS – SDF Collaboration

- Since these agreements were executed, SDF and MTS staff have continued to meet on a biweekly basis to discuss the Potential Project.(1)

June to August 2023

Market Sounding

- Solicited feedback from 10+ market rate and affordable housing developers on development feasibility of the Potential Project. (2)

September 2023 to January 2024

Detailed Analysis, RFQ and Key Document Drafting

- Based on market feedback, performed extensive financial, technical, and environmental analysis to validate opportunity, evaluate key risks and mitigants, and refine financial feasibility analysis.
- Drafted Request for Qualifications (RFQ) and Pre-development Agreement (PDA).

(1) MTS attendees at these meetings include Karen Landers (General Counsel), Sean Myott (Manager of Real Estate assets, and Heather Furey (Director of Capital Projects)

(2) Sean Myott, MTS Manager of Real Estate Assets, attended these meetings.

SDF has undertaken a range of activities to assess the commercial potential of the site and select a vision-aligned Lead Developer (2/2)

San Diego Housing Fund

November 9, 2023

Ground lease rent terms discussed with MTS Board in advance of RFQ process

February to May 2024

12th & Imperial RFQ (RFQ 2) - Issued 2/22/24

- Outreach to 40+ developer groups and conducted developer “one-on-one” meetings with all developers. MTS staff were participants in the majority of these meetings. (1)
- 12 developer teams submitted Notices of Intent to Respond.
- Received Statement of Qualifications (SOQs) from CEI and Forge Development Partners.

April to May 2024

SOQ Evaluation and Award

- Evaluated SOQs received including analysis of development program, financial proposal, and preliminary financial capacity analysis.
- On May 20, 2024, CEI was chosen as Lead Developer for the Potential Project.

May 2024 – Current

Development Program Refinement

- Since award, SDF and CEI have continued to collaborate to refine and shape the development program for the Potential Project.

(1) Sean Myott, MTS Manager of Real Estate Assets, attended these meetings.

San Diego Housing Fund

Interactions with developers throughout the process unearthed key challenges impacting the near-term feasibility of a high rise, mixed income project on the IMT Property

01 - Site assemblage and utility relocation

- Site is not yet fully assembled.
- SDG&E utilities need to be relocated, potentially materially impacting schedule.

02 - Transit Center Coordination

- Potential challenges with aligning schedule and design with the planned Transit Center Expansion project.

03 - Type I Construction Costs(1)

- Current construction costs for a Type I affordable/workforce project are prohibitive unless supported by premium market rate component.

04 - PLA/Prevailing Wage Requirements

- Project Labor Agreement (PLA) and prevailing wage (PW) requirements enhance cost/feasibility pressure
- PW r estimated add 20 – 30% to construction costs.

05 - Neighborhood dynamics

- Site location and sub-market are a potential challenge to commanding market rate (i.e., non-subsidized) rents and drive retail/ commercial occupancy.

06 - Capital Markets

- Financing is challenging given higher interest rates and highly competitive affordable housing financing market.
- No dedicated financing sources for workforce housing.

(1) Type I construction refers to high-rise development utilizing reinforced concrete and protected steel.

Basis for selecting CEI as the Lead Developer

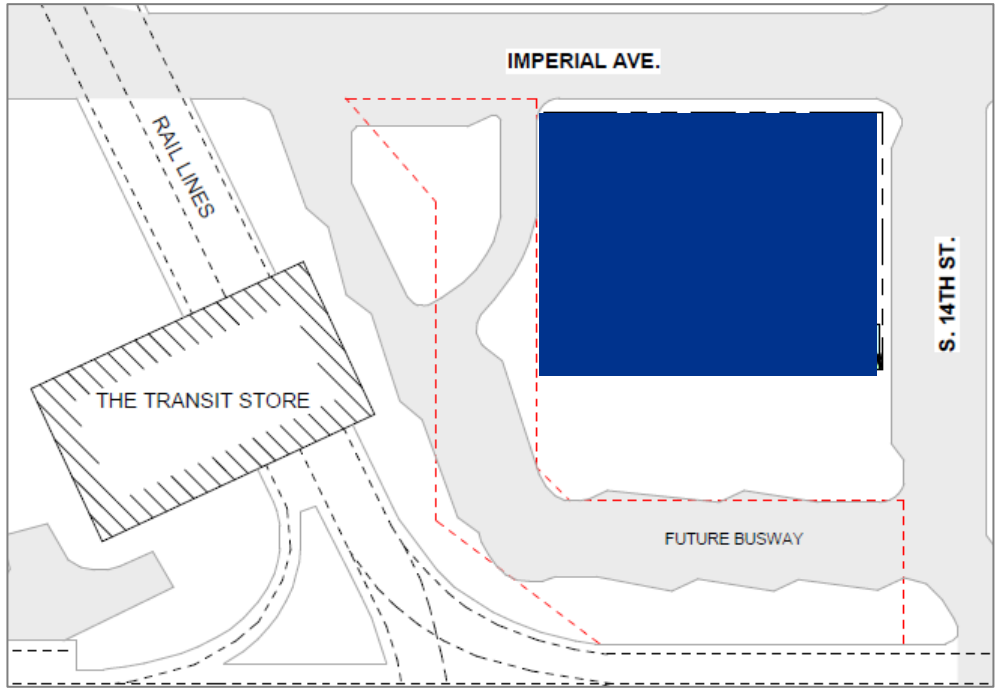
- ✓ A team that can execute and deliver on the aggressive Potential Project schedule;
- ✓ Demonstrated flexibility and a willingness to collaborate;
- ✓ Displayed integrity and reliability;
- ✓ Exhibits the necessary financial capacity to undertake the Potential Project; and
- ✓ Offered a Potential Project concept that is realistic in development and programming choices and is highly aligned with key objectives for the Potential Project;
  - ✓ financially feasible
  - ✓ development plan that meets and exceeds 15% affordable units requirement
  - ✓ satisfies the prevailing wage requirements
  - ✓ incorporates green building and sustainability features (LEED Gold)
  - ✓ incorporates ground-floor activating through proposed child-care center, commercial and community space.

CEI
CYPRESS EQUITY INVESTMENTS

CEI and SDF have worked to advance a TOD program concept anchored by a 100% affordable project (1/2)

- CEI and SDF have collaborated to refine a development program concept that would deliver mixed income residential accommodation across two components – the **North Project** and the **South Project**.
- To be constructed at grade, the **North Project** would be anchored by an approximately 160 apartments, 100% affordable project to be delivered by CEI (approx. 280 bedrooms);
  - Units will be available for families earning between 40% - 80% AMI.
  - A mix of one, two, and three bedroom apartments with an average unit size of approximately 800 - 850 square feet.
  - The apartments are anticipated to be available for occupancy from December 2027.
  - Onsite programming for the affordable project would also include open space as well as ground floor commercial and community uses.

Conceptual IMT Property site layout



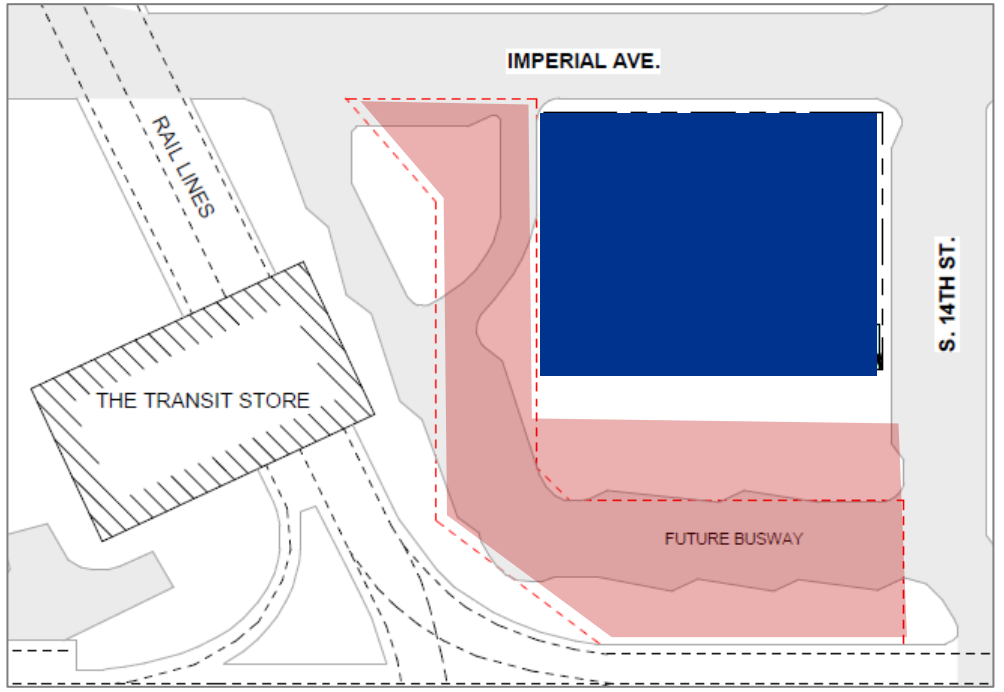
Conceptual location for North Project

CEI and SDF have worked to advance a TOD program concept anchored by a 100% affordable project (2/2)

San Diego Housing Fund

- As market conditions improve, **the South Project** would seek to deliver an estimated 200 – 400 workforce and potentially market rate apartments on the residual portion of the site.(1)
- This Project could potentially include development activity on a podium situated over parts of the expanded Transit Center footprint.
- The potential site area for the South Project is estimated to be between 50,000 – 60,000 square feet.
- The South Project would be delivered by to-be-identified developer(s) to be selected by SDF.

Conceptual IMT Property site layout



Conceptual location for North Project

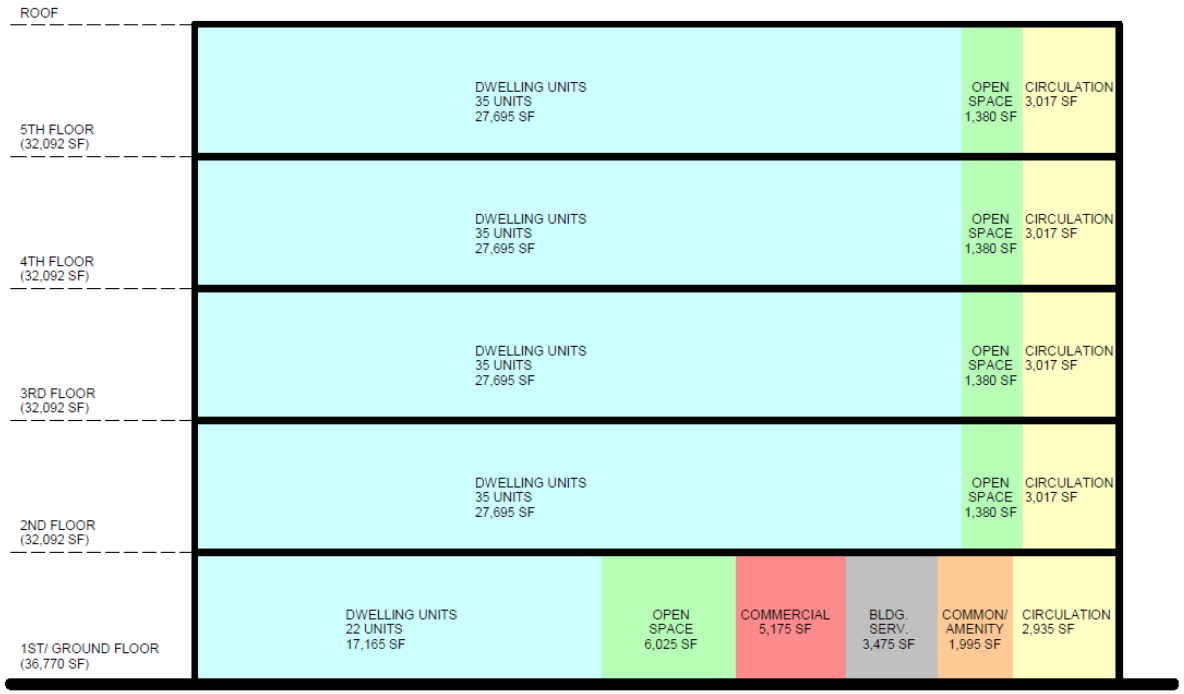
Conceptual location for South Project

(1) The North and South Projects can be conducted independently and on separate timelines.

Proposed concept for 100% affordable project

San Diego Housing Fund

Building and Typical Floor Layout



35 UNITS PER FLOOR

Note: The above conceptual plans are subject to change as further commercial and architectural studies are undertaken.

The proposed concept/approach is anticipated to help SDF and MTS realize its vision for the IMT Property

The benefits of this approach include:

- Immediate start on the delivery of a financially feasible and much needed affordable project by a highly credible partner in CEI.
- A density and income mix on site that preserves SDF and MTS vision for the IMT Property.
- Provides greater flexibility to allow MTS and SDF to more fully realize the potential of the site.
- Exceeds required affordable units on the IMT Property.
- Capable of being harmonized with the MTS Transit Center Expansion.
- Kick starts the revitalization of the area through street level commercial programming, green space, and community area activation.

Next Steps

- MTS Board to authorize the CEO to proceed with development and disposition negotiations based on current strategy for the site, including CEI's proposed affordable development program (the North Project).
    - MTS, SDF and CEI to continue to collaborate on an integrated design for the Transit Center Expansion and Potential Project.
    - Development of Proposal for submission to MTS Board
    - Execution of key project documents
        - Joint Venture Limited Liability Company Agreement (JV LLCA) between SDF and CEI.
        - Development and Disposition Agreement (DDA) between SDF - Developer JV and MTS.
    - Negotiations between SDF - Developer JV and MTS on form of ground lease.
- MTS and SDF to continue refining scope for South Project and seeking development partner.

Staff's Recommendation:

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

1) Authorize the Chief Executive Officer to proceed with negotiations with the San Diego Foundation and its selected lead developer, Cypress Equity Investments (CEI), for a potential TOD project at 1313 National Avenue and 1344 National Avenue site (IMT TOD Project); and
2) Determine that such action is not subject to environmental review under the California Environmental Quality Act (CEQA).

Agenda Item No. 26

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Proposed Trolley System Change (Copper Line) (Denis Desmond and Brent Boyd)

RECOMMENDATION:

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

1) Receive a Title VI service equity analysis on the proposed major service change; and

2) Approve implementation of the Copper Line as a permanent Trolley route and waiving the Policy 42 twelve-month trial.

Budget Impact

Staff anticipates that implementation of Copper Line would have an annual budget savings of up to $1 million due to adjustments to Trolley consist sizes and scheduling efficiencies.

DISCUSSION:

Background

The proposed changes to the Trolley system include the implementation of a new Trolley line, the Copper Line, that would operate between El Cajon Transit Center (ECTC) and Santee Town Center. The Copper Line would replace the existing Green Line service on this same segment, and Orange Line service between ECTC and Arnele Avenue Station. Both the Orange and Green Lines would terminate at ECTC. *See Figure 1.* Passengers travelling between Orange or Green Line stations west of ECTC and Copper Line stations north of ECTC, would transfer at the ECTC. The Copper Line is proposed to operate at a similar frequency and span-of-service as the current Green Line service to Santee.

The primary purpose of this proposal is to improve system reliability. While most of the Trolley network is double tracked, a single-track segment between Gillespie Field and Santee Town Center causes interruptions to the Green Line. These compound any delays on both the inbound and outbound trains. Since all three Trolley lines have carefully orchestrated schedules due to their common segments, Green Line delays result in schedule problems on the other lines too. Additionally, Green Line trains occasionally need to turn back at Gillespie Field to recover their schedule, impacting service reliability in Santee. Operating the ECTC – Santee

segment as an independent line will improve reliability and schedule adherence on the Copper Line segment as well as the remaining three Trolley lines.

Figure 1: *Map of Proposed Trolley Network*

Proposal

Network
The Copper Line would be a new Trolley Line serving stations currently on the Green and/or Orange Lines north of ECTC (Arnele Avenue, Gillespie Field, and Santee Town Center). The southern terminal of the Copper Line would be the ECTC, where riders would connect with the Green and Orange Lines. The eastern terminal of both the Orange and Green Lines would change to ECTC.

Frequency
The Copper Line would operate at 15-minute intervals for most of the day, with some late-night/early-morning service operated at 30-minute intervals to match the existing Green and Orange Line frequencies. This level of service is the same as the current level of Green Line service to Santee Town Center, so implementation of the Copper Line would not result in material changes to the frequency or span of service as currently provided by the Green Line.

Additionally, as part of this plan, the Sunday service on the Orange and Green Lines up through ECTC would be increased to match the Saturday schedules, including:

- Extension of Green Line short-turns from San Diego State University (SDSU) to ECTC (currently only 30-minute service is offered east of SDSU; this would increase to 15-minute frequency)
- Later Sunday trips on the Orange Line (1.5 additional hours of service span)

Train Size
MTS anticipates that consist sizes on the Copper Line will be smaller than the current Green Line. Analysis of current passenger levels confirms that a one or two-car train will provide adequate capacity. The smaller trains will also move through the intersections on Cuyamaca Street quicker than the standard three-car trains currently operating to Santee, potentially improving intersection performance. In the future, cars can be added to the Copper Line for longer trains if required to accommodate growing demand.

Connectivity at El Cajon
MTS received a Transit and Intercity Rail Capital Program (TIRCP) grant in 2020 to construct a third track at ECTC to improve operational efficiencies. If the Copper Line is approved, the new third track facility would be used for Copper Line operations, providing a convenient cross-platform transfer between the Copper, Orange, and Green Lines.

A primary impact of the proposed changes on riders would be that some passengers would need to transfer at ECTC, where they can currently ride through. Four potential transfers would take place at El Cajon:

- Green Line eastbound to Copper Line eastbound
- Orange Line eastbound to Copper Line eastbound
- Copper Line westbound to Green Line westbound
- Copper Line westbound to Orange Line westbound

Most transfers would be scheduled for between four and nine minutes, which will provide adequate time to make a convenient transfer.

Based on the fall 2023 stop-by-stop ridership counts, it is estimated that about 8% of Green Line passengers, 6% of Orange Line passengers, and 3% of system-wide passengers would need to transfer at ECTC. The systemwide performance and reliability improvements would benefit 92% of Green Line passengers, 94% of Orange Line passengers, and 97% of system-wide passengers who would not have any additional transfer or impacts to their travel.

Anticipated Benefits

The primary benefit of the proposals is improved system reliability and operational flexibility. All lines on the current Trolley network are currently interconnected with one another:

- Green Line with Orange Line east of Baltimore Junction.
- Green Line with Blue Line between Old Town and Santa Fe Depot stations.
- Orange Line with Blue Line throughout the downtown stations on Park Blvd. and C Street.

Consequently, if a train is delayed on one line, there is an adverse effect on the other lines. The most significant benefits would be seen by Green Line passengers, as reliability is expected to improve most along that route due to the elimination of the single-track segment. However, the interconnectivity of the three current lines means that benefits would also be realized by passengers on the Orange Line (which will no longer be delayed by late Green Line trains due to the single-track segment) and the Blue Line (due to better performance on both the Green and Orange Lines).

MTS frontline Trolley operators would also benefit from the improved reliability and revised schedules for end-of-the-line breaks. This is the time following over an hour of working, when operators recover any lost time due to delays, use the restroom, eat and drink, rest, and prepare for their next trip. Most breaks for Green Line operators would increase from six minutes to 13 minutes, and for Orange Line operators from 7 minutes to 12 minutes. Additionally, a rest area would be provided at ECTC for train operators, including restrooms and a quiet area.

Safety and Security

The discussion at the June 20, 2024, MTS Board of Directors meeting, and several public comments, addressed safety and security concerns at ECTC, the new transfer location that would be used by approximately three-thousand daily Copper Line riders.

With three lines (Orange, Green, and Copper) all terminating at ECTC and the added transfer activity, MTS is mindful of the potential for additional pedestrian activity in the station area. The Green and Copper Line transfer is designed to be a cross-platform transfer, with no crossing of tracks required. However, the transfer between the Orange and Copper Line would require a crossing of the Green Line track if made at the south end of the platform. MTS conducted a safety review of the platform and determined additional measures that will be taken to reduce any potential conflicts, including signage directing riders transferring between Orange and Copper Lines to cross on the north side of the station.

The transfer between Copper and Green Lines will be designed to minimize the amount of waiting time at the station, with a typical transfer time between four and nine minutes (depending on the time of day and direction of transfer). Also, with the three terminals at this location, there will be many MTS staff present, including train operators and line supervisors. MTS Transit Enforcement has also added a security trailer at the ECTC and will ensure a

security officer is always present at the station. Lastly, the new third-track project is ensured to have appropriate camera coverage of all new facilities and areas for follow-up and investigation of any incidents that occur.

Cost Savings

While not the main driver of the proposal, it is anticipated that the operation of the Copper Line could save up to $1 million annually from a significant reduction of car miles due to reduced train consist sizes between ECTC and Santee. Savings from electricity and maintenance costs are the main factors in those savings.

Public Engagement

MTS held public outreach events on the following dates at these locations, where MTS staff listened to feedback, answered questions, and accepted comments:

- El Cajon Transit Center – May 14, 2024
- America on Main Street (El Cajon) – May 18, 2024
- Santee Town Center Trolley Station – May 22, 2024
- Arnele Avenue Trolley Station – May 23, 2024
- Santee Street Fair – May 25, 2024

MTS also conducted a survey for passengers, in which respondents were asked about their typical transit trip. From that information, it was determined if the proposed changes would result in an additional transfer as part of their trip(s). MTS received 118 responses, primarily from East County riders in the area of the proposed changes. Of the respondents, 19% could be determined to need an added transfer at ECTC with the changes. When asked their opinion of the proposals, 51% expressed support, 23% were neutral, and 26% were opposed. Most opposition comments were due to the added transfer at ECTC, while others cited security concerns.

In addition to the public engagement, MTS has been consulting with staff and officials from the cities of El Cajon and Santee for over two years, as theirs are the communities most impacted by the proposed changes.

Three speakers participated in the Public Hearing on June 20, 2024, and many others provided comments in advance, which were included in the Board's meeting materials for the Public Hearing.

Title VI

MTS Board Policy 42 outlines the criteria for a major service change, which requires a Title VI service equity analysis (SEA). This analysis is a requirement for compliance with the Federal Transit Administration's (FTA) Title VI guidance. The SEA is a statistical tool to determine any "disparate impacts" on the basis of race, color, or national origin. FTA also requires an assessment of whether low-income populations will bear a "disproportionate burden" of the changes.

In compliance with Title VI guidance, the SEA for the Copper Line implementation is attached. Based on Policy 42, these changes would not have any disparate impacts based on race, color, or national origin, nor any disproportionate burden to low-income populations.

Policy 42 states that new services will operate as a pilot for up to 12 months before being made permanent. However, staff recommends that this Board action waive the pilot requirement and consider the implementation of the Copper Line to be permanent, given that the project has been planned with extensive community input, and substantial capital improvements will have been made, including station upgrades. The changes would be considered "permanent" effective upon implementation. Implementation is estimated later this year, depending upon completion of construction.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Title VI Service Equity Analysis

Title VI Analysis

Copper Line

Prepared by the Metropolitan Transit System
July 2024

Executive Summary

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of the 2024 proposed implementation of the San Diego Trolley Copper Line, as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This analysis ensures that MTS complies with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

The critical elements of this analysis involve determining whether disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. As defined in MTS Policy 42:

> *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 than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average.*
>
> *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" 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.*

The analysis found that there is no disparate impact to minority populations based on race, color, or national origin, as the population impacted is significantly less minority (as a percentage) than the overall MTS service area. Similarly, the analysis found no disproportionate burden to low-income populations, as the low-income percentage population of the census tracts affected is also less than the overall MTS service area.

Introduction

The San Diego Metropolitan Transit System (MTS) is proposing to implement a new Trolley Line that will replace the easternmost segments of the existing Green and Orange Lines. The Copper Line will operate with largely the same frequency and span-of-service as the current Green Line.

The implementation of the Copper Line is considered a major service change under MTS Policy 42.5B. As a result, the Federal Transit Administration (FTA) requires the execution of a Title VI analysis (FTA C 4702.1B). This Title VI analysis involves the evaluation of the implementation of the Copper Line as a major service change to determine whether it will have a disparate impact on both minority and low-income groups. If disparate impacts or disproportionate burdens are found, this analysis will identify the available service alternatives and mitigation strategies that can be used to minimize them.

Background

Qualification as Major Service Change

The definition of a major service change, as used within MTS Policy 42, was developed with public input as part of a public engagement process during June 2013 when MTS held a public hearing to solicit feedback from stakeholders. According to the policy, MTS will conduct a Title VI analysis on any of the following changes before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops.

Because this change is the implementation of a new route (Copper Line), it qualifies under MTS Policy 42 as a major service change. The complementing changes to the Green and Orange Lines are not included in this analysis since the changes to those routes do not meet any of the above criteria for a major service change.

Purpose of MTS Service Changes

The Copper Line is expected to improve the overall Trolley network reliability by removing the highly variable single-track segment along Cuyamaca Street from the Green Line. This segment affects the entire rail network because the Green Line is scheduled between Blue and Orange Lines in several locations, including the Orange Line in La Mesa and the Blue Line between Old Town and Sante Fe Depot. Delays on the Green Line compound into schedule impacts to all three lines. It is proposed that the Copper Line be implemented to replace Green and Orange Line service north of the El Cajon Transit Center (ECTC), including the Cuyamaca Street single track segment, as early as September 2024. The actual implementation date would depend on the completion of the capital improvements already underway that would be required to accommodate this change.

Definition of Low-income and Minority Groups

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is “at least as inclusive as the HHS poverty guidelines.” In coordination with the San Diego Association of Governments (SANDAG), MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Disparate Impact and Disproportionate Burden to Low-income and Minority Populations

This analysis considers the percentage of minority and low-income persons by route in each census block group that the route serves. It identifies which route changes could potentially have a disparate impact or disproportionate burden. To provide the standard for the analysis, this section defines the criteria that MTS considers to be qualifications for a disparate impact or disproportionate burden.

The FTA defines a disparate impact as "a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin (FTA C 4702.1B Chapter I-2)."

MTS Policy 42.6b uses the phrase, "disparate impact," when speaking of minorities, and the phrase, "disproportionate burden," when speaking of low-income impacts. This report uses these phrases to differentiate the two. Both are defined as follows:

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 than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Policy 42.6b).

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" 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 service change 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 proposed change 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 (MTS Policy 42.6b).

Table 1 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2021 American Community Survey 5-year estimates. (These figures are detailed in Table 2.)

Table 1: Service Area Averages

Population	Service Area Average
Minority	57.6%
Low-income	25.1%

Proposed Service Changes

The following section provides a profile of the Copper Line with two maps of the route. Figure 1 shows any census tracts along the proposed Copper Line that have a percentage minority population above the service area average shown above in Table 1. (There are no such tracts along the proposed route.) Figure 2 illustrates the census tracts along the proposed Copper Line that have a percentage low-income population above the service area average in Table 1.

Figure 1: Copper Line and MTS Minority Census Tracts

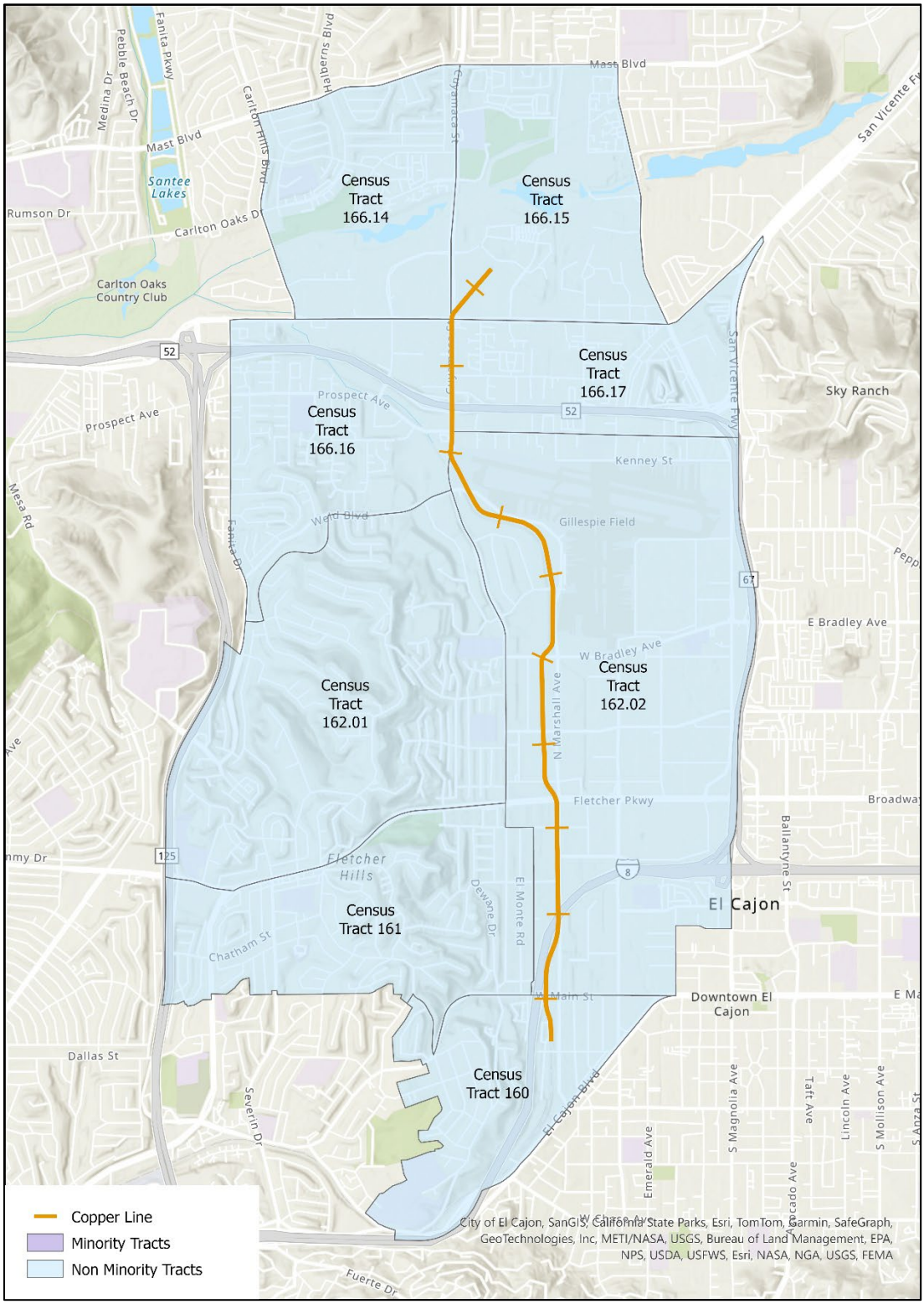
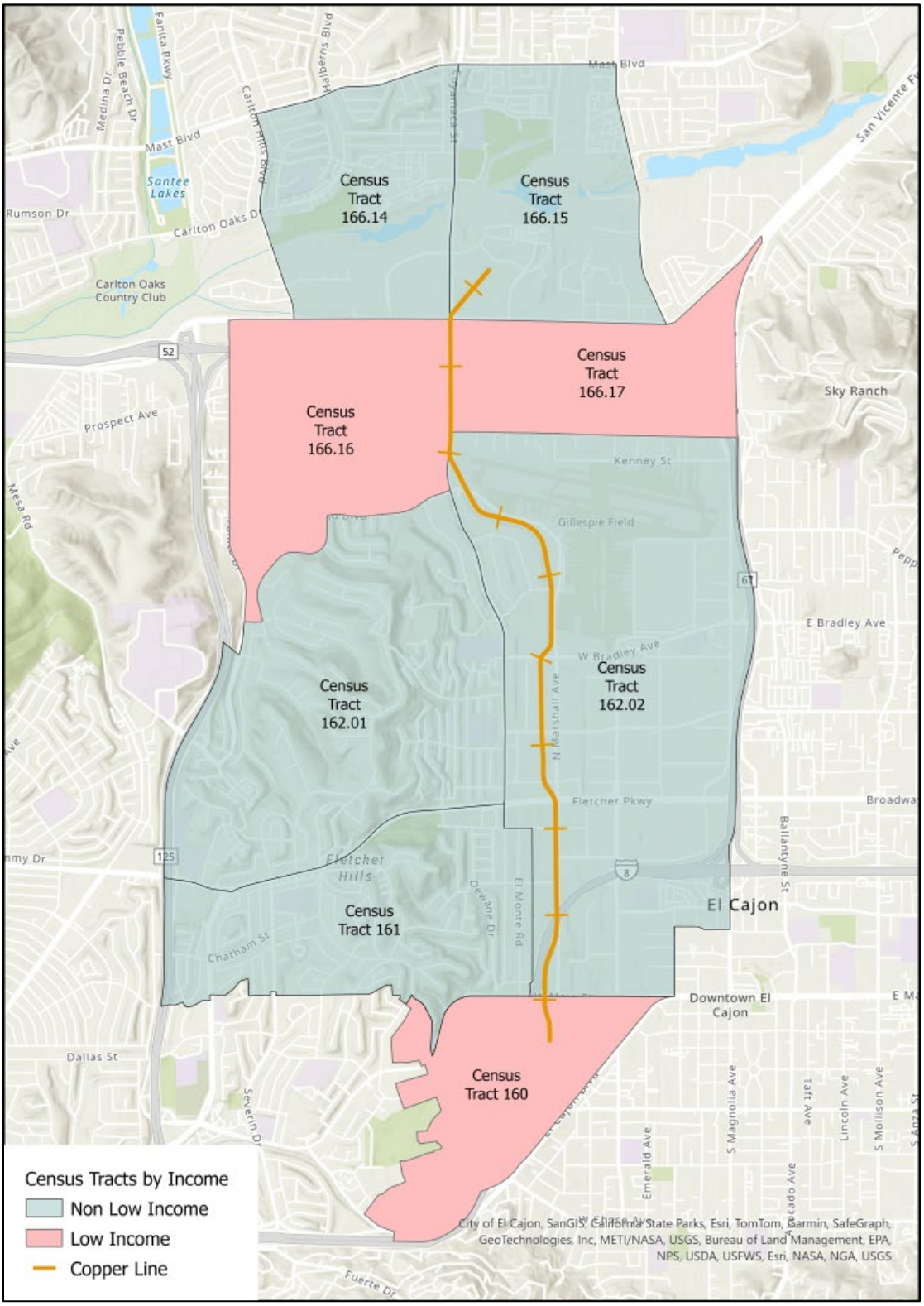


Figure 2: Copper Line and MTS Low-Income Census Tracts



Title VI Methodology

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis, which is consistent with past analyses. This reflects the limitations of ridership data that would come from a sample survey of existing riders on the segment. It would not include nearby residents who are not currently or yet using a new service, nor are the benefits and burdens of new services solely incurred by riders. Ridership could be the appropriate instrument to use for discontinuing an existing service, or for changing services in which the demographics of the ridership are anticipated to be substantially different from the surrounding census data relative to the service area average.

The analysis compares the population in Census tracts affected by the proposed change (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2021 5-year estimates from the American Community Survey.

The definitions of disparate impact and disproportionate burden included in MTS Policy 42 are used in this analysis. The definitions require that the percentage of adversely affected minority or low-income populations be no more than 10 percent higher than the percentage of minority or low-income populations within the MTS service area for a service reduction. Conversely, for a service improvement or new service, the percentage of benefitted non-minority or non-low-income populations cannot be more than 10 percent higher than the percentage of non-minority and non-low-income populations within the service area.

This analysis uses the definition of low-income persons included in FTA Circular 4702.1B. The Circular encourages recipients to use a locally developed threshold for low-income persons that are “at least as inclusive as the HHS poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau.

The formats provided in Appendix K of FTA Circular 4702.1B (Tables 2 and 3) are used to present the results of the analysis, as recommended by FTA.

Title VI Evaluation Results

Table 2 presents minority and low-income population data within the overall MTS service area. These figures are the "Service Area Average," the percentages that are used to compare against the percentages of the populations affected by the proposed service change.

Table 2: Population Data within the MTS Service Area

Service Area Population	Minority Population	Percent Minority	Low Income Population	Percent Low Income
2,370,598	1,399,454	**57.6%**	594,013	**25.1%**

Table 3 presents minority and low-income population data for census tracts affected by the proposed service change, the implementation of the new Copper Line.

Table 3: Census Tract Population Affected by Implementation of the Copper Line

Census Tract	Tract Population: Race & Ethnicity Surveys	Minority Population	Percent Minority	Tract Population: Income Surveys	Low-Income Population	Percent Low-Income
160	2,374	1,019	42.9%	2,357	634	26.9%
161	6,518	2,131	32.7%	6,518	1,617	24.8%
162.01	5,227	1,261	24.1%	5,227	484	9.3%
162.02	4,266	2,435	57.1%	4,265	961	22.5%
166.14	3,900	1,233	31.6%	3,900	965	24.7%
166.15	4,453	1,978	44.4%	3,280	324	9.9%
166.16	4,021	1,851	46.0%	3,918	1,183	30.2%
166.17	3,669	1,286	35.1%	3,669	1,016	27.7%
Copper Line Total	34,428	13,194	**38.3%**	33,134	7,184	**21.7%**

The determination of the impacts must identify whether a project proposal would be a benefit or a burden. For service changes, typically this is related to changes in the availability of service or the level of service provided. Since the Copper Line is proposed to operate the same approximate level of service as the service it is replacing, other benefits or burdens must be identified to determine the impacts to affected populations. These were identified through staff input and from the results of a public engagement process in April through June of 2024. They are listed below:

Potential benefits of proposal:

- Enhanced reliability and schedule adherence for entire MTS Rail network, including Orange and Green Lines.
- Increased reliability specific to the El Cajon-Santee segment covered by the Copper Line, as it would no longer be subject to delays elsewhere in the network.
- Improved frequency of Sunday service between San Diego State University (SDSU) and the ECTC.
- Minor improvements for traffic delays in the City of Santee may result due to shorter train consists.
- Improved conditions for Trolley operators from additional recovery/rest time.

Potential burdens of proposal:

- Additional transfer required for passengers traveling between stations north of ECTC and stations south/west of the ECTC.
- Reduced frequency between the ECTC and Arnele Avenue Trolley Station, which is currently covered by both Orange and Green Lines.

The most significant burden would be incurred by those that may require an additional cross-platform, timed transfer at the ECTC. This number of affected passengers would be less than two percent of MTS system ridership. A less quantifiable but still significant improvement of better network reliability would potentially benefit half of MTS riders that use the entire Trolley network. While there are potentially both benefits and burdens identified by MTS and stakeholders, these are overall minor since there are no material changes to the level of service (geography/segments served, frequency, or span-of-service) provided under the proposal.

Statistically, both the low-income and minority populations of the affected census tracts are far lower than the systemwide average. Therefore, the statistical analysis of the implementation of the Copper Line reveals there would be no disparate impacts to minority populations or disproportionate burdens to low-income populations.

Metropolitan Transit System

Proposed Trolley System Change (Copper Line)

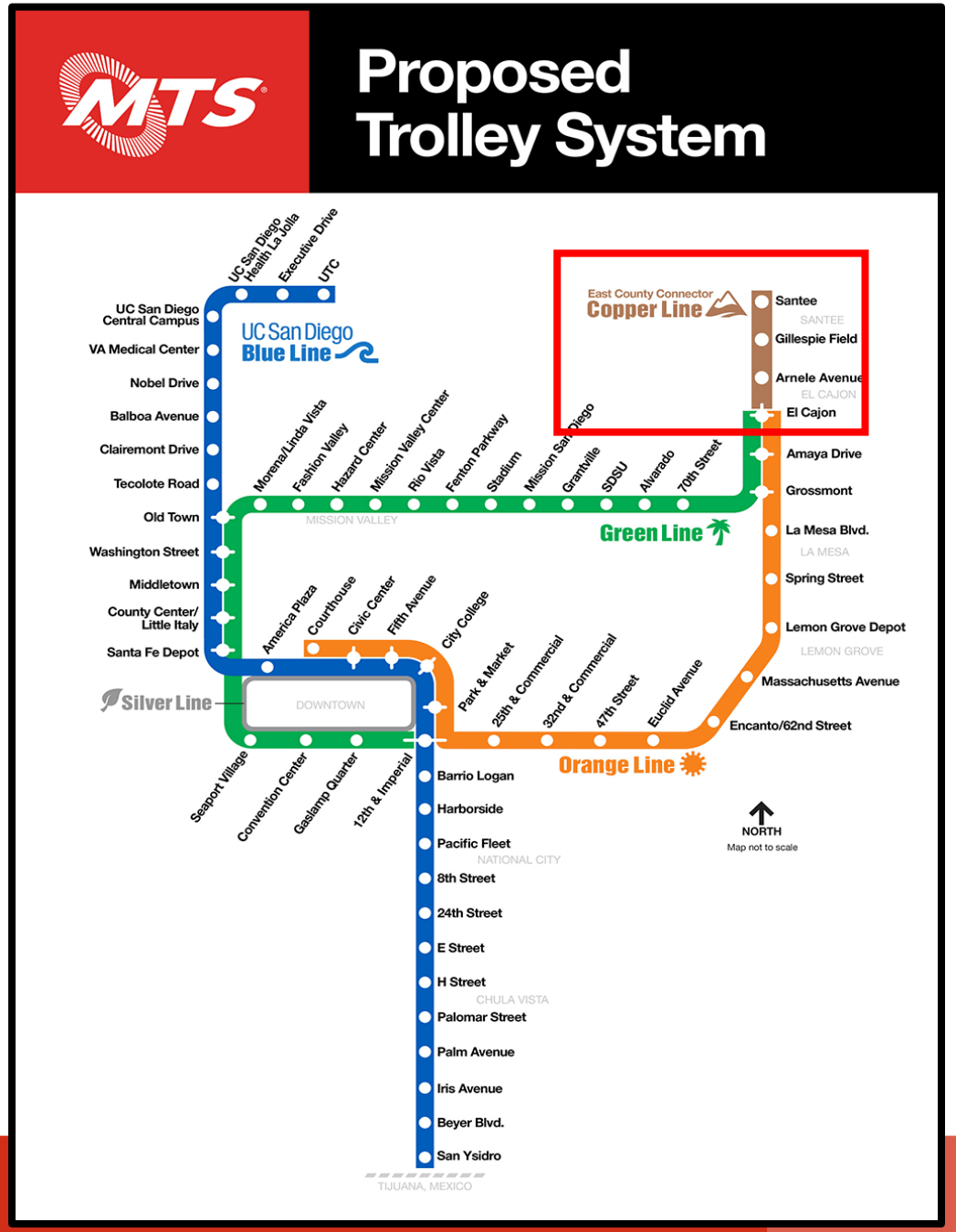
Board of Directors

Background

- Most of the Trolley network is double-tracked.
- Single-track segment between Gillespie Field and Santee causes systemwide relaibility issues

Proposal

- Terminate Green and Orange Lines at El Cajon (rather than Santee & Arnele Ave, respectively)
- Establish new Copper Line, serving the following stations:
  - El Cajon Transit Center
  - Arnele Avenue
  - Gillespie Field
  - Santee Town Center
- Copper Line operations:
  - 15-minute frequencies for bulk of day(s)
  - Maintain current span of service
  - One-car consists, with ability to increase capacity as needed



Anticipated Benefits

- Improved reliability for vast majority of Trolley passengers
- Added Sunday service for East County
- Operational cost savings (roughly $1 million) despite overall increase in service
- Reduced travel times through intersections along Cuyamaca Street due to shorter consists
- Improved break times for Trolley operators
- New ECTC breakroom facility for MTS personnel

Public Engagement

- Five public outreach events
- Over a hundred comments submitted by riders and the public
- Coordination with cities of El Cajon and Santee
- **PUBLIC HEARING** held at MTS Board meeting on June 20, 2024

Safety & Security

- MTS Board discussion at June 20, 2024, Public Hearing included concerns about passenger safety and security at ECTC.
- On July 2, 2024, Vice Chair Goble met with MTS Rail COO Riley, Director of Security Curran, and senior staff at the ECTC to discuss proposed enhanced safety measures.

Security and Safety Enhancements

- Enhanced directional signage directing passengers to the north end of the platform to transfer.
- Enhanced “Look Both Ways” signage at rail crossings.
- Trolley driver advisory to remind of and look for potential pedestrians crossing platforms in both directions at the south end.
- Ambassadors at the ECTC to assist passengers with questions or concerns.
- Security Officer always on site at ECTC during service hours.
- Trolleys will have doors unlocked during layovers for passengers to have access while waiting for departures or transfers.
- MTS Security and Trolley operations will have break rooms at ECTC which increases presence of MTS personnel.
- Flags at PRONTO validators to enhance their visibility

Service Equity Analysis

Required to comply with FTA guidance on Title VI

- Statistical analysis that evaluates the population affected by a change versus the overall service area population
- Comparison data reviewed is the percentage of each population that is minority and that is low-income
- Can use rider survey data or census data; analysis used census data to include affected populations that may not be current riders – consistent with past analyses
- **Analysis found no disparate impact to minority populations or disporportionate burden to low-income populations**

Staff Recommendation

1) Receive a Title VI service equity analysis on the proposed major service change; and
2) Approve implementation of the Copper Line as a permanent Trolley route and waiving the Policy 42 twelve-month trial.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92040					I hope this change doesn't add much time to the trip from Santee to downtown. Will the Copper line schedule be timed to minimize wait time at El Cajon for transfer to and from Green line? Are you going to add scheduled turn around wait time at Santee Town Center to account for road traffic delays? This might help the Copper line to not miss Green line transfers at El Cajon.
92126					I am a big fan of the Trolley system. I fully support the new Copper Line. As someone living in Mira Mesa, I like to take trips to many places, including Santee. The shopping center is quaint, and has some great small businesses in it. As someone that relies on the Blue and Green Lines to be able to get to Santee, I would love to see the Copper Line built. That is not to mention the many places I like to go on that are reachable via the Green and Orange Lines. This would be a great way to speed up services on the rest of the route. I hope that MTS will then commit to running the Big 3 not just at higher frequencies, but at every 7.5 minutes. Also, please make sure that the Trolley map with the new Copper Line does not look ugly. If you need a new map, I would love to help make it.
92101					I am a delivery driver on Cayamuaca during the afternoon, and that stretch of road is a nightmare at Mission Gorge during the day. This is a great idea for riders, having two car trolleys, making that turn to the Santee Station.
92071	Gillespie Field	Gaslamp Quarter	Driving and parking	Trolleys are on time;Trolleys run frequently;Reducing transfers	
92101	City College	Lots	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I am a former East County Resident who would regularly take the Trolley to downtown, mission valley, or elsewhere. And I would often get stranded late at nights trying to get back to El Cajon Station especially with the Green Line. This new service is a great change and would allow me and others to take the Trolley later and have more consistent trolley service on the whole network. This is a good change and MTS should go thru with it. Regards, Maxwell G

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92124	Mission San Diego	Several	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	please add access to tierrasanta im begging you man im stuck here
92019	El Cajon Transit Center	Old Town	Biking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92122	UTC	Snapdragon Stadium	Bus	Trolleys provide late evening service;Trolleys run frequently	More trains more often is good and will encourage me to use them more.
92104	Old Town	Various	Biking	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Increased frequency and reliability is great! Overall this sounds like mostly benefits to the public with few drawbacks. Please continue expanding service and hours in general, San Diego deserves excellent public transit. Thank you!
92104			Bus	Trolleys are on time;Trolleys run frequently	
92020	El Cajon	Various	Walking	Trolleys provide late evening service;Trolleys run frequently	Please run the trolley later at night, especially on weekends. I'd like to be able to take the train home from downtown bars and such

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020	Arnele	La Mesa or 12th and Imperial	Walking	Reducing transfers	This seems like a terrible idea for anyone on the orange line. We have to transfer at the most dangerous trolley stop in the system. I would stop taking the trolley all together if this happened
92020	Arnele Avenue	12th and Imperial	Walking	Reducing transfers	This would be a horrible change. Currently, I can catch the green or orange line from my stop, which provides me with flexibility without having to change trains. I will quit using the trolley if I have to change trains at El Cajon Transit Center because that will eliminate the convenience and because I do not feel safe at El Cajon.
92108	Rio Vista	Santee	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	The benefit of extended Green Line trips past SDSU is an added bonus in addition to the creation of the Copper Line. Thank you. I support!
92109-5876	Balboa	(various)	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Sounds like a good idea. Hope this happens.
92020	El Cajon Transit Center	Varies, usually downtown, SDSU, or Stadium	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I fully support this proposal. Increasingly reliability, frequency, and hours of operation are all really important for me and will make me more likely to take more trips via trolley instead of driving.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92109				Trolleys are on time	Don't do it. Adding a random short line like that is confusing to riders and clogs up information on lines. The Big 3 lines are fine.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92126	City College	Pacific Fleet	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is great if it can bring the Orange and Green Lines to 7.5 Peak hour/all day service due to less worries about track capacity constraints and if El-Cajon Transit Center ends up with added capacity there. I would hope to see the Copper Line morph into an express train beyond El Cajon via the Green Line and Blue Line corridors for east country and south county residents to travel to the san diego core faster.
92115				Trolleys are on time	Suggestion: Call it the Brown Line. Copper is metallic. The rest of the system are colors not metallic. Is there a Yellow, White or Gray line? Just my two cents.
92104	Mission Valley	Fenton Parkway	Bus	Trolleys are on time;Trolleys run frequently	When I first started riding the trolley around 2012 they seemed to be consistently on time. However, in the last year or so they are frequently delayed which at times causes me to miss the connecting bus in order to get home. I would look forward to any improvement in this issue, thanks
92020	Arnele	Santee	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	Terminating at El Cajon will create too much unsafe congestion when switching from the Orange Line to Green Line, and vice versa. The surface tracks are safer to walk across at Arnele.
92154	Palm Avenue	American Plaza	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	If a change is proven to make the service more reliable and better serve more people. Then push it forward. Nothing I personally dislike more than a delayed or missing trolley.
92021	Arnele	Arnele	Biking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is a prudent option as long as trains run frequently (i.e. every 15 minutes each direction minimum) and transfers to the Orange and Green Lines are coordinated (i.e. waiting no more than 10 minutes at El Cajon at all hours).

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91942	Amaya Drive	Rio Vista	Walking	Trolleys are on time;Trolleys run frequently	I very much support the Copper Line as presented by KPBS reporter, Andrew Bowen. I think separating the Orange and Green Lines from the single rail Copper Line in Santee will improve reliability for all.
92071				Trolleys are on time;Trolleys run frequently;Reducing transfers	If Copper Line does not connect with Green and Orange lines at the same time, that means more waiting because of another transfer. The trolley shuttle right now is adding an extra 30 minutes to my work trips. I missed my bus because of it. I like late trolley service, but not more time waiting because I have to figure out another trolley. Thank you. Please think about this.
92119	Arnele Ave	Santee	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92114	Euclid Ave	Euclid Ave	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	I know this is more beneficial to El Cajon riders as an alternative to riding busses heading northwards.
92071	Santee	Gaslamp	Driving and parking	Trolleys provide more service to East County	This is a very bad idea. Having the trolley in Santee is reliable transportation for jobs and adventure. I will stop using the trolley if i am forced to bus from El Cajon. That station is dangerous for women at nighttime.
92071	Santee	Arnele/12th and Imperial	Walking	Trolleys run frequently	This will be so inconvenient on so many levels. As it is now the “shuttles” do not run on time. The connecting trolley to go downtown does not wait long enough for the shuttle passengers to get off and then have to walk to catch the connecting trolley. They take off before has boarded. The shuttle does not make regular announcements that is terminating at Gillespie and I have watched numerous people then panic and become stuck on the shuttle because they didn’t realize the shuttle was not the regular trolley service.

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92019	El Cajon Station	City College	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92108	Fashion valley	Fashion valley	Bus	Trolleys are on time	
92105	took the trolley consistently/frequently 2011-2018: H Street, Palomar, Old Town	took the trolley 2011-2018 consistently/frequently: H Street, Palomar, Old Town	Walking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Early morning service, late evening service, and running frequently is always needed. Some people work in the hospitality or entertainment industry and the hours can be really early or really late. I used to work at Sea World and sometimes I would not get off of work until 10:30pm or 11pm and we would all run to the trolley because it would run every 30 minutes or it would be the last trolley before it turned into once an hour.
92071	Santee	El Cajon	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	I don't know if I can keep riding the trolley if I have to wait longer with more transfers. It has already been a pain lately. I might just go back to driving. We also need late night trolley service to East County, like midnight.

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92120	SDSU	It can vary, most of the time it is closer to downtown or UTC, occasionally I go to east county.	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	For special events, it would be helpful to extend the copper line to 12th & Imperial (via Orange Line route) for petco park and to the Stadium station. An alternative to the copper line would be to run the Green Line trolleys to Santee only twice every hour every day like how it usually is on Sundays, and have the other 2 trolleys terminate at El Cajon or Arnele Ave. If the Copper Line goes into effect, it would be helpful to extend it to Lakeside parallel to the SR-67 with stops at Magnolia Ave (possibly at Mast Blvd, serving Santana High School), Winter Gardens Blvd (at Woodside Ave), and at the end of the freeway (between Mapleview St and Lauel St). At that stop, the Lakeside Community Center is only a few blocks away, and on the other side of Mapleview St is a park and ride lot, Lakeside Rodeo Arena, and El Capitan High School. This extension would have some potential because of high school students taking the trolley to school, and to go to football and basketball games at either high school on this route, and residents in North Santee and Lakeside would have faster access than the bus to El Cajon Transit Center. Development projects along the extension would be helpful to boost ridership. If Copper Line is approved, MTS should propose an infill station on the Orange and Green Lines between El Cajon and Amaya Dr. stations. The potential in fill station would be located by the intersection of Murray Drive and Water Street. The station would have high potential for ridership because of Grossmont High School and the other side of Water and Murray. and a few nearby restaurants, motel, Massage Therapy, and realty training.
92122	UC San Diego Central Campus	UTC	Bus	Trolleys are on time;Trolleys run frequently	Not a regular rider of the orange/green line, but the benefits look good. I would propose to take a look at the extended wait time for orange/green line riders that would theoretically continue their journey with the new copper line. If the extended wait is small, solid plan.
92071	Santee	Gaslamp Quarter	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	
92109	Balboa	Santa Fe	Biking	Trolleys run frequently	I don't go that way on the trolley, but it seems like a great idea to have 1 trolley that goes back and forth for that portion of 3 stops.

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91942	70th St	Old Town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Would love to see later evening service - we'd ride more often.
92071	Santee	Old Town	I get a ride from family	Reducing transfers	El Cajon station is not safe at night to wait for a transfer to get to Santee. And it will make the commute to Santee even longer.
91942	Grantville	SDSU	bus & walk	Trolleys provide late evening service;Trolleys run frequently	Perhaps this new line will improve service, but not significantly. It adds a transfer, and with the track remaining single, it can never run frequently enough to be convenient and successful. We need ambitious public transit projects. The blue line extension was costly but not ambitious. It carries few passengers, slowly, to stations too far apart. You need the political courage to replace traffic lanes with rail.
92071	Santee	City College	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	This would be a great idea to add the Copper Line.
92101	12th and imperial	12th and imperial	Bus	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	
92115	SDSU	Rio Vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Great idea and will provide consistency throughout the m system.

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92117	Santee	SDSU	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Used to take the trolley from Santee to SDSU nearly every day for 6 years. Occassionally would get left at Gillespie field when the trolley was behind schedule. It was scary because sometimes it would happen late at night and I would be alone. There was no security at Gillespie Field and it's pretty barren so it was a little scary as a young college woman (18yo-22yo) to be left at that station after dark. Also, the trolley frequently ran late from Santee to SDSU and it was stressful since I was late for work and classes sometimes due to the trolley skipping the santee station
92040	Santee, sometimes Amaya, El Cajon Transit Center	Santee	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider extending the line to Lakeside. The bus to El Cajon Transit Center takes too long and driving to Santee is the best option, but if you don't have a car (which most riders probably do not), those of us in Lakeside are left out of public transportation, except the one bus, which also doesn't have enough buses on weekends and holidays.
92104	City College	VA Medical Center	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92106	Old Town	Downtown	Walking	Trolleys are on time	I see the need for this change operationally but I am concerned that Copper Line travelers would have to pay again at El Cajon to board the Green/Orange line. The 8% number of Green Line riders is probably a bit disingenuous as looks to include all Green Line riders. What's important here is the percentage of people arriving at El Cajon are going beyond. Does the Copper line have more than one car load at any time?? Those with handicaps may not like this change as it takes an additional off and on. After Old Town was built, MTS stopped free transfers, which kind of negates the purpose of a connecting hub. It would appear three single units would be needed for the Copper line service unless 4 minute turns are scheduled at both end points.
91901	Amaya	SDSU & Stadium	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider additional service between SDSU and Grossmont. That service ends in the evening to early.

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92111	El cajon, spring street, and Morena Linda vista	el cajon, spring street, morena linda vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I think this will be a good thing. The transfer from east bound green line to southbound orange line at grossmont should be adjusted with this change. The are scheduled to arrive at the same time. If orange could leave 2 or 3 minutes later it would be an easier connection. Also weekend connections to the green line coming and going to el cajon do not line up with 44, 120, or 41. I have to wait 20 minutes each way. They line up with the train that only goes to the stadium.
91977	Lemon Grove Trolley Depot		Bus	Trolleys are on time	MTS Copper Line Trolley Public Input. Before the decision to change the existing Green and Orange Trolley Lines, please share that this new Copper Line Trolley is essentially a "re-naming issue" to clarify where the overlap of the Green Line and Orange Line ends rather than a need for a new construction. If this proposal is implemented, please remember to change ALL the existing trolley maps and signage, as well as the printed schedules on the buses, and the other sources of tourist information, such as the California Welcome Center, and local visitor's information centers in Balboa Park and elsewhere. Also, other cities outside of San Diego should be notified of updates, and tour guidebooks should be edited, such as the 2024 Fodor's Travel Guide for San Diego. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 (Please submit this input on my behalf, since I may not be able to attend the in-person meetings for the East County community)
92154	Palm [illegible] Ave.	City College	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Wouldn't be more of a hassle to transfer to gòto Santee, instead of going straight threw?
92111	Fashion Valley	Fenton Marketplace	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	
92071	Santee	Depends on my destination changes mostly from day to day	Power wheelchair	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This is going to make it more difficult getting on and off the trolley. The ramps don't always work properly to get on and off and the seats at the handicap area don't always go up and stay up properly to allow for a proper room and traveling.

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92117	Clairemont Drive Station	UC San Diego Central Campus Station	Bus	Trolleys provide early morning service;Trolleys run frequently;Trolleys provide more service to East County	I am in favor of more trolley support for the outer edges of the county. I would ask for early morning service to be included (4am or earlier) to support service industry workers traveling for early morning shifts.
92040	El Cajon	12th and Imperial OR Santee	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	Please, please, please add a Lakeside Trolley Station! The bus service ends early, doesn't extend into the night, and only comes once an hour when I need to take the bus. The bus service also doesn't stop in Santee, the next town over -- it only goes to El Cajon. If this is an "Extender," please Extend to Lakeside!
95814				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This idea seems short sighted. Riders who board and alight at any of the stops from Santee through El Cajon should receive a one seat ride to downtown SD, since those riders are the ones who probably want to drive anyway. Now you want to make them transfer which further incentivizes driving… If you have to sometimes turn trains at Gillespie, wouldn't it make more sense to just have a standby train and extra board operator somewhere along the line to allow a "run as directed" trip instead of splitting the lines up, since this plan assumes you'll be paying an operator anyway to run back and forth all day between 4 stations? Alternatively you could just add a few minutes to the schedule to account for the actual time it takes for the trains to run the route, to avoid them having to be short turned. Also - for those people who are color blind, the copper looks a lot like either green or orange. Please for the love of god pick a different color. Maybe a maroon red or a yellow? Or a brown?
91915		Stadium	Driving and parking	Trolleys are on time	Reliability is important to get people to go on public transport

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92120	Old Town	Grantville	Biking	Trolleys are on time;Trolleys run frequently	I frequently ride the green line in Mission Valley and have dealt with late trains. Hopefully the Copper line change can increase reliability on the rest of the green line. I also think we need to increase green line frequency, especially between SDSU and Old Town.
92071	Santee	Convention Center, OLT, Petco Park	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	There have been many times where we have been left stranded at Gillespie. If this prevents that, we're for it!
92021	El Cajon Transit Center	Courthouse station	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
91941	Grossmont Transit Center	Old Town	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Good idea. Can we get a bus from Avocado Road to a trolley station?
92071	Santee	Fashion Valley	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	I'm concerned for riders with mobility issues making this extra transfer. Private restrooms near publictransportation stations are often locked. When will MTS start addressing this basic need?

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92101	courthouse and seaport village	park and market and old town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Per the proposal the copper will run every 15 minutes which given its short run and limited stops will likely stay on time... but if it is a link to commonly delayed orange and green will the copper wait for them or just take off on time even though there is literally no one boarding since no one has showed up yet? if that's the case green riders will not be happy because it no longer continues east. This solution already adds time to a green riders commute since they now have to change in el cajon and if the copper leaves leaves the flat it will be counter productive. so question is will the copper run times be somewhat flexible to wait and collect passengers or a rigid schedule that could possibly make things worse.
92106	Old Town	Santa Fe Depot	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Please have a copper line trolley return from Santee at 3am on Saturdays as that would allow me to use transit when going to events.
92120	Grantville	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support the proposal for the Copper Line and believe that it truly would help increase reliability for the rest of the network. I myself have experienced issues around the El Cajon area when I have travelled there and agree that the idea of a smaller service for the lesser used East County area is necessary for an improved service. I would also like to see the Copper Line potentially expanded past Santee to areas such as Lakeside and Lakeview. I really appreciate that the MTS is looking at ways to improve service to their network!
91941	La Mesa Village	SDSU	Walking	Reducing transfers	This proposal would help some but a better idea would be to extend this copper line to Grossmont and then make the orange and green lines into true circulars, each running in the opposite circle. That would make it so that all of La Mesa and Lemon Grove could get to SDSU and Mission Valley with no need to transfer. The transfer from Orange to Green at Grossmont is what turns what should be a short commute into an hour long ordeal.
92114	Euclid station.	All	Walking	Trolleys are on time;Reducing transfers;Trolleys provide more service to East County	Will the Santee trolley ever go further east?? Lakeside? Barona casinos?? El Cajon or Santee loop line trolley??

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92101	Convention Center	UCSD Central campus	Walking	Trolleys are on time;Trolleys run frequently	

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92127	UC San Diego Health - La Jolla	Old Town	Bus	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	The Copper Line is a good idea for service reliability. However, only every 15 minutes is too infrequent. If we are being required to transfer then please run more frequently, at least every 10 mins. Or have guaranteed time transfers.
92108-1806	Mission San Diego	SDSU	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92114	UC San Diego Heath La Jolla	32 & Commercial	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	I would greatly appreciate a copper line. To help me catch orange line.
92071	Santee	Fashien	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92701	Santee	12th & Imperial	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Reducing transfers	This is a terrible idea. The transfer itself will be unreliable and will add extra time to an already long journey from Santee. It will cause people to have to cross tracks in one of the directions. If the problem is there is a single track along Cuyamaca Street, then fix that - double the track even if it means reducing car traffic. Please do not inconvenience transit riders further - who are trying to do the right thing by taking transit.
92021	El Cajon Transit Center	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	

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92115	SDSU	Grossmont	Bus	Trolleys are on time;Trolleys run frequently	
92071				Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92071	Santee	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	In order for this to work the transfer needs to be optimized at El Cajon. Also the 15 minute service should continue all the way until close, and the departures and arrivals at El Cajon for Green and Orange should be staggered when the 30 minute period begins to provide multiple options to downtown. If done correctly this could provide better service returning to East County, currently the Orange Line train arrives just after the Green Line in the 30 minute service period which requires a 25 minute wait and forces people returning to Santee to ride the long way back since they have to wait anyway. Make sure last Copper Line train connects to last Orange and Green Line trains. Have the transfer be fairly tight in the morning, when there is less traffic, but allow for 5-8 minutes in the afternoon of slack to allow for train congestion.
92119	Grossmont	Santa Fe	Driving and parking	Trolleys run frequently	I'm in favor of the proposal. I hope this helps the commuting folks of El Cajon; Santee & East County better utilize public transportation.

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92139	8th Street	12th and Imperial	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	
85281	Santa Fe Depot	Old Town	Either bus or driving/parking	Trolleys are on time;Trolleys run frequently	I only visit the area, but the anticipated benefits to the Green and Orange Lines make this new shuttle service a welcome change.
92020	El Cajon	El Cajon	Bus	Trolleys are on time;Trolleys run frequently	
92071	Santee Town Center	Clairemont Drive Station	Walking	Trolleys are on time;Trolleys run frequently	I don't mind the transfer as long as the schedule are designed to make connections smooth and short. Besides, I would prefer more frequency over the capacity (3 cars train)

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91977	Lemon Grove		Bus and walking	Trolleys are on time;Reducing transfers	Please consider overnight construction to minimize daytime schedule interruptions. Please also consider minimizing the time to completion of the project. There was a notification flashing across the estimated time of arrival LED screens that announced that there would be a detour on the Orange Line between downtown and Encanto/62nd Street starting this weekend, May 18 and May 19, 2024. San Diego MTS recently had disaster recovery from a "flood" that occurred January 2024. This FEMA response included repairing the tracks on the Orange Line. Please confirm that this project is not a redundancy, and that the existing trolley tracks are already safe and do not need further replacement. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 P.S.- Please also share that bus-shuttle detours tend to delay commuters by at least one hour, and that this is an added inconvenience for travelers.
92103	Little Italy		Biking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	This seems like a great proposal for the health of the overall system. Reliability is important, and hopefully this also allows for more frequency on the green and orange line in the future. The extra transfer for East county residents is less than ideal, but the increased reliability for them should hopefully more than offset the transfer pain. Hopefully the copper line schedule will be synced with the green and orange line, so that passengers can immediately transfer without waiting. This would greatly minimize the pain.
92128				Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	
92092	UCSD	UCSD	Walking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	The future of San Diego depends upon reliable public transportation to all of the city's various communities. A future without reliable, efficient transition is no future at all. I urge the committee to move forward with the Copper Line into a brighter future.
92120	Alvarado	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I take the Green line trolley nearly every day. It is difficult to be anywhere past 10pm, as the last trolley that goes past SDSU leaves there at 10:45pm. Having longer, more frequent evening service would be much appreciated. Additionally, trolleys arriving at Alvarado (towards 12th & Imperial) are often late, and transferring to the Orange line at Grossmont can also take more than the 15min headways that these lines run on. I am 100% in favor of the Copper line being introduced. It cannot come soon enough.

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92115	SDSU		Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys provide more service to East County	If this can bring all the positive outcomes it's made to create I am 100% behind it!!! It's a creative way to help solve the issues that the Orange and especially Green line face in regards to the single tracking issue. I think having the Green line stop at El Cajon TC at night instead of SDSU would be amazing too as it would provide access to park-and-ride stations such as 70th St, Grossmont, etc to be able to get off at later in the evening. Having this Copper line exist also gives way to possible expansion of the system in the future with the creation of new stations in East County/El Cajon on the Copper Line which would be very exciting!! Overall I think this is a fabulous idea and I hope it gets approved so we can start reaping the benefits come this fall!!
92064	City College	El Cajon	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	More security esp during AM/PM commute Please build a trolley or bus connection between Santee to Poway
92071	Santee Transit Center	Santee Transit Center	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I'm speaking on behalf of members of the ADA who are disappointed that MTS discontinued the El Nopal st. To Second st. Loop on the 832 bus route a number of years ago. Ever since then disabled people have to walk long distances just to reach a bus stop. Some live over a mile away.
92116	Rio Vista	VA Medical Center	Bus	Trolleys provide late evening service;Trolleys run frequently	As someone who rides the Green Line regularly, I think this is a great idea. Frequent and reliable service is a huge priority for improving the experience on the trolley, and although I more often commute on the western portion on the Green Line, on trips to East County I have encountered problems with missing transfers and unreliable service. While double tracking the whole East County section would be a better long term solution, the Copper Line would address many of the issues at a fraction of the cost. Would it be possible to increase Green Line service frequency to 7.5 minutes if this was implemented? It would also be really nice to have more frequent evening service on the Green Line.
91978	Amaya Spring Street	Santee	Biking	Reducing transfers;Trolleys provide more service to East County	I would like the green line to straight through to Santee without stopping at El Cajon.

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92020	Amaya Drive	Linda Vista	Walking	Trolleys run frequently;Trolleys provide more service to East County	Hello I am a big fan of the Copper Line, but I would like clarification for why it would not just run from Grossmont until Santee and help reduce all issues with two lines running parallel with the Green and Oragne which is something I have to frequently address and help others out with is how we have two different lines in this same area that run on the same tracks and instead if we just had the Copper Line in this region it can even eventually expand more towards Lakeside/Poway and the other sections of East County with proper planning and envisioning for a well organized future.
92071				Reducing transfers	The Copper Trolley should go from Santee Station to the Grossmont Station. From there the people can board the Green Line or Orange Linen, which go on different tracks. It would reduce transfers, reduce the Orange and Green Line travel time, increase the number of Trolley runs, better use of employees covering of an area, and better use of the Copper Trolley carrying capacity.
5968 Swift Ct	Old town			Reducing transfers	For me personally, I think this is a great idea. My only problem with this is that if I want to go from Old town to Santee, with the copper line, I would have to transfer from the green line to a copper line trolley. What I would do is keep the green line and orange line how it is and just add the copper line to increase service from El Cajon to Santee. The second option is to extend the orange line to Santee, which will increase Santee service. All in all, great proposal, but I don't think a transfer in El Cajon is a great idea.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Santee Transit Center	Old Town Transit Center	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide more service to East County	I fail to see how the proposed Copper Line achieves it's stated goals while the possibility for any transfer can end up delayed for roughly the same unforeseeable reasons. On top many occasions, I've witnessed trolleys leaving their stations early, and have even missed trolleys that shouldn't have left at the time of pertinent arrivals. To the extent that local traffic is a problem, MTS might want to consider the possibility of additional construction, perhaps something resembling the ramp between the El Cajon and Arnele Stops (assuming there can't possibly be any viable construction plans to have the Green and Orange Lines diverge before Grossmont Transit Center, in the eastward direction). If MTS can't be bothered to bring the Orange Line back to Santee for Courthouse trips and prevent transfer-related delays (people on a transfer-less trip are going to be stuck during delays anyway), then it should start 24-hour Green and/or Orange Line service from Downtown stations to as close to the end of any eastward line as possible (at least terminating at SDSU during overnight hours, but preferably beyond). At least then East County residents can spend less time waiting for the trolleys in the late night/very early morning hours and walk shorter distances to get home (possibly 10-20 miles over many hours vs. maybe 3-6 miles in perhaps 2 hours and actually make it home with the assistance of Downtown-centric trolleys). To the extent noise is a problem with this proposal, I fail to see why horns, bells, and speakers can't have their volumes reduced to car horn levels (assuming trolley noises travel father than car horns do).
92071	Santee Town Center	Santee Town Center	Electric Soccer	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	To the chair of SDMTS Stephen Whitburn, and fellow members of the board . First off I want to thank y'all for your service for SDMTS, as a normal rider of the trains/buses both by San Diego Transit and Transdev (East County&South Bay) I really thought this copper line would be disappointing, however after speaking to a gentleman Brent from this amazing company, I feel this would be a great addition to the light rail our county operates. I feel it would benefit both us the people who ride along with the train operators who barely get any breaks down here in Santee. I believe it's time for a change and this copper line would be a great addition to the trolley map. I believe with this will bring benefits for us riders and will increase ridership by 9% to 15% daily. I would like to say however a lot of people have been voicing for the airport to be the next big extension for the trolley which I hope will happen due to Salt Lake UTA Trax does so with their Green Line. I'm not trying to get off topic however so as I've stated I believe firmly this will be a great investment into the system with the copper line being a great asset to the company/ community. I would like to thank Sharron Conney for her role as CEO (Rip Paul Jablonski Former CEO) and I'd love to thank you Stephen Whitburn, for filling the role in which the former chair (name hidden for legal reasons) lacked. I thank y'all at SDMTS everyday and I can't wait to see what happens. I hope I'm able to the be there to speak this if not please read this or respond via email to me terrenceleonard2021@gmail.com thank you and God bless you all.

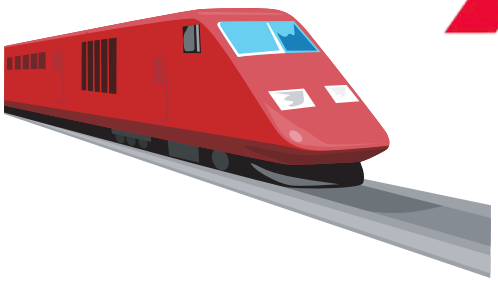
Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92120	Grantville	Hazard Center	Walking	Trolleys are on time;Trolleys run frequently	The Copper Line should have a higher frequency. 7-10 minutes would be more acceptable.
92071	Green & Blue Line	Green Line	Walking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	Hi, I like the idea of a copper line but are there or will there ever be plans to extend either the green or copper line the opposite way to maybe UTC or the VA? I now currently have to take two trolleys green then blue lines around a two hour trip just to get from Santee to the VA. I know I may be a minority voice but I believe this could tremendously alleviate traffic in on the 52 freeway and help commuters choose MTS more often than their own private vehicles. Thank you for your time.
92037	Executive Dr (Blue Line)	Old Town Transit Center (for transfers)	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I often ride the green line near downtown for concerts and events, so it's frustrating that it doesn't run later. If the installation of the copper line allows for an extension of hours for the green line, I fully support it!
92122	Nobel Drive	Old Town Transit Center	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support this change because it means that the Green Line will become more reliable.
92111	Old Town		Rideshare	Trolleys provide late evening service;Trolleys run frequently	I am in favor of this proposal.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Orange Line is also impacted by the downtown traffic signal, which in turn impact green line, so this line gets both ends hit by delays. A trolley that breaks down on the copper will cause a further disruption on the orange and green lines. Why not just try to run trains every 10 minutes instead of 15 minutes?
92071	Gillespie Field trolley station	Aranle trolley station	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	There needs to be a better walk path to trolley stations and out of trolley station pedestrian walks more safer walks long distance and short distance. Thank you
92071	0	0	Driving and parking	Trolleys provide late evening service	Less crime I don't want Santee to become like los Angeles and bringing more crime and homeless people which trolley and bus bring to any area
92071	Santee	Various	Driving and parking	Reducing transfers	To force a transfer to all riders at El Cajon is unfair to the three stations east of El Cajon. It's unnecessary and increases costs by hiring additional staff. Santee is the end of the line and should remain so, uninterrupted.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91977	Santee	SDSU, Convention Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	Not sure the new line will help out, especially if it is only one car. There are usually enough people at the Santee station to easily fill one car and leave people waiting. Running every 15 mins is great, except if you can't get on the cooper train you need to make your connection to the green or orange line. I'd suggest at least two cars maybe three.
92071	Santee trolley station	Euclid	Biking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	I am concerned on getting on the trolley at El Cajon with a bike.
91942	Grossmont (Morning) SDSU (Afternoon)	SDSU (Morning) Grossmont (Afternoon)	Bus	Trolleys are on time;Reducing transfers	The Copper Line should be a monorail.
92606	UC San Diego Central Campus		Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Gillespie Field	County Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	This is a terrible idea. You are taking a smooth and easy commute and making it more complicated. What we have now works and works well. You are just making life more difficult, as you normally do whenever you make a change.
91910	E Street	12th & Imperial	Bus	Trolleys are on time;Trolleys run frequently	Until the section of the proposed Copper Line segment is sufficiently double tracked, service delays will continue to disrupt the network. Although not an East County resident, I support the proposal whether I lived there or not, as the overall increase in reliability is crucial while it will still maintain service coverage to Santee. Thank you.
92017	susu	dd	Driving and parking	Trolleys are on time	
92040	Santee Trolley Square/ El Cajon Transit Center	Grossmont, Old Town, Fenton Parkway, Stadium	Bus	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	I have 2 main concerns. I am concerned about having to transfer from the Copper Line to the Green or Orange to get to where I need to go and the additional time that will take. In addition, I am concerned that there will be limited space on the Copper Line as the number of Trolley cars will be reduced to 1. I use MTS to access the community with students, some of which use wheelchairs, and the reduction in available space is worriesome.
92111	Linda Vista	Santee	Driving and parking	Trolleys are on time;Reducing transfers	The El Cajon transit center is under construction and does not provide easy access for those with mobility issues. Travel times to the Santee station would be better handled by changing the timing of the traffic lights through town; if that doesn't change then the new line will still be subject to the same delays and passengers will be even further inconvenienced with multiple changes in trolleys and additional wait times for transfers. The cost per rider for this change is disproportionate to the number of riders impacted versus the cost to implement. A better use of funds would be to focus on heavily used transit lines. It does not logically follow that a "trickle down" reliability timeline is sustainable. Traffic lights are timed and can be relied upon consistently. Humans are the unknown variable that usually cause delays.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91901	Santee	Santee		Reducing transfers	NO to a new Copper Line and making riders transfer. Your current Title VI analysis is deficient. Please see my complaint: https://drive.google.com/file/d/1VGBNsuu11Jgll-3kMV8EXFmO78Vrpjgh/view?usp=sharing {P.S. - Your feedback portal should allow for attachments!]
	Arnele				I want it to be quicker so people can go to places faster.
92071	Santee				I'm not in favor of the change becuase: 1. The transfer would be inconvenient for people travelling in and out of the four proposed Trolley stops (Santee, Gillespe Field, Arnele and El Cajon). With the new proposed Trolley car running every 15 minutes, it becomes up to a 15 minute wait, or delay, at any of those stations, to get to your destination. It would no longer be a constant running train like before, or a constant connection to all of the stops like before where teh Gren Line only stopped for about 10 seconds at each one. You would have to compensate for that be leaving 1 hour earlier in order to reach your destination on time. 2. If you do implement the change consider synchronizing the connecting bus departure intervals. Even with the recent rail improvements, the two transfers (Green Line to Gillespe Field, then shuttle to Santee) made my arrival in Santee times later than the connecting 832 bus departure interval. Either that, or it would be an automatic 3 mile walk home if I didn't want to wait that long. It wasn't like that before because the constant running Green Line to Santee train allowed for connection to the hourly bus departure intervals. And that only describes the commute going home. The commute going out of Santee, I would have to leave my house 1 hour earlier just to get through all of the transfers and arrive at my destination at time. 3. There's also a matter of safety to consider: You're considering operating on single Trolley car during the late night hours every 15 minutes. As a regular commuter I've seen transients aboard the train for just a place to sleep. What if someone or something smells bad, someone's drunk, ther's no air conditioning or heater, or someone wants to commit a crime. With only one Trolley car, (and you're expecting everyone to gather into the same



‘Copper Line’ Title VI Analysis Complaint

MTS Board Meeting - June 20, 2024

Public Hearing - Agenda Item 21

by

Mary Davis

June 19, 2024

‘Copper Line’ Title VI Analysis Complaint

Executive Summary

Synopsis

The Title VI analysis falls far short on many levels from being a comprehensive, balanced, and -- most importantly -- an accurate assessment of the demographic and equity analysis required to meet the standards under Title VI.

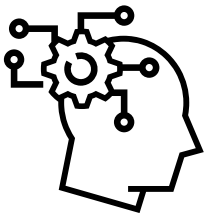
Faulty Disparate Impact Analysis

Most glaring is the omission of any consideration of the MENA population (Middle Eastern/Nort African), which has systemically been discounted and marginalized due to not having their ethnic-specific census data. East County has one of the largest MENA populations in the nation, and they have essentially been erased in this analysis.

Omission of Adverse Human Health Impacts

Another blatant oversight is the lack of any consideration of Human Health and Environmental Justice impacts. Failing to include health impacts of public safety -- or including any type of crime study or statistics for the transfer station and its surrounds to address what the impact on riders by increasing headways and forcing riders to endure up to a new 15-minute wait time -- renders this analysis deficient.

Critical Arguments Against Current Analysis

I. FAULTY PARAMETERS RESULT IN BAD DATA	Data only covers census block groups immediately along the route; it does not factor in riders whose final destinations extend beyond Santee and transfer onto other forms of transportation. Unincorporated Areas of San Diego county comprise 15% of the population; Barona and Viejas Indian Reservations are also relevant Communities of Concern.
II. CO-MINGLED DEMOGRAPHICS	Ethnicity stats do not reflect true number of "minorities" due to large MENA population in East County; it currently counts them as 'White' (which essentially erases them for "disparate impact" statistical purposes -- see pp. 4 & 10-11)
III. CHOSEN METHODOLOGY	MTS states they chose 'population' for 'consistency' with past studies; in reality, this likely yields favorable results to align with MTS preference for a new Copper line
IV. CENSUS TRACTS DIVERGE FROM ACTUAL RIDERSHIP	Gillespie Field and Santee are major employment hubs; Santee is also proximal to nearby shopping, outdoor recreation opportunities and schools. Riders are not just local residents. Therefore, relying solely on census tract data does not accurately give a true picture of who is being impacted by this change. *Ridership demographics are imperative in order to produce an accurate equity analysis.*
V. ADVERSE HUMAN HEALTH EFFECTS	Data does not factor in any environmental considerations and effects on human health and safety.

I. Faulty Parameters Result in Bad Data

FAULTY PARAMETERS = BAD DATA

Data only covers census block groups immediately along the route; it does not factor in riders whose final destinations extend beyond Santee and transfer onto other forms of transportation. Unincorporated Areas of San Diego county comprise 15% of the population; Barona and Viejas Indian Reservations are also relevant Communities of Concern.

This would be akin to only counting Chula Vista and/or San Ysidro census tracts and ignoring Mexico.

SANDAG utilizes both macro and micro analysis to factor in additional demands not found in route-adjacent census tracts.

These are:

1) Area of Influence
2) Focused Study Area

The data is essential to provide an accurate dataset and is sorely lacking in your current analysis.

2. Co-mingled Demographics

OMISSION OF 'MENA' AS A COMMUNITY OF CONCERN

El Cajon has one of the largest MENA population's in America and they are rendered invisible in your analysis.

Arab AMERICA

But hidden in the suburbs in the city of El Cajon, there is a large community of "Chaldeans" who have claimed the city for themselves. El Cajon which is located 17 miles east of downtown San Diego has a population of 100,000 people with over half of them being ethnically Chaldean or tracing their familial lineage to the Chaldeans.

VOICE of SAN DIEGO

Middle Eastern Communities Say Census Whitewashes Their Numbers, Needs

"At the most basic level, local government doesn't have a sense of how many Arabic speakers or coming from the MENA region who are residing in their local city or county," Awad said. "In terms of the things our communities are losing out on – public funding when it comes to the schooling system and basic services. They're an invisible population."

El Cajon, for example, is one of the main refugee resettlement communities in the county and thus, likely has a large AMEMSA or MENA population. But while 43.5 percent of the city's population speaks a language other than English at home and 29 percent of the city is foreign born, according to census data, 58.5 percent of the city is ethnically classified as White.

Sources: https://www.arabamerica.com/ & https://voiceofsandiego.org/2021/03/18/middle-eastern-communities-say-census-whitewashes-their-numbers-needs/

3. Chosen Methodology

POPULATION METHOD VS. RIDERSHIP

Choosing the population method vs. actual ridership skews the results.

It does not reflect the actual impacts, nor document who is actually being affected.

The 'population' method gives the appearance of having conducted a study through lazy ArcGIS screengrabs, instead of doing the heavy work of procuring and extracting actual ridership data to give a true reflection on who is impacted.

5. Adverse Human Health Effects

HUMAN HEALTH EFFECTS

Imposing a forced transfer onto riders who until now have been able to stay safely on a trolley car puts them at risk and sets the stage to become a crime victim.

The FTA guiding document lists adverse human health effects as a critical component to consider when making a Title VI study.

There are serious short- and long-term health effects from exposure to crime and violence in one's community.

Your Title VI analysis should absolutely have included crime statistics and a heat map to readily provide data to readers about the adverse health impacts would have on riders forced to endure delayed headway and up to a 15-minute wait.

The California legislature also recognized this as a critical barrier to public transit and community safety, and enacted SB 434:

SB 434 - *The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided.*

SOURCE LIST & SUPPORTING DOCUMENTS

PUBLIC COMMENT

#1 - Faulty Parameters: Unincorporated Population

Certified Population - Unincorporated Area as Percentage of County From SANDAG's Weighted Vote Formula - FY 2025

FY 2025 WEIGHTED VOTING FORMULA

SANDAG Member Agency	Certified Population Jan. 1, 2024	Percent of Subtotal	Fractional Share of Votes	Fractions Less Than "1"		FY 2025 Adjusted Weighted Vote		FY 2024 Weighted Vote	Vote Change
San Diego	1,385,379	42.095%	42.095	42		**42**	**	42	-
County	511,040	15.528%	15.528	15		**15**		15	-
Chula Vista	278,247	8.455%	8.455	8		**8**		8	-
Oceanside	171,483	5.211%	5.211	5		**5**		5	-
Escondido	150,002	4.558%	4.558	4		**4**		4	-
Carlsbad	114,319	3.474%	3.474	3		**3**		3	-
El Cajon	104,180	3.166%	3.166	3		**3**		3	-
Vista	99,723	3.030%	3.030	3		**3**		3	-
San Marcos	95,998	2.917%	2.917	2		**3**	**	3	-
Encinitas	61,028	1.854%	1.854	1		**2**	**	2	-
La Mesa	60,620	1.842%	1.842	1		**2**	**	2	-
Santee	59,195	1.799%	1.799	1		**2**	**	2	-
National City	58,555	1.779%	1.779	1		**2**	**	2	-
Poway	49,273	1.497%	1.497	1		**1**		1	-
Lemon Grove	27,568	0.838%	0.838	1	*	**1**		1	-
Imperial Beach	26,096	0.793%	0.793	1	*	**1**		1	-
Coronado	21,589	0.656%	0.656	1	*	**1**		1	-
Solana Beach	12,887	0.392%	0.392	1	*	**1**		1	-
Del Mar	3,919	0.119%	0.119	1	*	**1**		1	-
Total Region	3,291,101	100.00%	100	95		**100**		100	

Source: SANDAG - LegistarWeb

SOURCE LIST & SUPPORTING DOCUMENTS

#1 - Faulty Parameters - Need to Include Macro

SANDAG
Border Master Plan: Area of Influence & Focused Study Areas

1 *SANDAG - USES DATA BEYOND SAN YSIDRO*

Area of Influence: The California-Baja California Border Master Plan study area includes an "Area of Influence" and a "Focused Study Area." The "Area of Influence" is the geographic area 60 miles, or 100 km., north and south of the California-Baja California International Border.

2 *SANDAG FACTORS IN MACRO & MICRO*

The "Focused Study Area" is the area ten miles north and south of the California-Baja California International Border. The short-, mid-, and long-term POE and transportation projects analyzed in the California-Baja California Border Master Plan were limited to this bandwidth.[1]

Explore the Data

Data comes from the U.S. Department of Transportation Bureau of Transportation Statistics (BTS), which reports information based on data collected from the U.S. Department of Homeland Security Customs and Border Protection (CBP), as well as the U.S. Census Bureau. Data is presented in four main categories:

- Northbound crossings of **individuals** (or people) including pedestrians and vehicle occupants
- Northbound crossings of **privately owned vehicles** (POVs)
- Northbound crossings of **commercial vehicles** (or trucks)
- Dollar value of bilateral trade (**imports and exports in USD**) carried via truck

Sources:
1. https://www.sandag.org/projects-and-programs/borders-and-interregional-collaboration/binational/border-master-plan
& 2. https://opendata.sandag.org/stories/s/Border-Crossing-and-Trade/adfp-wjae/

#2 - Co-Mingled Demographics: MENA Population 1

East County Magazine: May 16, 2024

SUPERVISORS APPROVE ADDING "MIDDLE EASTERN OR NORTH AFRICAN" CATEGORY TO COUNTY FORMS

Excerpt …

"At the state level, Assembly Bill 2763 is pending in the California State Legislature that would add a MENA category for demographic forms used in California.

At the federal level, on March 28, the White House Office of Management and Budget announced that new standards will be used to collect federal data on race and ethnicity, including the addition of a Middle Eastern or North African category for the 2030 Census."

and …

"This is a critical measure because for too long, our communities have lacked proper representation," says Ramah Awad, Executive Director of Majdal Center in El Cajon. "With a MENA Category, we're hoping that our communities will gain visibility and the necessary resources needed to thrive in our community."

Source: https://www.eastcountymagazine.org/supervisors-approve-adding-"middle-eastern-or-north-african"-category-county-forms

SOURCE LIST & SUPPORTING DOCUMENTS

#2 -- Co-Mingled Demographics: MENA Population 2

NIH National Library of Medicine

PubMed Central - April 14, 2022

Differential COVID-19 testing, admissions, and mortality for Arab Americans in Southern California

The city of El Cajon in the east side San Diego county is a known Arab ethnic enclave. Ethnic enclaves are concentrated populations of one ethnic minority group that are often created through chain migration [13, 14]. While the majority of the original immigrants to the El Cajon community were from Iraq (mostly Chaldeans), many recent immigrants are from Syria, Egypt, and Palestine.

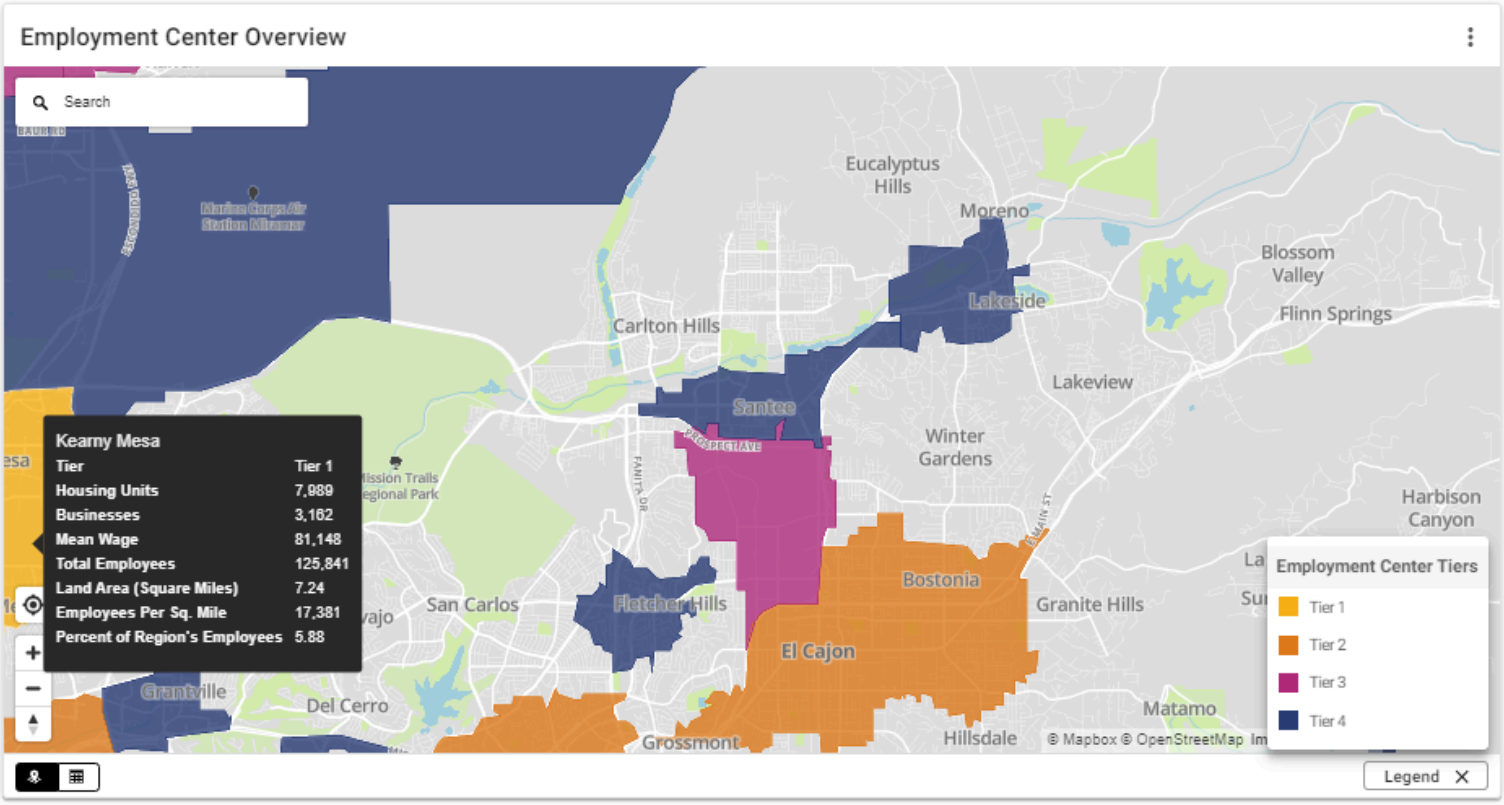
El Cajon is one of three cities, with La Mesa and Santee, that comprise what is referred to as East County, San Diego. Between 50–60,000 residents are believed to be of Arab descent in East County. Most of these residents are recent immigrants who came to the United States as refugees or asylum seekers.

Conclusions: *There were distinct patterns for COVID-19 infection, severity, and mortality for Arab Americans in Southern California. Without a dedicated ethnic identifier, COVID-19 disparities facing Arab Americans will continue to go undocumented.*

Source: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9009685/#:~:text=El Cajon is one of,as refugees or asylum seekers.

SOURCE LIST & SUPPORTING DOCUMENTS

#4 - Census Tract vs. RidershipRegional Employment Centers



What is an Employment Center?

Employment Centers are areas in the region with high densities of employment. SANDAG identified the industries located in these areas, where employees commute from and what their commute looks like along with other attributes.

SANDAG Job Estimates (2022)

On a regular basis, SANDAG produces estimates of employment in the San Diego region. The employment estimates are the count of jobs in civilian private and public sectors and include uniformed military. Both wage and salary and non-wage and salary (often referenced as the gig or contract work and self-employed) positions are counted. These estimates utilize California Employment Development Department (EDD) data, the Quarterly Census of Employment and Wages (QCEW) data, the Bureau of Economic Analysis (BEA), and the LEHD LODES data from the U.S. Census Bureau. Additional information regarding these estimates is available by contacting the Data Science Department at SANDAG at data@sandag.org.

Source: https://opendata.sandag.org/stories/s/Employment-Centers-V2-Landing-Page/grty-wn99/

SOURCE LIST & SUPPORTING DOCUMENTS

#5- Health and Human Effects -

The Federal Register Update (Vol. 62, No. 72, Apr. 15, 1997 - Order to Address Environmental Justice in Minority Populations and Low-Income Populations) specifically

"One of the primary issues raised in the proposed Order concerned the actions that would be taken if a disproportionately high and adverse human health or environmental effect on minority populations or low-income populations."

There are serious short- and long-term health effects from exposure to crime and violence in one's community.

Addressing exposure to crime and violence as a public health issue may help prevent and reduce the harms to individual and community health and well-being. Public health strategies to address crime and violence focus on building resilience and reducing susceptibility, building healthy gender norms, developing healthy relationships, and creating protective environments

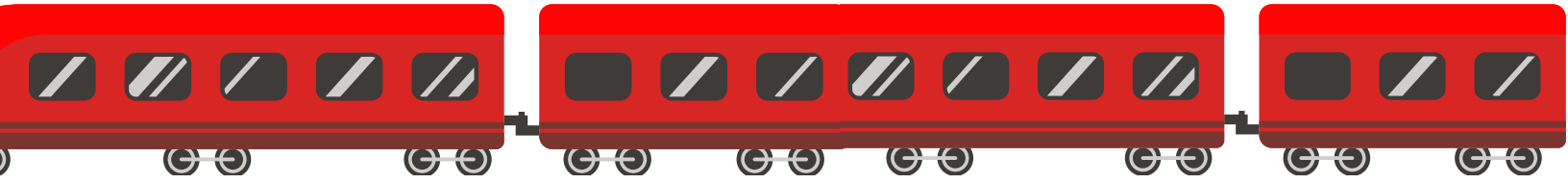
Source: https://health.gov/healthypeople/priority-areas/social-determinants-health/literature-summaries/crime-and-violence

Thank You

for taking the time to fully
review this complaint

MTS's Title VI Analysis is faulty on many levels and needs to be re-done.

Ignoring the potential disparate impact on the MENA population, as well as the adverse health effects on all riders, renders your current analysis deficient.



COPPER LINE - Agenda Item #21 - Title VI Complaint - Mary Davis

I am formally protesting your new re-imagined Copper Line.

My complaints against it are many, but I will start with the crux: Regional & Systemic Inequity.

East County is yet again getting the short end of a policy-making stick. Whether it's SANDAG, TransNet, or the placement of Sexually Violent Predators - East County has historically -- and now continues -- to be treated far differently than other regions of the county, getting the resource-depleted dregs and left holding bag for policies that would never be imposed elsewhere in the county.

For the record, I filed a formal Title VI complaint yesterday regarding your deficient Service Equity Analysis. It is defective on many levels, but two of the most glaring are:

1. MENAs: East County has the largest populations of "MENAs" -- Middle Eastern North Africans -- in the county. And yet if you look at the census - and census tract data -- you would never know that, because the Census counts them as white. This has led to what one media outlet dubbed as Whitewashing; also the Community of Concern itself publicly lamented that it is being rendered "an invisible population."

2. Adverse Health Impacts: Lack of any consideration toward Human Health and Environmental Justice impacts. Failing to include health impacts of public safety -- or including any type of crime study or statistics for the transfer station and its surrounds to address what the impact on riders -- renders this analysis deficient

Your agenda item and supporting materials also fail to address opportunity cost, particularly as it relates to Climate Change. How many more GHGs will be produced from people who opt to give up riding the system because they don't want a travel time that's now increased by up to 50%?

Also extremely problematic with this proposal is Recommendation #3 - to bypass your own Board policy 42 and fast-track this item to final approval.

The proposed Copper Line is a grave disservice to those who ride to Santee. Making riders get off at Marshall St. and then wait -- compromising their safety at that dicey location - is not only unfair to them, but a recipe for disaster.

Sadly, today's Public Hearing seems to be more government tokenism, with the decision already being pre-determined given Recommendation #3.

I'm here to say enough. Santee & East County are getting the short end of the stick. Wrapping it in a shiny new package and calling it the Copper Line is disingenuous propaganda that obfuscates the continued regional inequity, particularly as it will impact the MENA population, as well as have detrimental and adverse Human Health effects on *all* East County residents.

NO to your new Copper Line.

Metropolitan Transit System

Agenda Item No. 27

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Title VI Monitoring Report for Service Policies (Denis Desmond and Samantha Leslie)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the 2024 Title VI Monitoring Report for Service Policies (Attachment A).

Budget impact

None at this time.

DISCUSSION:

The Federal Transit Administration (FTA) is responsible for ensuring that recipients of federal transit funds comply with Title VI, which states that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

To maintain compliance with Title VI, FTA requires transit providers such as MTS to monitor the service standards and policies established under FTA Circular 4702.1B. These service standards and policies provide the framework for the monitoring and assessment of service: to compare services provided in areas with a percentage of minority population that exceeds the percentage in the overall MTS area, to services provided in areas with a percentage of minority population below the overall service area average. FTA Circular 4702.1B requires that the MTS Board of Directors review and approve the results of the monitoring program, which must take place no less frequently than every three years.

The service standards that must be monitored are:

- Vehicle Load for each mode
- Vehicle Headway for each mode
- On-Time Performance for each mode
- Service Accessibility for each mode

These four service standards, and the associated metrics, are incorporated into MTS Board Policy No. 42 and presented to the Board of Directors each fall as part of the annual performance monitoring report. The most recent report was presented to the Board at its meeting on November 9, 2023 (AI #23).

The service policies that must be monitored are:

- Vehicle Assignment for each mode
- Distribution of Transit Amenities for each mode

These service policies on Vehicle Assignment and Distribution of Transit Amenities are administrative policies that guide the procurement and assignment of revenue vehicles and passenger amenities. The 2024 Title VI Monitoring Report for Service Policies, included here as Attachment A, helps MTS comply with its policies on vehicle assignment and distribution of amenities.

These policies were included in MTS's most recent Title VI Program update, which was approved for submittal to FTA by the Board on May 16, 2024. They have since been updated effective July 1, 2024, to incorporate comments from the March 2024 Executive Committee meeting, and updates to fleet and amenities information. The two current, updated policies are attached to this agenda item (Attachments B).

In early 2024, the MTS Executive Committee requested the creation of a Transit Amenities Plan that would incorporate aspirational goals for increasing passenger amenities throughout the MTS system. Staff intends to procure consulting services over the next year to assist with a needs assessment, prioritization methodology, cost estimation, and draft of a Transit Amenities Plan.

These policies were included in MTS's most recent Title VI Program update, which was approved for submittal to FTA by the Board on May 16, 2024 (AI #6). They have since been updated effective July 1, 2024 to incorporate any recent changes to fleet and amenities information, as well as to incorporate recent MTS Executive Committee and MTS Board of Directors feedback and direction. The two current, updated policies are attached to this agenda item (Attachment B). The monitoring report and the results of this Board meeting will be included with MTS's next Title VI Program Update (due to the FTA in 2027) as evidence of the MTS Board's review and approval of the monitoring report.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. 2024 Title VI Monitoring Report for Service Policies
B. MTS Vehicle Assignment Policy and Transit Amenities Policy

TITLE VI MONITORING REPORT FOR SERVICE POLICIES

Prepared by the Metropolitan Transit System

July 2024

CONTENTS

1. INTRODUCTION

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of its most recent Vehicle Assignment Policy and Transit Amenities Policy, as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The purpose of this analysis is to ensure that MTS is in compliance with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

Per FTA Circular 4702.1B,

> *"Title 49 CFR Section 21.5 states the general prohibition of discrimination on the grounds of race, color, or national origin. Section 21.5(b)(2) specifies that a recipient shall not 'utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.' Section 21.5(b)(7) requires recipients to 'take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin.' Finally, Appendix C to 49 CFR part 21 provides in Section (3)(iii) that '[n]o person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin.'"*

In order to ensure compliance with DOT's Title VI regulations, FTA requires transit providers to monitor the performance of their transit system relative to their system-wide service standards and service policies. Service standards are monitored annually and presented to the board in the annual performance monitoring report. This report is the monitoring of the qualitative administrative policies for placement of amenities and vehicle assignment.

2. BACKGROUND

2.1. DEFINITION OF LOW-INCOME AND MINORITY GROUPS

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is "at least as inclusive as the HHS poverty guidelines." In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Table 1 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2021 American Community Survey 5-year estimates:

Table 1 – Service Area Averages

Population	Service Area Average
Minority	57.6%
Low-Income	25.1%

3. TITLE VI METHODOLOGY

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis, as ridership figures are unlinked and disproportionately favor Census block groups with transit centers.

FTA Circular 4702.1B, Appendix J, includes suggested formats which have been used to guide the presentation of the results of this analysis as recommended by the FTA.

4. MONITORING OF SERVICE POLICIES

4.1. VEHICLE ASSIGNMENT POLICY

4.1.1. BUS ASSIGNMENT POLICY

4.1.1.1. BUS CATEGORIES

STANDARD BUS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to standard non-articulated transit buses.

The default vehicle is the compressed natural gas (CNG) powered 40-foot transit vehicle, which is assigned out of the Imperial Avenue, Kearny Mesa, South Bay, and East County Divisions for fixed-route service. Passenger amenities in this vehicle fleet are substantially similar across the entire standard bus fleet.

ARTICULATED BUS

MTS currently meets most standards set forth in its Vehicle Assignment Policy with respect to articulated transit buses.

The default articulated vehicle is a CNG-powered 60-foot bus, assigned out of the Imperial Avenue, Kearny Mesa, and South Bay Divisions for fixed-route services requiring additional passenger capacity to prevent overcrowding.

The Rapid articulated bus, featuring Rapid branding and standard passenger amenities, is used on the Rapid 215 service operating primarily along the El Cajon Boulevard corridor. MTS's Freeway Rapid articulated buses (Rapid-branded vehicles with upgraded seating) are in use on the Rapid 225 and 235 services along the Interstates 805 and 15 corridors, respectively, and Rapid 227 along the State Route 905 corridor.

Freeway Rapid articulated buses were purchased for Rapid 237 due to its long segment of freeway service. However, that route has since changed, and only a short segment of the route remains on the freeway. Additionally, the Rapid SuperLoop service had a need for higher capacity buses. Therefore, these Freeway Rapid articulated buses were largely reassigned to the Rapid SuperLoop, though it has no freeway segments. These are still used to reduce variation and maintain interoperability between buses used on Rapid 235 and the SuperLoop.

MINIBUS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to minibuses.

MTS operates 25- to 34-foot cutaway minibuses on routes with lower passenger demand out of its Copley Place Division. These vehicles are currently assigned to lower-ridership services, with some serving a route all week and others serving a route on Saturday and/or Sunday, depending on historical passenger demand.

OVER-THE-ROAD COACH

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to over-the-road coaches.

MTS operates its fleet of 45-foot single-door highway coaches out of its East County Division in service on Rapid Express routes only.

ADA PARATRANSIT ASSIGNED MINIBUS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to ADA paratransit minibuses.

MTS operates its Type II cutaway minibus fleet out of its Copley Place Division exclusively for Americans with Disabilities Act paratransit services.

ADA PARATRANSIT ASSIGNED VANS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to ADA paratransit vans.

MTS operates its wheelchair-ramp equipped minivan fleet out of the Copley Place Division exclusively for Americans with Disabilities Act paratransit services.

ADA PARATRANSIT ASSIGNED NON-MTS VEHICLES

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to Non-MTS Vehicles.

These non-MTS vehicles are operated by subcontractors to supplement the MTS-owned fleet out of its Copley Place Division. The non-MTS vehicles are used exclusively for Americans with Disabilities Act paratransit services.

4.1.1.2. BUS DIVISIONS

All MTS buses are assigned to the agency's respective operating divisions as stated in the Vehicle Assignment Policy.

All MTS buses are operated out of the Imperial Avenue, Kearny Mesa, South Bay, East County, and Copley Place Divisions.

4.1.1.3. BUS VEHICLE AMENITIES

MTS currently meets almost all standards set forth in its Vehicle Assignment Policy for bus amenities:

- Alternative Fuel-Powered: Standard Bus, Articulated Bus, Minibus. ***Currently meets most MTS standards***.
    - The current MTS standard bus, articulated bus, and over-the-road coach fleets are all battery-electric or powered by CNG, while the MTS minibus and paratransit bus fleet are mostly powered

by propane. There are a few remaining gasoline-powered minibuses in the MTS fleet operating out of the Copley Park and East County Divisions. For the heavy-duty fleet, MTS intends to exclusively purchase alternative fuel, hybrid electric, or zero-emission buses, as stated in Section 2.9 of the Vehicle Assignment Policy.

- Air Conditioning: All buses. ***Currently meets MTS standards.***
    - All MTS buses are equipped with air conditioning.
- Lift for Accessibility: Minibus, Over-the-Road Coach. ***Currently meets MTS standards.***
    - All MTS minibuses and over-the-road coaches are equipped with wheelchair lifts per the Americans with Disabilities Act of 1990.
- Ramp for Accessibility: Standard Bus, Articulated Bus. ***Currently meets MTS standards.***
    - All MTS standard and articulated buses are considered low-floor and are equipped with deployable ramps for wheelchair access per the Americans with Disabilities Act of 1990.
- Wheelchair Tie-Down Locations (minimum two positions): All buses. ***Currently meets MTS standards.***
    - All MTS buses are equipped with at least two wheelchair tie-down locations.
- Bicycle Rack (minimum two positions): Standard Buses, Articulated Buses, Minibuses. ***Currently meets MTS standards.***
    - All MTS standard buses, articulated buses, and minibuses operated in standard fixed-route service are equipped with a front-mounted two-position or three-position bicycle rack. MTS's ADA Paratransit Minibus fleet is not equipped with bicycle racks.
- Bicycle Underfloor Storage: Over-the-Road Coaches. ***Currently meets MTS standards.***
    - All MTS over-the-road coaches are equipped with underfloor bicycle storage provisions. MTS is testing front-mounted bicycles racks on this fleet for potential future deployment.
- Seating: Shell Seats with Fabric Inserts: Standard Bus, Articulated Bus. ***Currently meets MTS standards.***
    - All MTS standard buses and most MTS articulated buses are equipped with shell-style seats with fabric or vinyl inserts. Rapid Freeway articulated buses are equipped with upgraded padded seating.
- Seating: Standard Transit Padded Seating: Minibus. ***Currently meets MTS standards.***
    - All MTS minibuses are equipped with standard transit padded seating.
- Seating: Upgraded High-Back Seats: Articulated Bus, Over-the-Road Coaches. ***Currently meets MTS standards.***
    - All MTS over-the-road coaches are equipped with upgraded high-back padded seats, with a similar specification of seat installed on the Rapid Freeway articulated bus fleet.

4.1.1.4. BUS ASSIGNMENTS BY ROUTE

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to bus assignment by route. TransNet-funded services are assigned a TransNet-funded bus as standard practice, with Rapid services assigned a Rapid-branded bus. Standard fixed-route services are allocated vehicles based on passenger load considerations given the assigned service frequency, with routes exhibiting the above-average passenger loads assigned articulated buses, routes exhibiting average passenger loads assigned standard buses, and routes exhibiting below-average passenger loads assigned minibuses.

MTS does not currently allocate buses to routes based on any other factor, with all routes receiving buses of any age with equal consideration based on availability. However, MTS' Zero-Emission Bus Transition Plan prioritizes the deployment of the future battery-electric bus fleet in disadvantaged communities. Accordingly, MTS' first overhead Battery-Electric Bus (BEB) charging gantry was opened at the South Bay Division in 2023, for

use by new articulated electric buses purchased for the Iris Rapi route. Future BEB procurements will also utilize this Phase I charging infrastructure at South Bay Division. MTS is also developing Phase I of the overheard charging infrastructure at the Imperial Avenue Division.

4.1.1.5. ROUTE ASSIGNMENTS BY DIVISION

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to route assignments by division.

Routes are assigned to each division based on the number and types of buses available, proximity to the service, and opportunities to complement other nearby routes for efficiency, interlining, driver familiarity, supervision, and incident response.

4.1.1.6. BUS ASSIGNMENTS BY DIVISION

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to bus assignments by division. Every division operating fixed-route service using standard and articulated buses receives new vehicles with equal preference. MTS' Zero-Emission Bus Transition Plan prioritizes the deployment of the future battery-electric bus fleet in disadvantaged communities, so compliance with this may require in the future that buses be transferred among divisions to ensure availability of the zero-emission buses for these routes.

4.1.1.7. FUTURE BUS PROCUREMENTS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to future bus procurement. MTS' current five-year contract for future standard and articulated bus procurements was competitively bid and awarded to New Flyer of America, Inc. in 2022. Specifications allow for the purchase of low-floor buses, either CNG-powered or battery electric. MTS also regularly purchases ADA minibuses that comply with the Vehicle Assignment Policy.

4.1.2. RAIL ASSIGNMENT POLICY

4.1.2.1. TROLLEY CAR CATEGORIES

The active MTS rail vehicle fleet is fully consistent with the descriptions in the Vehicle Assignment Policy.

HIGH-FLOOR CARS

Siemens SD100 cars with high floors, steps inside the car to access 0”-8” station platform, wheelchair and bike space at the ends of each car, and a wheelchair lift next to the driver compartment in the lead car. These cars have a flip seat that allows space for three wheelchairs. These 52 cars were manufactured in 1995. Passenger amenities are identical on the fleet. This fleet is anticipated to be retired in 2025.

LOW-FLOOR CARS

Siemens S70 and S700 cars are designed with 70% low floors, inside steps only up to seating areas at far ends of the car, wheelchair and bike space in the middle of the car, and passenger-activated ramps at two of four doors of each car. Cars were manufactured between 2005 and 2024. Passenger amenities are nearly identical for both models and vintages.

VINTAGE CARS

MTS deploys two vintage Presidents Conference Car (PCC) cars and one vintage Siemens-Duewag U2 light rail vehicle on the Silver Line in Downtown San Diego. These are high-floor vehicles with a wheelchair lift. The PCC cars have a high-density forward-facing seating arrangement, while the U2 LRV has a mixed-seating arrangement identical to the SD100 cars.

4.1.2.2. RAIL DIVISIONS

All MTS rail vehicles are assigned to the agency’s single rail operating division at 1341 Commercial Street in San Diego.

4.1.2.3. RAIL VEHICLE AMENITIES

MTS is in full compliance with each aspect of its rail vehicle amenities policy:

- Air Conditioning: Low-Floor, High-Floor. ***Currently meets MTS standards.***
    - All modern low-floor and high-floor MTS rail cars are equipped with air conditioning. The vintage PCC cars do not feature air conditioning.
- Lift for Accessibility: High-Floor, Vintage. ***Currently meets MTS standards.***
    - All MTS high-floor and vintage cars are equipped with wheelchair lifts for access per the Americans with Disabilities Act of 1990.
- Ramps for Accessibility: Low-Floor. ***Currently meets MTS standards.***
    - All MTS low-floor cars are equipped with deployable ramps for wheelchair access per the Americans with Disabilities Act of 1990.
- Wheelchair Spaces: All rail vehicles. ***Currently meets MTS standards.***

  - All MTS rail vehicles are equipped with designated space for wheelchairs. The vintage PCC cars have space for one wheelchair passenger, the high-floor rail vehicle cars have space for three, and the low-floor rail vehicle fleet does not have restrictions on the number of wheelchairs allowed on each car.
- Bicycle Spaces: Low-Floor, High-Floor. ***Currently meets MTS standards.***
  - MTS's modern low-floor and high-floor rail cars permit two bicycles each per agency policy. MTS does not permit bicycles on its vintage rail vehicle fleet.
- Seating: Shell Seats with fabric or vinyl inserts: Low-Floor. ***Currently meets MTS standards.***
  - All MTS low-floor rail cars are equipped with shell-style seats with fabric or vinyl inserts.
- Seating: Standard Transit Padded Seating: High-Floor, Vintage. ***Currently meets MTS standards.***
  - All MTS high-floor and vintage rail cars are equipped with standard transit padded seating.

4.1.2.4. TROLLEY ASSIGNMENTS BY LINE

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to Trolley car assignment by line. All Trolley stations have a minimum 8-inch platform height to permit the use of low-floor rail cars throughout the Trolley network. MTS does not always operate complete low-floor trolley consists due to limitations in the number of available rail cars at the present time, and some trains operate with mixed three-car consists featuring two low-floor rail cars and one high-floor rail car in standard service. Some tripper and special event service trips receive all high-floor consists as necessary to provide sufficient capacity.

Vintage rail cars are only in use on the special supplemental Silver Line service in Downtown San Diego due to capacity and access constraints. All stations served by the Silver Line also receive regular service from either the Blue, Orange, and/or Green lines.

4.1.2.5. FUTURE RAIL PROCUREMENTS

MTS currently meets the standards set forth in its Vehicle Assignment Policy with respect to future rail vehicle procurement. MTS has a current order in progress for Siemens S700 light rail cars that will be fully complaint with all aspects of the Vehicle Assignment Policy, including accessibility, air conditioning, and seating. The cars currently being delivered will be used to replace the 1995-vinatge high-floor Siemens SD100 fleet.

4.2. DISTRIBUTION OF TRANSIT AMENITIES POLICY

MTS's Distribution of Transit Amenities Policy guides the provision of benches, shelters, passenger information displays, elevators and escalators, trash cans, restrooms, and ticket vending machines at both Trolley stations and bus stops. The Distribution of Transit Amenities Policy prioritizes the provision of passenger amenities based on the number of rider boardings by stop, illustrated in maps in Section 4.2.1.8. These maps all of MTS current bus stops, illustrating bus stops with various amenities and those without amenities. Where discrepancies exist with respect to passenger boardings and amenities provided, the Transit Amenities Policy will guide MTS in prioritizing placement of new amenities in areas with high levels of passenger boardings. For example, MTS has improved stops as part of its Capital Improvement Plan for to enable the future installation of new passenger amenities.

MTS revised its Transit Amenities Policy to incorporate new goals to improve equity in the provision of its services and facilities. Per the MTS Distribution of Transit Amenities Policy, Section 2.0, future placement of amenities will not only evaluate the current and anticipated ridership at individual stops, but also consider the opportunity to make improvements in communities of concern that have historically had underinvestment in infrastructure. An agency performance goal for 2025 is to identify several dozen bus stop locations specifically in disadvantaged communities where MTS can make improvements and install benches and/or shelters.

A modification to the Distribution of Transit Amenities Policy since the last monitoring report in 2021 is to utilize CalEnviroscreen 4.0 to identify communities distinguished as California Climate Investments Priority Populations (CCIPP). This metric is more inclusive and replaces the narrower definitions provided in Senate Bill 535 and Assembly Bill 1550. Communities identified as CCIPP will be prioritized for stop enhancements and new amenities as equipment is procured, in grant applications, and in agency programming such as the Capital Improvement Program and the Performance Improvement Program.

4.2.1. BUS STOP AMENITIES

MTS's current distribution of bus stop amenities is consistent with its Transit Amenities Policy.

The installation of bus stop amenities is prioritized based on the number of passenger boardings at stops and stations along those routes. This prioritization can be adjusted by site constraints which may prevent installation of an amenity. MTS also works with local communities to ensure that installed amenities are an asset rather than nuisance, and may adjust siting and installations on a case-by-case basis accordingly.

MTS has entered into a number of Memoranda of Understanding (MOU) with its constituent cities on the provision of amenities at MTS bus stops. Cities that have entered into an MOU with MTS have provided MTS with the ability to install and maintain amenities such as benches and shelters at bus stops within their right-of-way in their respective jurisdictions. As of July 2024, MTS has an active MOU for amenities with the Cities of San Diego, National City, Chula Vista, Lemon Grove, Santee and the County of San Diego. In cities with active MOUs, MTS takes primary responsibility for installing and maintaining bus passenger amenities, although outside parties may provide amenities on a case-by-case basis. The Cities of La Mesa and Imperial Beach are in the process of renewing their MOU with MTS for transit amenities, and the City of El Cajon has expressed interest in pursuing an MOU. The cities of Coronado and Poway are currently responsible for their own improvements and amenities. While these are included in MTS's inventory for the purpose of monitoring the amenities, MTS does not have direct control over their placement or installation.

Appendix A is a list of all MTS bus stops with at least 25 weekday boardings (2024 average) that do not currently have a shelter or bench. Most of these have constrained right-of-way. The upcoming Transit Amenities Plan will review these locations for potential improvements that could allow for the installation of an MTS amenity.

4.2.1.1. SEATING

MTS provides four types of seating at bus stops in jurisdictions with which MTS has an MOU:

Stand-alone benches: MTS maintains a contract with a vendor to install benches at bus stop locations, based on passenger volume or upon request. Space constraints on city sidewalks often limit the ability to install a bench.

Shelter benches: MTS maintains a contract with a vendor to install shelters and benches at bus stop locations. Typically a bench is installed at each shelter location, but MTS occasionally omits or removes the bench when working with local communities to resolve loitering issues, or to increase circulation and queuing space for passengers.

Rapid/TransNet station benches: MTS maintains benches at Rapid bus stops/stations. TransNet reimburses MTS for operating expenses on TransNet funded routes.

Transit Center benches: off-street transit centers maintained by MTS and shared with Trolley service have benches located at or near the bus stops for use by bus passengers.

Outside entities such as nearby institutions, cities, business improvement districts, and adjacent property owners sometimes install their own benches at or near bus stops. MTS maintains some control of the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

4.2.1.2. SHELTERS

MTS provides three kinds of shelters at its bus stops in jurisdictions with which MTS has an MOU:

Stand-alone shelters: MTS maintains a contract with a vendor to install shelters at bus stop locations, based primarily on passenger volume. Potential locations require sufficient space for the shelter and suitable electrical conditions (nearby power source and ability to ground the equipment). New MTS shelters have solar capabilities for appropriate sites. Space constraints on city sidewalks often limit the ability to install a shelter. MTS offers two lengths of the stand-alone shelter to accommodate smaller spaces where possible, or to provide more shelter area at busier stops, space permitting.

MTS is currently in the process of procuring a new contract for the provision of new shelter equipment. The specification for this new procurement will include a new design, smaller shelter to increase the number of locations that can accommodate an MTS shelter.

Rapid/TransNet station shelters: MTS maintains shelters at Rapid bus stops/stations. TransNet reimburses MTS for operating expenses on TransNet funded routes.

Transit Center shelters: off-street transit centers maintained by MTS and shared with Trolley service have shelters located at or near the bus stops for use by bus passengers.

Some cities in MTS' service area install their own bus stop shelters; While MTS works closely with the local jurisdictions, MTS does not have the ultimate authority over the placement, design, or location of these shelters. Other outside entities, such as nearby institutions, business improvement districts, and adjacent property owners, sometimes install their own shelters at or near bus stops. MTS requests to have input for the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

4.2.1.3. PASSENGER INFORMATION

Static Displays: Each bus stop blade includes the following information: MTS logo, bus icon, list of routes serving the stop, and the individual stop number, allowing passengers to access stop-specific information on the internet or via smartphone. Blades installed at transit centers, major transfer points, and significant destinations include larger route decals with each route's destination also provided.

Bus stop pole displays showing the schedule for the route(s) serving the stop are installed at transit centers, major transfer points, significant destinations, and locations with high numbers of boardings.

Information kiosks are installed at off-street transit centers, selected busy on-street transfer locations, and along Broadway in Downtown San Diego. The information provided is customized to the location, but may include routes and destinations, fare information, local area maps, route maps, and "How to Ride" information.

Most shelters provided and serviced by MTS' vendor include an information panel for a schedule, route map, or other information, depending on the service and location.

Electronic Displays: "Next-arrival" displays are provided at most Rapid bus stops/stations with TransNet reimbursement for operating expenses. These are installed as part of the capital project, and maintained through the operating agreement with SANDAG.

Next-arrival signs were also installed in a few other transit center locations as part of a pilot to test the technology; the functionality of these signs is maintained, but there are no plans to expand the program at this time.

4.2.1.4. ELEVATORS/ESCALATORS

Elevators: Provided at all locations where a fixed ramp is not available. Currently, the only bus stop locations (not also served by Trolley) with an MTS-owned elevator are: the parking structure at the Sabre Springs/Peñasquitos Transit Station (2 elevators), the Boulevard Transit Plaza (4 elevators total), and the City Heights Transit Plaza (4 elevators total).

Escalators: There are no escalators at any bus-only location.

4.2.1.5. TRASH CANS AND RECYCLING RECEPTACLES

MTS provides for trash cans and recycling receptacles at the following bus stop locations:

- Transit centers served by both buses and Trolleys
- Rapid stations with TransNet reimbursement for operating expenses
- MTS-contracted bus shelter locations

At all other locations, trash cans (if provided) are installed, serviced, and controlled by an outside entity, typically a city, business improvement district, or adjacent property owner. Recycling receptacles may or may not be installed adjacent to the trash can by the outside provider.

4.2.1.6. RESTROOMS

Five transit centers with bus service have MTS-owned restrooms available for passenger use:

- 12th & Imperial Transit Center
- Old Town Transit Center
- El Cajon Transit Center
- San Ysidro Transit Center
- E Street Transit Center

All five locations have an outside vendor that maintains the restroom and controls access. Access is typically limited to business hours. Other bus stops have nearby restrooms that may be available to passengers, but MTS does not reimburse the owner nor have any control over access.

MTS provides secured restrooms for employees only at various route terminal locations. At some bus route terminals, MTS has an agreement with a nearby business to allow MTS drivers to use their restroom.

4.2.1.7. TICKET VENDING MACHINES

Ticket vending machines (TVMs) are only provided at three locations served by buses apart from Trolley stations: San Diego International Airport (Terminals 1 & 2), Virginia Avenue Transit Center (VATC) at the San Ysidro International Border, and the Otay Mesa Transit Center (OMTC; at the Otay Mesa International Border). These locations have TVMs due to the high volume of cash-paying passengers, to reduce dwell times for buses.

4.2.1.8. AMENITY DISTRIBUTION MAPS

The overlay maps on the following pages (Figures 1 - 4) show the locations of amenities (benches and shelters) provided at the all of MTS' bus stops, relative to the locations of minority and non-minority populations as well as low-income and non-low-income populations. Such maps are one way to demonstrate how amenities are distributed across the transit system.

Figure 1: MTS Bus Stop Amenities with Low-Income Census Tracts: **Southern Area**

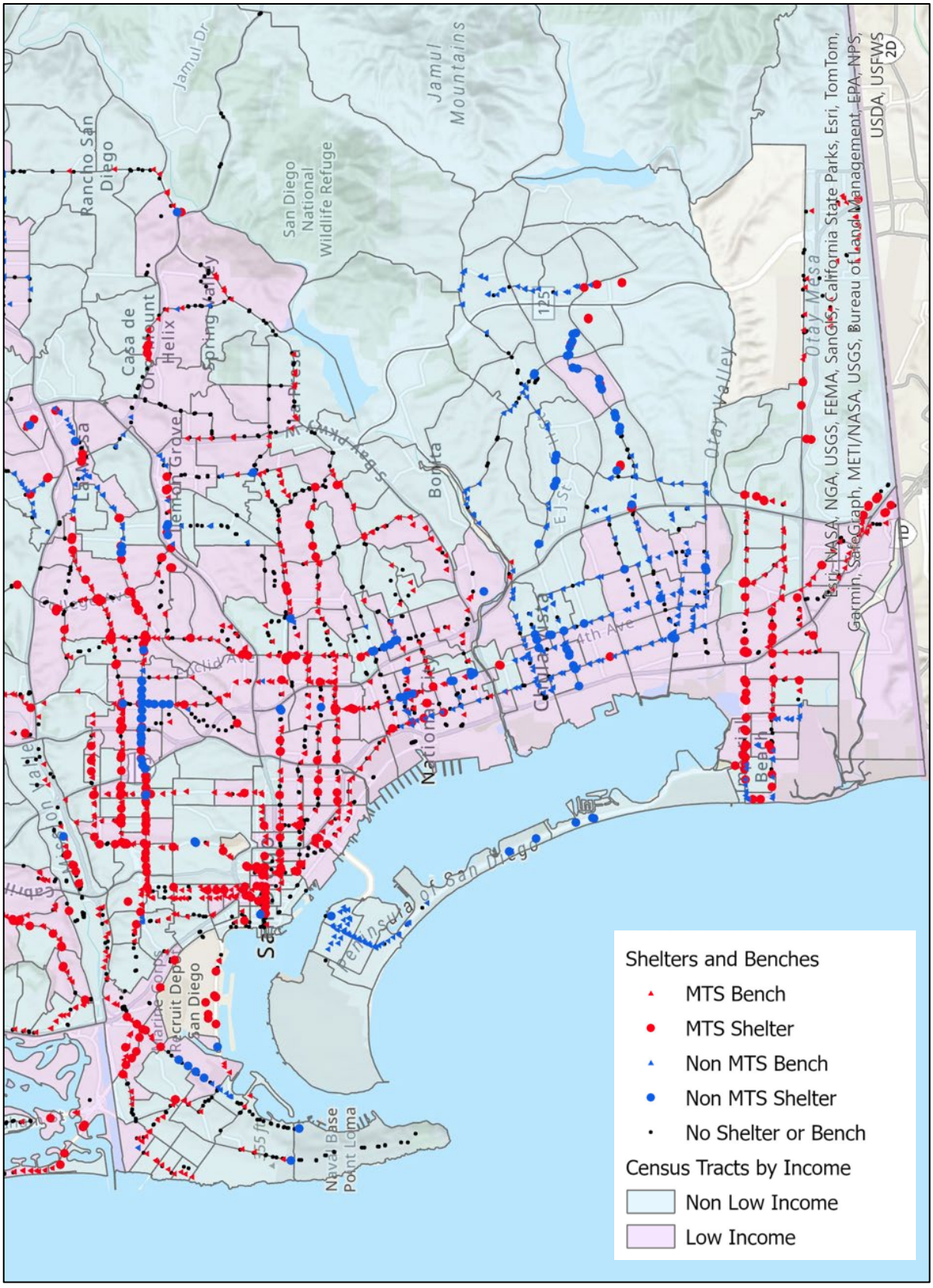


Figure 2: MTS Bus Stop Amenities with Low-Income Census Tracts: **Northern Area**

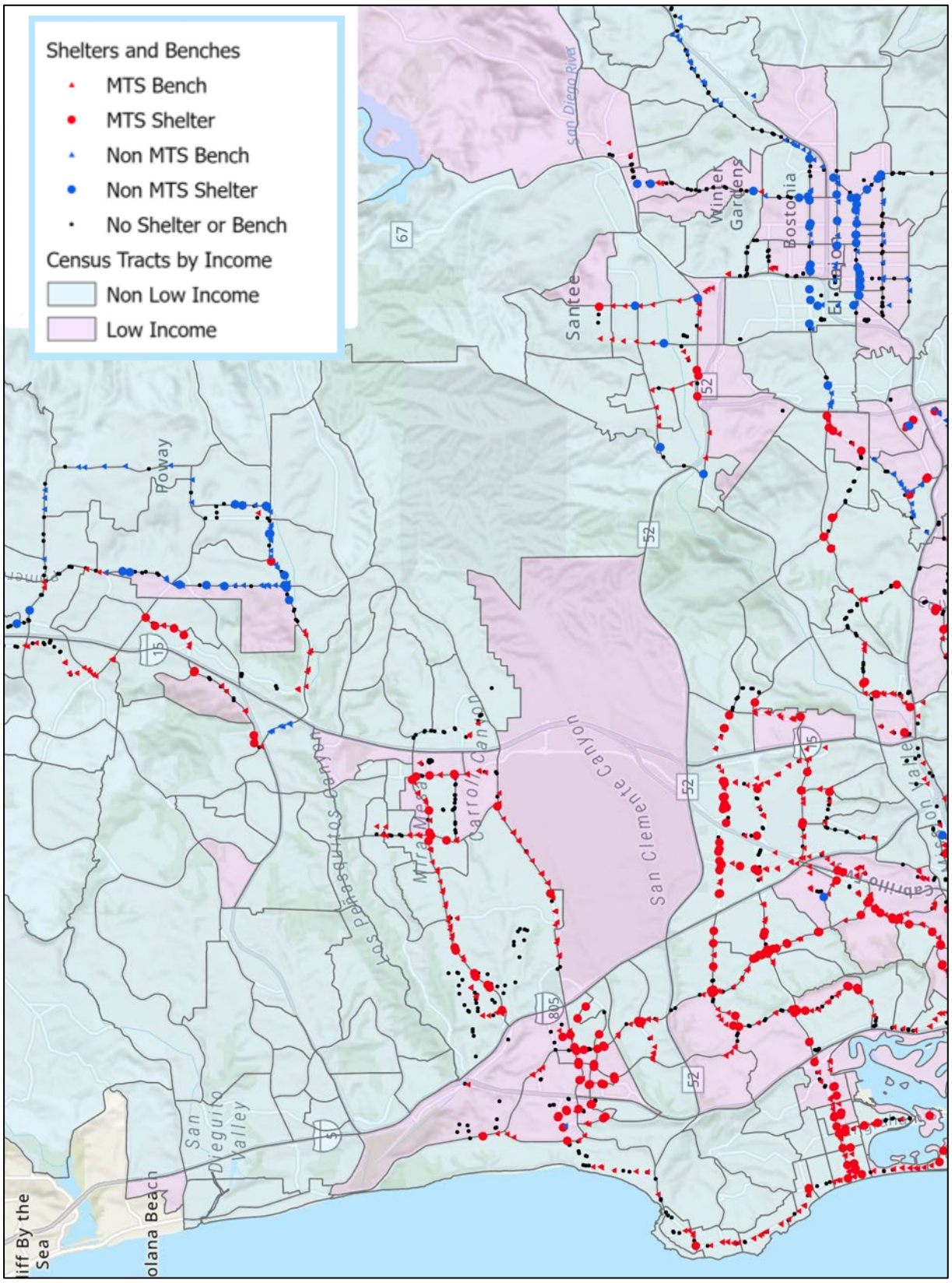


Figure 3: MTS Bus Stop Amenities with Minority Census Tracts: **Southern Area**

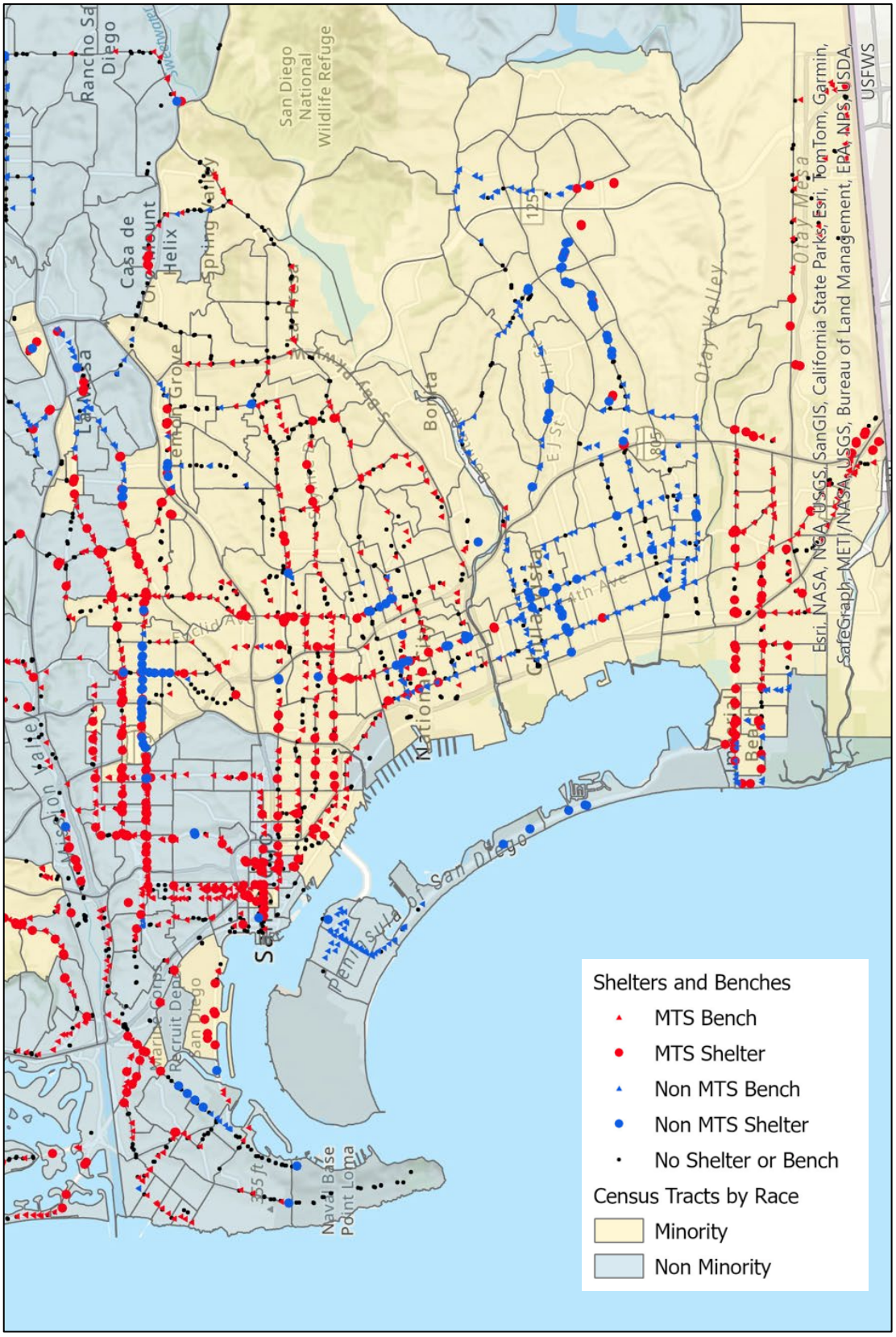
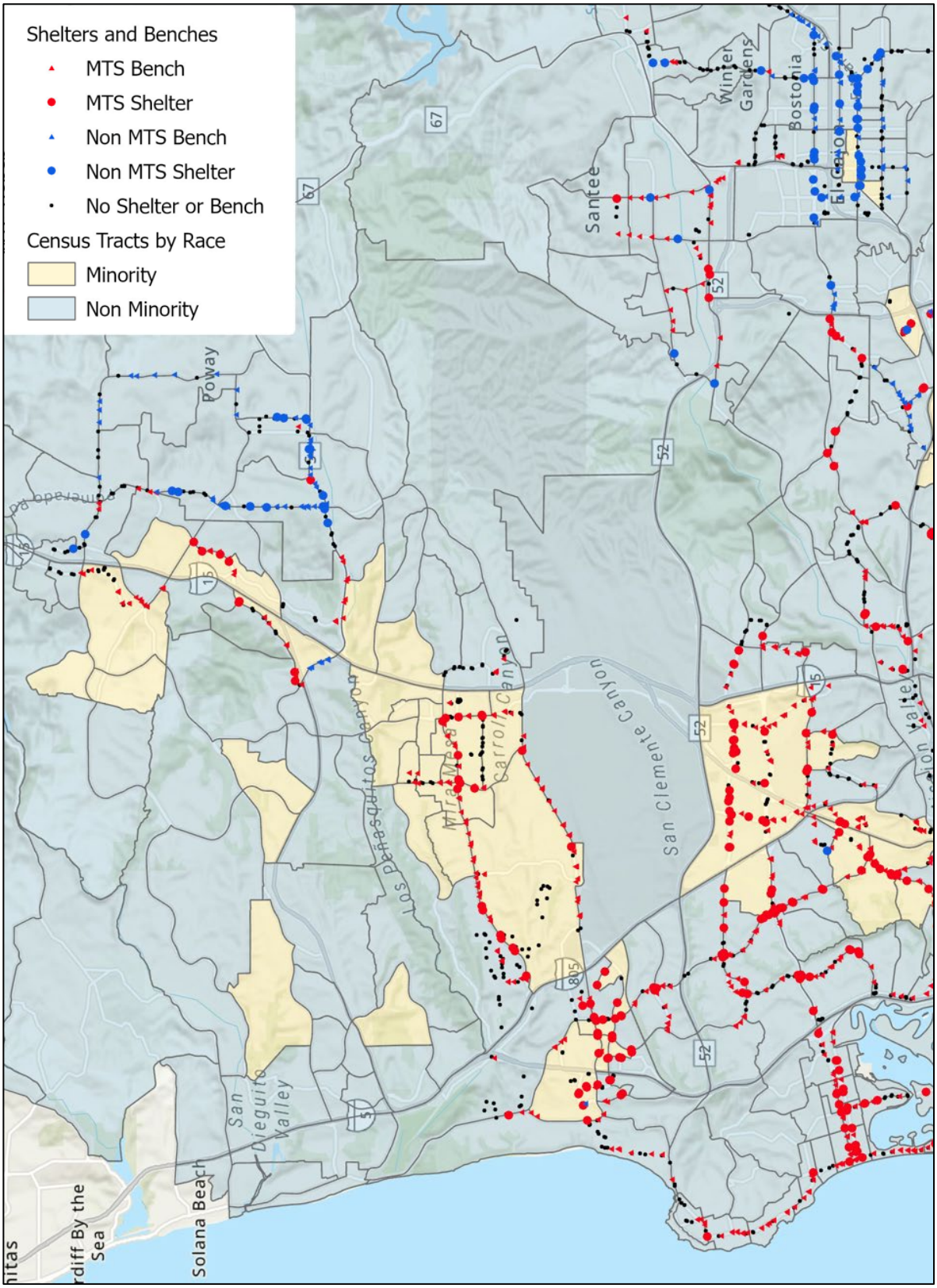


Figure 4: MTS Bus Stop Amenities with Minority Census Tracts: **Northern Area**



4.2.2. RAIL STATION AMENITIES

MTS's current distribution of rail station amenities is consistent with its Transit Amenities Policy.

Trolley station amenities, except as noted below, are generally standardized at all Trolley stations throughout the Trolley network. This standardization ensures equal distribution to all users, regardless of the location of the station. Quantities and siting of amenities are dependent on level of boardings and site-specific conditions.

4.2.2.1. SEATING

MTS provides seating at all Trolley stations. Quantity and placement of benches is dependent on location, number of boardings, and station design and layout.

4.2.2.2. SHELTERS

MTS provides two kinds of shelters at its Trolley stations:

Large canopies: Most Trolley stations have one large canopy, located on the platform with the most open area.

Small canopies: Most Trolley stations have one or more small canopies, located on the narrower platform.

4.2.2.3. PASSENGER INFORMATION

Static Displays: Each Trolley platform includes signage along its length indicating the station name, line of service, and terminal destination. Information kiosks are installed on the platforms of all Trolley stations. The information provided includes Trolley schedules, fare information, local area maps, and "How to Ride" information. Bus transfer information is also included at busy transfer centers with bus service.

Electronic Displays: "Next-arrival" displays are provided above all Trolley platforms, indicating the line of service and the estimated time of arrival for subsequent trains.

4.2.2.4. ELEVATORS/ESCALATORS

Elevators: Provided at all locations where a fixed ramp is not available. Currently, MTS provides and maintains elevators at the following Trolley stations: Fashion Valley Transit Center, Stadium Trolley Station, Grantville Trolley Station, SDSU Transit Center, Grossmont Transit Center, Nobel Trolley Station, UC San Diego Central Campus Trolley Station, UC San Diego Health La Jolla Trolley Station, Executive Drive Trolley Station, and the UTC Transit Center.

Escalators: The only MTS stop/station with escalators is the SDSU Transit Center, where peak volumes would exceed the capacity of the elevators. No other escalators are currently planned for the system.

4.2.2.5. TRASH CANS AND RECYCLING RECEPTACLES

MTS installs and services trash cans and recycling receptacles at all Trolley stations.

4.2.2.6. RESTROOMS

Five locations have MTS-owned restrooms available for passenger use:

- 12th & Imperial Transit Center
- Old Town Transit Center
- El Cajon Transit Center
- San Ysidro Transit Center
- E Street Transit Center

All five locations have an outside vendor that maintains the restroom and controls access. Other Trolley stations have nearby restrooms that may be available to passengers, but MTS does not reimburse the owner nor have any control over access. (For example, the City of San Diego maintains public restrooms adjacent to the Civic Center and Gaslamp Quarter Stations.)

MTS is also incorporating rider restrooms into Transit Oriented Developments for projects on MTS-owned property when feasible.

MTS provides secured restrooms for employees only at various route terminal locations. At some route terminals, MTS has an agreement with a nearby business to allow MTS operators to use their restroom.

4.2.2.7. TICKET VENDING MACHINES

At least two PRONTO ticket vending machines (TVMs) are currently provided at every Trolley station, each with the ability to accept credit cards, dispense tickets, issue and load PRONTO cards. At least one TVM at every station can accept cash.

4.2.2.8. FARE VALIDATORS

At least two standalone fare validators are currently provided at every Trolley station, and every station TVM is an additional validator. The upcoming Transit Amenities Plan will review the potential for adding standalone validators in more locations as warranted.

Appendix A: Stops with 25 or More Boardings and No Bench or Shelter

MTS has a current inventory of 4,342 bus stops in the system. The 116 bus stops listed below are identified as having at least 25 average weekday boardings, and are currently without a shelter or bench (MTS-owned or other). Most of these locations have insufficient right-of-way to accommodate a shelter or bench. Other locations are or have been in construction areas, and some had amenities that were damaged and are awaiting replacement.

As MTS receives additional shelters and benches, the list below will be used to help identify locations that may warrant such an amenity. The upcoming Transit Amenities Plan will review the needs of locations with problematic right-of-way to determine the feasibility and costs of increasing space for a bench or shelter.

Stop ID	Street	Cross Street	Location	Jurisdiction	Zip Code	SB535	AB1550	J40	Daily Ons*
99589	Santa Fe Depot	Santa Fe Depot	F-S/B	San Diego	92101	No	No	No	747
99090	University Av	College Av	N-E/B	San Diego	92115	No	Yes	No	405
12187	54th St	El Cajon Bl	F-S/B	San Diego	92115	No	Yes	Yes	247
40993	Cuyamaca College	n/a		Unincorporated	92019	No	Yes	No	160
13510	Hotel Circle S	Bachman Pl	M-W/B	San Diego	92108	No	No	No	154
30494	Otay Lakes Rd	Elmhurst St	F-N/B	Chula Vista	91913	No	No	No	119
13312	Broadway	5th Av	N-W/B	San Diego	92101	Yes	Yes	No	102
50180	Euclid Av	E 18th St	F-N/B	National City	91950	No	Yes	Yes	97
12136	Fairmount Av	Orange Av	F-S/B	San Diego	92105	Yes	Yes	Yes	89
99145	Mission Gorge Pl	Mission Gorge Rd	F-E/B	San Diego	92120	No	No	No	89
60181	Imperial Beach Bl	13th St	F-W/B	Imperial Beach	91932	No	Yes	Yes	87
60392	Seacoast Dr	Evergreen Av	F-N/B	Imperial Beach	91932	No	Yes	No	86
88943	Orange Av	54th St	N-E/B	San Diego	92105	No	Yes	Yes	85
89007	Villa La Jolla Dr	Holiday Ct	N-N/B	San Diego	92037	No	Yes	No	84
10967	National Av	S 40th St	N-W/B	San Diego	92113	Yes	Yes	Yes	79
99127	Fairmount Av	Laurel St	F-N/B	San Diego	92105	No	Yes	Yes	74
88979	El Cajon Bl	Euclid Av	F-E/B	San Diego	92115	No	Yes	Yes	73
50102	Euclid Av	E 16th St	F-S/B	National City	91950	No	Yes	Yes	71
10115	Imperial Av	16th St	N-E/B	San Diego	92101	Yes	Yes	Yes	70
99125	Fairmount Av	Redwood St	F-N/B	San Diego	92105	No	Yes	Yes	68
60210	Orange Av	Churchill Pl	F-S/B	Coronado	92118	No	No	No	66
98118	SR-188	Humphries Rd	F-N/B	Unincorporated	91980	No	Yes	Yes	62
12025	4th Av	Robinson Av	F-S/B	San Diego	92103	No	Yes	No	61
99281	E 18th St	C Av	N-E/B	National City	91950	Yes	Yes	Yes	61
60176	Imperial Beach Bl	California St	M-W/B	Imperial Beach	91932	No	Yes	No	61
10099	Broadway	6th Av	N-E/B	San Diego	92101	Yes	Yes	No	60
11368	Market St	45th St	N-W/B	San Diego	92102	Yes	Yes	Yes	58
40807	Sweetwater Rd	Troy St	N-N/B	Unincorporated	91977	No	Yes	Yes	58
10970	University Av	Van Dyke Av	F-W/B	San Diego	92105	Yes	Yes	Yes	58
50167	N Highland Av	Eta St	F-N/B	National City	91950	Yes	Yes	Yes	55
12134	Fairmount Av	Myrtle Av	N-S/B	San Diego	92105	Yes	Yes	Yes	54
13073	Complex Dr	8806	M-W/B	San Diego	92123	No	No	No	54
88980	El Cajon Bl	Euclid Av	N-W/B	San Diego	92115	No	Yes	Yes	52
60588	W San Ysidro Bl	Dairy Mart Rd	N-E/B	San Diego	92173	Yes	Yes	Yes	52
10116	Market St	16th St	N-E/B	San Diego	92101	Yes	Yes	Yes	52
10516	Ocean View Bl	Commercial St	F-S/B	San Diego	92113	Yes	Yes	Yes	50
88891	47th St	Trolley Station	N-S/B	San Diego	92102	Yes	Yes	Yes	49
13313	Broadway	2nd Av	N-W/B	San Diego	92101	Yes	Yes	No	47
10197	National Av	S 36th St	N-E/B	San Diego	92113	Yes	Yes	Yes	47
99316	E 18th St	L Av	F-E/B	National City	91950	No	Yes	Yes	47
60578	Willow Rd	Camino De La Plaza	F-N/B	San Diego	92173	Yes	Yes	Yes	46
10535	Ocean View Bl	S 28th St	F-E/B	San Diego	92113	Yes	Yes	Yes	46
10720	Brookhaven Rd	Woodway Ct	M-E/B	San Diego	92114	No	Yes	Yes	45
40833	Sweetwater Springs Bl	Loma Ln	F-N/B	Unincorporated	91978	No	Yes	No	44
88932	E Plaza Bl	Manchester St	N-W/B	National City	91950	No	Yes	Yes	43
50040	E 18th St	Palm Av	F-E/B	National City	91950	No	Yes	Yes	42
10247	El Cajon Bl	50th St	N-E/B	San Diego	92115	No	Yes	Yes	42
11873	La Jolla Shores Dr	Inyaha Ln	F-W/B	San Diego	92037	No	No	No	41
30011	F St	3rd Av	N-E/B	Chula Vista	91910	No	Yes	Yes	41
12211	Beyer Wy	Main St	F-S/B	Chula Vista	91911	No	Yes	Yes	41
99403	Otay Mesa Rd	Otay Mesa Center Rd	N-W/B	San Diego	92154	No	No	No	41
88930	Paradise Valley Rd	Potomac St	N-W/B	San Diego	92114	No	Yes	No	40
30089	Palomar St	5th Av	M-E/B	Chula Vista	91911	No	Yes	Yes	40

10544	National Av	S 30th St	F-E/B	San Diego	92113	Yes	Yes	Yes	40
30184	Palomar St	1st Av	F-W/B	Chula Vista	91911	No	Yes	Yes	40
11423	Skyline Dr	Detroit Pl	F-W/B	San Diego	92114	No	Yes	Yes	39
60629	Fairmount Av	Laurel St	N-S/B	San Diego	92105	Yes	Yes	Yes	39
30299	3rd Av	I St	F-S/B	Chula Vista	91910	No	Yes	Yes	39
60589	Sunset Ln	San Ysidro Bl	F-E/B	San Diego	92173	No	Yes	Yes	38
60566	W San Ysidro Bl	Isla Del Carmen Wy	N-N/B	San Diego	92173	Yes	Yes	Yes	38
99791	India St	West C St	F-N/B	San Diego	92101	No	No	No	37
60599	Willow Rd	241-265	M-S/B	San Diego	92173	Yes	Yes	Yes	37
10839	W Broadway	Union St	N-W/B	San Diego	92101	Yes	Yes	No	36
12028	4th Av	Brookes Av	F-S/B	San Diego	92103	No	Yes	No	36
12865	Fairmount Av	Orange Av	F-N/B	San Diego	92105	No	Yes	Yes	36
99317	Paradise Valley Rd	Elkelton Bl	N-W/B	Unincorporated	91977	No	Yes	Yes	36
98133	Hwy 94	Cougar Canyon Dr	F-N/B	Unincorporated	92019	No	No	No	36
12050	10th Av	Island Av	F-S/B	San Diego	92101	Yes	Yes	Yes	36
11589	Pacific Hwy	Sports Arena Bl	F-S/B	San Diego	92110	No	Yes	No	36
11269	Clairemont Mesa Bl	Kearny Mesa Rd	F-W/B	San Diego	92111	No	No	No	35
10912	Ocean View Bl	S 28th St	N-W/B	San Diego	92113	Yes	Yes	Yes	35
99404	Otay Mesa Rd	Gailes Bl	N-W/B	San Diego	92154	No	No	No	35
60246	Cottonwood Rd	San Ysidro Bl	N-S/B	San Diego	92173	Yes	Yes	Yes	35
88890	S 47th St	Imperial Av	N-N/B	San Diego	92113	Yes	Yes	Yes	35
60417	Hollister St	Leon Av	N-S/B	San Diego	92154	No	Yes	Yes	35
99373	W Washington St	Trolley Tracks	N-W/B	San Diego	92110	No	Yes	No	35
11749	Euclid Av	La Paz Dr	F-S/B	San Diego	92113	Yes	Yes	Yes	35
10926	Imperial Av	30th St	N-W/B	San Diego	92102	Yes	Yes	Yes	34
10907	Ocean View Bl	Sampson St	N-W/B	San Diego	92113	Yes	Yes	Yes	34
12615	La Jolla Shores Dr	Downwind Wy	F-N/B	San Diego	92037	No	No	No	34
13441	Logan Av	S 45th St	N-E/B	San Diego	92113	Yes	Yes	Yes	33
10330	Sweetwater Rd	Jamacha Rd	F-S/B	Unincorporated	91977	No	Yes	Yes	32
11304	Market St	31st St	F-W/B	San Diego	92102	Yes	Yes	No	32
60595	W San Ysidro Bl	Via De San Ysidro	N-S/B	San Diego	92173	Yes	Yes	Yes	32
11778	College Av	Soria Dr	N-S/B	San Diego	92115	No	Yes	No	31
39050	H St	4th Av	N-W/B	Chula Vista	91910	Yes	Yes	Yes	31
99408	Dennery Rd	Del Sol Bl	N-S/B	San Diego	92154	No	No	No	31
10993	Imperial Av	N 45th St	N-W/B	San Diego	92113	Yes	Yes	Yes	31
12694	Genesee Av	Lehrer Dr	F-N/B	San Diego	92117	No	Yes	No	31
50173	Euclid Av	Solola Av	F-N/B	San Diego	92114	No	Yes	Yes	30
60287	Broadway	D St	F-S/B	Chula Vista	91910	Yes	Yes	Yes	30
12281	La Jolla Shores Dr	Calle De Oro	N-N/B	San Diego	92037	No	No	No	30
40165	Campo Rd	Bancroft Dr	F-E/B	Unincorporated	91977	No	No	No	30
10105	Market St	10th Av	N-E/B	San Diego	92101	Yes	Yes	Yes	30
41094	E Bradley Av	360	M-W/B	Unincorporated	92021	No	Yes	Yes	30
12520	Highland Av	E 13th St	N-N/B	National City	91950	Yes	Yes	Yes	29
30026	Palomar St	2nd Av	F-E/B	Chula Vista	91911	No	Yes	Yes	29
10918	Ocean View Bl	S 29th St	N-W/B	San Diego	92113	Yes	Yes	Yes	28
99859	N Harbor Dr	Ash St	M-N/B	San Diego	92101	No	No	No	28
11391	Olvera Av	Santa Isabel Dr	M-W/B	San Diego	92114	No	Yes	Yes	28
99209	Oleander Av	Telegraph Canyon Rd	M-S/B	Chula Vista	91910	No	Yes	No	27
96035	Temple St	Midland Rd	F-E/B	Poway	92064	No	No	No	27
11263	Market St	20th St	F-W/B	San Diego	92102	No	Yes	No	27
11786	Picador Bl	Caminito Quixote	N-S/B	San Diego	92154	No	Yes	Yes	27
40359	Poway Rd	Community Rd	F-W/B	Poway	92064	No	No	No	27
60052	South Vista Av	Sunset Ln	F-S/B	San Diego	92173	Yes	Yes	Yes	26
10962	Ocean View Bl	S 39th St	N-W/B	San Diego	92113	Yes	Yes	Yes	26
50140	W 18th St	Harding Av	N-E/B	National City	91950	Yes	Yes	Yes	26
12545	54th St	Pirotte Dr	N-N/B	San Diego	92105	Yes	Yes	Yes	25
88908	N 3rd St	E Madison Av	N-S/B	El Cajon	92019	No	Yes	Yes	25
99381	Shelter Island Dr	Rosecrans St	F-S/B	San Diego	92106	No	No	No	25
89010	Balboa Av	Olney St	F-E/B	San Diego	92109	No	Yes	No	25
10705	Broadway	West St	F-W/B	Lemon Grove	91945	Yes	Yes	Yes	25
60140	Imperial Beach Bl	Florida St	N-W/B	Imperial Beach	91932	No	Yes	Yes	25
88906	E Main St	N 3rd St	N-S/B	El Cajon	92021	No	Yes	Yes	25
99039	Front St	W Broadway	N-S/B	San Diego	92101	Yes	Yes	No	25

* "Daily Ons" is the average weekday boardings at the specified stop during the January – June 2024 schedule period.
Tan-shaded rows indicate a jurisdiction with which MTS has a recent MOU for bus stop amenities.
Gray-shaded rows indicate a jurisdiction that doesn't have an MOU with MTS for bus stop amenities.

Metropolitan Transit System

Vehicle Assignment Policy 2024

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: VEHICLE ASSIGNMENT POLICY

Effective Date: July 1, 2024

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

Approved as to form:
Samantha Leslie
Deputy General Counsel / Title VI Liaison Officer

1.0 Introduction

The San Diego Metropolitan Transit System (MTS) is the provider of public fixed-route bus and light rail transit services in the southern and eastern portions of San Diego County. MTS' service area is approximately 570 square miles of the **urbanized** areas of San Diego County, plus the rural areas of East County. Our total jurisdiction is 3,240 square miles, serving a population of nearly 3 million.

MTS can trace its roots back to 1886, when private companies began providing various rail transit services in San Diego. The current organization was created by the passage of California Senate Bill 101 and came into existence in January 1976 as the Metropolitan Transit Development Board (MTDB). In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to MTS.

MTS directly or through private contractors operates 92 fixed bus routes, 4 light rail lines, and an Americans with Disabilities Act (ADA) complementary paratransit service. All services are coordinated by MTS, which determines the routes, stops, frequencies and hours of operation. Light rail infrastructure includes 62 stations and 65 miles of rail. Various modes of bus routes are operated, including local, urban, express, Rapid, Rapid Express, and rural services.

Federal Transit Administration (FTA) Circular 4702.1B requires that operators receiving federal financial assistance have policies ensuring the equitable distribution of vehicles and amenities as part of their compliance with Title VI of the Civil Rights Act of 1964. This document provides the policy guidelines for the distribution and operation of MTS vehicles throughout the MTS service area. It has also been distributed to MTS' outside contractors that provide transit services.

2.0 Buses

In Fiscal Year 2023, over 32 million riders boarded MTS bus services, and 105,000 on an average weekday. The fleet consists of over 700 buses operating on 96 fixed-routes and paratransit service. Modes operated include motorbus, commuter bus, and demand response. Approximately half of the bus service is directly operated by MTS employees. The remaining half is operated by private contractors using buses or vans provided by MTS and operating from divisions owned by MTS. ADA Paratransit service is also provided by taxicabs owned and operated by private entities. Most of the heavy-duty bus fleet is powered by natural gas, the culmination of an initiative started in 1994 to replace diesel with cleaner, alternative fuels. The last of MTS' diesel buses were retired in early 2021. As of July 2024, MTS has 25 battery electric buses (BEBs) in its fleet, the first step in a plan to convert the entire fleet to zero-emission by 2040.

2.1 Vehicle Categories

2.1.A Standard Bus: Medium or Heavy-Duty urban transit buses manufactured by New Flyer, Gillig, etc. Passenger amenities are common throughout the fleet, with only minor year-to-year variations. All standard buses are battery-electric or powered by Compressed Natural Gas (CNG).

2.1.A.1 **Standard MTS**: The largest segment of MTS' fixed-route fleet. All standard buses are 40' long. Seating is a standard transit shell seat product with fabric inserts.

2.1.A.2 **Standard Rapid**: The Standard Rapid bus differs from the Standard MTS bus by exterior branding and installation of Transit Signal Priority (TSP) transmitters. All other features and amenities are the same.

2.1.B Articulated Bus: Articulated transit buses are 60' long and all were manufactured by New Flyer Industries. There are three distinct fleets, all either battery-electric or CNG-powered:

2.1.B.1 **Artic Urban**: MTS branded with passenger amenities similar to MTS standard buses. These are assigned to higher volume routes that require additional capacity when added frequency isn't practical, feasible, or cost-effective.

2.1.B.2 **Artic Rapid**: Branded for Rapid service with passenger amenities similar to MTS standard buses. These are primarily assigned to Rapid routes that operate mostly on surface streets.

2.1.B.3 **Artic Rapid Freeway**: Branded for Rapid service with an upgraded seating product. These are primarily assigned to Rapid routes that operate significant freeway segments, with the upgraded seating intended to improve the ride quality at higher speeds.

2.1.C Minibus: Single-door, high-floor, body-on-chassis cutaway buses, typically 29'-34' in length; generally fewer seats than standard buses; propane- or gasoline-powered; all are equipped with a wheelchair lift at the curbside rear. These are assigned to fixed-routes with lower ridership. They are also used on other routes during lower-demand periods such as weekends.

2.1.D Over-the-Road (OTR) Coach: Single-door, 45' long, high-floor highway coach; upgraded seating product and some additional passenger amenities such as parcel racks and reading lights; all are equipped with a curbside midship wheelchair lift. These are assigned to the higher-fare *Rapid* Express service on the Interstate 15 corridor.

2.1.E ADA Paratransit Assigned Minibus: All ADA complementary paratransit buses are Type II cutaway minibuses. There is no variation in passenger amenities from year-to-year, and vehicles are dispatched equally throughout the region based on ride demands.

2.1.F ADA Paratransit Assigned Vans: All ADA complementary paratransit vans are conversions of standard minivans. MTS only operates a single fleet, so all are the same year with no variation among them. The vans are dispatched equally throughout the region based on ride demands. All are wheelchair accessible.

2.1.G ADA Paratransit Assigned Non-MTS Vehicles: MTS' contractor for ADA Paratransit Service subcontracts with third party organizations to service a portion of the passenger trips. These fleets include taxicabs and/or transportation network company (TNC) vehicles. These vehicles are made up of a variety of standard passenger vehicles. There may be a slight variation in passenger amenities from year-to-year based on the available fleet, but all are equipped with air conditioning and heaters. MTS does not purchase, own, or maintain these vehicles. These vehicles are operated and maintained by private entities, and are dispatched equally throughout the MTS Access Service Area based on ride demands and operational efficiencies. These vehicles are not currently wheelchair accessible. See Section 2.8 of this Vehicle Assignment Policy for further information on Vehicle Assignments for ADA Paratransit.

Sample taxicab; may not be actual vehicle.

2.2 Zero Emission Buses (ZEBs)

The California Air Resources Board (CARB) passed the Innovative Clean Transit Rule (ICT) in 2018 that requires transit bus fleets to be converted to ZEBs by 2040. Various internal combustion engine-powered (ICE) examples in the above vehicle categories will be replaced by ZEBs over the coming years, anticipated to be primarily Battery Electric Buses (BEBs). **MTS'**

transition plan prioritizes the deployment of BEBs in disadvantaged communities, as defined by California Senate Bill 535 using the State's CalEnviroscreen tool.

The transition plan is a gradual conversion of all bus orders, with the last ICE bus being purchased in 2028. All ICE buses will be retired by 2040.

Challenges include the need for significant electrical grid and charging infrastructure installed at all divisions, insufficient range with current battery technology, and lack of viable BEB options on some fleet types. MTS anticipates that most of these will be resolved over the next several years as technology and availability improves, but the transition plan is a dynamic document that will be updated as new information becomes available.

The current small fleet of Standard BEBs is supported at four MTS divisions with pedestal chargers. The current fleet of articulated BEB buses is located at the South Bay Division, where they are charged using overhead gantries with drop-down pantographs that charge the buses as needed for service. This system also optimizes charging times to avoid peak periods on the grid. Planning and design are underway for the installation of the overhead gantry systems at MTS' other divisions.

2.3 Divisions

MTS bus service is operated from five bus divisions, with a sixth in development:

2.3.A Imperial Avenue Division (IAD): Directly operated by MTS. Located at 100 Sixteenth Street, San Diego, CA 92101 (Downtown San Diego); operates standard and articulated buses. Maintains CNG-powered and battery-electric buses.

2.3.B Kearny Mesa Division (KMD): Directly operated by MTS. Located at 4630 Ruffner Street, San Diego, CA 92111 (Kearny Mesa); operates standard and articulated buses. Fuels and maintains CNG-powered buses. Maintains CNG-powered and battery-electric buses.

2.3.C South Bay Division (SBD): Owned by MTS and operated by a contractor (currently Transdev). Located at 3650A Main Street, Chula Vista, CA 91911 (southern Chula Vista); operates standard and articulated buses. Maintains CNG-powered and battery-electric buses.

2.3.D East County Division (ECD). Owned by MTS and operated by a contractor (currently Transdev): 544 Vernon Way, El Cajon, CA 92020; operates standard buses, minibuses, and over-the-road coaches. Fuels and maintains CNG- and gasoline-powered buses, and battery-electric buses.

2.3.E Copley Park Division (CPD): Owned by MTS and operated by a contractor (currently Transdev). Located at 7490 Copley Park Place, San Diego, CA 92111 (Kearny Mesa); operates minibuses. Fuels and maintains propane- and gasoline-powered vehicles.

2.3.F Clean Transit Advancement Campus (CTAC). MTS is developing a sixth bus division that will accommodate expansion of the fleet, as well as free up space in existing divisions to add the necessary BEB charging infrastructure. The CTAC is

being designed from the ground-up as a primarily ZEB division, with no facilities planned for the fueling of ICE buses.

2.4 Vehicle Amenities: Passenger amenities vary by vehicle type, as shown in the table below:

Vehicle Amenity	Standard Bus	Articulated Bus	Minibus	OTR Coach	Van	Non-MTS Vehicles
Alternative Fuel-Powered	**X**	**X**	**X**	**X**		
Zero-Emissions	**X**	**X**				
Air conditioning	**X**	**X**	**X**	**X**	**X**	**X**
Lift for accessibility			**X**	**X**		
Ramp for accessibility	**X**	**X**			**X**	
Wheelchair Tie-Down Locations	**2**	**2**	**2**	**2**	**1**	
Bicycle Rack (2-3 positions)	**X**	**X**	**X**			
Bicycle Underfloor Storage				**X**		
Seating: shell seats with fabric or vinyl inserts	**X**	**X**				
Seating: standard transit padded seating			**X**			
Seating: upgraded high-back seats		**X**		**X**		
Seating: standard OEM seating					**X**	**X**

2.5 Bus Assignments by Route: Bus types are assigned by route based on the following:

2.5.A Capacity needs: Articulated buses are assigned to higher volume routes that require additional capacity when added frequency isn't practical, feasible, or cost-effective. Minibuses are assigned to the lowest ridership fixed-routes – routes which generally could not be economically operated with a larger bus.

2.5.B Route type: Vehicles are assigned by route type in the specifications below. Temporary exceptions to these assignments may be made in an unanticipated, emergency, or standby situation when service would otherwise be lost.

2.5.B.1 *Rapid* Express routes between the Interstate 15 corridor and Downtown San Diego are assigned over-the-road coaches; these routes have a higher fare and pass price accordingly.

2.5.B.2 High-demand Rapid routes are assigned Rapid articulated buses. (These may be supplemented as needed with other MTS buses for

capacity purposes.) Rapid routes or trips that operate significant freeway segments are assigned the Rapid "freeway" articulated buses, with upgraded seating intended to improve the ride quality at higher speeds.

2.5.B.3 Standard-demand Rapid routes are operated using Rapid articulated buses, Standard Rapid buses, or sometimes regular MTS-branded buses, depending on availability.

2.5.B.4 Urban Frequent routes are operated using MTS-branded articulated and standard buses.

2.5.B.5 Urban Standard, Circulator, and Rural routes are operated using MTS-branded standard buses and minibuses, depending on the capacity needs of the individual route.

2.6 Route Assignments by Division: Routes are assigned to each division based on the number and types of buses available, proximity to the service, and opportunities to complement other nearby routes for efficiency, interlining, driver familiarization, supervision, and incident response. State law limits MTS' ability to reassign directly-operated routes to divisions operated by MTS contractors.

2.7 Vehicle Assignments by Division: Vehicle types are assigned to each division based on division space capacity, and the capability of the division to fuel, operate, and maintain any specialized equipment (alternative fuels, BEBs, articulated buses, etc.). ADA Paratransit Assigned Non-MTS Vehicles do not operate from a division but instead are assigned through dispatch service organizations and are operated and maintained from a non-MTS site. Vehicles are currently assigned to the divisions according to the following table:

Vehicle Category	IAD	KMD	SBD	ECD	CPD	N/A
2.1.A.1 Standard MTS Bus	**X**	**X**	**X**	**X**		
2.1.A.2 Standard Rapid Bus		**X**				
2.1.B.1 Articulated Urban Bus	**X**	**X**	**X**			
2.1.B.2 Articulated Rapid Bus	**X**					
2.1.B.3 Articulated Rapid Freeway Bus		**X**	**X**			
2.1.C Minibus				**X**	**X**	
2.1.D Over-the-Road Coach				**X**		
2.1.E ADA Paratransit Minibus					**X**	
2.1.F ADA Paratransit Vans					**X**	
2.1.G ADA Paratransit Non-MTS Vehicles						**X**

2.8 Vehicle Assignments for ADA Paratransit: ADA Paratransit minibus, vans and Non-MTS Vehicles are assigned and routed based on the trips requested by riders each day and operational efficiencies. Since the Non-MTS ADA Paratransit vehicle fleet does not currently maintain wheelchair accessible vehicle, a review of the rider's functional abilities is conducted prior to vehicle assignment to ensure that the appropriate vehicle is assigned (e.g. if the rider uses a wheelchair, requires a lift or ramp to access the vehicle, or requires another accessibility element only available in a minibus or van, then only a minibus or van will be assigned to service that particular trip). MTS does not

accommodate ADA Paratransit passenger preference requests for certain type or appearance of vehicles, as it would result in a fundamental alteration of MTS's operations, service and scheduling process.

2.9 Future Procurements: All heavy-duty buses are alternative fuel, hybrid-electric, or zero-emission. All will be zero-emission by 2040 in compliance with the ICT. Heavy-duty buses will be low-floor, except for buses used for Rapid Express, standby, or tripper services, or on special or low-ridership routes.

3.0 Rail Vehicles

3.1 Trolley Car Categories: Three different types of cars are operated:

3.1.A High-Floor Cars: Siemens SD100 cars with high floors, steps inside the car to access 0"-8" station platform, wheelchair and bike space at the ends of each car, and a wheelchair lift next to the driver compartment in the lead car. These cars have a flip seat that allows space for three wheelchairs. Passenger amenities are identical on all cars in this fleet, which is planned to be phased out by 2025.

3.1.B Low-Floor Cars: Siemens S70 and S700 cars are 70% low-floor. They include inside steps only up to seating areas at far ends of the car, wheelchair and bike space in the middle of the car, and passenger-activated ramps at two of four doors on each side of each car. Cars were manufactured between 2005 and 2024. Passenger amenities are nearly identical for all models and vintages, with minor improvements in seating configurations in later production cars. Earlier models had larger driver cabs, resulting in a longer overall vehicle length.

3.1.C Vintage Cars: MTS deploys three historic cars on its Silver Line loop in Downtown San Diego: two Presidents Conference Cars (PCCs) dating from 1946; and one 1980-vintage Siemens-Duewag U2 car preserved from the original San Diego Trolley fleet. These are high-floor vehicles with a wheelchair lift for accessibility.

3.2 Divisions: MTS operates one rail division, from which all light rail ("Trolley") service is operated: 1341 Commercial Street, San Diego, CA 92113 (Downtown San Diego).

3.3 Vehicle Amenities: Passenger amenities vary by car type, as shown in the table below:

Vehicle Amenity	Low-Floor	High-Floor	Vintage
Air conditioning	**X**	**X**	
Lift for accessibility		**X**	**X**
Ramps for accessibility	**X**		
Wheelchair Spaces	**Not limited**	**3**	**1**
Bicycle Spaces (limited by policy for safety)	**2**	**2**	**0**
Seating: shell seats with fabric or vinyl inserts	**X**		
Seating: standard transit padded seating		**X**	**X**

3.4 Trolley Assignments by Line: Trolley cars are assigned primarily based on four factors:

3.4.A Station infrastructure limitations: Low floor cars require a minimum 8” station platform height in order for the ramp to maintain an ADA-compliant slope. All stations on all four lines now have 8” platforms. Most Trolley stations can accommodate four-car trains, except for 12th & Imperial, City College, Fifth Ave, Civic Center, Courthouse, and America Plaza, which can only accommodate three-car trains.

3.4.B Fleet constraints: When additional cars are needed for a full peak schedule, low-floor cars may be supplemented with a high-floor car in the middle of three-car consists. Some occasional tripper and special event trains may operate with all-high-floor consists until the retirement of the SD100 fleet, anticipated in 2025..

3.4.C Vintage Car constraints: Due to their high floor and limited capacity, the three vintage cars are used only on the Silver Line loop in Downtown San Diego, where they supplement other existing services. Two of the vintage vehicles only have an operating cab on one side, and can therefore can only operate in one direction and limiting them to loop services.

3.5 Future Procurements: Except for vintage cars, all Trolley cars will be a minimum of 70% low-floor; existing high-floor cars will be replaced by low-floor cars upon retirement.

3.6 Trolley System Map:

4.0 MTS Fleet List (as of 7/1/2024)

Division	Quantity in Fleet	Fleet Series	Year	Make	Model	Vehicle Policy Category	Power/ Fuel	NTD Fleet ID #
Motorbus - Directly Operated								
KMD	24	1900	2023	New Flyer	Xcelsior XN60	Artic Rapid Fwy	CNG	NEW
IAD	5	1600	2021	Gillig	Low-Floor	Standard MTS	BEB	382015
IAD	2	1600	2020	Gillig	Low-Floor	Standard MTS	BEB	390000
IAD	38	1700	2020	Gillig	Low-Floor	Standard MTS	CNG	389998
IAD	26	1800	2020	New Flyer	Xcelsior XN60	Artic Urban	CNG	389997
KMD	2	1500	2019	New Flyer	Xcelsior XE40	Standard MTS	BEB	382015
KMD	10	1400	2017	Gillig	Low-Floor	Standard Rapid	CNG	355845
KMD	23	200	2015	Gillig	Low-Floor	Standard MTS	CNG	344586
KMD	13	1300	2015	New Flyer	Xcelsior XN60	Artic Urban	CNG	344585
KMD	12	900	2014	Gillig	Low-Floor	Standard MTS	CNG	338442
KMD	8	1100	2013	New Flyer	Xcelsior XN60	Artic Rapid Fwy	CNG	54438
IAD	18	1200	2013	New Flyer	Xcelsior XN60	Artic Rapid	CNG	54438
IAD	26	800	2013	Gillig	Low-Floor	Standard MTS	CNG	338441
IAD	31	700	2012	New Flyer	C40LFR	Standard MTS	CNG	49048
IAD	21	600	2011	New Flyer	C40LFR	Standard MTS	CNG	49047
TOTAL:	**259**							
Motorbus - Purchased Transportation								
CPD	24	3400	2024	Starcraft	AllStar	Minibus	Propane	NEW
SBD	12	7550	2022	New Flyer	Xcelsior XE60	Artic Rapid Fwy	BEB	400299
SBD	38	2200	2022	Gillig	Low-Floor	Standard MTS	CNG	400298
SBD	32	2600	2021	Gillig	Low-Floor	Standard MTS	CNG	400297
SBD	5	2790	2020	Gillig	Low-Floor	Standard MTS	CNG	390015
SBD	2	1500	2019	New Flyer	Xcelsior XE40	Standard MTS	BEB	395913
ECD	2	1500	2019	New Flyer	Xcelsior XE40	Standard MTS	BEB	295913
ECD	6	8350	2019	Gillig	Low-Floor	Standard MTS	CNG	382016
SBD	7	2780	2018	Gillig	Low-Floor	Standard MTS	CNG	375609
ECD	3	3500	2018	Starcraft	Allstar XL	Minibus	Gasoline	375611
SBD	17	7500	2017	New Flyer	Xcelsior XN60	Artic Rapid Fwy	CNG	355848
SBD	10	7400	2017	New Flyer	Xcelsior XN60	Artic Urban	CNG	355848
SBD	36	2100	2017	Gillig	Low-Floor	Standard MTS	CNG	355847
CPD	29	3100	2016	El Dorado Nat	AeroElite 320	Minibus	Propane	350599
ECD	38	8300	2016	Gillig	Low-Floor	Standard MTS	CNG	344589
ECD	13	8200	2015	Gillig	Low-Floor	Standard MTS	CNG	344588
SBD	14	2000	2015	Gillig	Low-Floor	Standard MTS	CNG	344588
SBD	38	2400	2014	Gillig	Low-Floor	Standard MTS	CNG	338448
SBD	18	2300	2013	Gillig	Low-Floor	Standard MTS	CNG	344588
ECD	6	2300	2013	Gillig	Low-Floor	Standard MTS	CNG	344588
SBD	22	2900	2012	New Flyer	C40LFR	Standard MTS	CNG	54442
SBD	5	2900	2011	New Flyer	C40LFR	Standard MTS	CNG	n/a
TOTAL:	**377**							
Commuter Bus - Purchased Transportation								
ECD	24	8530	2020	MCI	D4500	OTR Coach	CNG	390001
TOTAL:	**24**							
Demand Response - Purchased Transportation								
CPD	14	3700	2019	Dodge	Grand Caravan	ADA Van	Gasoline	396365
CPD	35	3630	2018	Starcraft	AllStar	ADA Minibus	Propane	375388
CPD	25	3200	2017	Starcraft	AllStar	ADA Minibus	Propane	355846
CPD	46	3300	2016	Starcraft	AllStar	ADA Minibus	Propane	350597
TOTAL:	**120**							
Light Rail - Directly Operated								
SDTI	67	5000	2019	SDU	S70US	Low-Floor Car	EP	376580
SDTI	65	4000	2011	SDU	S70US	Low-Floor Car	EP	49044
SDTI	11	3000	2005	SDU	S70	Low-Floor Car	EP	25813
SDTI	33	2000	1995	SDU	SD100	High-Floor Car	EP	25812
SDTI	1	1001	1980	SDU	U2	Vintage Car	EP	382272
SDTI	1	529	1946	SLC	PCC	Vintage Car	EP	43778
SDTI	1	530	1946	SLC	PCC	Vintage Car	EP	347023
TOTAL:	**179**							

5.0 Forward Look

5.1 Buses: In September 2020, the Board of Directors approved the ZEB Rollout Plan for submittal to CARB, and the MTS ZEB Transition Plan. The ZEB Transition Plan will be updated as needed to keep current with the MTS fleet and charging infrastructure. The MTS Board of Directors has indicated a desire to accelerate the fleet conversion to the extent practicable. Primary challenges at this point are the capital cost of the ZEBs, at nearly double the cost of an equivalent ICE-powered bus, and the speed at which the charging infrastructure can be brought on-line at the different divisions.

Each division will have a master plan developed that includes a future layout and schedule of the charging improvements. Implementation of the charging infrastructure will be phased to allow for conversion as fleets assigned to each division are retired and replaced with new ZEBs. The schedule for Phase 1 at each division is currently planned as follows:

- SBD = 2023 (open)
- IAD = 2026
- KMD – 2027
- ECD = 2028
- CTAC = 2029 (division opens)

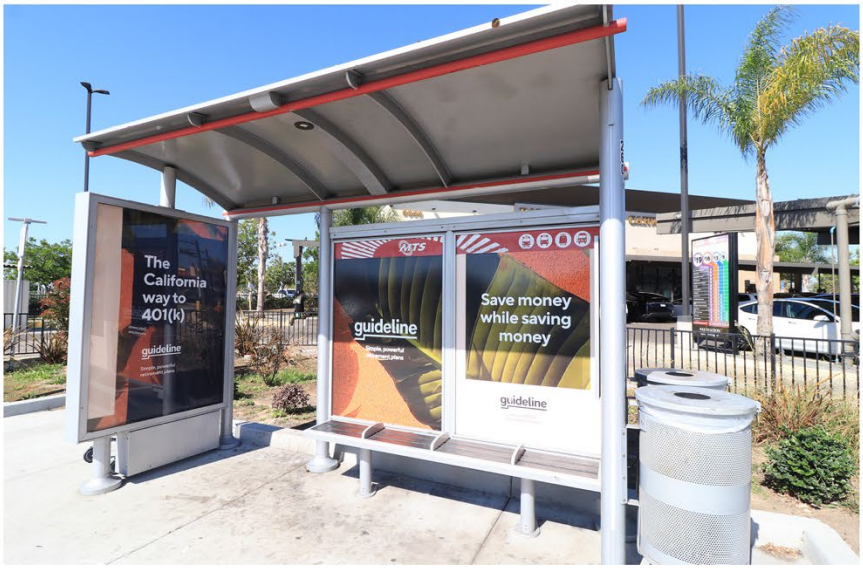
Improvements in Phase 2 and beyond will be developed according to the division master plans and the needs at each division as the fleet is converted.

5.2 Trolleys: MTS is in the process of converting its light rail fleet to all cars that are 70% low-floor. To increase accessibility, the high floor fleet that dates back to the 1990s will be retired. A current procurement of new low-floor cars is underway, and MTS anticipates being able to retire its final (non-vintage fleet) high-floor car in 2025.

In an effort to reduce disposal costs and waste, MTS endeavors to find a home for its retired railcars to extend their lives, rather than send them to a landfill or recycler. Former San Diego Trolley cars are now featured at various transit museums around the country. And most notably, the city of Mendoza, Argentina, has implemented a new light rail system of its own, entirely using former San Diego Trolley U2 and SD100 cars.

Metropolitan Transit System

Transit Amenities Policy 2024



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: DISTRIBUTION OF TRANSIT AMENITIES POLICY

Effective Date: July 1, 2024

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

Approved as to form:
Samantha Leslie
Deputy General Counsel / Title VI Liaison Officer

FOREWARD

This policy recognizes the power and potential of amenities at transit stations and stops to drive new ridership and improve the quality of service for existing riders. As addressing climate change drives the need for public transportation to accommodate a growing percentage of trips, simultaneous factors such as warming weather, equity considerations, and an aging population necessitate amenities that will attract and provide comfort for MTS passengers.

In 2024-2025, MTS will create a Transit Amenities Plan (TAP) to supplement and inform this policy. The TAP will be an aspirational document that will inventory all the nearly five thousand stations and stops in the MTS system, and develop criteria, methodologies, and costs for upgrading the amenities available. Such amenities may include not only the shelters and benches typical of MTS' current supply, but also other requested items such as restrooms, electronic next-arrival signage, and additional fare validators.

The purpose of the TAP will be to inform policymakers of the possibilities and costs for system enhancements, and to utilize subsequent decisions for future revisions to this Distribution of Transit Amenities Policy.

1.0 Introduction

The San Diego Metropolitan Transit System (MTS) is the provider of public fixed-route bus and light rail transit services in the southern and eastern portions of San Diego County. MTS' service area is approximately 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County. Our total jurisdiction is 3240 total square miles, serving nearly 3 million people in San Diego County.

MTS can trace its roots back to 1886, when private companies began providing various rail transit services in San Diego. The current organization was created by the passage of California Senate Bill 101 and came into existence in January 1976 as the Metropolitan Transit Development Board (MTDB). In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to MTS.

MTS directly or through private contractors operates 92 fixed bus routes, 4 light rail lines, and an Americans with Disabilities Act (ADA) complementary paratransit service. All services are coordinated by MTS, which determines the routes, stops, frequencies and hours of operation. Light rail infrastructure includes 62 stations and 65 miles of rail. Various modes of bus routes are operated, including local, urban, express, Rapid, Rapid Express, and rural services.

Federal Transit Administration (FTA) Circular 4702.1B requires that operators receiving federal financial assistance have policies ensuring the equitable distribution of vehicles and amenities as part of their compliance with Title VI of the Civil Rights Act of 1964.

This policy is established to ensure the equitable distribution of amenities across the MTS transit network. Details on amenities provided by mode follow below. It has been provided to MTS' outside contractors that install and maintain amenities.

This policy applies to amenities funded by or constructed by or at the direction of MTS. This policy does not limit or restrict outside parties from funding and constructing infrastructure improvements at or near MTS transit stations/stops for the benefit of MTS passengers.

2.0 Bus Stops

The installation of bus stop amenities is prioritized based on the number of passenger boardings at stops and stations along those routes. This prioritization can be adjusted by site constraints which may prevent installation of an amenity. MTS also works with local communities to ensure that installed amenities are an asset rather than nuisance, and may adjust siting and installations on a case-by-case basis accordingly.

For purposes of increasing equity in the delivery of public transit services, MTS has established goals for the improvement of bus stops in communities of concern. These goals can override the above prioritization (based on ridership) to ensure that capital and operational investments are focused in areas that have been historically disinvested. The current methodology of determining disadvantaged communities is the *California Climate Investments Priority Populations 2023 Map*, which is based on **CalEnviroscreen 4.0**. Certain federal programs and grants may also require the consideration of communities identified as disadvantaged by the Justice40 Initiative.

2.1 Seating

MTS provides four (4) types of seating at bus stops:

2.1.A Stand-alone benches: MTS maintains a contract with a vendor to install benches at bus stop locations within jurisdictions that have an agreement with MTS for bus stop furniture. Installation can be based on passenger volume or upon request. Space constraints on city sidewalks often limit the ability to install a bench. Some cities in MTS' service area install their own bus stop benches; While MTS works closely with the local jurisdictions, MTS does not have the ultimate authority over the placement, design, or location of these benches.

2.1.B Shelter benches: MTS maintains a contract with a vendor to install shelters and benches at bus stop locations within jurisdictions that have an agreement with MTS for bus stop furniture.. Typically, a bench is installed at each shelter location, but MTS occasionally omits or removes the bench to increase circulation and queuing space for passengers, or when working with local communities to resolve loitering issues.

2.1.C Rapid/TransNet station benches: MTS maintains benches at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses.

2.1.D Transit Center benches: Off-street transit centers maintained by MTS and shared with Trolley service have benches located at or near the bus stops for use by bus passengers.

Outside entities such as nearby institutions, cities, business improvement districts, and adjacent property owners sometimes install their own furniture at or

near bus stops. MTS maintains some control of the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

2.2 Shelters

MTS provides three (3) kinds of shelters at its bus stops:

2.2.A Stand-alone shelters: MTS maintains a contract with a vendor to install shelters at bus stop locations within jurisdictions that have an agreement with MTS for bus stop furniture. Placement is based primarily on passenger volume. MTS' current shelter design includes solar-powered lighting that does not require an external power source. (Some may still require power due to site-specific conditions.) This model is the latest generation of MTS shelter, and replaced all of MTS' original shelters by 2020.

Potential locations require sufficient space for the shelter and suitable electrical conditions (sufficient lighting for solar generation, or a nearby power source and ability to ground the equipment). Space constraints on city sidewalks often limit the ability to install a shelter. MTS offers two lengths of stand-alone shelters to accommodate smaller spaces where possible, or to provide more shelter area at busier stops, space permitting.

MTS' shelter contractor uses a digital advertising panel in some locations. This affects the advertising panel only; passenger amenities are not affected and do not differ on shelters with digital versus static advertising panels.

Advertisements on MTS-owned shelters follow the rules and requirements of MTS Board Policy 21. These include restrictions on types and locations of advertising.

2.2.B Rapid/TransNet station shelters: MTS maintains shelters at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses. These shelters were all included as part of each Rapid project's planning process, led by the San Diego Association of Governments. Therefore, the design of these shelters vary by project.

2.2.C Transit Center shelters: Off-street transit centers maintained by MTS and shared with Trolley service have shelters located at or near the bus stops for use by bus passengers.

Some cities in MTS' service area install their own bus stop shelters and other furniture. While MTS works closely with these local jurisdictions, MTS does not have the ultimate authority over the placement, design, or location of these shelters.

Other outside entities, such as nearby institutions, business improvement districts, and adjacent property owners, sometimes install their own furniture at or near bus stops. MTS maintains some control of the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

2.3 Passenger Information

2.3.A Static Displays

Each bus stop blade includes the following information: MTS logo, bus icon, list of routes serving the stop, and the individual stop number, allowing passengers to access stop-specific information on the internet or via smartphone. Blades installed at transit centers, major transfer points, and significant destinations include larger route decals with each route's destination also provided.

Bus stop pole displays showing the schedule for the route(s) serving the stop are installed at transit centers, major transfer points, significant destinations, and some locations with high numbers of boardings.

Information kiosks are installed at off-street transit centers, selected busy on-street transfer locations, Rapid stations, and at some stops along Broadway in Downtown San Diego. The information provided is customized to the location, but may include routes and destinations, fare information, local area maps, route maps, and "How to Ride" information.

Most shelters provided and serviced by MTS' vendor include an information panel for a schedule, route map, or other information, depending on the service and location.

2.3.B Variable Message Signs

Variable message signs (VMS), or "next-arrival" displays, are provided at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses. These are installed as part of the capital project, and maintained through the operating agreement with SANDAG.

2.4 Elevators/Escalators

2.4.A Elevators: Currently, elevators are provided at only two bus stop locations (four platforms) apart from Trolley stations: the City Heights and Boulevard Transit Plazas in Mid-City San Diego. The elevators connect freeway level platforms with the surface street overpasses. Due to limited space, fixed ramps at these stations would not meet ADA requirements. Each of the two stations has two platforms, each with two elevators, for a total of eight elevators.

One other passenger facility with an MTS-owned elevator not also served by Trolley is the parking structure at the Sabre Springs/Peñasquitos Transit Station.

2.4.B Escalators: There are no escalators at any bus-only location.

2.5 Trash Receptacles

MTS provides or contracts for trash and recycling receptacles at the following bus stop locations:

2.5.A Transit centers served by both buses and Trolleys

2.5.B Rapid stations with TransNet reimbursement for operating expenses

2.5.C MTS-contracted bus shelter locations

At all other locations, trash receptacles (if provided) are installed, serviced, and controlled by an outside entity, typically a city, business improvement district, or adjacent property owner. These may or may not include adjacent recycling receptacles.

2.6 Restrooms

Passenger restrooms are available at a limited number of transit centers with rail service. These are covered in Section 3.6. MTS does not currently provide public or passenger restrooms at any bus-only facilities.

MTS provides secured permanent or portable restrooms for employees only at various bus route terminal locations. At some bus route terminals, MTS has an agreement with a nearby business to allow MTS bus drivers to use their restroom.

2.7 Ticket Vending Machines

There are four (4) bus stop locations with ticket vending machines (TVMs) apart from Trolley stations: the two (2) terminals at San Diego International Airport, the Virginia Avenue Transit Center at the San Ysidro International Border, and the Otay Mesa Transit Center at the Otay Mesa International Border. These locations all have high volumes of cash riders and the TVMs are located on off-street sites in controlled right-of-way.

2.8 Fare Validators

The PRONTO TVMs are also fare validators, so these are available at the above locations listed in Section 2.7. PRONTO fare validators are also available at all Trolley stations.

3.0 Rail Stations

Trolley station amenities, except where noted below, are generally standardized at all Trolley stations throughout the Trolley network. This standardization ensures equal distribution to all users, regardless of the location of the station. Quantities and siting of amenities are dependent on level of boardings and site-specific conditions.

3.1 Seating

MTS provides seating at all Trolley stations. Quantity and placement of benches is dependent on location, number of boardings, and station design and layout.

3.2 Shelters

MTS provides two kinds of shelters at its Trolley stations:

3.2.A Large canopies: Most Trolley stations have one large canopy, located on the platform with the most open area.

3.2.B Small canopies: Most Trolley stations have one or more small canopies, located on the narrower platform.

3.3 Passenger Information

3.3.A Static Displays: Each Trolley platform includes signage along its length indicating the station name, line of service, and terminal destination.

Information kiosks are installed on the platforms of all Trolley stations. The information provided includes Trolley schedules, fare information, local area maps, and “How to Ride” information. Bus transfer information is also included at busy transfer centers with bus service.

3.3.B Variable Message Signs: Variable message signs (VMS), or “next-arrival” displays, are provided above all Trolley platforms. These indicate the line of service and the estimated time of arrival for subsequent trains.

3.4 Elevators/Escalators

3.4.A Elevators: Provided at all locations where a fixed ramp is not available. (Some locations with a ramp may also be supplemented by elevators for the convenience of riders.) Currently, MTS provides and maintains elevators at the following MTS Trolley stations: Fashion Valley Transit Center, Stadium Trolley Station, Grantville Transit Center, SDSU Transit Center, Grossmont Transit Center, Nobel Drive Trolley Station, UC San Diego Central Campus Station, UC San Diego Health La Jolla Station, Executive Drive Trolley Station, and the UTC Transit Center.

3.4.B Escalators: The only MTS stop/station with escalators is the SDSU Transit Center, where peak volumes would exceed the capacity of the elevators. No other escalators are currently planned for the system.

3.5 Trash and Recycling Receptacles

MTS installs and services trash and recycling receptacles at all Trolley stations.

3.6 Restrooms

Four locations have MTS-owned restrooms available for passenger use: 12th & Imperial Transit Center, Old Town Transit Center, E Street Transit Center, and El Cajon Transit Center. All four locations have an outside vendor that maintains the restroom and controls access. Restroom hours correspond with the vendor’s business hours. Other Trolley stations have nearby restrooms that can be used by passengers, but MTS does not reimburse the owner nor have any control over access.

The upcoming Transit Amenities Plan will review potential locations, costs, and prioiritization for expanding restroom access to new locations for the convenience of

riders. This could also include a review of possible cost recovery measures such as advertising and PRONTO card payment.

3.7 Ticket Vending Machines (TVMs)

At least two (2) TVMs are provided at every Trolley station. Each TVM accepts credit cards and dispenses tickets. All PRONTO machines at each Trolley station have the ability to dispense PRONTO Cards and load passes on PRONTO cards. Each station will have at least one (1) Credit Card-only TVM.

3.8 Fare Validators

To validate a PRONTO pass or to deduct fare prior to boarding a Trolley, passengers may tap or scan their PRONTO card or mobile application at a Fare Validator, which are installed at all Trolley stations. Each station should have a minimum of two standalone validators, in addition to the TVMs which can also be used as validators.

The upcoming Transit Amenities Plan will review potential locations and costs for adding new PRONTO validators to increase convenience and fare compliance. The plan could include a recommendation to increase the minimum number of validators above, either as an overall policy goal or in site-specific locations due to access or layout.

3.8 Trolley System Map:

Metropolitan Transit System

Title VI Service Policies Monitoring Report

Board of Directors

Title VI

- FTA issues guidance for agencies to comply with Title VI
- FTA Circular 4702.1B issued in 2012 included requirements for administrative policies
  - **Vehicle Assignment**
  - **Transit Amenities**
- Policies are monitored at least every three years
- Policies and monitoring results submitted as part of MTS' triennial FTA Title VI Program update (updated May 2024)
- Board interest in further analysis and amendment of policies

Vehicle Assignment Policy

BUSES

- Description of bus types
- Chart of amenities by bus type
- Bus assignments by route
  - Capacity needs
  - Route type
- Route assignments by division
- Vehicle assignments by division
- ADA Paratransit vehicle assignments
- Discussion of Zero Emissions Buses (ZEBs)
- Fleet list

LIGHT RAIL VEHICLES (LRVs)

- Description of LRV types
- Chart of amenities by LRV type
- LRV assignments by line
  - Infrastructure limitations
  - Vintage LRVs
- Fleet list

Current Vehicle Initiatives

- New fixed-route minibus fleet being delivered this summer
- MTS implementing its ZEB transition plan, with ZEBs due to be included with heavy-duty bus orders from now forward
- Electric charging infrastructure projects underway at MTS bus divisions
  - Phase I of South Bay Division completed in 2023
  - Imperial Avenue Division beginning work for Phase I
  - Development in process for East County and Kearny Mesa divisions
- Clean Transit Advancement Campus
  - 3 of 5 parcels purchased, with remaining two to be acquired by 2025
  - Anticipated opening by 2029

Transit Amenities Policy

- Seating
- Shelters
- Information displays
- Elevators/Escalators
- Trash/Recycling Receptacles
- Restrooms
- Ticket vending machines
- Fare validators

Transit Amenities Policy

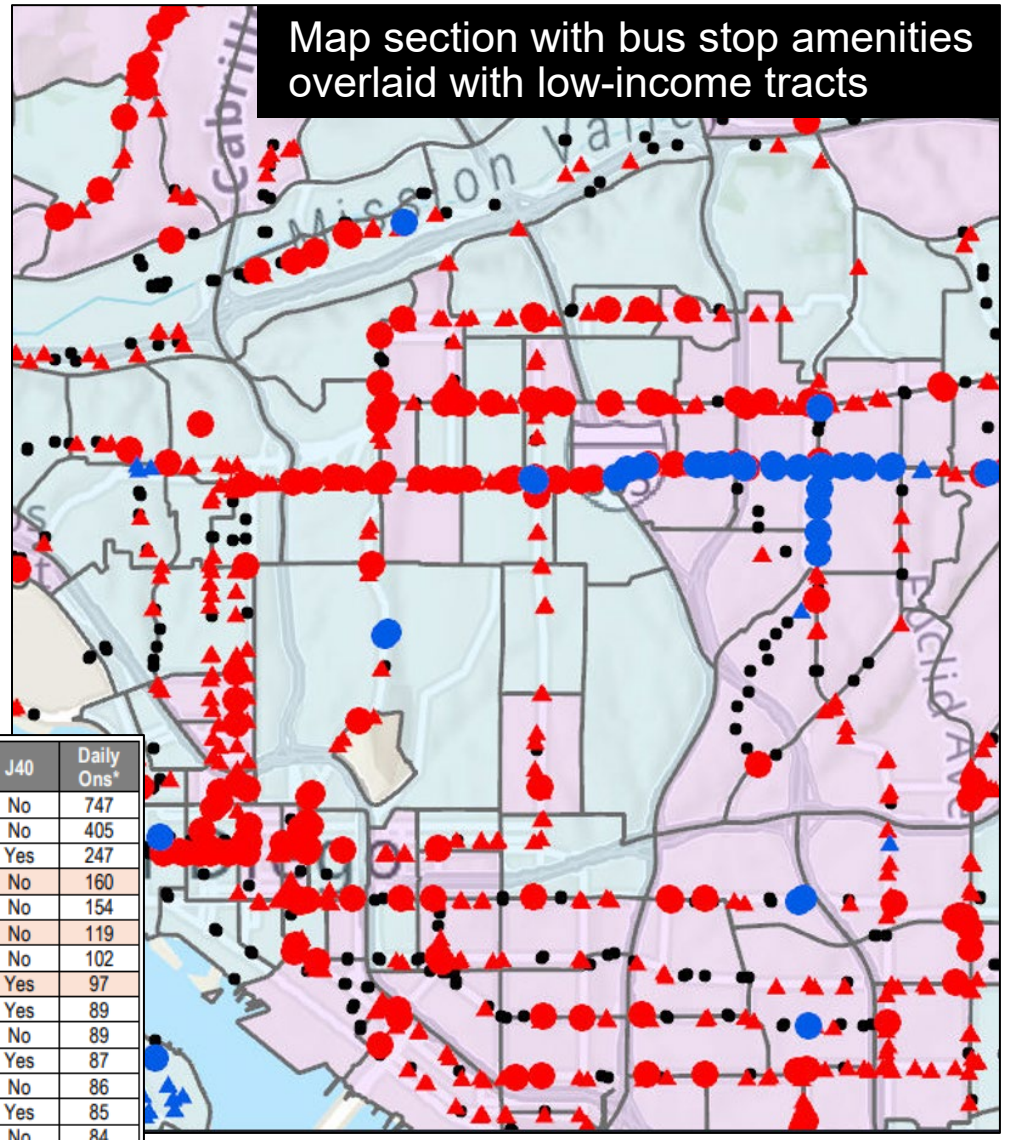
- Trolley station amenities are mostly standardized throughout the system (62 Trolley stations)
  - Elevators only at selected stations where needed
  - Escalators only at SDSU
  - Restrooms available at selected stations
- Bus stop amenities vary among ~4,500 bus stops in system
  - Amenities prioritized by ridership (boardings)
  - In 2021, added an equity component to consider disadvantaged communities
  - MTS authorized to add shelters & benches in some jurisdictions; some install their own
  - Many bus stop shelters and benches installed/maintained by others (cities, BIDs, developers, HOAs, etc.)
  - Infrastructure is unable to accommodate shelters or benches in many locations
    - Narrow or missing sidewalks, insufficient ROW, poor condition sidewalks
    - MTS CIP project upgrades locations; priority is ADA accessibility in disadvantaged communities

Current Amenities Initiatives

- Procurement underway for additional bus shelters
- Procurement this year for installation & maintenance of added shelters
- CIP project for bus stop ADA accessibility improvements
  - Repairs and upgrades sidewalk area for ADA bus stop compliance
  - Adds sidewalk space for bench and/or shelter where feasible
  - Focus on disadvantaged communities
  - 7 stops currently in permitting process
- MTS requests ADA compliant stop area, with space for bench/shelter, at new bus stop-adjacent developments
- Adding restrooms
  - Re-open existing closed restrooms (24th St. in National City, Lemon Grove Depot, SDSU)
  - Include restrooms for riders in new TOD projects at MTS stations
- Other CIP projects:
  - Upgrade VMS signs at Rapid and Trolley stations
  - Station upgrades & repairs: 12th & Imperial, El Cajon, Rio Vista

Monitoring of Policies

- Required every three years
- Monitoring report requires Board approval
- Last report approved by MTS Board in July 2021 and was included in recent Title VI Program Update



Map section with bus stop amenities overlaid with low-income tracts

Stop ID	Street	Cross Street	Location	Jurisdiction	Zip Code	SB535	AB1550	J40	Daily Ons*
99589	Santa Fe Depot	Santa Fe Depot	F-S/B	San Diego	92101	No	No	No	747
99090	University Av	College Av	N-E/B	San Diego	92115	No	Yes	No	405
12187	54th St	El Cajon Bl	F-S/B	San Diego	92115	No	Yes	Yes	247
40993	Cuyamaca College	n/a		Unincorporated	92019	No	Yes	No	160
13510	Hotel Circle S	Bachman Pl	M-W/B	San Diego	92108	No	No	No	154
30494	Otay Lakes Rd	Elmhurst St	F-N/B	Chula Vista	91913	No	No	No	119
13312	Broadway	5th Av	N-W/B	San Diego	92101	Yes	Yes	No	102
50180	Euclid Av	E 18th St	F-N/B	National City	91950	No	Yes	Yes	97
12136	Fairmount Av	Orange Av	F-S/B	San Diego	92105	Yes	Yes	Yes	89
99145	Mission Gorge Pl	Mission Gorge Rd	F-E/B	San Diego	92120	No	No	No	89
60181	Imperial Beach Bl	13th St	F-W/B	Imperial Beach	91932	No	Yes	Yes	87
60392	Seacoast Dr	Evergreen Av	F-N/B	Imperial Beach	91932	No	Yes	No	86
88943	Orange Av	54th St	N-E/B	San Diego	92105	No	Yes	Yes	85
89007	Villa La Jolla Dr	Holiday Ct	N-N/B	San Diego	92037	No	Yes	No	84
10967	National Av	S 40th St	N-						
99127	Fairmount Av	Laurel St	F-						
88979	El Cajon Bl	Euclid Av	F-						
50102	Euclid Av	E 16th St	F-						

List of stops with 25+ boardings and no bench or shelter

Transit Amenities Policy

Updates since March 2024:

- Acknowledgement of the role of new and upgraded amenities in attracting new riders
- Adds a Foreward announcing future Transit Amenities Plan
- Changed analysis to use **CalEnviroscreen 4.0** for *California Climate Investments Priority Populations* to define disadvantaged and low-income communities
- Adds appendix with list of bus stops with 25+ daily boardings but without amenities
- Updates of data and narrative to current information

Next Steps

- Board approval for July 2024 Monitoring Report

- Future Board meeting: procurement of consultant to review current Distribution of Transit Amenities Policy and recommend future amendments. Subjects of interest include:
  - Feasibility, prioritization, and costs of expanding bus stop shelters and benches, especially in DACs
  - Locations, prioritization, feasibility, access, and costs of additional restroom facilities for passengers
  - Increased fare validators on rail platforms
  - Funding estimates necessary to achieve outcomes of Amenities Plan
  - Recommended adjustments to Distribution of Transit Amenities Policy

Staff Recommendation

That the MTS Board of Directors approve the 2024 Title VI Monitoring Report for Service Policies.

Questions & Discussion

Metropolitan Transit System

Agenda Item No. 28

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The regional fare ordinance requires the verification of eligibility for reduced fare passes. When PRONTO launched, the software application to verify the eligibility of reduced fares was not yet developed. In order to continue with the launch of PRONTO, and limit disruption of service to riders with a reduced fare, a temporary approval was granted for reduced fare users on the honor system. Both the San Diego Metropolitan Transit System and North County Transit District resumed mandatory verifications on December 5, 2023, with the launch of the new online reduced fare application. Staff will provide an update on the results since launch, customer feedback received, the customer outreach plan and next steps.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

PRONTO®

Reduced Fares Application Update

Board of Directors

PRONTO Today

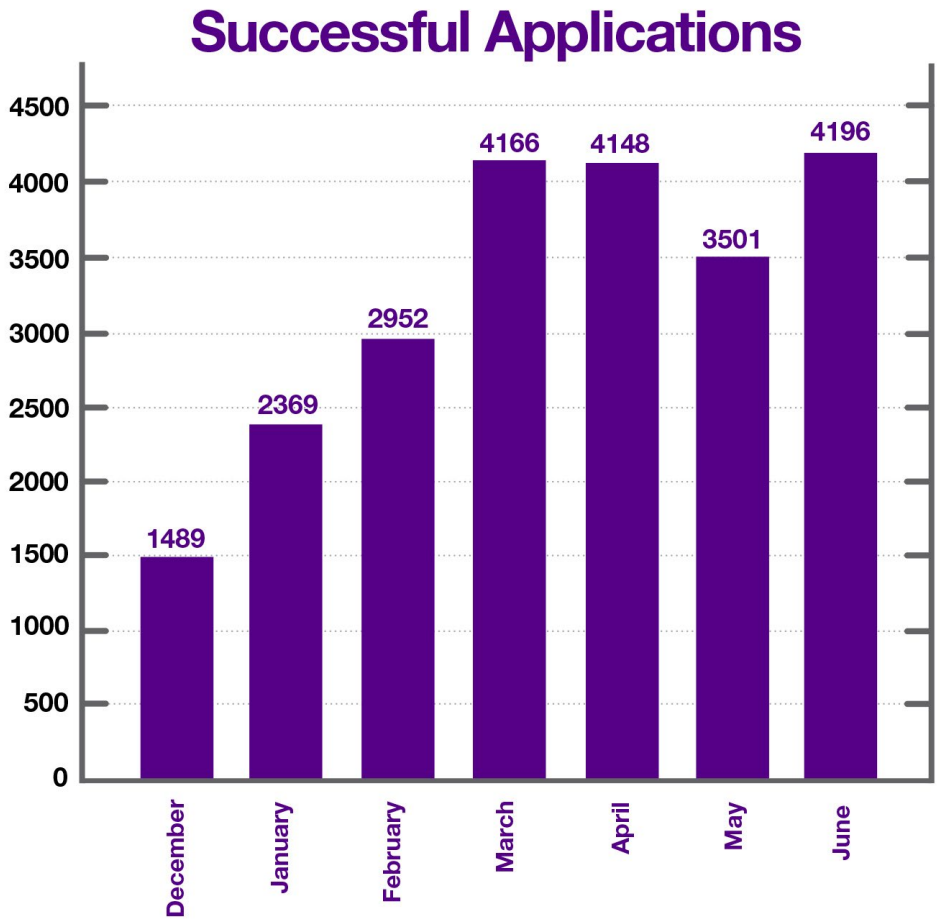
- Project Background
- Verification Results
- Customer Support
- Outreach Efforts
- Customer Feedback
- Deadline Extension and Next Steps

Background

- PRONTO implemented as region's new fare collection system in summer 2021
- Prior policy: All reduced fares required verification of eligibility, only offered in person.
- Quick transition from Compass to PRONTO + new YOP program = high demand for reduced fares
- PRONTO Roadmap = new online option for verifying SDM and Youth riders.

Results

- Over 23K accounts successfully verified since December 5, 2023
- 92% of all applications submitted are successfully approved
- Over 100+ applications received per day



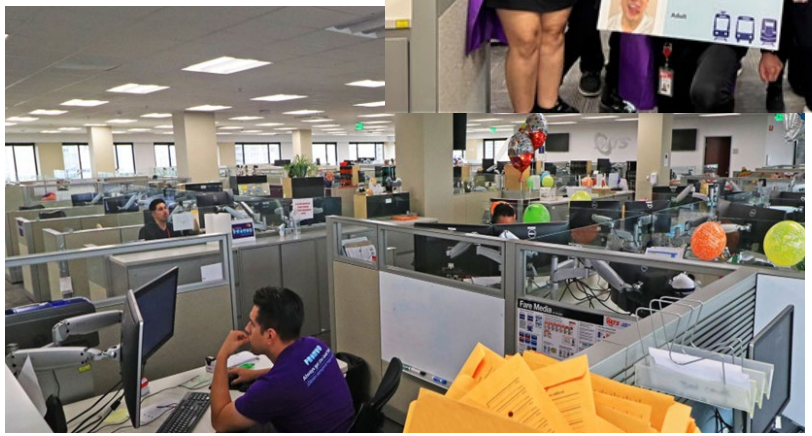
Results

- Active rider base still to be verified, at least 20+ taps over the last 90 days (less than 1 round trip per week)
  - Seniors 6K/ Youth 19K

- Provided an extension through September 30, 2024 for all cards that have tapped at least once in 2023 or 2024
  - Seniors 22K/ Youth 87K
  - Cards provided to SANDAG and other institutions were also extended

Customer Support

- PRONTO Support averages 8,300 monthly calls, approximately 9% of which are for reduced fares
- Board approved additional four full time staff members September 2023
- Average customer wait time for PRONTO phone support is **35 seconds** since application went live
- Most manual review cases are processed **under three calendar days**



Outreach Efforts

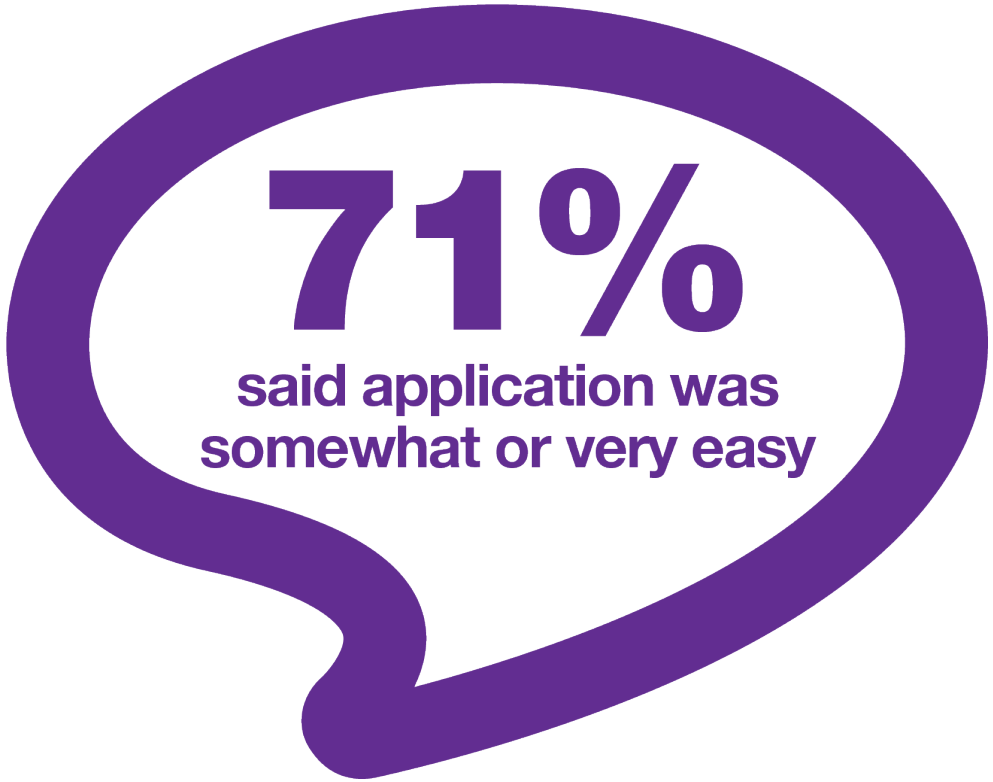
- Targeted Emails: 49,000+ Youth and SDM users
- 65+ hours of verification events (30 events)
- On Board Newsletters, Service Notices, Business Cards
- Partner Toolkits (three versions)
- CBO Partnerships: City Heights CDC, Mid-City CAN, Urban Collaborative Project
- Upcoming: Summer Youth Promotion; More Targeted Emails; Continuing On-Board Communications; Stop Notifications; App Notifications

Customer Feedback

Issued user survey to online applicants

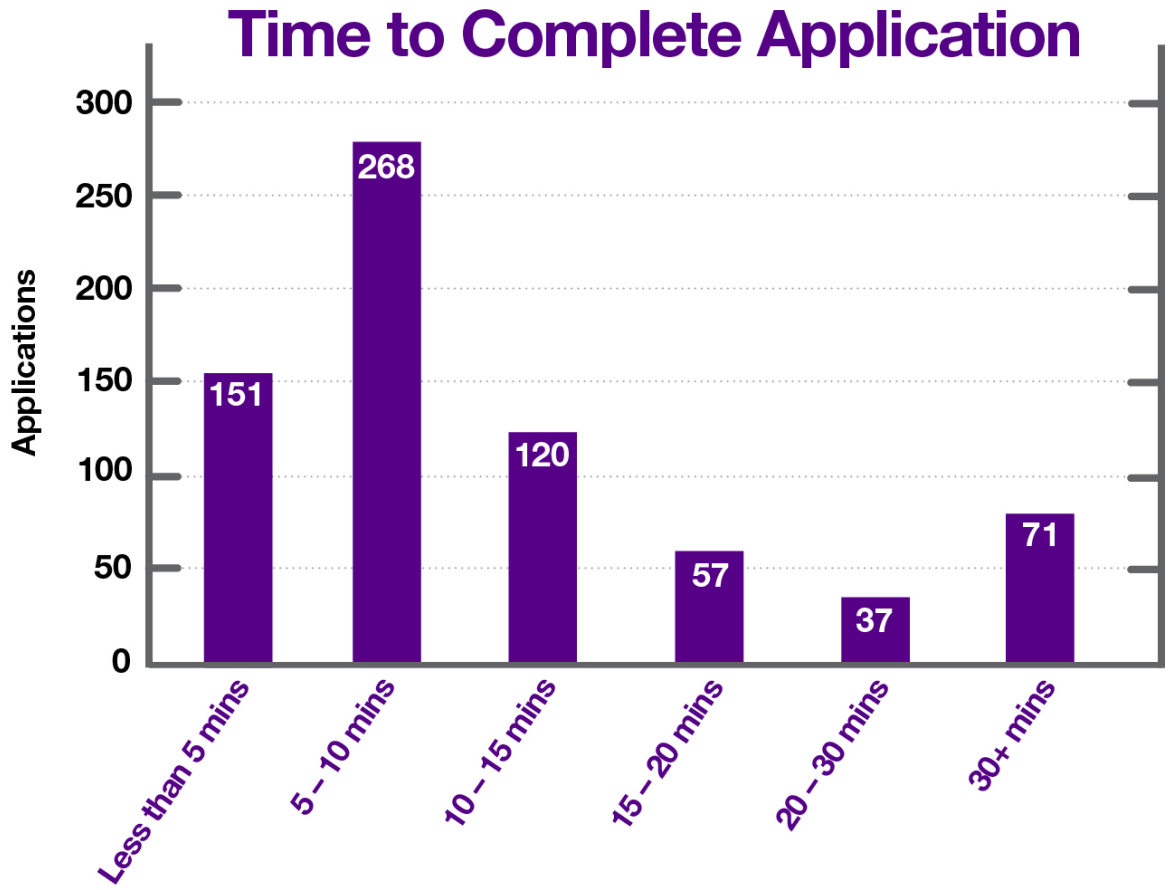
Approximately 700 responses
- 49% Youth
- 51% SDM (39% Seniors)

Addressing biggest challenges:
- Finding application
- Stuck in automatic process
- Step-by-step flier in four languages



Customer Feedback

- Almost 60% reported taking less than 10 minutes to complete
- More than 75% took less than 15 minutes
- Youth reported faster times overall



Next Steps

- Capability for Institutions to provide reduced fare
- Implement customer specific 30, 60 and 90-day expiration email notification alerts
- Continued flexibility for temporary eligibility requests
- Continue to monitor results

Questions/Comments

Metropolitan Transit System

Agenda Item No. 29

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

On October 19, 2017 (Agenda Item (AI) 30), 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. On September 17, 2020 (AI 30), the Board of Directors approved the ZEB Rollout Plan for submittal to CARB, and the MTS ZEB Transition Plan.

MTS staff will provide the Board of Directors with an update on the ZEB Program, and ZEB Transition Plan that will include: background, timeline performance analysis, infrastructure, funding, and ZEB transition pathway milestones.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Zero Emission Bus (ZEB) Performance and Transition Plan Update

Board of Directors

Policy History

- Urban Fleet Transit Rule
  - Rule passed February 2000 by California Air Resources Board (CARB)
  - Alternative fuel path made way for CNG fleet
- Innovative Clean Transit Rule (ICT) *(January 1, 2023)*
  - Rule passed December 2018 by CARB
  - Rollout plan due to CARB by December 2020 (submitted and approved)
  - Convert fleet to Zero Emission Vehicles by 2040 (Governor's goal)
  - 60-foot, 45-foot & Minibuses exempt until 2026

Innovative Clean Transit Rule (2018):

ZEB Purchase Mandate: The regulation requires transit agencies to acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

Large Transit Agencies
2023 – 25 percent
2026 – 50 percent
2029 and after – 100 percent

MTS Timeline

- Board approved pilot program - October 2017
- Pilot Charging Infrastructure installed (plug-in stand-alone chargers):
  - Imperial Ave Division – July 2019
  - Kearny Mesa, East County & South Bay Divisions – April 2020
- Battery electric buses begin in-service December 2019
- South Bay Overhead Master Plan – August 2020
- Transition Study & CARB's Rollout Plan approved - Sept 2020
  - CARB approved MTS Rollout Plan December 2020
- Pilot program ended - December 2021

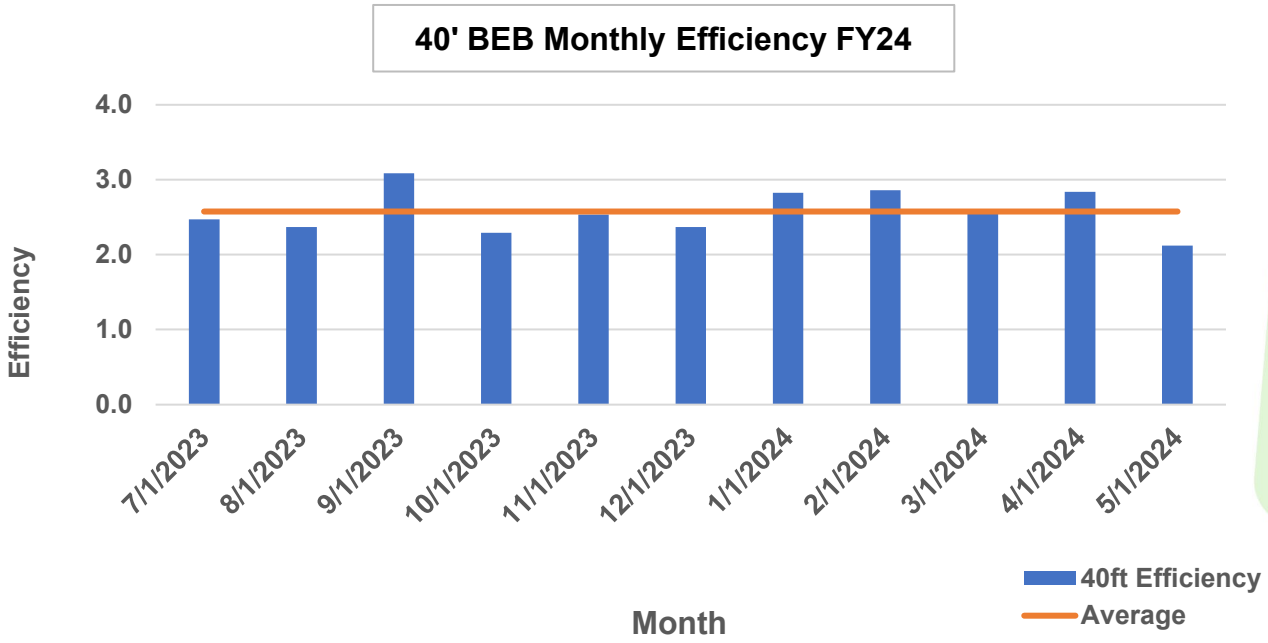
MTS Timeline (Continued)

- IAD Overhead Charging Master Plan (completed May 2022)
- Iris Rapid
  - Preliminary operating plan (completed)
  - Bus route infrastructure - Iris West (completed August 2023)
  - Overhead charging infrastructure
    - Phase I/II construction (completed) 24 Charging Positions
  - 12 Articulated sixty-foot electric began revenue service - Oct 2023
  - Micro-grid solution – tentative construction to begin Winter 2024
- Charge Management Software currently in use
  - BP Pulse

ZEB Program Performance Report

July 2023 – May 2024

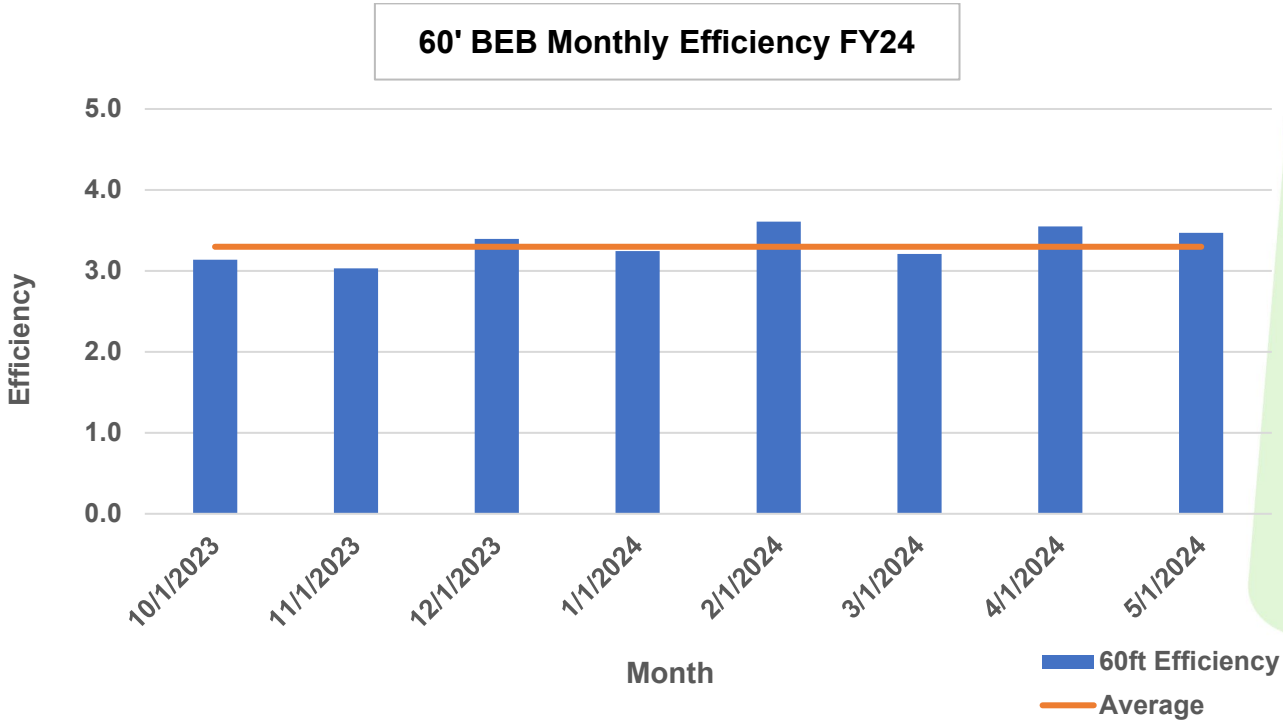
Monthly Fleet Efficiency (Total Miles/Meter)



Notes:

- 2.6 Avg kwh per mile
- 466 kw (New Flyer) and 444 kw (Gillig) on board storage
- 80% battery utilization
- Scheduled Range: 130 Miles

Monthly Fleet Efficiency (Total Miles)



Notes:

- Avg 3.3 kwh per mile
- 610 kw on board storage
- 80% battery utilization
- Scheduled Range: 130 Miles

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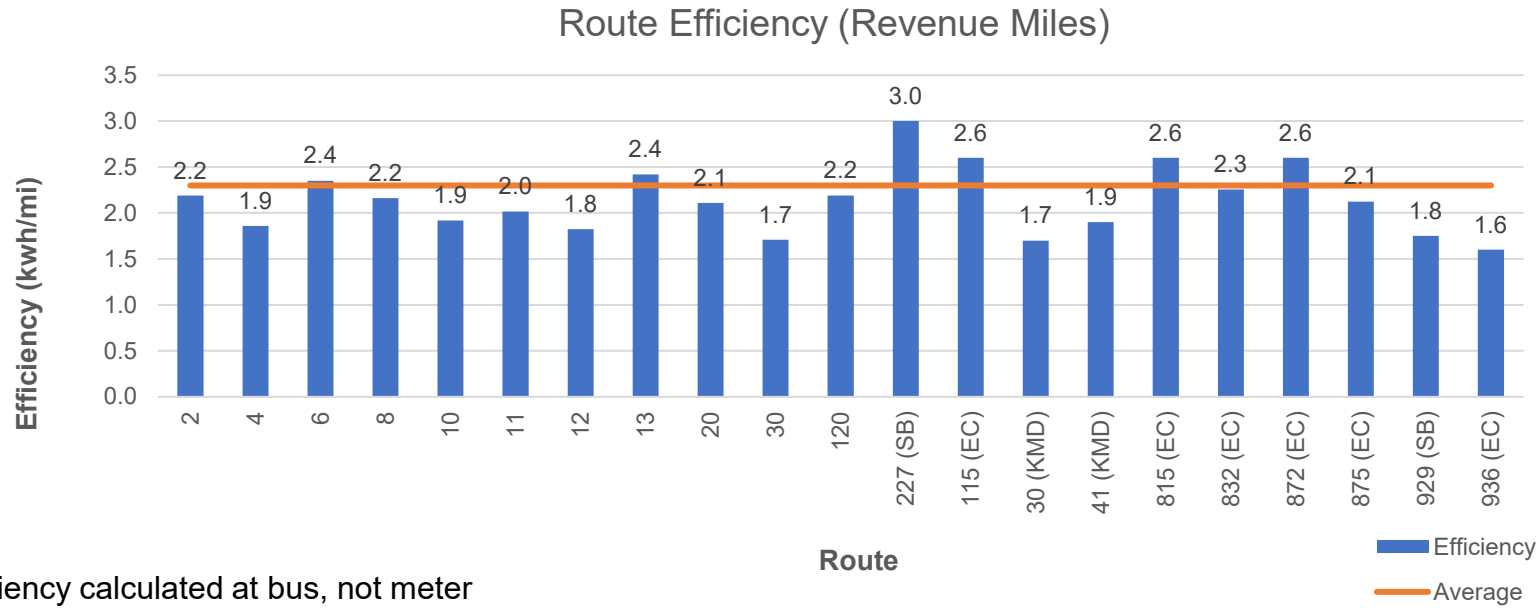
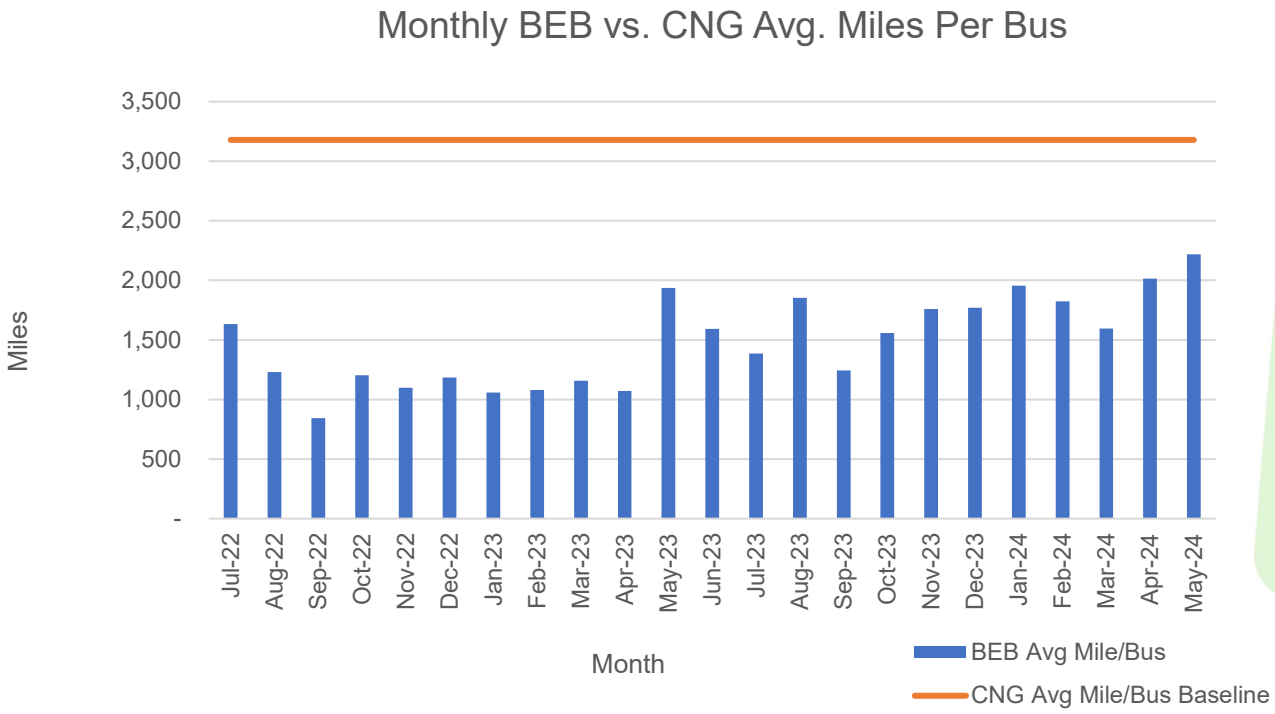
Avg. Efficiency by Route (Revenue Miles)



Notes:

- Efficiency calculated at bus, not meter

CNG vs. ZEB Monthly Mileage



Avg. CNG	3,180
Avg. BEB	1,485

Notes:

- Total BEB Miles = 969,122 as of May 2024
- Not 1 for 1

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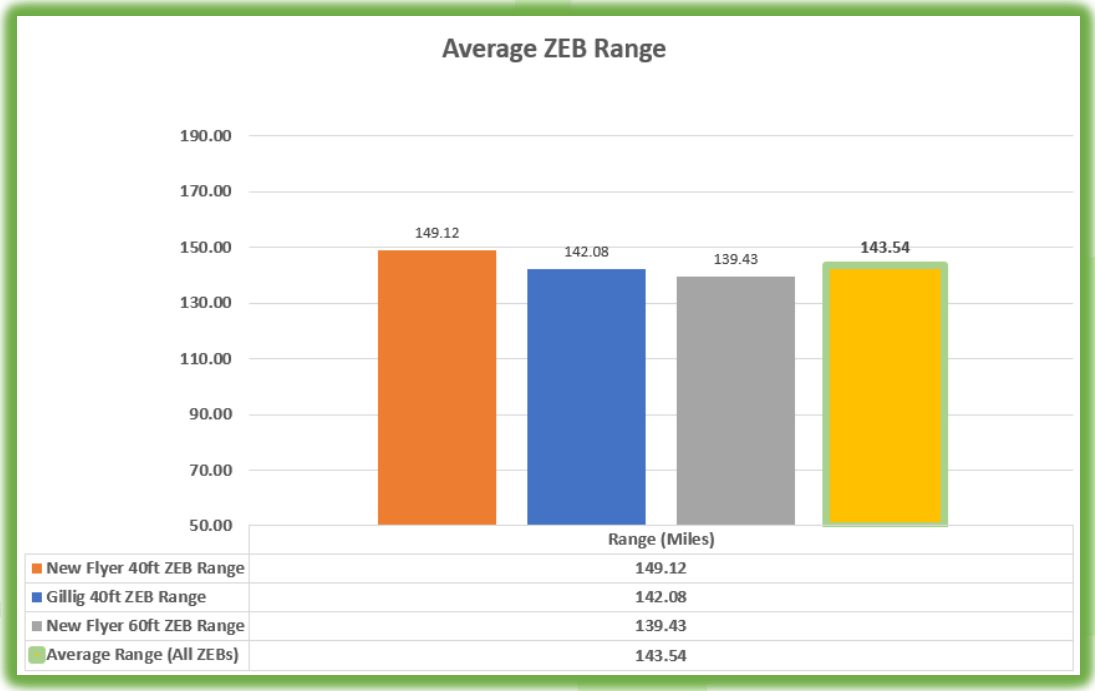
Efficiency Summary

- **Environmental Factors**
  - Topography
  - Speed
  - Climate
  - Driver Behavior
- **<u>Range</u>** (143 miles on Avg **<u>MAX</u>**)
  - Range varies based on environmental factors (max 150 miles)
  - Limited routes/blocks available within range limitation
  - No indication of battery degradation
  - Size/Type of Bus



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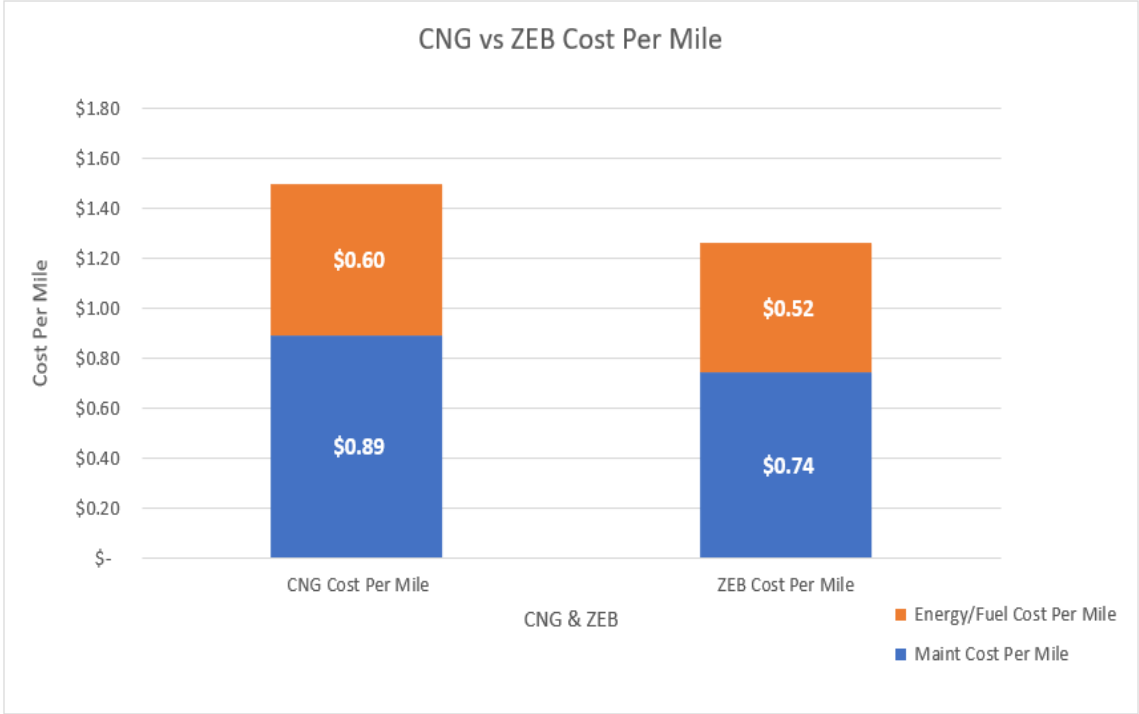
CNG vs. ZEB Fuel & Maintenance

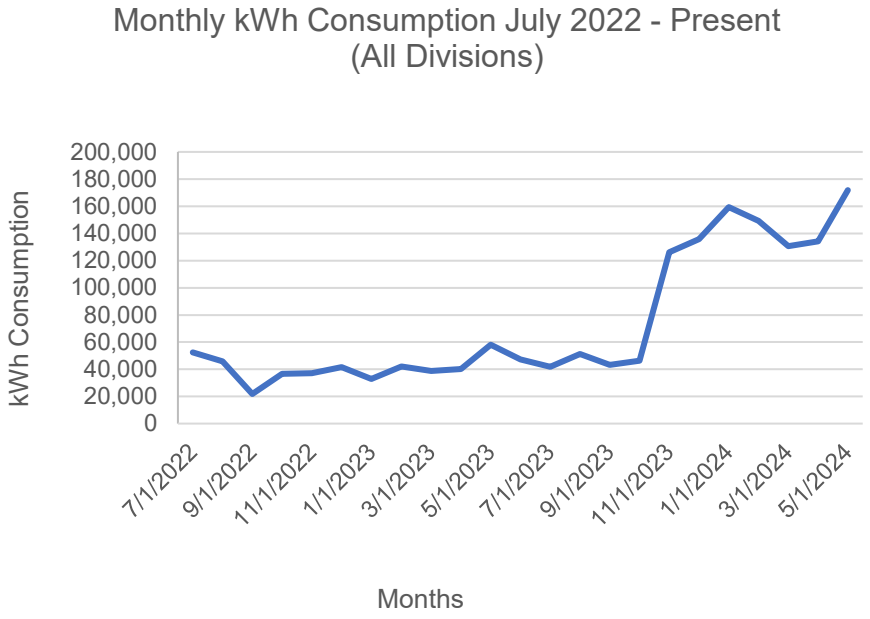


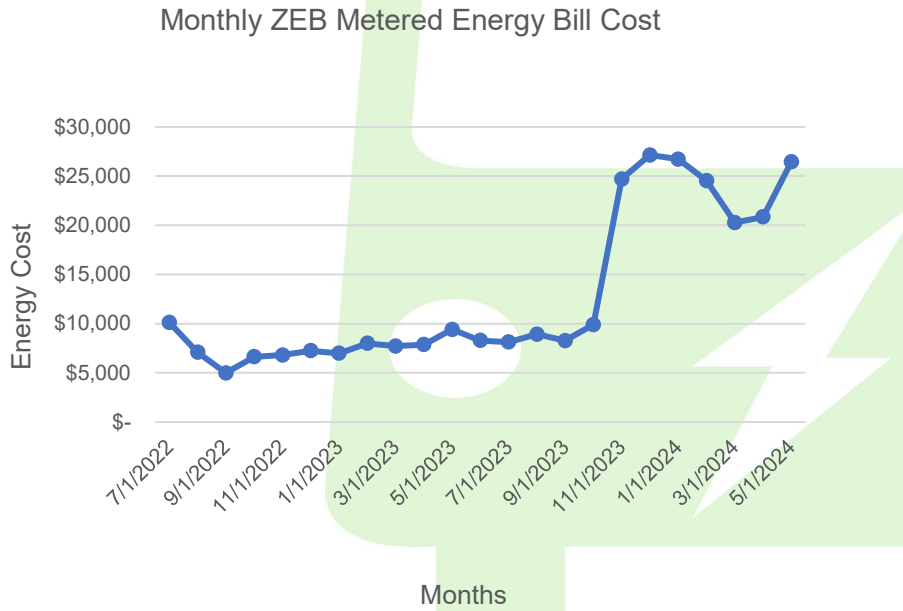
FY24	Maintenance Cost Per Mile	Energy/Fuel Cost Per Mile	Total Cost Per Mile
CNG Cost Per Mile	$ 0.89	$ 0.60	$ 1.49
ZEB Cost Per Mile	$ 0.74	$ 0.52	$ 1.26

Notes:

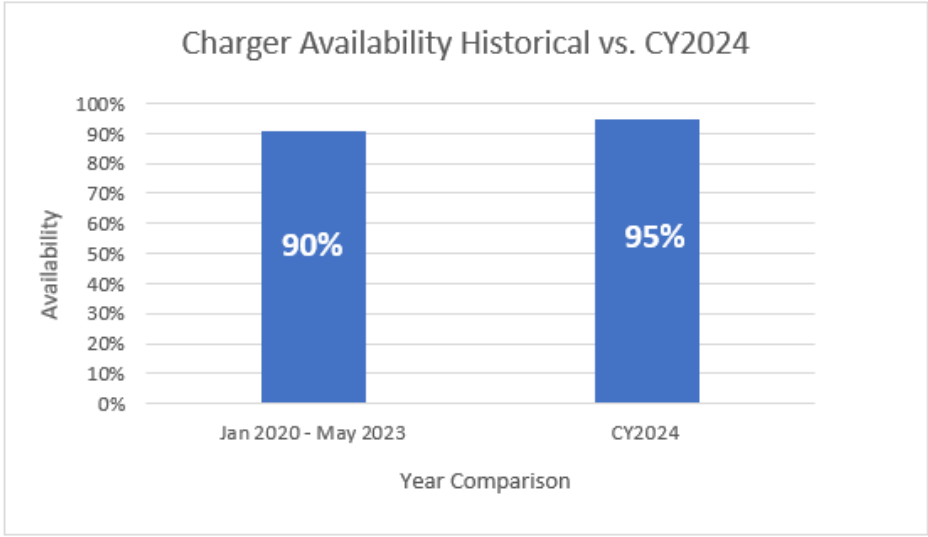
- Data from MTS & Transdev
- Maintenance cost/mile includes work order costs only
- Data from (July 2023 – May 2024)

Monthly ZEB kWh Consumption and Energy Bill Cost





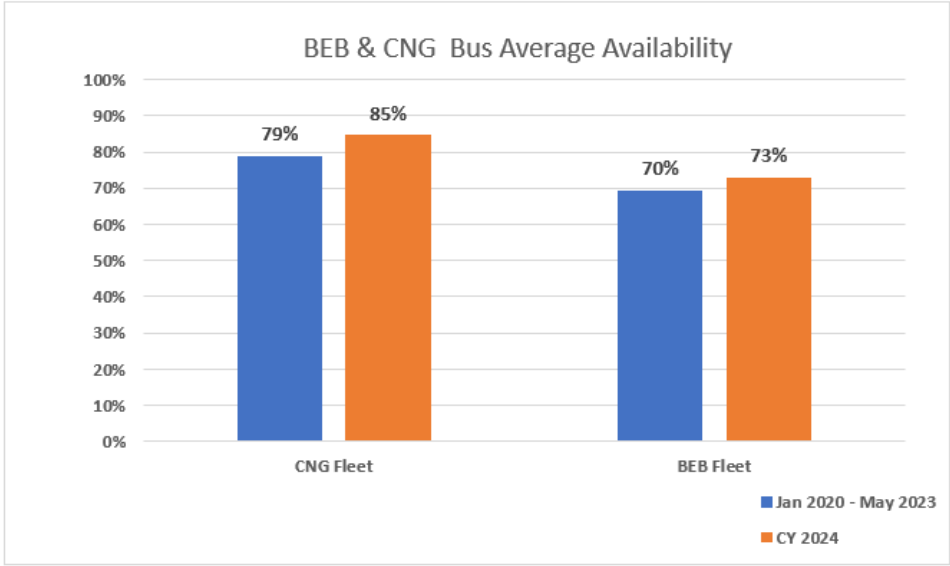
Availability



Charger Availability-

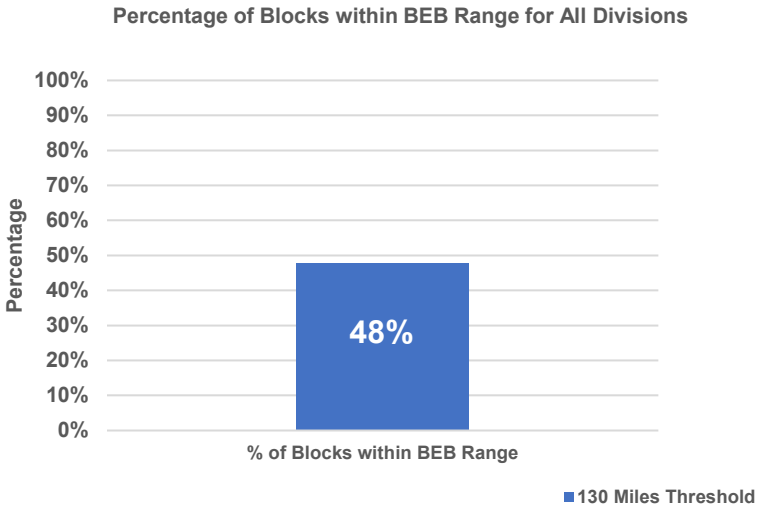
- **Includes ChargePoint and Heliox Chargers**

Bus Availability



Block Limitations

Notes:
- **Avg system block length**
  - **136 Miles**
- **Max block length:**
  - **508 Miles – Rt 235**

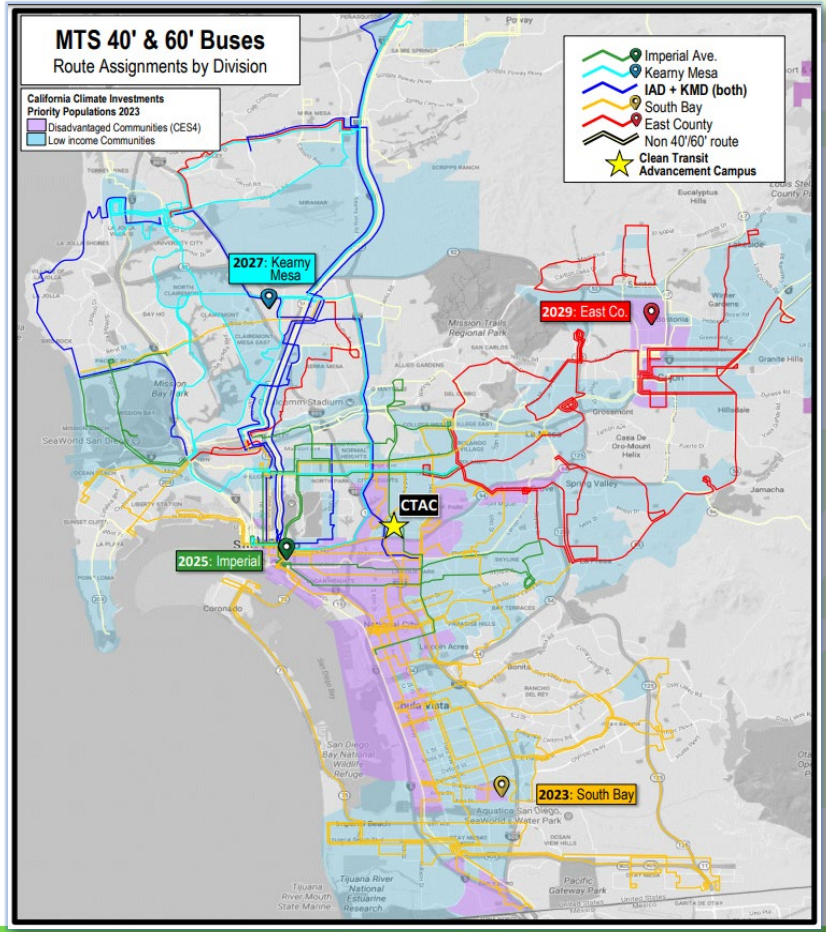


Route	Route Block	Division	Start	End	Duration	Distance	Vehicle	Within Range (130 Mile Threshold)
832	883202	ECBMF	200p	452p	2h52	28.737	40' Bus	In Range
2	200203	KMDGAR	1215p	803p	7h48	72.020	40' Bus	In Range
227	922708	SBMF	528a	1006a	4h38	82.433	60' Bus	In Range
10	201005	KMDGAR	538a	1255p	7h17	84.134	60' Bus	In Range
41	204103	KMDGAR	507a	1212p	7h05	100.213	40' Bus	In Range
8	100802	IADGAR	600a	344p	9h44	110.813	40' Bus	In Range
874	887402	ECBMF	620a	704p	12h44	127.876	40' Bus	In Range
3	900307	SBMF	546a	747p	14h01	129.403	40' Bus	In Range
10	201004	KMDGAR	534a	934p	16h00	156.161	60' Bus	Not In Range
8	100803	IADGAR	614a	827p	14h13	170.418	40' Bus	Not In Range
874	887401	ECBMF	500a	1011p	17h11	175.584	40' Bus	Not In Range
41	204104	KMDGAR	510a	804p	14h54	197.218	40' Bus	Not In Range
1	900101	SBMF	411a	1225x	20h14	213.432	40' Bus	Not In Range
235	223506	KMDGAR	501a	825p	15h24	378.909	60' Bus	Not In Range
235	223505	KMDGAR	459a	1122p	18h23	454.662	60' Bus	Not In Range
235	223502	KMDGAR	428a	1222x	19h54	508.803	60' Bus	Not In Range

ZEB Deployment

- Four divisions for 40’/60’ buses
  - Imperial Ave. (Downtown)
  - Kearny Mesa
  - South Bay (Chula Vista)
  - East County (El Cajon)
- Divisions require charging infrastructure
  - Prioritize charging infrastructure
  - DAC-serving routes operate from each division

★CTAC Site



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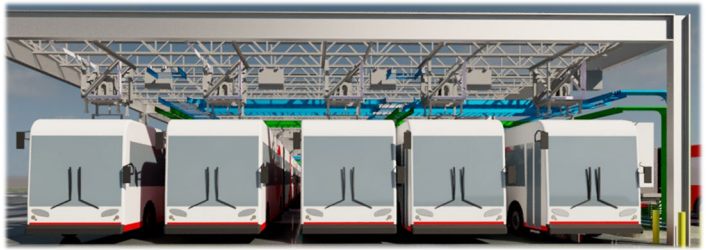
Construction at Bus Divisions

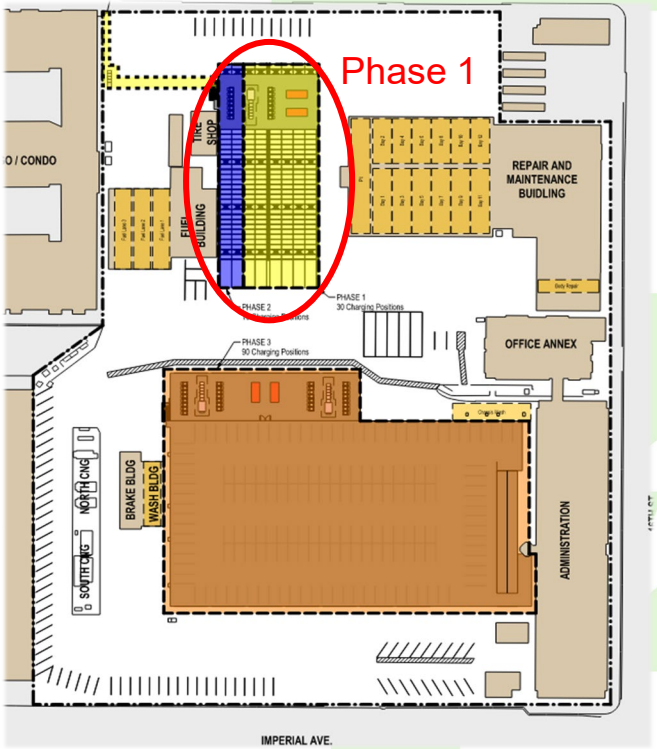
- **Planned Buildout through 2029:**
  - South Bay
    - 24 positions – completed in 2023
    - 49 new and 73 total positions - complete in 2027
  - Imperial Avenue
    - 30 positions - complete in Summer 2026
  - Kearny Mesa
    - 38 positions - complete in Summer 2027
  - East County
    - 38 positions - complete in Summer 2028
  - Division 6 (CTAC) Required for future growth (post 2029)

South Bay Charging Infrastructure Photos

Imperial Avenue Division

- **Imperial Avenue (Downtown)**
  - Master Plan: Completed August 2022
    - Charging positions for 161 buses
    - Phase 1 - 30 charging positions
    - Phase 2 - Overhead parking deck
  - Project Schedule – Phase 1:
    - Design Completed: Fall 2023
    - Advertise for Construction: Summer 2024
    - Start Construction: Fall 2024
    - Construction Complete: Summer 2026





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Kearny Mesa and East County

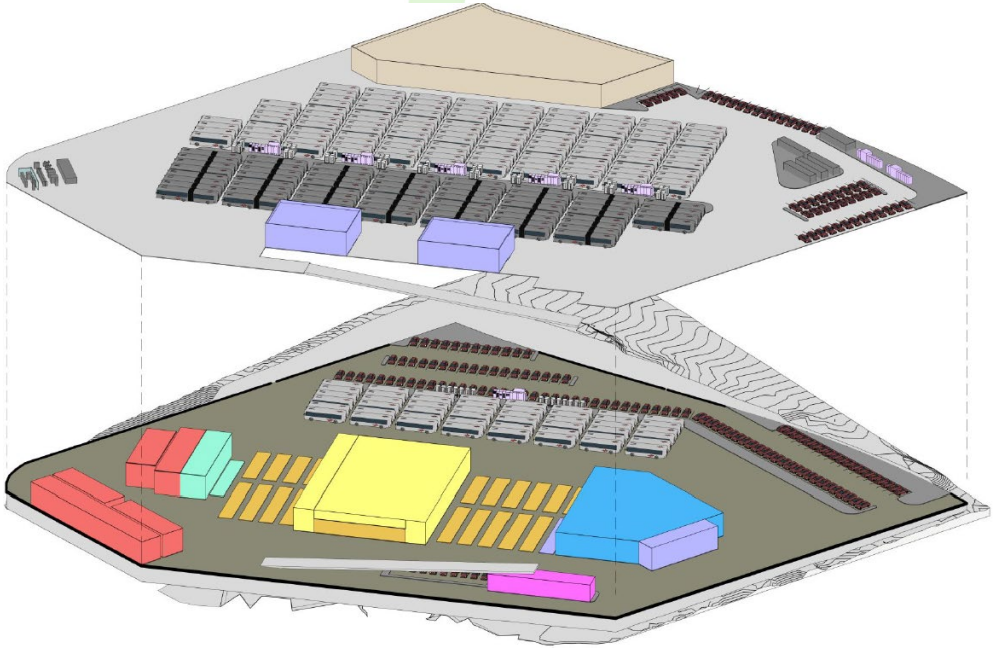
- **Kearny Mesa**
  - Master Plan: Completed March 2024
  - Start Design: Summer 2024
  - Start Phase 1 Construction: Winter 2026
    - 38 charging positions – complete Summer 2027
- **East County**
  - Master Plan: Start Fall 2024
    - Consultant RFP currently in-process
  - Start Design: Summer 2025
  - Start Phase 1 Construction: Winter 2027
    - 38 charging positions – complete Summer 2028

New all-ZEB Division

Clean Transit Advancement Campus (CTAC)

- New all-ZEB division located in the heart of future service
- Adds capacity for expansion, ZEB transition
- Focus on jobs, tech, innovation, and training
- Site located on Federal Bl. near 47th

- Current Status:
  - Actively Seeking Federal Funding
    - $100 Million
  - CEQA Certification: Fall 2022
  - NEPA Certification: Summer 2023
  - Project to be delivered via Design-Build
  - Concept design workshops held with consultant
  - 3 of 5 parcels acquired
  - Estimated completion date: 2030
  - Estimated cost: $350 Million



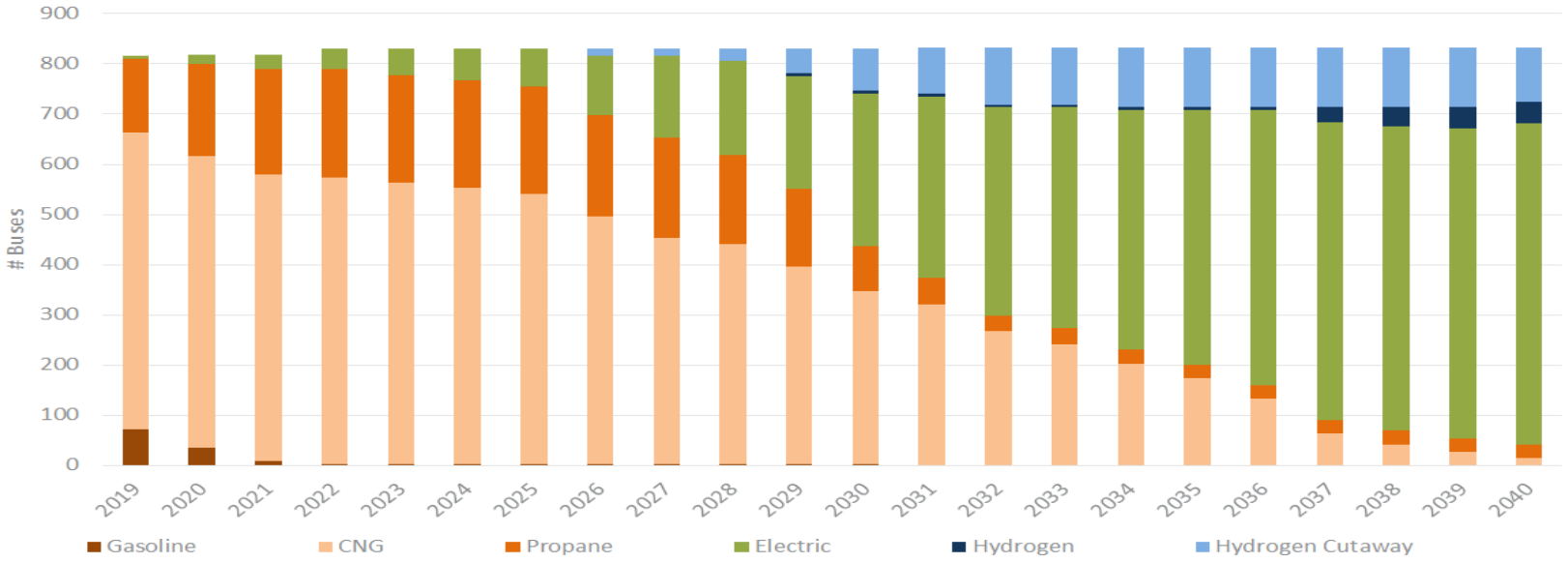
Other Developments

- Workforce Development
- Safety
- Hydrogen
- Non-Revenue

Upcoming ZEB Procurement Timeline

- Procurement Timeline
  - 2023 – 2025: 25% ZEB of bus procurement (expected avg. = 10 ZEBs annually)
    - 13 BEBs arriving in early 2025
  - 2026 – 2028: 50% ZEB of bus procurement (expected avg. = 25 ZEBs annually)
  - 2029 and on: 100% ZEB procurement (approximately 50 ZEBs annually)
  - Ongoing infrastructure to support transition

25% Early Adoption Pathway



quiet clean electric

Funding

- **State Funding Received: $81,700,000**
  - Low Carbon Transit Operations Program (LCTOP) - $35M
    - Pilot Program
    - Battery Electric Buses
  - Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) - $2.3M
    - Sixteen (16) buses and Six (6) chargers)
  - Transit and Intercity Rail Capital Program (TIRCP) - $42M
    - 2018 South Bay Charging Infrastructure and Iris Rapid Buses - $22M
    - 2022 IAD Overhead Charging Infrastructure - $8M
    - 2023 KMD Overhead Charging Infrastructure - $12M
  - SDG&E's Power Your Drive Fleets (SB 350) – approx. $1.3 Million (estimated 20%) (Iris Rapid)
  - Volkswagen Mitigation Fund (VW) - $1M
    - Five (5) buses

Funding (Continued)

- **Federal Funding Received: $3.6M**
  - Community Project Funding FFY22 & FFY23
    - IAD Charging Infrastructure
- **Federal Funding Requests (2024): $125M**
  - Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE) - $25M
    - No Award - Debrief Requested
  - Low or No Emission Competitive Grant Program 5339(c)/Buses and Bus Facilities Competitive Grant Program 5339(a) - $100M
    - Clean Transit Advancement Campus – Construction Funds
    - No Award - Debrief Requested
- **Future Funding Opportunities:**
  - Transit and Intercity Rail Capital Program (TIRCP)
    - Cycle 7 – Applications due July 2024 & award announcement October 2024
  - Clean Heavy-Duty Vehicles Grant Program - Environmental Protection Agency (EPA)
    - Applications due July 2024 & award announcement November 2024
  - California Energy Commission Grants
    - Energiize – Funding opportunity opened April 2024 & awarding until program funds exhaust

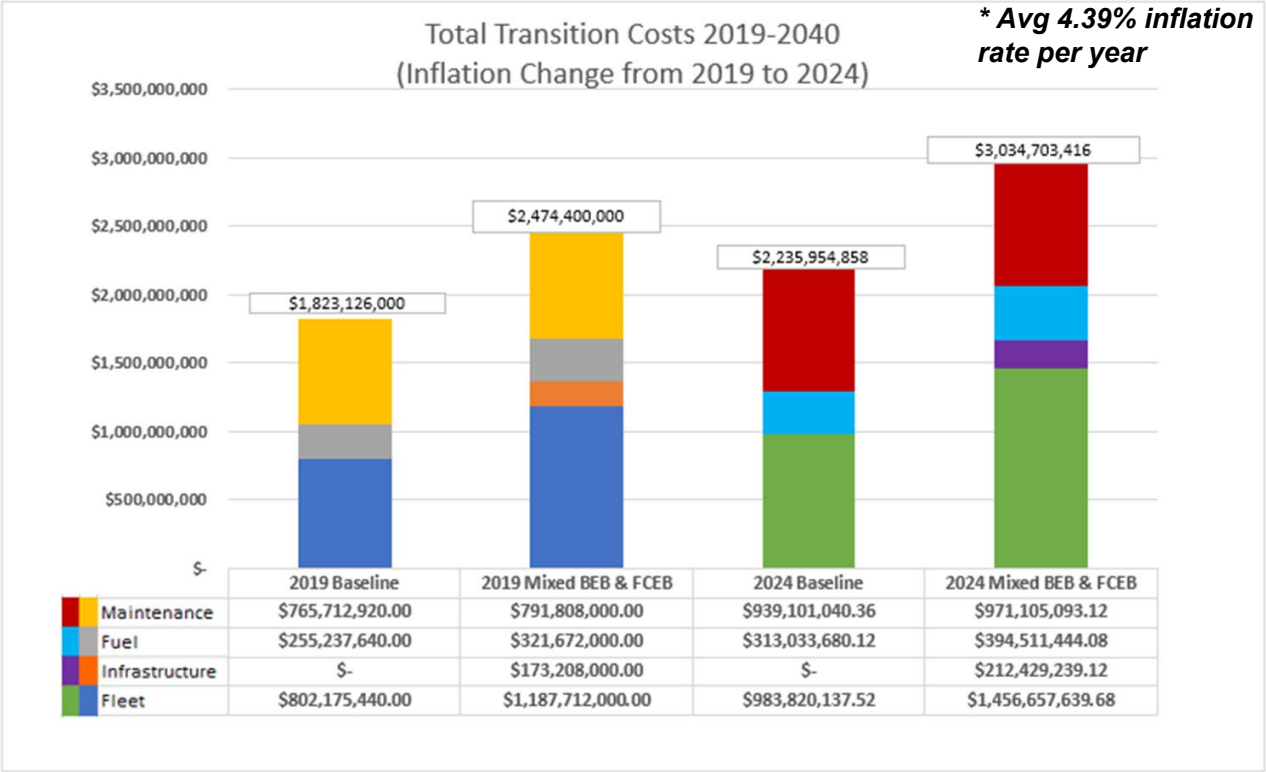
Funding (Continued)

- **Senate Bill (SB) 125 State Funding: $46.3M**
  - Zero Emission Transit Capital Program (ZETCP) via SB 125 funding allocation
    - IAD, KMD, ECD, SBD: Charging Infrastructure
  - The first round of SB 125 funding was initially expected to be received by April 30, 2024, but was frozen due to State budget negotiations
  - The SB 125 funding was subsequently unfrozen in July 2024, and the FY24 disbursements will soon be sent to MTS

	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	Total
Electrification of the Imperial Avenue Division	ZETCP	$10,126,000				$10,126,000
Electrification of the Kearny Mesa Division	ZETCP	$5,434,000				$5,434,000
Electrification of the East County Division	ZETCP	$1,705,263	$9,685,392	$4,842,696		$16,233,351
Electrification of the South Bay Division, Phase II	ZETCP			$4,842,696	$9,685,392	$14,528,088
TOTAL		$17,265,263	$9,685,392	$9,685,392	$9,685,392	$46,321,439

ZEB Program Cost Summary

- **Cost**
  - CNG Bus
    - 40ft – approx. $758K
    - 60ft – approx. $1.2M
  - BEB
    - 40ft – approx. $1.1M
    - 60ft – approx. $1.7M
  - Cost of Hydrogen Bus
    - 40ft- approx. $1.6M
  - CMS (bp pulse $1.5 Mil – 7 yrs.)
  - Infrastructure costs
    - $8M at SB for 24 charging positions
  - CTAC Cost estimate
    - $350M



quiet clean electric

Lessons Learned

- Right path and on-track
- Technology progress
  - Slow range improvement
- Construction timeline
  - Equipment and materials
- Costs
  - Inflation and operating limitations
- Redundancy
  - No clear solution at scale yet
- Funding

Next Steps

- IAD Construction (Phase 1)
- 13 buses late 2024 (South Bay)
- Design for KMD
- ICT 2026 Implementation
- Options if necessary (based on funding or advancements)
  - Stop buying buses
  - Use credits
  - Request exception from CARB
  - Slow down construction for infrastructure

    (Board Approval and CARB notification)

Final Summary (Recap)

- Positive Outcomes
- Performance
- Funding
- Operating Costs
- Range Limitations
- Construction Timelines

Questions/Comments

Metropolitan Transit System

Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Non- and Former Rider Market Research (Stacie Bishop)

INFORMATIONAL ONLY

Budget Impact

None. The cost of the market research and subsequent next steps have previously been built into the Marketing and Communications budget.

DISCUSSION:

As part of the agency's ongoing ridership recovery efforts, the MTS Marketing and Communications team, in partnership with its consultant Nuffer, Smith, Tucker, conducted a market research project of non- and former transit riders. The goal of the market research project was to assess attitudes of MTS and public transit among the target audience, familiarity with MTS services, and motivations and/or barriers to riding public transit.

Stitch Marketing Research conducted the research effort, which included qualitative interviews with twelve (12) individuals, followed by a quantitative survey of 500 non- and former MTS riders.

Some of the findings include:

- High positive perception of MTS as an agency among non- and former riders
- Opportunities and openness for taking MTS to special events and recreational use
- More limited interest in regular use of MTS services for daily and/or routine commuting

The presentation will provide a comprehensive summary of those findings, as well as next steps for marketing and advertising efforts.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Metropolitan Transit System

Non- and Former Rider Market Research Results

Board of Directors

Strategic Report of Findings

San Diego Non-Current Rider
Quantitative Insights

July 2024

RESEARCH OBJECTIVES

Among Non-Current Riders...

- **Assess** the drivers of MTS awareness, interest, ridership, and rider experiences.
- **Evaluate** the perceptions of MTS overall, including the impact of recent and ongoing improvements
- **Define** the messaging and communication voice and impacts that will be essential to increase potential rider perceptions and ultimately deliver increased ridership across the system.

METHOD

Quantitative Research – Online Survey

500
non-current riders

257n “Non-Riders”

- Never ridden MTS (78n) OR recent riders, averaging one trip per year in the past five years (179n)

243n “Former Riders"

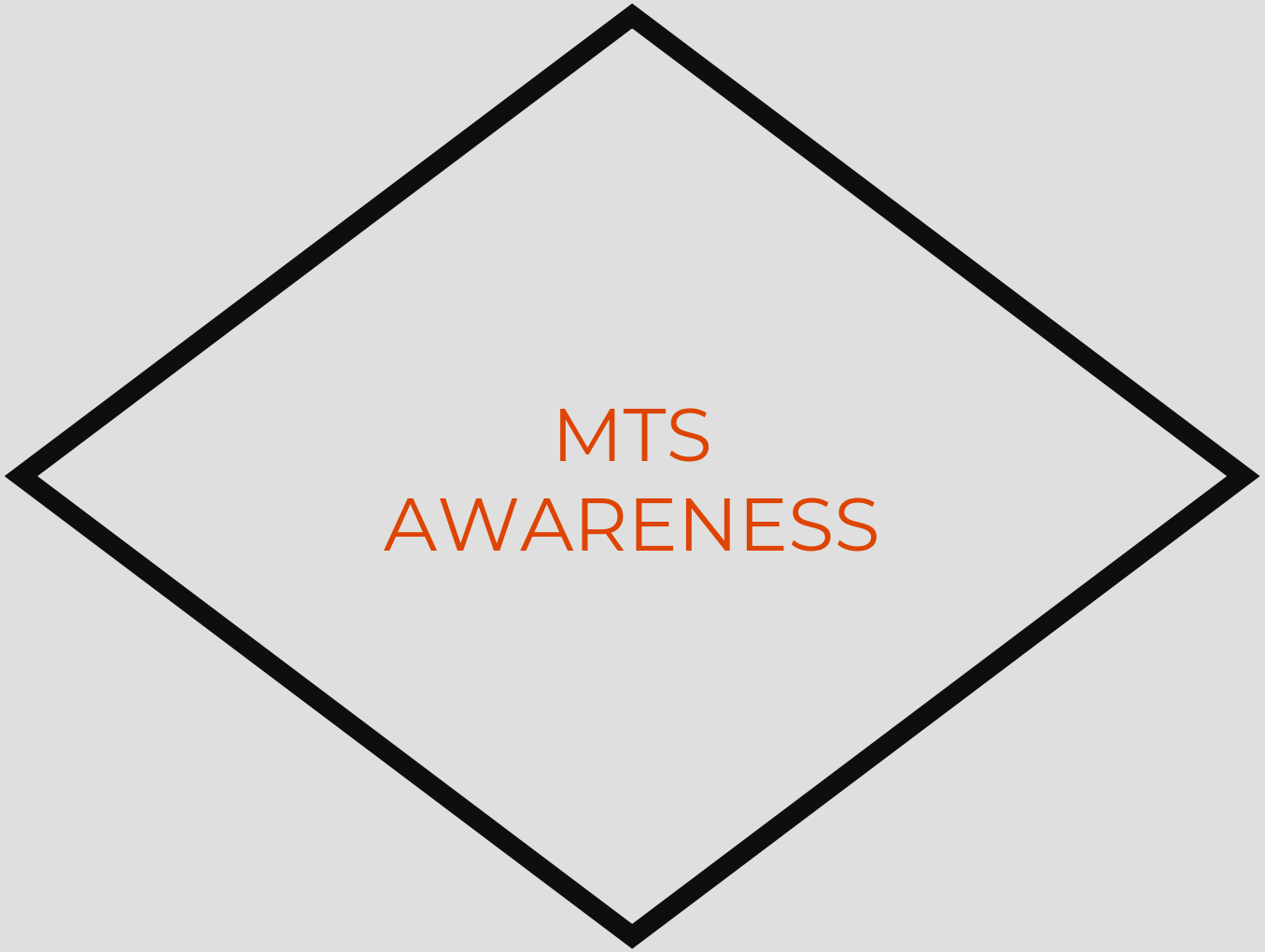
- Last rode with MTS prior to January 2023

All respondents:

- Lived or commute to MTS service area zip codes
- Non-rejectors of MTS or public transit, generally

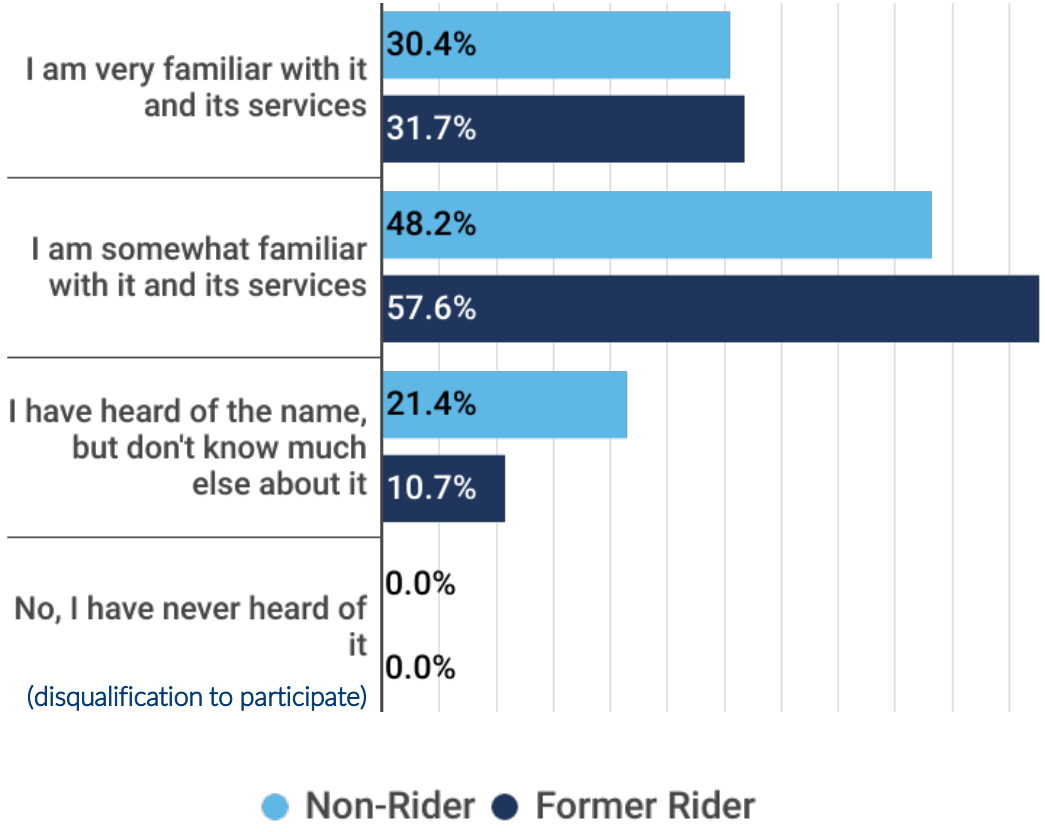
Fieldwork conducted: April 23-May 10, 2024

PRIMARY RESEARCH INSIGHTS


MTS
AWARENESS

More than half of Non-Current riders are familiar with SD MTS.

OVERALL MTS FAMILIARITY



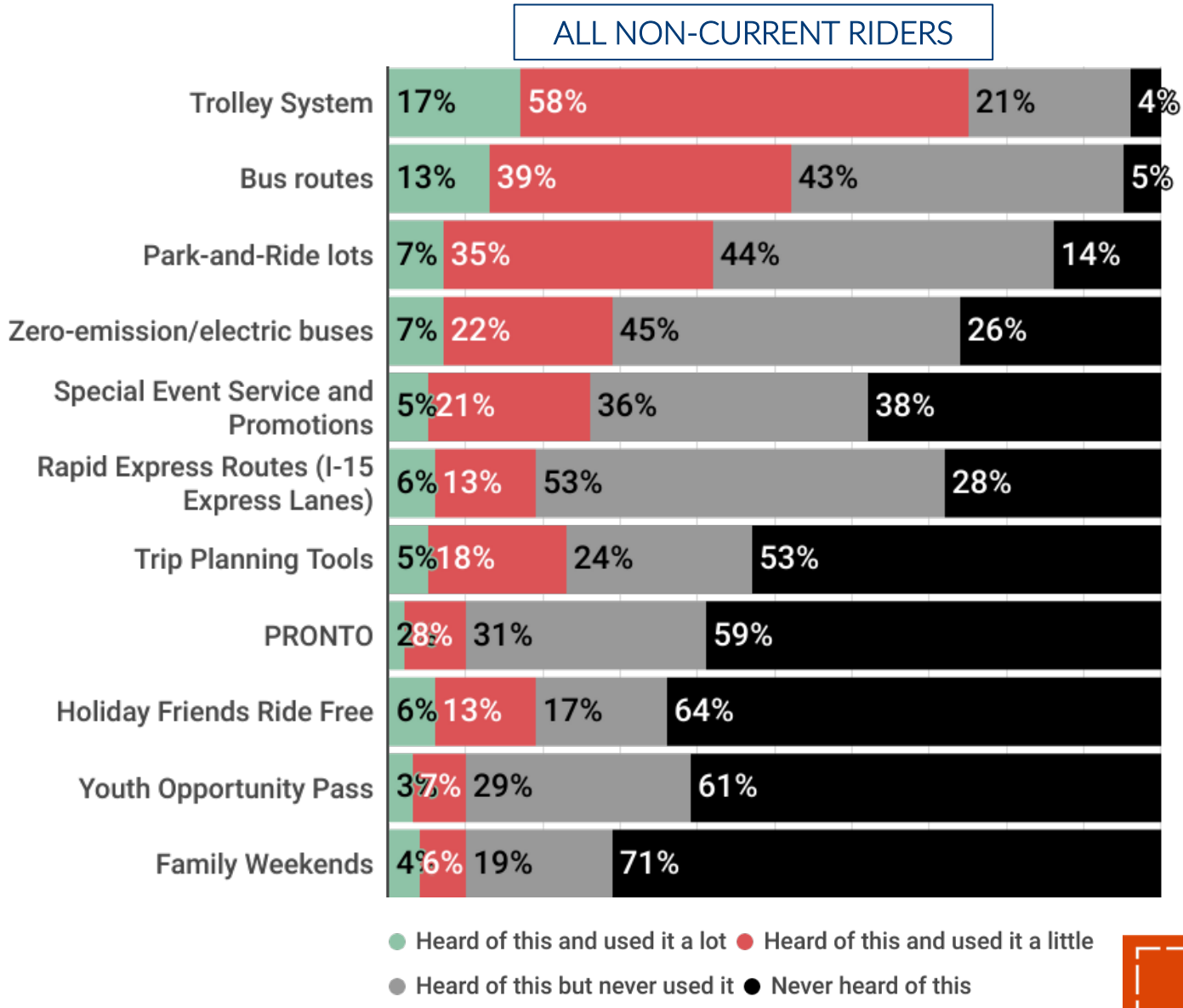
Of all Non-Current respondents...

51% Believe they have an idea of how to figure out MTS Bus routes

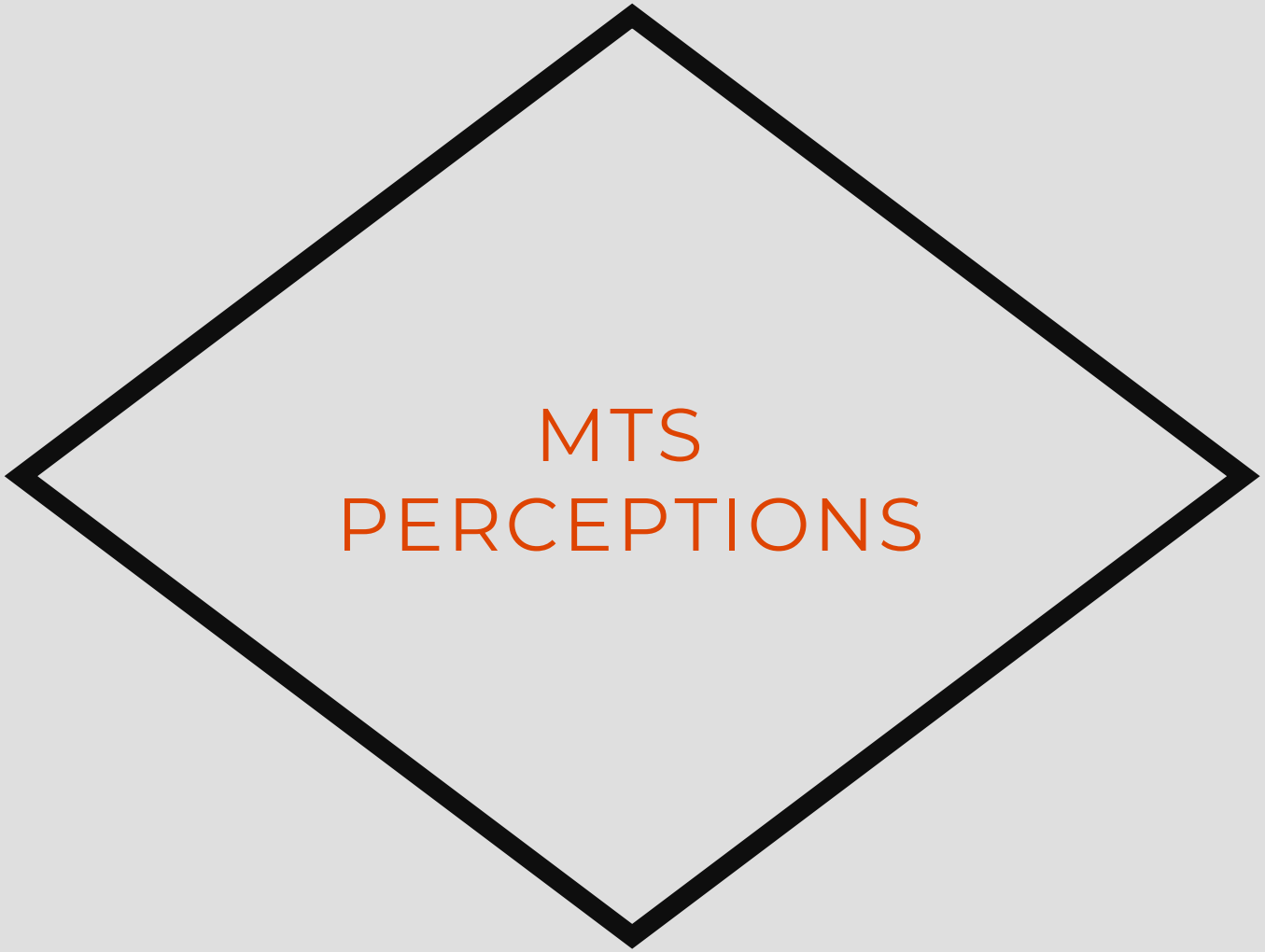
59% Believe they have an idea of how to figure out MTS Trolley lines

S5. Are you familiar with the San Diego Metropolitan Transit System or "MTS"? (N=500)
Q12A-B. Please select your level of agreement with the following statement? I have no idea how to figure out the MTS bus routes // I have no idea how to figure out the MTS Trolley lines (N=500)

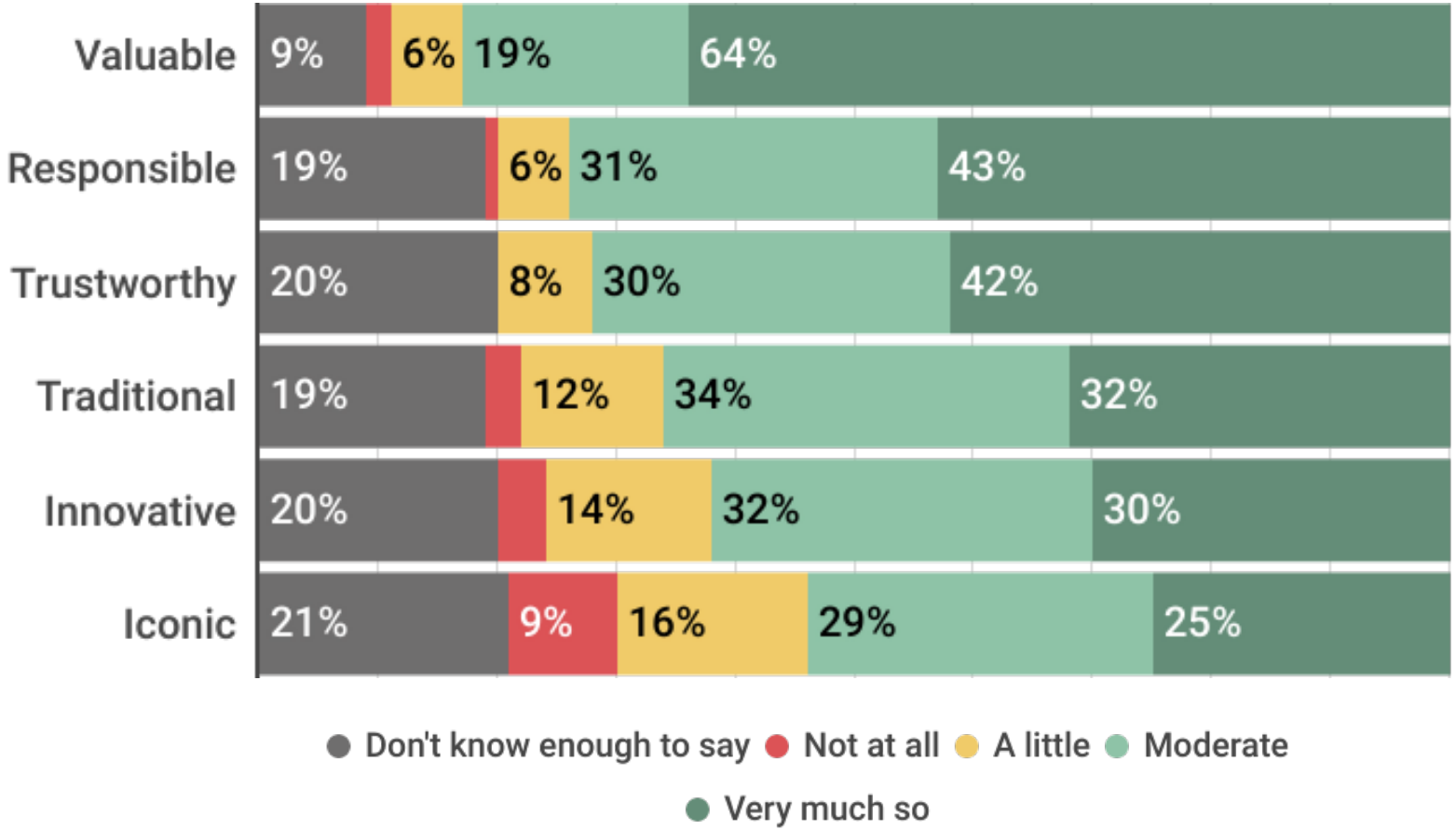
Awareness is driven by core services.



Q7A. What is your your level of awareness and/or usage of the following San Diego Metropolitan Transit System (MTS) services? (All Non-Current, n=500)

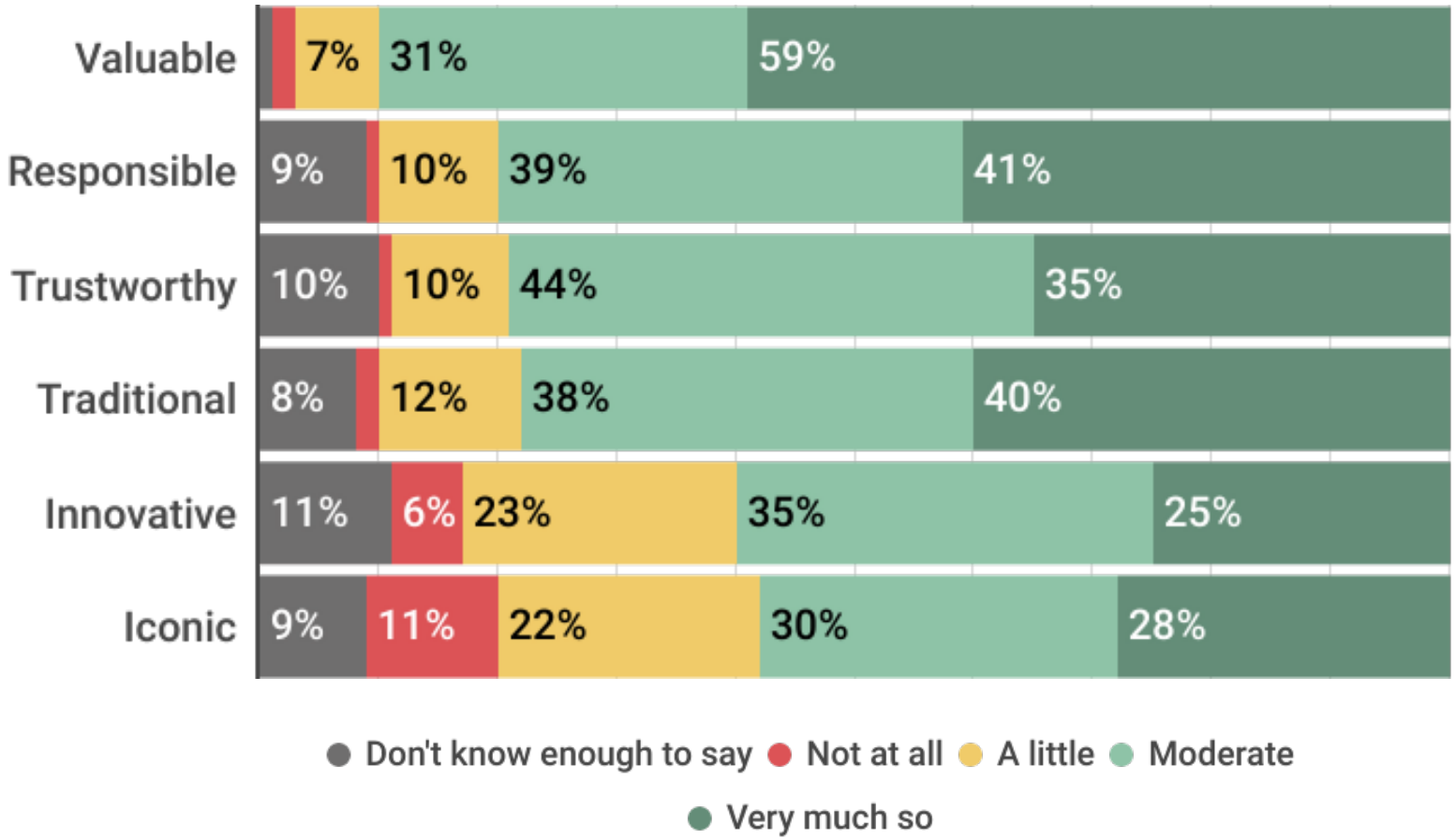

MTS
PERCEPTIONS

Non-Riders see MTS as a valuable San Diego public institution.



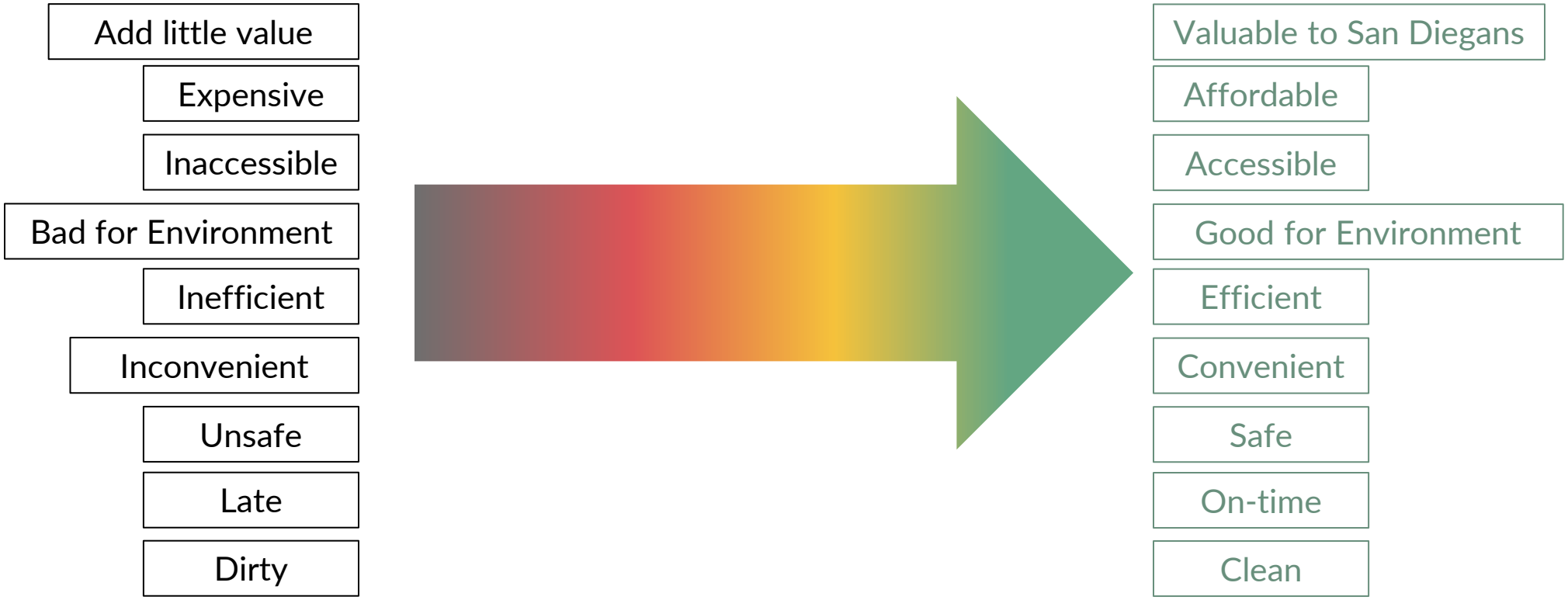
Q11. When thinking about MTS as a San Diego public institution, how would you rate MTS on the following trait? (Non-Riders, n=257)

Former Riders view the MTS as positive with a similar ranking of top traits as Non-Riders.

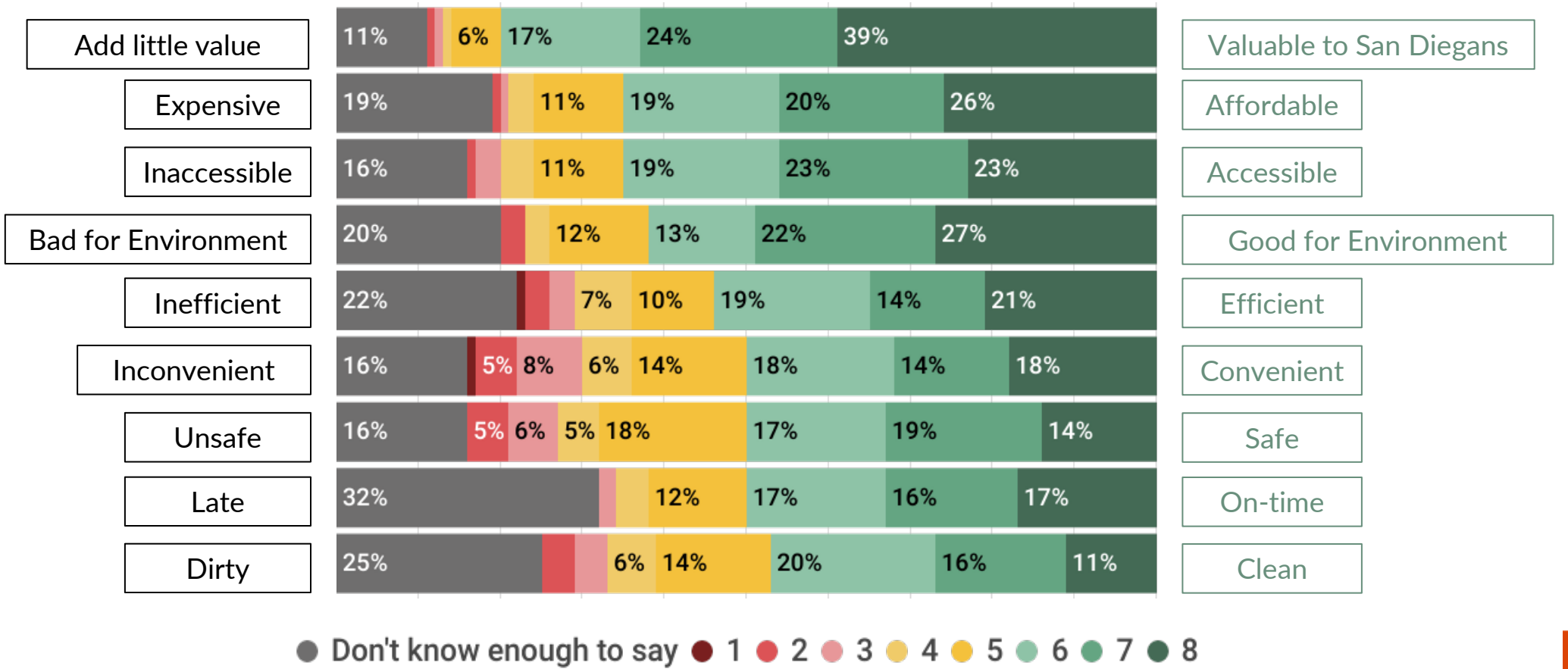


Q11. When thinking about MTS as a San Diego public institution, how would you rate MTS on the following trait? (Former Riders, n=253)

Perceptions are scored on a spectrum from negative to positive.

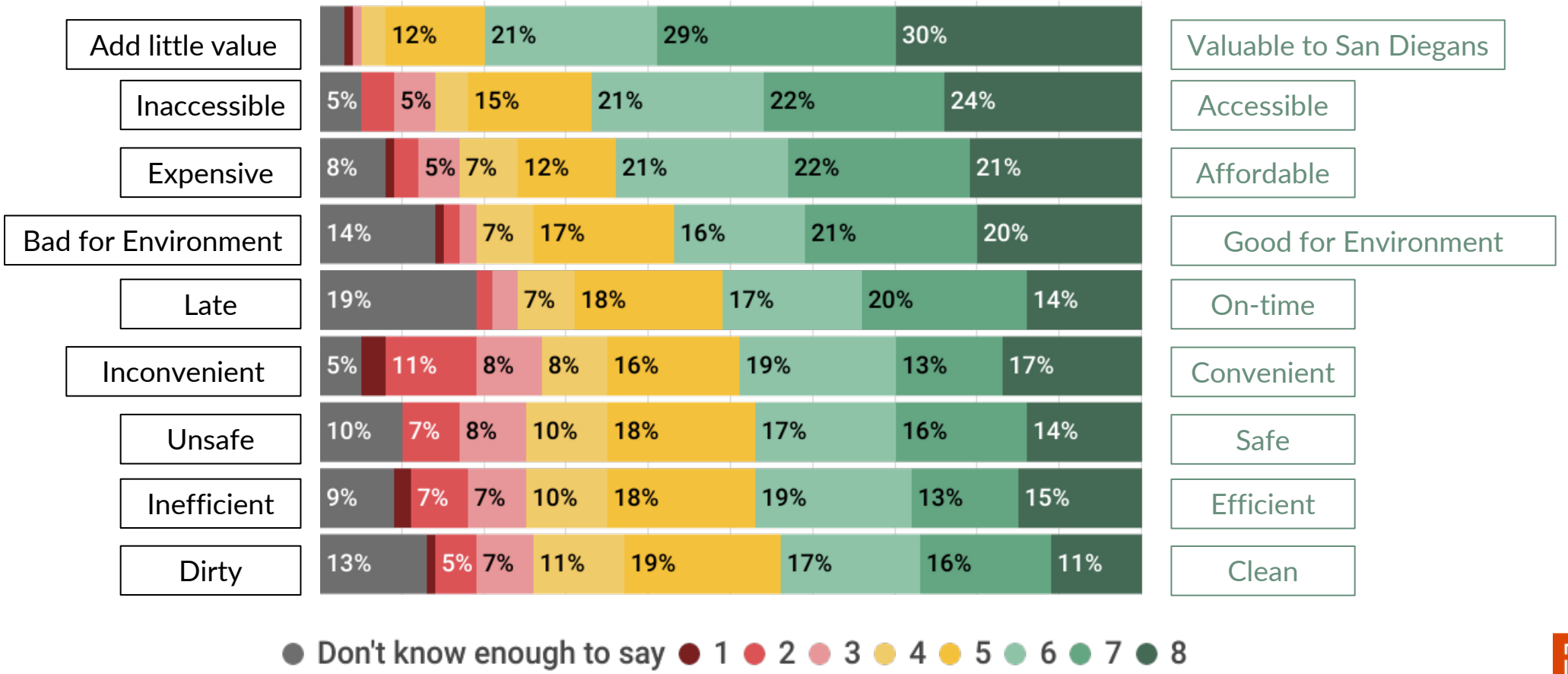


Non-Riders believe MTS is a benefit to San Diego and would create a positive experience.

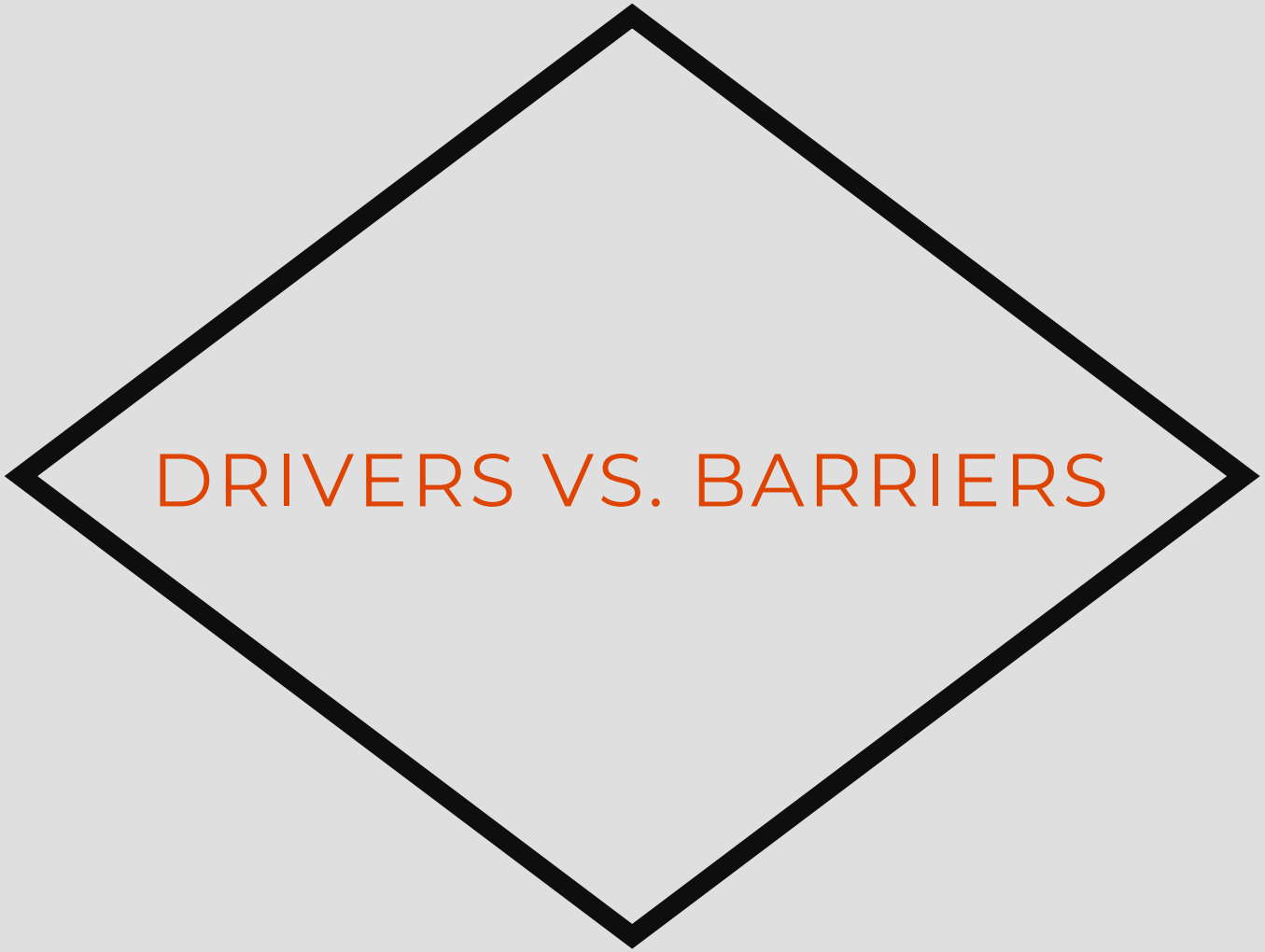


Q10. Please use the scale to indicate which side of the scale you believe matches MTS the most? (Non-Riders, n=257)

Former riders perceptions skew toward positive, moderately less favorable than Non-Rider perceptions.



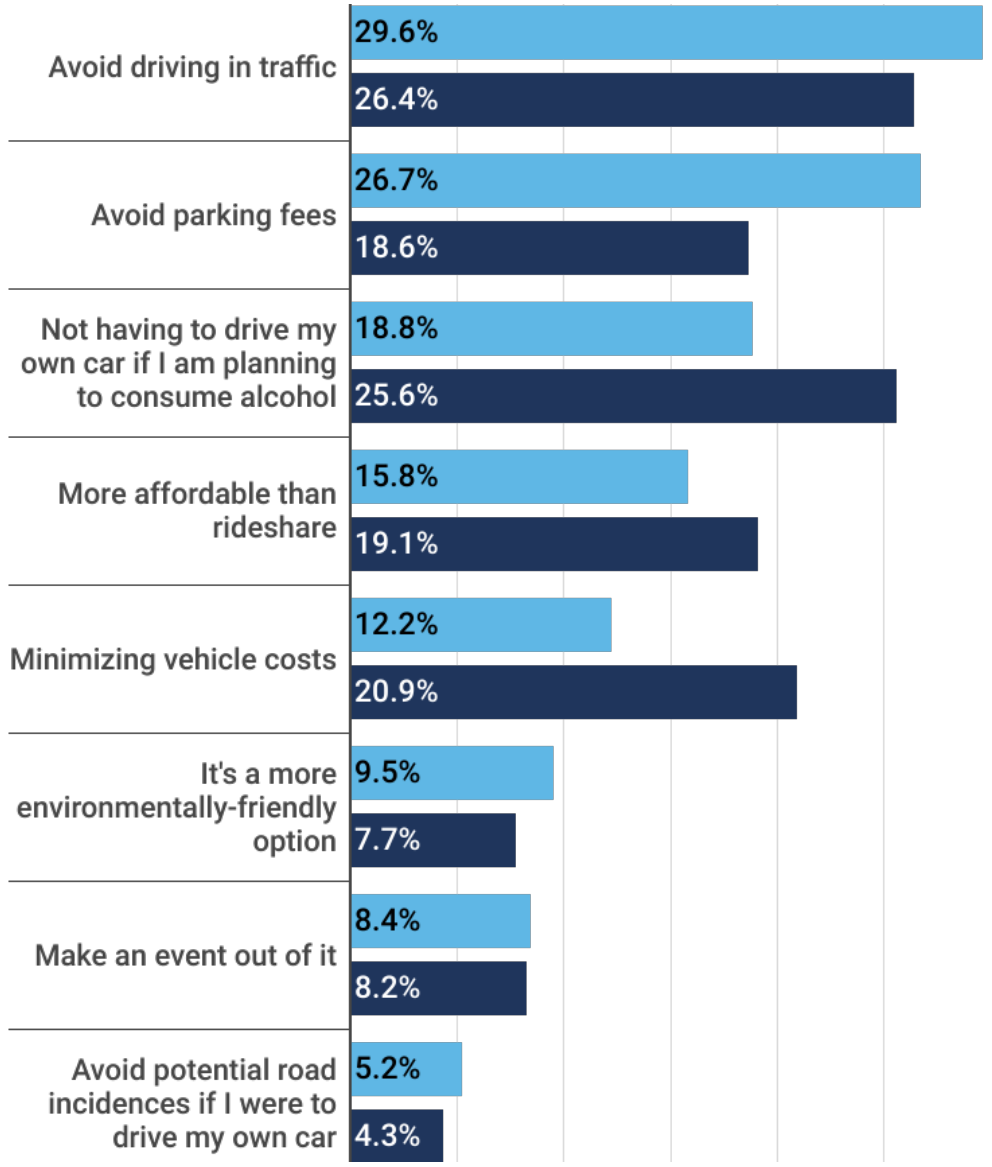
Q10. Please use the scale to indicate which side of the scale you believe matches MTS the most? (Former Riders, n=253)


DRIVERS VS. BARRIERS

REASONS TO RIDE, RANKED #1

MTS alleviates challenges of commuting in a large city as an affordable and convenient option.

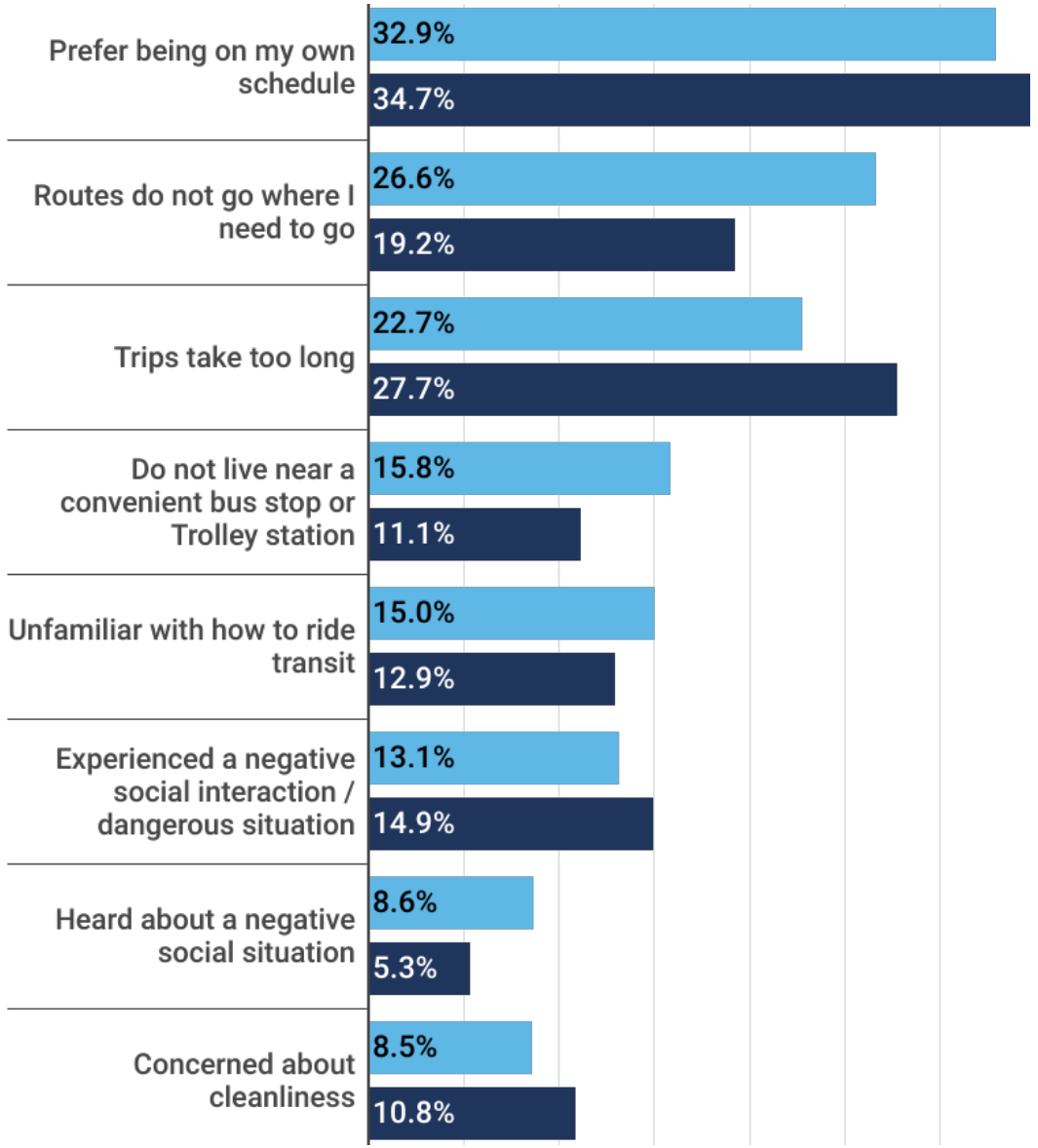
DRIVERS TO RIDE



Q13. What are the primary reasons why you would want to use MTS? (N=500)

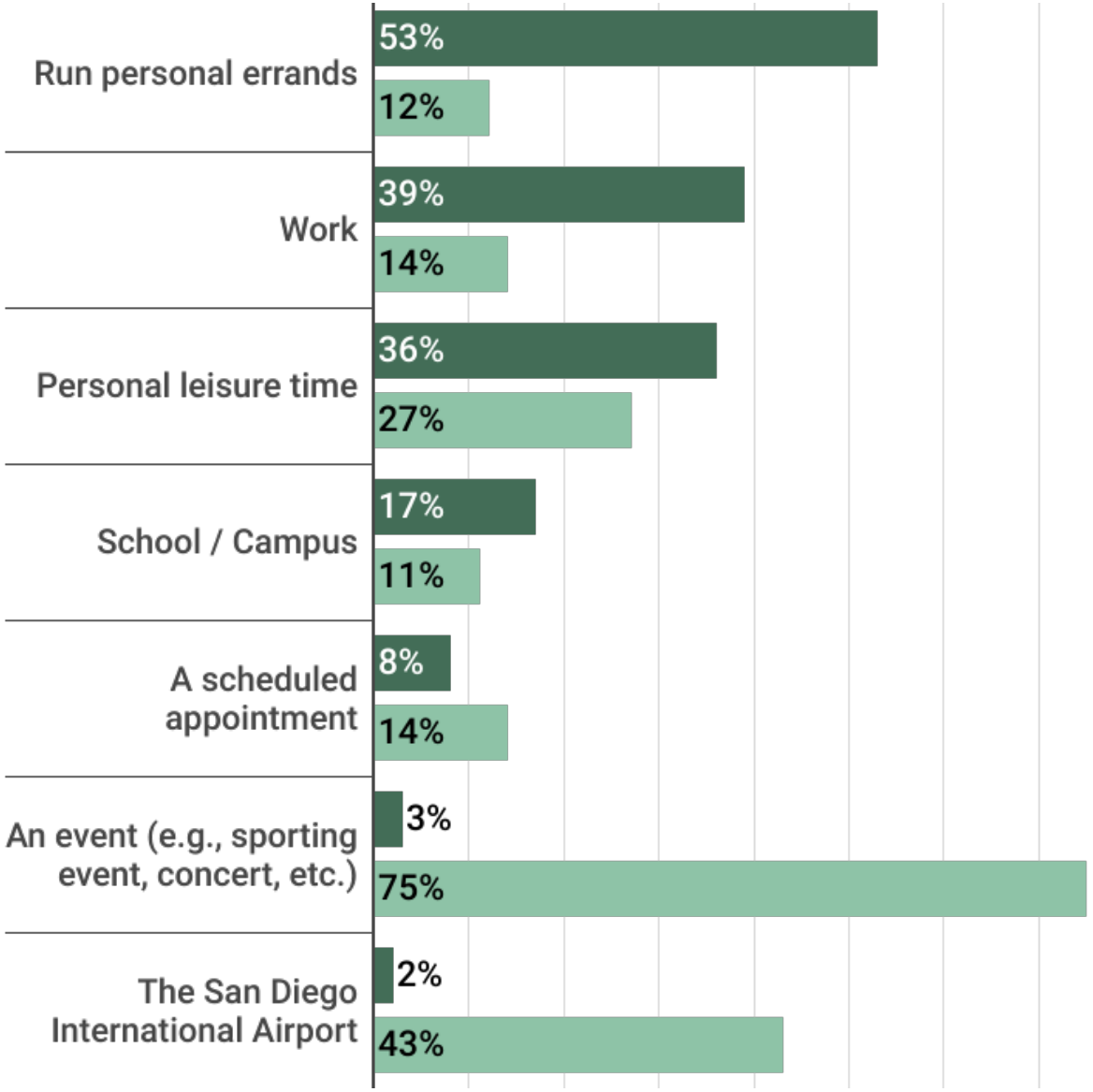
REASONS TO AVOID RIDING, RANKED #1

Independence is a top barrier for both non-current rider types.



Q14. What are the primary reasons why you would avoid using MTS? (N=500)


OPTIMAL USE CASES



ALL NON-CURRENT RIDERS

MTS is a great fit for infrequent scenarios, and a moderate fit for regular commutes.

Frequent commutes (at least a few times per week)

Best situation(s) for MTS

Q3. On average, how often do you commute to the following places or reasons? (N=500)
Q15. Which of the following situations would you be most likely to use MTS? (N=500)

Non-Current riders are open to one point of transfer.

21-30
minutes

Former Riders would prefer a moderately shorter commute

1
transfer

Considered efficient among the largest portion of Non-Current riders

Q18. How long would a trip using MTS need to be where it would be considered fast enough for you to be willing to use it over other transportation options? (N=500)
Q20. What would be the number of transfers that would be efficient enough for you to consider using MTS? (N=500)

SUMMARY & IMPLICATIONS

INDEPENDENCE VS. CONTROL

MTS provides **independence** and **accessibility** to old and new parts of San Diego. Framing these as key benefits of MTS communicates directly to Non-Current Riders' motivations, and **challenges perceptions of lack of control** when using public transit.

CORE AWARENESS

All Non-Current riders have **lower awareness of the full breadth** of the MTS service range. Target specific resource **promotion that can combat barriers** to ride, e.g., Trip Planning tools, or Special Event Promotion.

RE-ASSESS OPTIMAL USE CASES

Re-assess the types of situations that are **top-of-mind** (work/school) **vs. the optimal fit** (personal leisure time). Reduce the barrier to approach by elevating associations of MTS with **unscheduled, spontaneous moments**.

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San Diego, CA 92101

Next Steps

Now Better Transit: Former riders had slightly less positive associations with MTS

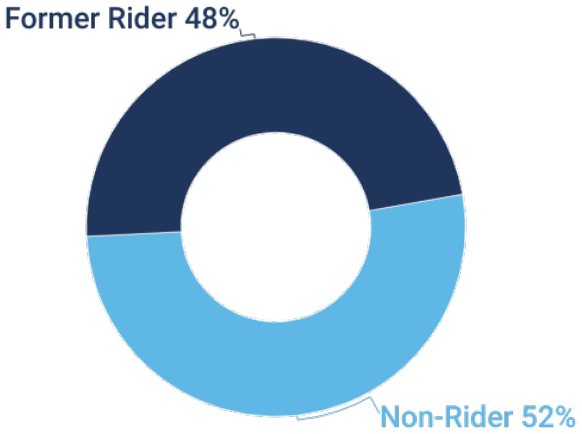
- *24% Neutral or Negative regarding Cleanliness*
- *25% Neutral or Negative regarding Safety*
- *26% Neutral or Negative regarding Efficiency*
- *30% Neutral or Negative regarding Convenience*

Next Steps

- **Target Special Event Audiences as Introduction to Transit**
  - Ways to Pay: Contactless Payment, mobile app
  - Trolley frequency increases and service improvements
  - Partnership Opportunities: SDSU, San Diego FC, The Wave, Padres
- **Target Populations More Open to MTS for Commuting**
  - Leverage user profiles from market research
  - Target users within the acceptable travel time / transfer limit

"MTS is Efficient"

20.2% of all non-current riders



MTS SCENARIOS

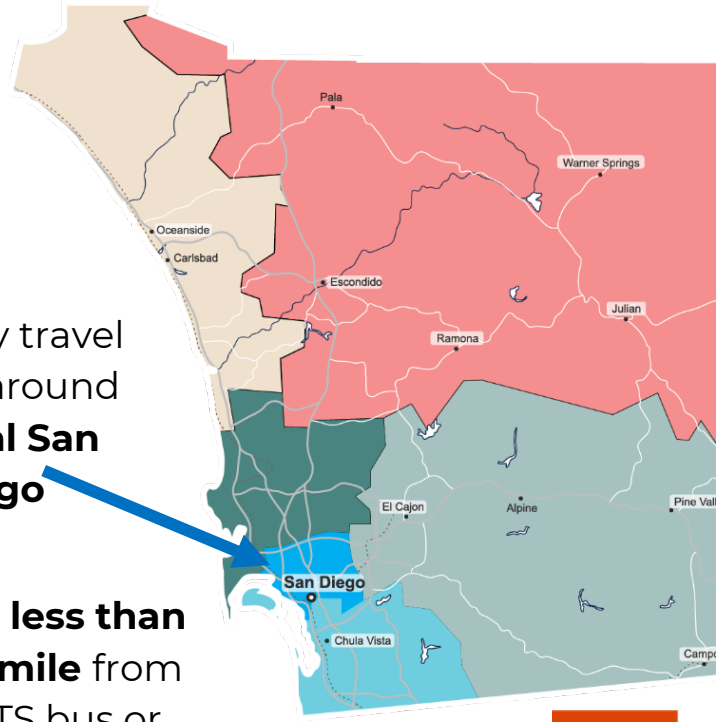
- ✓ **Commute to work**
- ✓ **A scheduled appointment**
- ✓ **Run personal errands**

DEMOGRAPHIC PROFILE*

- **Married with children (11 years old to adult children) at home**
- **Identify as Black/African American and/or Hispanic/Latino**
- **Employed Full-time and have a Vocational/Technical certificate**
- **Fall between $50,000-$70,000 household income range**

PERSONALITY TRAITS

- ✓ **Prioritize time for self**
- ✓ **Confident about helping others**
- ✓ **Like to start conversations**



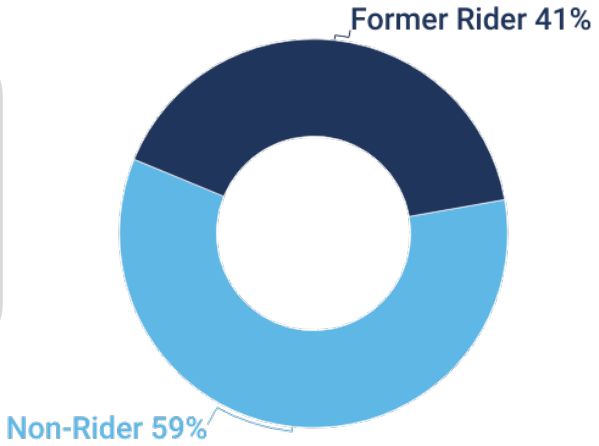
Typically travel to and around **Central San Diego**

Reside **less than half a mile** from an MTS bus or trolley station

Q12C. Using MTS is an efficient way to spend my commute. Top Box "Strongly Agree" n=101
*More likely than overall sample

Event Goers

23.6% of all non-current riders



MTS SCENARIOS

- ✓ **An event (e.g., sporting event, concert, etc.)**
- ✓ **Run personal errands**
- ✓ **San Diego Airport**

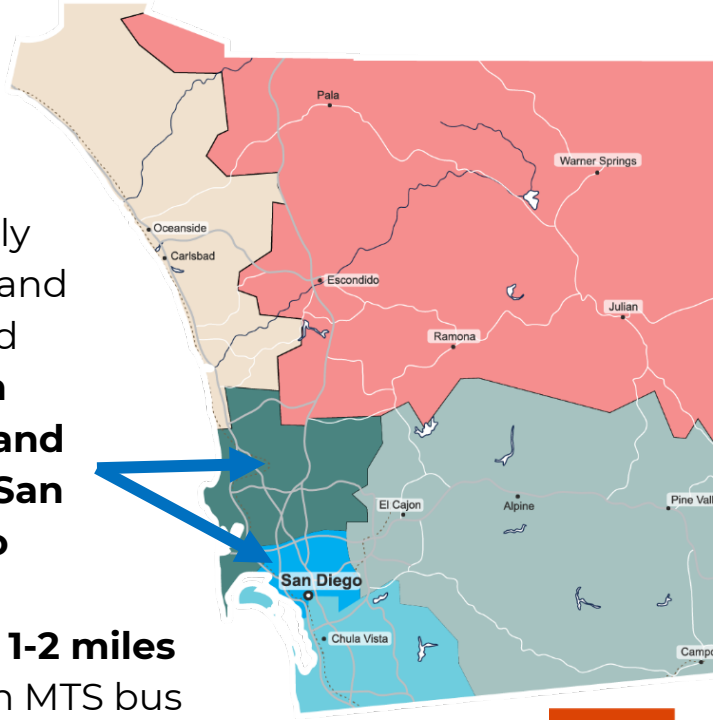
DEMOGRAPHIC PROFILE*

- **Married with younger children (< 10 years old) at home**
- **Identify as White/Caucasian**
- **Employed Full-time with a Bachelor's or Master's degree**
- **$100,000 or greater household income**

PERSONALITY TRAITS

- ✓ **Love social gatherings**
- ✓ **Like trying new activities**
- ✓ **Confident about helping others**

Typically travel to and around **North Central and Central San Diego**



Reside **1-2 miles** from an MTS bus or trolley station

Q3B. On average, how often do you commute to the following places or reasons? Events = "Once a month" or more frequently (n=118)
*More likely than overall sample

Questions/Comments

Metropolitan Transit System

Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 18, 2024

SUBJECT:

Non-Fare Operating Revenue Report (Mark Olson)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

MTS staff will present an overview of non-fare revenue generated by various programs within MTS. These programs include advertising, naming rights, master concessionaire, property activations, billboards and more. These sources of revenue have grown from $5 million per year in FY 2013 to $32 million in FY 2025.

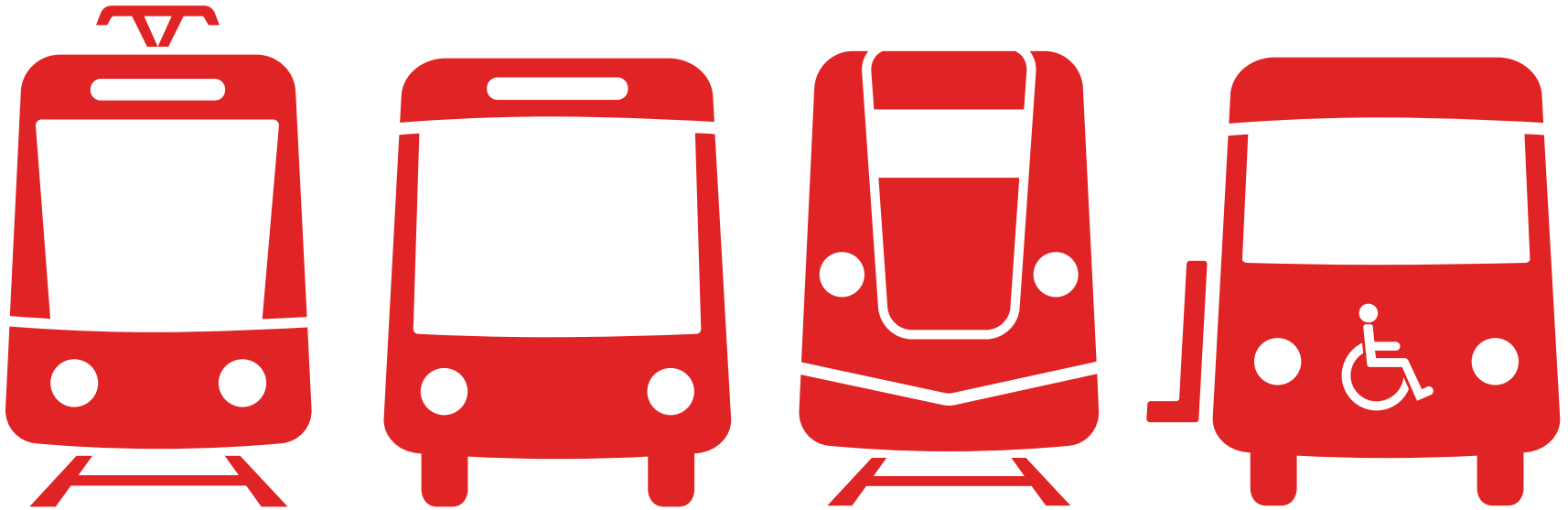
The report will also include new opportunities staff has identified. The goal is to grow non-fare revenue even more as the agency seeks to identify new sources of sustainable ongoing revenue to help close the budget deficit.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Non-Fare Revenue

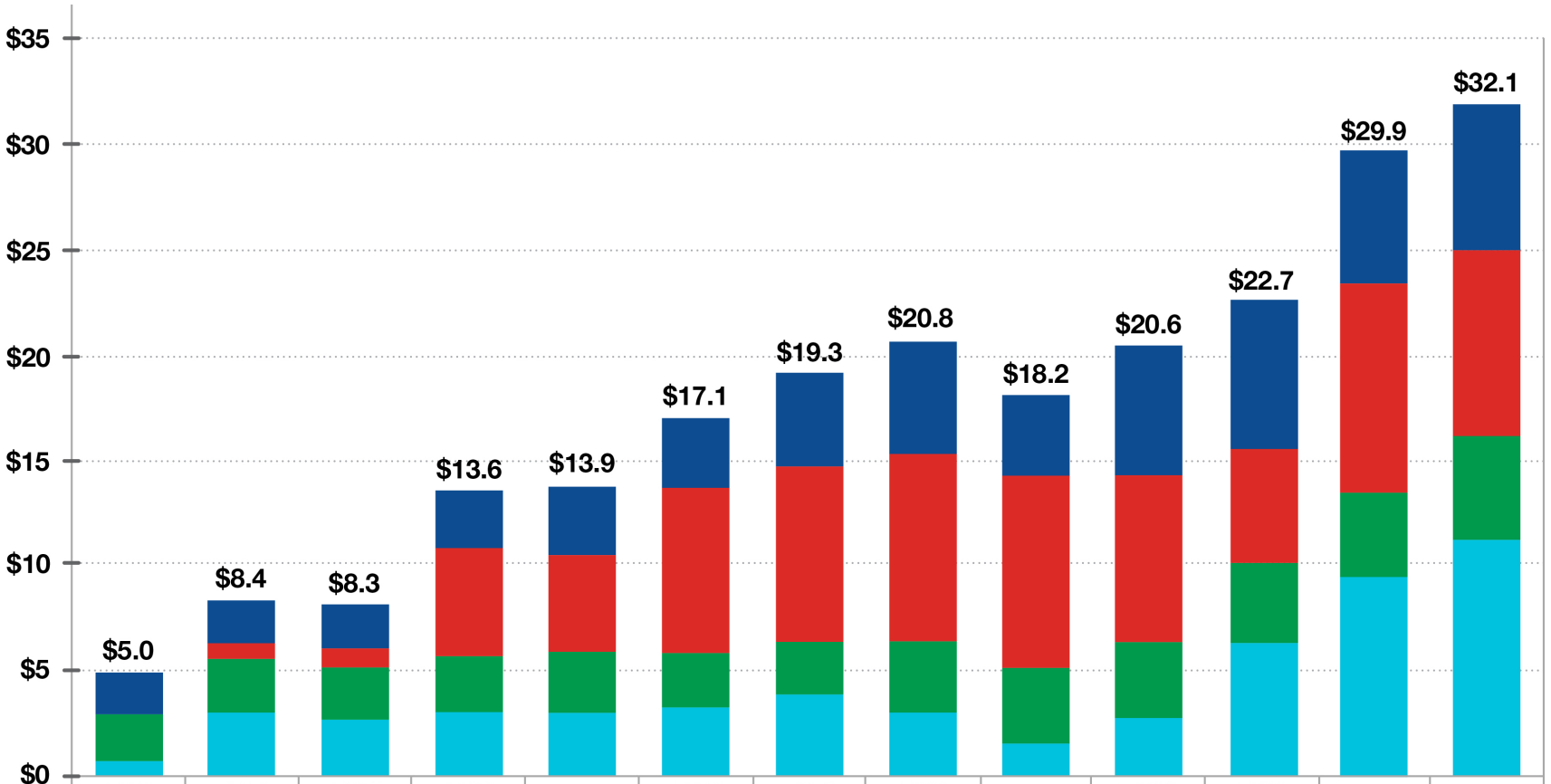
Board of Directors



Background

- Non-fare revenue became a source for growth at MTS during the Great Recession of 2008-09
- Similar situation to where we are now
  - Significantly reduced revenue from state
  - MTS was forced to reduce service and increase fares to close a $14.4 million budget gap
  - It encouraged MTS to look at ways to find other sustainable revenue sources
- Property activations, naming rights, etc.
- Non-fare revenue grew from $5M (FY13) to $32M (FY25)

Historical Non-Fare Revenue



	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
Advertising	$2.0	$2.1	$2.2	$2.8	$3.3	$3.4	$4.4	$5.4	$3.9	$6.2	$7.1	$6.4	$6.9
Energy Credits	-	0.7	0.8	5.2	4.6	7.9	8.3	8.9	9.1	8.0	5.4	9.9	8.8
Land Management	2.2	2.6	2.5	2.6	2.9	2.6	2.5	3.4	3.7	3.6	3.8	4.0	4.9
Other	0.8	3.1	2.8	3.1	3.1	3.3	4.0	3.1	1.5	2.9	6.4	9.6	11.3
Total	$5.0	$8.4	$8.3	$13.6	$13.9	$17.1	$19.3	$20.8	$18.2	$20.6	$22.7	$29.9	$32.1

(in millions)

Non-Fare Revenue Growth Focus

- Naming Rights
- Vehicle Advertising
- Shelter and Bench Advertising
- Digital Information Board
- Billboards
- Property Activations/Land Management

Naming Rights

- UC San Diego Blue Line
  - 30-year contract
  - $36 million
- Sycuan Green Line
  - 10-year contract reduced to 5 years due to pandemic
  - Payments totaled $4 million
- Alvarado Station naming rights purchased by UC San Diego Health (20 years/$1.3M)
- MTS to receive $1.045M in FY 25

Vehicle Advertising

- Clear Channel Outdoor through 2028
  - Minimum Annual Guarantee: $980,000
  - MTS receives 66% of gross
  - 40 Trolley wraps for Comic-Con 2024!

Bus Shelter Advertising

- Clear Channel Outdoor through 2028
  - Minimum Annual Guarantee: $950,000
  - MTS received 55% of gross
- Digital ads added in 2018
  - 60 locations/90 faces
  - Minimum Annual Guarantee: $900,000

500 shelters in system

Bus Bench Advertising

- Bricehouse through April 2025
  - Minimum Annual Guarantee: $300,000
  - MTS receives 34% of gross

1,500 benches in system

Gaslamp Quarter Digital Information Board

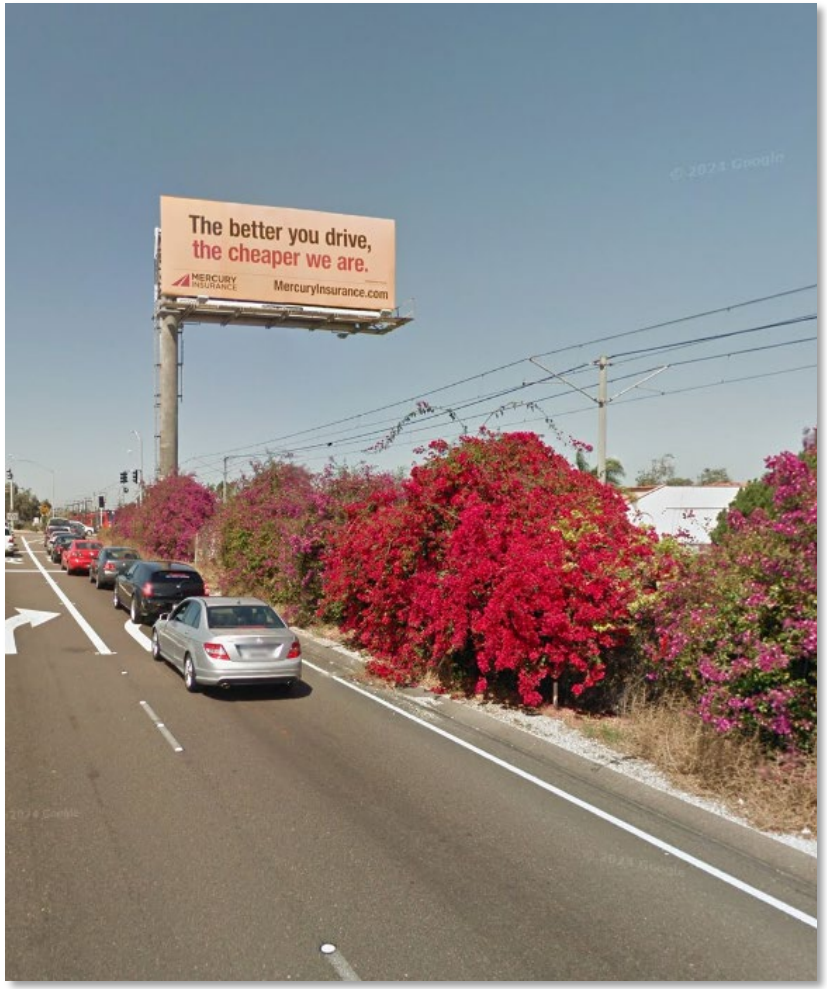
- Big Outdoor through 2043
  - Minimum annual guarantee of $650,000
  - MTS receives 66% of gross
  - Major NBC/Peacock activation for Comic-Con - $900K

Property Activations

- BriceHouse LLC as Master Concessionaire through 2034
- $1.3 million annual revenue
  - Vending services
  - Vending advertising
  - Trolley station ad panels
  - Large format advertising
  - Concession building rental

Billboard Revenue

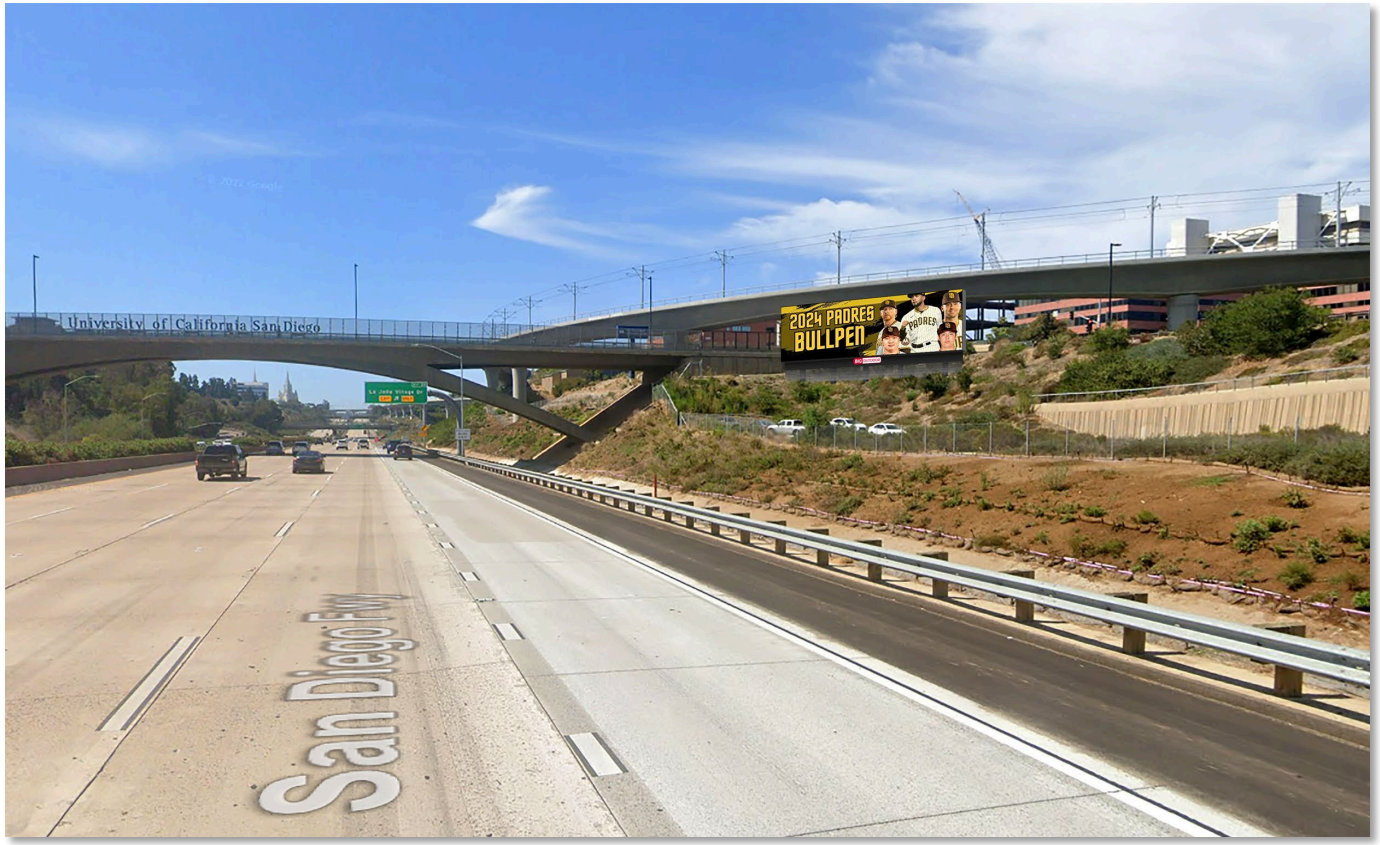
- 13 Billboards on MTS/SD&AE property
- Contracts renegotiated Oct 2023
- Contract renegotiation resulted in annual base rent increase from $177K to $459K (159% increase)
  - Portion of revenue is in reserve accounts for capital projects that help access to transit



H St, Chula Vista Billboard Northbound I-5 Off Ramp

New Opportunities - Growth in Advertising

- Build downtown digital information kiosks
- Install large format digital billboards
- Expand bus shelter/bench network
- Reach naming rights agreements for lines and stations



Expand Downtown Digital Board Network

Digital wayfinding network downtown to align with Gaslamp digital board

- Convention Center Station
- Little Italy/County Center
- America Plaza
- 12th & Imperial

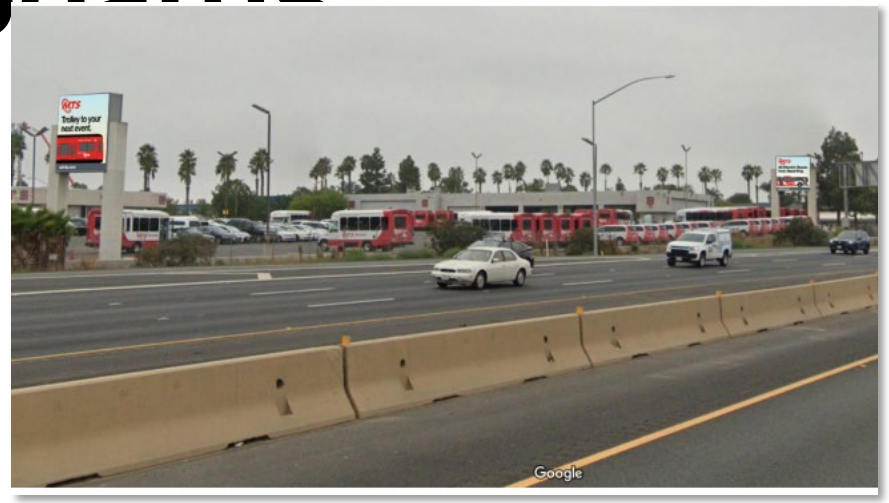
MTS projects $240,000-$420,000 revenue annually

Large Format Digital Billboards

- Copley Park Division/SR-52

- Estimated Minimum Annual Guarantee:

$700,000 - $1,000,000



Large Format Digital Billboards

- Mid-Coast Extension/Nobel
  - Activate retaining walls
- Estimated Minimum Annual Guarantee:

  $700,000 - $1,000,000

Naming Rights

Top naming rights assets (annual revenue):

- Green Line - $875,000 - $975,000
- Orange Line - $750,000 - $850,000
- Copper Line* - $275,000 - $350,000
- Rapid 235 - $260,000 - $310,000
- Rapid 215 - $230,000 - $280,000
- Rapid 225 - $225,000 - $275,000
- Stadium Station - $140,000 - $170,000
- 12th & Imperial - $140,000 - $170,000

*Pending Board approval

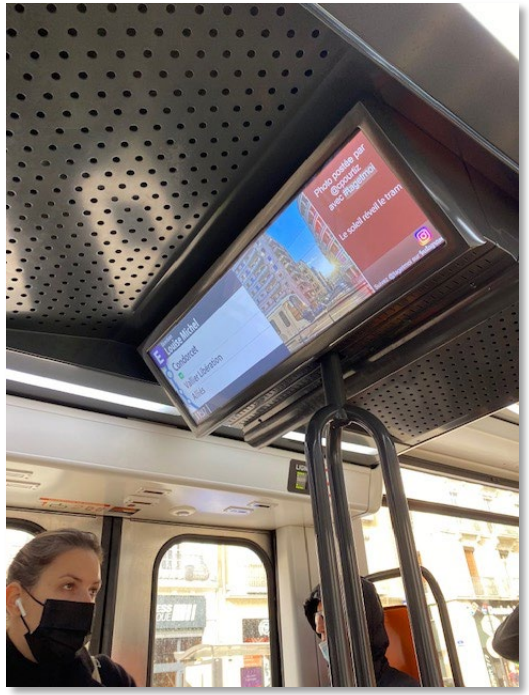
Expand Bus Shelter and Bench Network

- 200 new advertising-supported shelters
- 300 new advertising-supported benches

- Estimated Revenue:
  - Benches: $100,000 annually
  - Shelters: $500,000 annually

Small Format Digital

- Interior Trolley Digital Monitors
  - Support advertising network
  - Rider Information
  - Service alerts
  - Piloting on eight vehicles
  - Option to expand to full network of vehicles
  - Unknown estimated revenue



Upgrade Current Billboard Network

- Conversion to digital
  - One Chula Vista billboard under review for conversion.
  - Estimated 2-3 times rent increase
    - Current Chula Vista billboards min annual rent is ~$80K. Conversion would raise rent to $160,000 - $240,000

Other opportunities

- Fiber Leasing
- Market-rate TODs
- Extend alcohol advertising pilot
- More property activations
- Larger Comic-Con activations

Peer Review

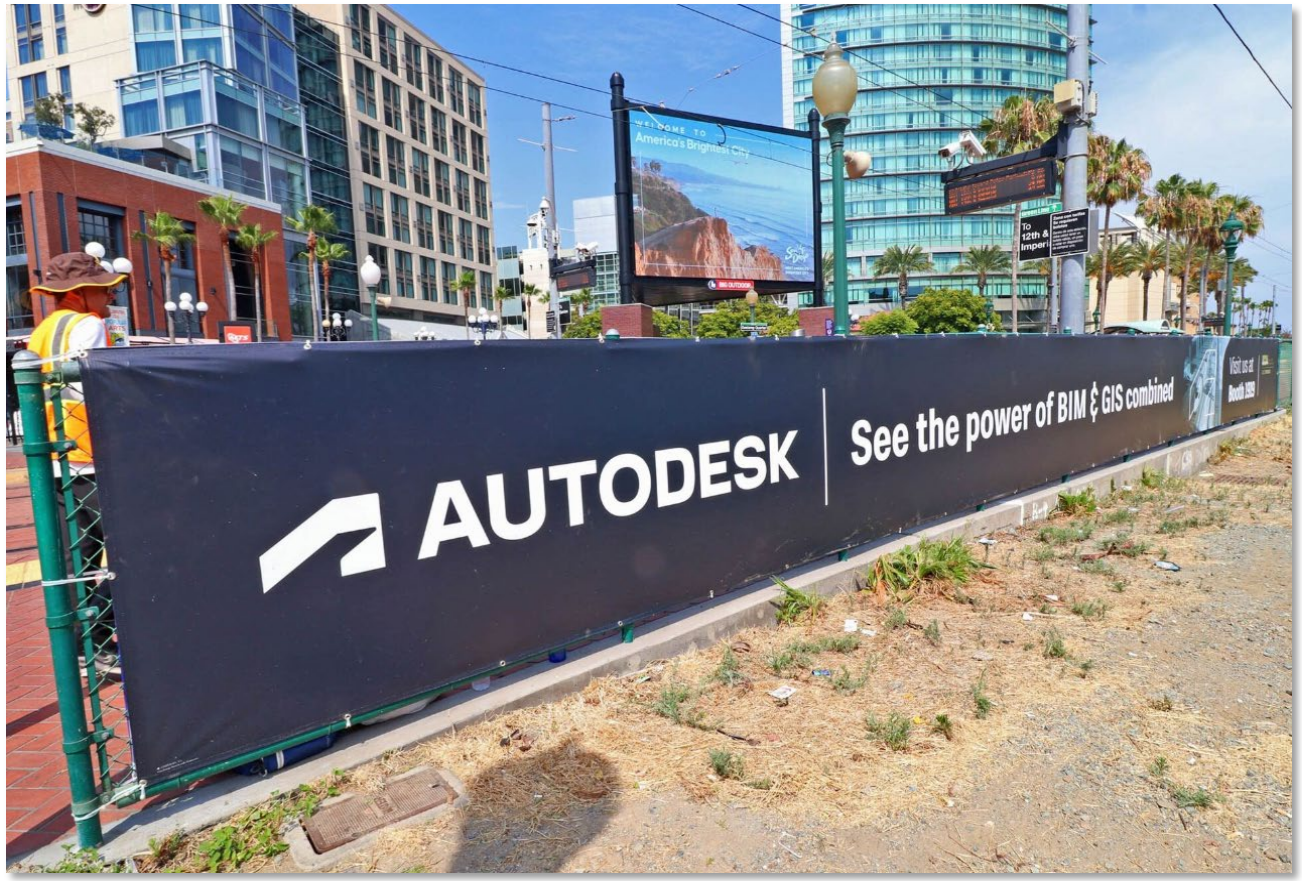
- Paid advertising on public transit assets
- Revenue from retail at stations (property activations)
- Market rate TODs
- Naming rights sponsorships
- Telecommunications services (cell towers)
- Commercial partnerships

Revenue Potential/Next Steps

Timeline - 3-5 years

- Research
- Permitting
- Agreements
- Construction

$3,200,000 - 4,750,000 annually



Questions/Comments