



Board of Directors Agenda

Click link to access the meeting:

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

Zoom Meeting ID

Ways to Join



Computer: Click the link above. You will be prompted to run the Zoom browser or Zoom application. Once signed on to the meeting, you will have the option to join using your computer audio system or phone.

Webinar Features:

 Raise Hand	▶	Use the raise hand feature every time you wish to make a public comment.
	▶	Participants can enable closed captioning by clicking the CC icon. You may also view the full transcript and change the font size by clicking 'subtitle settings'. These features are not available via phone.
	▶	This symbol shows you are muted , click this icon to unmute your microphone.
	▶	This symbol shows you are currently unmuted , click this button to mute your microphone.
	▶	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).



Phone:

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: **+1-669-900-9128** or **+1-253-215-8782** 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 **+1-669-900-9128**
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) 398-9561 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda de la Junta de Directores

Haga clic en el enlace para acceder a la reunión:

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






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.

ID de la reunión
en Zoom

Funciones del Seminario En Línea:

 Levantar la mano	►	Use la herramienta de levantar la mano cada vez que desee hacer un comentario público.
	►	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).



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: **+1-669-900-9128** o **+1-253-215-8782** 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 **+1-669-900-9128**
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) 398-9561** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



Board of Directors Agenda

October 17, 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 September 12, 2024 Board of Directors meeting minutes.	Approve
4.	Chief Executive Officer (CEO) Report	Informational
5.	Vehicle Fleet Lease and Maintenance Services – Contract Award Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2864.0-24, with Enterprise Fleet Management, Inc. (Enterprise) to provide Vehicle Fleet Lease and Maintenance Services in the amount of \$17,279,877.00 for five (5) base years with five (5) 1-year options; and 2) Exercise the five (5) 1-year options at the CEO's discretion.	Approve
6.	South Bay Maintenance Facility (SBMF) Driver Training Asphalt Resurfacing – Award Work Order Under a Job Order Contract (JOC) Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-19 under JOC to MTS Doc. No. PWG347.0-22, with ABC General Contractor, Inc. (ABCGC), in the amount of \$464,210.29 for the SBF Driver Training Asphalt Resurfacing.	Approve



7. **Towing Services for Buses and Non-Revenue Vehicles – Contract Award** Approve
Action would 1) Execute MTS Doc. B0770.0-, with A to Z Enterprises, Inc. dba RoadOne (RoadOne), for Towing Services for Buses and Non-Revenue Vehicles for a three (3) year base period with three (3) 1-year options, for a total of six (6) years, at a cost of \$870,400.00; and 2) Exercise the option years at the CEO's discretion.
8. **Copley Park Division (CPD) Driveway and Fencing Repair – Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to execute Contract No. PWB401.0-24, with Fordyce Construction, Inc., in the amount of \$230,351.00 for the CPD Driveway and Fencing repair.
9. **Take One Printing and Delivery – Contract Award** Approve
Action would 1) Execute MTS Doc No. G2880.0-24, with Neyenesch Printers Inc. (Neyenesch), a Small Business (SB), to provide Take One Printing and Delivery services in the amount of \$248,236.61 for a five (5) year base period with two (2) 1-year options; and 2) Exercise the option years at the CEO's discretion.
10. **Security Services – Contract Amendment** Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc No. G2359.6-24, with Inter-Con Security Services (Inter-Con), a Minority Business Enterprise (MBE), to add contract capacity in the amount of \$1,000,000.00 for Special Events to Option Years 1 and 2 of the agreement.
11. **Kearny Mesa Division (KMD) Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services – Work Order** Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA356-AE-46 under MTS Doc No. PWL356.0-22, with Pacific Rail Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE), in the amount of \$713,633.15 to provide engineering design services for Phase 1 of the KMD electric bus charging infrastructure project.
12. **Trolley Right of Way (ROW) Fencing Services – Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL407.0-24, with Golden West Fence, for the removal and/or installation of new fence sections along the Trolley ROW in the amount of \$390,994.21.
13. **Hi-Rail Speedswing Purchase & Delivery – Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1679.0-24, with S.W.N.G. Inc., for the purchase and delivery of a Hi-Rail Speedswing in the amount of \$454,958.81.

- 14. Google Application Programming Interfaces (API) Usage Charges – Purchase Order** Approve

Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order (PO) to Google, Inc. for the payment of web-based mapping services usage charges in a not to exceed amount of \$510,000.00 for five (5) years.
- 15. Microsoft Volume License Agreement (VLA) – Contract Amendment** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No.1 to MTS Doc. No. G2740.1-23, with Softchoice Corporation (Softchoice), to provide funding for additional licensing in the amount of \$376,688.16.
- 16. Imperial Avenue Division (IAD) Richard A. Murphy (RAM) Bus Maintenance Building Heating Ventilation/Air Conditioning (HVAC) Replacement – Change Order** Approve

Action would authorize the Chief Executive Officer (CEO) to approve Contract Change Order (CCO) 01, to Work Order MTSJOC324-13.01 under MTS Doc No. PWG324.0-21, with ABCGC, in the amount of \$95,441.84 to provide additional HVAC unit roof support modifications and technical services for central control system reprogramming.
- 17. Procurement of Bus Benches – Contract Award** Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0772.0-24, with Tolar Manufacturing Company, Inc. (Tolar), to manufacture and deliver bus benches for a five (5) year period, for a total contract cost of \$639,485.49.
- 18. Wireless Voice Communications Network Agreement with San Diego County – Imperial County Regional Communications Systems (RCS) – Contract Amendment** Approved

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. G1893.0-16 with RCS to add an additional one hundred thirty (130) radio connections to the RCS network for a total of three-hundred seventy-five (375), in the amount of \$202,982.00 through June 30, 2026.
- 19. Kearny Mesa Division (KMD) Fire Alarm System Replacement – Work Order Agreement** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC324-59 under MTS Doc. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$239,943.36 for the replacement of the existing fire alarm control panel and extension of the existing fire alarm system at KMD to meet current code requirements.
- 20. Right-of-Entry (ROE) Engineering Services – Work Order Agreement** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA355-AE-43 under MTS Doc. No. PWL355.0-22, with Psomas, in the

amount of \$1,158,311.73 to perform ROE engineering review services for a period of thirty (30) months to support the MTS Land Management Department.

21. **Light Rail Vehicle (LRV) Accident and Vandalism Repair Services – Contract Amendment** Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 2 to MTS Doc. No. L1531.0-20, with Carlos Guzman Inc., a Disadvantaged Business Enterprise (DBE), in the amount of \$2,646,172.00 for a total of \$15,816,223.51.
22. **Orange Line Improvement Project Phase 1 – Overhead Contact System (OCS) Assembly Kits – Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1683.0-24, with Transit Innovations, LLC (Transit Innovations), for the purchase of Assembly Kits for Phase 1 of the Orange Line Improvement Project in the amount of \$377,731.63 (inclusive of 7.75% CA Sales Tax).
23. **Operations Budget Status Report for August 2024** Informational
24. **Paratransit and Minibus Fixed-Route Bus Services – Potential Contract Amendment** Approve
Action would authorize the Chief Executive Officer (CEO) to add up to an additional \$1,365,000 annually to MTS Doc. No. B0703.8-19 (First Transit, Inc.) and MTS Doc. No. B0708.5.20 (Transdev, Inc.) for represented employee wage increases contingent upon Transdev successfully executing current outstanding collective bargaining agreement (CBA) negotiations.

DISCUSSION ITEMS

25. **Fare Enforcement Diversion Program Modifications (Karen Landers)** Approve
Action would revise the Fare Enforcement Diversion Program to: 1) Remove the On-the-Spot Payment Option; 2) Implement Online and Phone Payment Options for Diversion Program Reduced Fine; and 3) Make the Diversion Program permanent.
26. **Fiscal Year (FY) 2024 Annual Performance Monitoring and Operating Reports (Denis Desmond, Mike Wygant, and Brian Riley)** Informational

OTHER ITEMS

27. **Chair, Board Member and Chief Executive Officer's (CEO's) Communications**
28. **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.

ADJOURNMENT

29. Next Meeting Date

The next Board of Director's meeting is scheduled for November 14, 2024 at 9:00am.

30. Adjournment

From: Leif Gensert <leif@ridesd.org>
Sent: Tuesday, October 15, 2024 8:35 PM
To: MTS Clerk of the Board
Subject: Item 2: Non-Agenda Comment

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

Dear MTS Board of Directors,

I commend MTS for accelerating the increase in late-night Trolley frequencies to 15 minutes systemwide. This change is crucial for low-income workers on graveyard shifts, giving them a more reliable alternative to driving. I urge MTS to similarly prioritize increasing Mid-Coast Line frequencies by June 2025.

I'm concerned that potential delays in implementing 7.5-minute frequencies on the Mid-Coast are being considered to address budget deficits. Please reconsider this approach. Increased frequency not only reduces travel times and overcrowding but also enhances passenger safety. Notably, in 2023, 84% of Trolley Part I crimes and nearly two-thirds of Part II crimes occurred at stations, not on the Trolleys themselves.

Investing \$3.7 million annually to achieve 7.5-minute frequencies on the Mid-Coast is a wise decision. The Blue Line has one of the lowest per-passenger subsidies in the MTS network, and with ridership up 11.4% over the past fiscal year, these improvements are long overdue.

Sincerely,

Leif Gensert
www.RideSD.org



From: Andrew Nathenson <colorfulpockets01@gmail.com>
Sent: Tuesday, October 15, 2024 11:00 AM
To: MTS Clerk of the Board
Subject: Item 2: Non-Agenda Comment

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

Dear MTS Board of Directors,

I commend MTS for the decision to speed up the implementation of 15-minute late-night Trolley service across the entire system. This will provide low-income workers, who currently rely on driving for graveyard shifts, the opportunity to switch to public transit. Additionally, MTS should raise Mid-Coast Trolley frequencies by June 2025. I am concerned that plans for 7.5-minute service on the Mid-Coast might be postponed to address budget shortfalls. I urge MTS to reconsider. More frequent service reduces travel time, eases overcrowding, and improves passenger safety. In 2023, 84% of Trolley Part I Crimes and nearly two-thirds of Part II Crimes occurred at stations, not on board the trains. Increasing Mid-Coast service to 7.5-minute intervals is a smart investment, costing just \$3.7 million annually, while the Blue Line's per-passenger subsidies are lower than almost all MTS bus routes. With Blue Line ridership up 11.4% in the last fiscal year, there is no better time to make this change.

Sincerely,

Andrew Nathenson

From: Alex Wong <alex@ridesd.org>
Sent: Wednesday, October 16, 2024 12:21 PM
To: MTS Clerk of the Board
Subject: October Board Meeting Item 2 Non-Agenda Comment

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

Dear Clerk of the Board,

Please confirm receipt of this email.

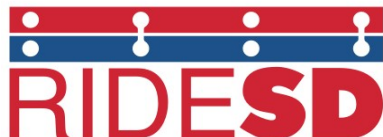
Dear MTS Board of Directors,

I applaud MTS' decision to accelerate increasing late night Trolley frequencies to 15 minutes, systemwide. This will allow low-income workers who currently drive to work at graveyard shifts to switch to transit. MTS should also increase Mid-Coast frequencies in June 2025. I am concerned that MTS may delay 7.5 minute frequencies on the Mid-Coast in order to balance deficits. I ask MTS to reconsider this decision. Increased frequency shortens travel times, alleviates overcrowding, and helps passengers feel safer. After all, in 2023, 84% of Trolley Part I Crimes and nearly two-thirds of Part II Crimes happened at stations rather than on board Trolleys. Increasing Mid-Coast frequencies to 7.5 minutes is an excellent investment. It only costs \$3.7 million annually to do so, and the Blue Line has lower per-passenger subsidies than nearly every MTS bus route. And with Blue Line ridership growing by 11.4% in the past fiscal year alone, 7.5 minute Mid-Coast frequencies cannot come sooner.

Sincerely,

--

Alex Wong
Data Researcher
www.RideSD.org



"Frequency is Freedom, but [every] 15 minutes isn't frequency" - Alon Levy



**Metropolitan
Transit
System**

MTS STAFF USE ONLY
Public Comment
AI #: ~~324~~ Date: 10/17/24
No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.:

2
~~324~~

Name:

SALVADOR ABRICA

Telephone:

619-977-0025

Email:

SABRICA @ TEAMSTERS 542.023

City of Residence:

Remark Subject:

Affiliated

Organization:

TEAMSTERS LOCAL UNION NO. 542

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.





**Metropolitan
Transit
System**

PUBLIC COMMENT
AI 2, 10/17/2024
No. in Queue:2

CALL – IN PUBLIC COMMENT

Alex Wong, provided a public comment for agenda item #2. A paraphrased version of Alex's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

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BOARD OF DIRECTORS MEETING

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<https://www.sdmts.com/about/meetings-and-agendas>.

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**Metropolitan
Transit
System**

PUBLIC COMMENT
AI 2, 10/17/2024
No. in Queue:3

CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #2. A paraphrased version of Truth's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](https://www.sdmts.com)

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



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

September 12, 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 9:01 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Peggy J. Carlson-Mathis – Provided a verbal statement to the Board during the meeting. Peggy expressed dissatisfaction with MTS staff and spoke about struggles boarding the bus on her scooter.

Justin Kehr – Provided a verbal statement to the Board during the meeting. Justin expressed frustration with the Trolley's restrictions on surfboards.

Alex Wong – Provided a verbal statement to the Board during the meeting. Alex expressed opposition with the Trolley to the airport proposal.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with MTS Trolley operations.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the July 18, 2024 Board of Directors meeting minutes.

4. Chief Executive Officer's (CEO) Report

5. Fiscal Year (FY) 2025 Transportation Development Act (TDA) Claim

Action would adopt Resolution Nos. 24-09, 24-10, and 24-11 approving FY 2025 TDA Article 4.0, 4.5, and 8.0 claims allocating \$135,306,066 in TDA revenues for MTS.

6. East County Division (ECD) Zero Emission Bus (ZEB) Overhead Charging System Layout and Design – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA353-AE-26 under MTS Doc No. PWL353.0-22, with Dokken Engineering (Dokken), in the amount of \$396,837.52 to provide engineering planning services for the ECD ZEB master planning.

7. Blue Line Right of Way Retaining Wall – Construction Change Order

Action would authorize the Chief Executive Officer (CEO) to execute Construction Change Order (CCO) 3 to Work Order No. MTSJOC348-01 under Job Order Contract (JOC) MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), in the amount of \$308,522.52 for unforeseen conditions discovered during the installation of the new sheet pile retaining wall near Switch 85 along the Blue Line Right of way.

- 8. Clean Natural Gas (CNG) Fueling Station Equipment Replacement – Contract Amendment**
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. B0729.4-21, with Trillium, for Imperial Avenue Division (IAD) CNG dryer replacement at \$480,154.14; and South Bay Maintenance Facility (SBMF) CNG dryer B Replacement at \$492,113.02, for a total of \$972,267.16.
- 9. Orange Line Variable Message Sign (VMS) Replacements – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL393.0-24, with Balfour Beatty Infrastructure, Inc. (Balfour Beatty), for Orange Line VMS replacements in the amount of \$237,200.00.
- 10. Kearny Mesa Division (KMD) Administration Building Stucco Replacement – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC324-34 under MTS Doc. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$275,796.40 for the replacement and repair of the existing exterior stucco for the KMD Administrative Building.
- 11. Imperial Avenue Division (IAD) Zero Emission Bus (ZEB) Overhead Charging Phase I – Work Order Amendment**
Action would 1) Ratify \$50,226.85 that was added to Work Order Amendment WOA353-AE-01.02 under MTS Doc No. PWL353.0-22 with Dokken Engineering, Inc. (Dokken) following Board approval of Amendment No. 1 on January 26, 2023 (Agenda Item (AI) 14). The funds were added for professional services for Envision Verification; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA353-AE-01.04 under MTS Doc. No. PWL353.0-22, with Dokken, to provide additional engineering and design support during construction services for Phase 1 of the IAD electric bus charging infrastructure project in the amount of \$503,269.57.
- 12. Social Equity Listening Tour (SELT) Orange Line Lighting Upgrades – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC324-42 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$801,575.13 for upgrades to lighting at various Orange Line Trolley Station platform and parking lot locations.
- 13. Proposed Revisions to MTS Board Policy No. 48 “Transit Service Discrimination Complaints Procedures”**
Action would approve the proposed revisions to MTS Board Policy No. 48 “Transit Service Discrimination Complaint Procedures”.
- 14. Kearny Mesa Division (KMD) HVAC Replacement – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC324-57 under MTS Doc. No. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$684,882.39 for replacing all existing Heating, Ventilation, and Air Conditioning (HVAC) at the KMD bus maintenance and administration buildings.

15. Investment Report – Quarter Ending June 30, 2024

16. Central Control Heating, Ventilation and Air Conditioning (HVAC) Replacement – Award Work Order Under a Job Order Contract (JOC)

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-39 under JOC to MTS Doc. No. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$799,965.83 for the HVAC replacement in Building A at MTS Facilities.

17. Elevator Maintenance and As-Needed Repairs Contract No. PWG281.5-19 – Contract Amendment

Action would 1) Ratify Amendment No. 4 to MTS Doc No. PWG281.4-19, with KONE Inc. (KONE) Elevator Maintenance contract, for the addition of two elevators at the University Towne Center (UTC) station, a price reduction related to the Nobel Drive Station elevators, the addition of a subcontractor, and the addition of wireless emergency call monitoring services to the Fashion Valley Station in the amount of \$56,157.69; and 2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. PWG281.5-19, with KONE, to add as-needed repair funds in the amount of \$305,373.40.

18. Lemon Grove Depot Rehabilitation – Award Work Order Under a Job Order Contract (JOC)

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC324-52 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$424,994.06 for the Lemon Grove Depot Rehabilitation.

19. E Street Chula Vista Murals – Contract Award

Action would: 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL386.0-24, with Michelle Guerrero, DBA Mr. B Baby, a Small Business (SB), for artistic services, inclusive of conceptualization, design and installation and an as-needed five-year maintenance plan for Mural 1 located on the retaining wall North of the E. Street Transit Center in Chula Vista in the amount of \$207,575.25; and 2) Authorize the CEO to execute MTS Doc. No. PWL416.0-24, with Farallon Design Inc., DBA Rainforest Art Project, for artistic services inclusive of conceptualization, design and installation and an as-needed five-year maintenance plan for Mural 2 located on the retaining wall of the Eastbound, Bayfront, E Street Transit Center platform in Chula Vista in the amount of \$407,910.00.

20. Federal Transit Administration Section 5310 Grant Application

Action would 1) Adopt Resolution No. 24-12 agreeing to comply with all terms and conditions of the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program as set forth by the FTA and the San Diego Association of Governments (SANDAG); 2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG: a) \$600,000 in Federal Fiscal Year (FFY) 2023 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacement; and b) \$600,000 in FFY 2024 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacement; and 3) Authorize the commitment of up to \$300,000 in local matching funds to fully fund the purchase of seven (7) paratransit vehicles.

21. Fiscal Year (FY) 2023-2024 and FY 2024-2025 California Senate Bill (SB) 1 State of Good Repair (SGR) Funding

Action would approve Resolution No. 24-13 in order to: 1) Authorize the use of, and application for \$5,815,604 in FY 2024-25 SGR funding to be used for the FY26 Bus Procurement Project; and 2) Approve the acceptance of additional \$183,001 in FY 2023-24 SB1-SGR funding to bring the total FY 2023-24 allocation to \$5,455,018.

22. Adoption of 2024 Conflict of Interest Code – Amendment

Action would 1) Adopt Resolution No. 24-14 amending the MTS Conflict of Interest Code pursuant to the Political Reform Act of 1974; 2) Adopt the amended 2024 MTS Conflict of Interest Code; and 3) Forward the amended 2024 MTS Conflict of Interest Code to the County of San Diego (the designated code-reviewing body).

23. Equity Statement and Policy Development – Contract Award

Action would authorize the Chief Executive officer (CEO) to: 1) Execute MTS Doc. G2900.0-24, with Keen Independent Research LLC (Keen), for Equity Statement and Policy Development for a two (2) year base period with three (3) 1-year options, for a total of five (5) years, at a cost of \$829,274.50; and 2) Exercise the option years at the CEO's discretion.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth commented on items: 6, 12, 17, 18, 19 and 22.

Board Comment

Board Member Montgomery Steppe thanked staff for bringing forward items 12, 18 and 23. She noted the benefits these items will bring to various communities.

Action on Recommended Consent Items 3 - 23

Board Member Hall moved to approve Consent Agenda Item Nos. 3 to 23. Board Member Montgomery Steppe seconded the motion, and the vote was 13 to 0 in favor with Board Member Bush and Board Member Gloria absent.

DISCUSSION ITEMS:

24. Senate Bill (SB) 125 Funding Update (Mike Thompson)

Mike Thompson, MTS Deputy Chief Financial Officer, presented on SB 125 Funding Update. He outlined: SB125 funding update, capital & operations funding (original plan), SB 125 revised approach, Transit and Intercity Rail Capital Program (TIRCP), Zero-Emission Transit Capital Program (ZETCP) and staff's recommendation.

Public Comment

Alex Wong – Provided a written and verbal statement to the Board both during and prior to the meeting. Alex advocated for 7.5-minute frequencies.

Andrew Nathenson – Provided a written statement to the Board prior to the meeting. Andrew advocated for 7.5-minute frequencies. The written comment is provided in the September 12, 2024, Final Meeting Packet.

Matthew Tillyer – Provided a written statement to the Board prior to the meeting. Matthew advocated for 7.5-minute frequencies. The written comment is provided in the September 12, 2024, Final Meeting Packet.

Evan Burke – Provided a written statement to the Board prior to the meeting. Evan advocated for 7.5-minute frequencies. The written comment is provided in the September 12, 2024, Final Meeting Packet.

Board Comment

Board Member Moreno noted that under the SB 125 revised funding package proposal, several projects and services were able to be fully funded to the original planned amount. She expressed excitement for the projects anticipated to begin because of the funding. Board Member Moreno acknowledged several topics the Budget Development Committee discussed during the August 7, 2024 meeting, including the revised SB125 funding proposal. She noted that the revision excluded the Otay Mesa service and bus stop improvements projects. She noted that staff will work to identify additional grant options to fund the services. As the Budget Development Committee Chair, she recognized that the agency had a structural deficit but nonetheless urged staff and the Board to follow through on the projects. She highlighted the importance of ridership to gain additional revenue.

Board Member Elo-Rivera asked if in the future, the timing of SB125 could coincide with the annual budget. Sharon Cooney, MTS Chief Executive Officer, replied that since the SB 125 funding is linked to ongoing yearly state budget negotiations, they could not anticipate a timeline. Ms. Cooney replied that when the budget is proposed by the Governor, staff will monitor whether the payment is accounted for in the January budget, the May revise, and finally, when the legislature adopts the budget and approves it in the summer. Ms. Cooney acknowledged that due to this uncertain timeline, MTS will be fluid with budgeting this funding. Mr. Thompson added that the pending payment is for the FY24 budget, and once additional details are known, it will be easier to anticipate the FY 25 budget.

Action Taken

Board Member Moreno moved to approve the revised SB 125 allocation package. Chair Whitburn seconded the motion, and the vote was 13 to 0 in favor with Board Member Bush and Board Member Gloria absent.

25. Fiscal Year (FY) 2025 Capital Improvement Program (CIP) Update (Mike Thompson)

Mr. Thompson presented on FY 2025 CIP update. He presented on: FY 2025-29 CIP unconstrained project list, approved budget by year, five-year summary, revenue vehicles, facility & construction projects, rail infrastructure projects, other equipment & installation projects, other initiatives, FY 2025 operating budget structural deficit strategies, FY 2025 CIP impact structural deficit strategies, FY 2026-29 CIP impact structural deficit strategies, FY 2026-29 CIP impact structural deficit strategies and a fiscal year CIP summary.

Public Comment

There were no Public Comments.

Board Comment

Vice Chair Goble acknowledged that there were two kinds of capital improvements, one that would create future operation expenses, and the other that addresses maintenance operations. He made the Board aware of the two types of improvements to be funded in the future, when the agency is experiencing a structural deficit. He used the zero-emission bus transition plan as an example of a future expense in electricity that is not being accounted for currently.

Board Member Moreno added that the \$300 million dollars is not included in the FY 24 state of good repair budget and that the ZEB program is flexible. Ms. Cooney added that to increase flexibility, the agency could ask the state to delay ZEB purchase requirements. Board Member Moreno clarified that she was not proposing changes to the program at this time, but rather made the statement to clarify the Board's perspective.

Action Taken

No action taken. Informational item only.

26. Transit Operations Insourcing Feasibility Study Project Update (Mike Wygant, Mike Daney, and Russ Chisolm with Transportation Management and Design)

Mike Wygant, MTS Chief Operation Officer for Bus, and Russ Chisolm, with Transportation Management and Design, presented on the transit operations insourcing feasibility study project update. They provided details on: the project team, project overview, key focus areas, work plan, schedule, Board updates and next steps.

Public Comment

There were no Public Comments.

Board Comment

Board Member Elo-Rivera did not believe that a feasibility study was necessary, since these were already existing employees. He stated that he believed that public agencies should not contract out their services and should bring all employees in-house. He was wary of an extended timeline to make the decision.

Vice Chair Goble asked what the baseline would be compared to as he was concerned about whether these would be current or aspirational program projections. Mr. Wygant noted that a predominant portion of service is run in-house, the per hour cost of the vehicle, labor and maintenance for contracted service is easily comparable to MTS's in-house costs. He assured the Board that the consultants were analyzing the current contracted model and MTS's culture. He noted that the analysis could address turnover impacts and KPI performance of contracted employees versus in-house employees. Vice Chair Goble appreciated the distinction for the Board to decide.

Board Member Donovan asked staff to state the cost of the study. Mr. Wygant replied that the study was approved for approximately \$500,000 to complete. Board Member Donovan asked if that figure accounted for MTS staff time, or just the contract cost. Mr. Wygant confirmed that figure was the approved budgetary amount for the contractor.

Board Member Moreno noted that the historical background of the study as an effort to address the 2023 strike, and the inequalities that contracted employees felt, compared to in-house

employees. Board Member Moreno asked if the agency has assessed the cost of litigation related to contracted transit services. Karen Landers, MTS General Counsel, replied that the agency has historically not paid a Transdev or First Transit claim. Ms. Landers added that if the agency were to absorb contracted employees as MTS employees, the agency would also absorb accident or claims costs associated with the added service. Mr. Wygant agreed that risk liability would be an additional cost that the agency would absorb. Board Member Moreno asked about the study's timeline. Mr. Wygant replied that the details would be available by January 2026. Board Member Moreno believed that the Audit Oversight Committee should conduct a peer assessment on how other transit agencies operate their bus and Trolley services.

Chair Whitburn agreed that public agencies should predominantly employ public employees. He found it appropriate that the consultant's strategy is to assess processes and wanted to understand the implications of the study.

Action Taken

No action taken. Informational item only.

27. Non-Fare Operating Revenue Report (Mark Olson)

Mark Olson, MTS Director of Marketing and Communications, presented on non-fare operating revenue. He provided details on: the background, historical non-fare revenue, non-fare revenue growth focus, naming rights, vehicle advertising, bus shelter advertising, bus bench advertising, Gaslamp Quarter Digital information board, property activations, billboard revenue, new opportunities (growth in advertising), expansion of downtown digital board network, large format digital billboards, naming rights, vehicle advertising, upgrade in current billboard network, small format digital, other opportunities, peer review and potential revenue areas.

Public Comment

There were no Public Comments.

Board Comment

Board Member Gonzalez highlighted the Transit Oriented Development (TOD) market rate revenue as opportunity sites. Ms. Landers added that coupled with the Surplus Land Act requirements and Board Policy 18, the MTS TOD program is structured to prefer affordable housing development projects. Board Member Gonzalez understood the restrictions and asked if there were efforts to identify prospective sites. Sean Myott, Manager of Real Estate Assets, noted that MTS has identified several sites where TOD would be optimal, and that list is posted on the MTS website. Board Member Gonzalez asked if some small transit service facilities had commercial tenants. Ms. Landers replied that the kiosks in the system are through a separate master concessionaire contract, and it is not considered part of surplus land. She further explained that kiosks are part of operations that enhance transit. If a developer were to come and build a new structure, the agency would have to analyze if it would qualify as an MTS operational use. Unfortunately, the Surplus Land Act revisions that were made in 2020 carved out transit as one of the uses that is not allowed to use surplus land solely to generate revenue for the public agency. To change that requirement, it would need to be done at the legislative level.

Vice Chair Goble asked staff to confirm if there were close to 5,000 bus stops on the system. Mr. Olson confirmed and clarified that at a minimum, bus stops are identified by a pole. Vice

Chair Goble noted that bus poles could be used for signage and an opportunity for revenue space.

Board Member Elo-Rivera stated that advertisements can strengthen the MTS community-oriented narrative. He supported Vice Chair Goble's idea for small dollar opportunities, and he redefined revenue to include money that flows from additional riders due to better amenities.

Action Taken

No action taken. Informational item only.

28. Transit Amenities Study (Beverly Neff)

Beverly Neff, MTS Senior Planner, presented on the transit amenities study. She discussed: the background, current amenities, current Trolley station amenities, current MTS and bus stop furniture, other bus stop furniture, bus stop amenity challenges, scope of work and Executive Committee feedback.

Public Comment

There were no Public Comments.

Board Comment

There were no Board Member Comments.

Action Taken

No action taken. Informational item only.

OTHER ITEMS:

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

Chair Whitburn advertised the Copper Line, which would be launching September 29th, operating daily, from 5am to 11pm. He invited the remainder of the Board to the media event on Friday September 27th. Chair Whitburn also advertised Free Ride Day, taking place on October 2nd, coinciding with California Clean Air Day. He urged each jurisdiction to promote this to their communities to participate in Free Ride Day. Ms. Cooney recognized various MTS staff that worked on the Board Room upgrade project. Board Member Dillard commended MTS staff for the recently completed murals at Grossmont Trolley Station.

30. Remainder of Public Comments Not on the Agenda

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:06 a.m.

31. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)

Lourdes Maria Guerra, et al. vs. Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2022-00023104-CU-PA-CTL

Closed Session Reconvening

The Board reconvened to Open Session at 11:15 a.m.

Karen Landers, General Counsel, gave the following oral report of final actions taken in Closed Session: The Board received a report and gave instructions to legal counsel.

ADJOURNMENT

32. Next Meeting Date

The next regularly scheduled Board meeting is October 17, 2024 at 9:00 a.m.

33. Adjournment

The meeting was adjourned at 11:16 a.m.

/S/ Stephen Whitburn

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/S/ Dalia Gonzalez

Clerk of the Board
San Diego Metropolitan Transit System

/S/ Karen Landers

General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): September 12, 2024 CALL TO ORDER (TIME): 9:01 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 11:06 a.m. RECONVENE: 11:15 a.m.
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:16 a.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Gonzalez	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of Coronado	Donovan	<input checked="" type="checkbox"/>	Duncan	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
County of San Diego	Montgomery Steppe	<input checked="" type="checkbox"/>	Vargas	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of Lemon Grove	Gastil	<input checked="" type="checkbox"/>	Mendoza	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of National City	Bush	<input type="checkbox"/>	Rodriguez	<input type="checkbox"/>	ABSENT	ABSENT
City of Poway	Frank	<input checked="" type="checkbox"/>	Pepin	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of San Diego	Moreno	<input checked="" type="checkbox"/>	Campbell	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of San Diego	Gloria	<input type="checkbox"/>	Campillo	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval	<input type="checkbox"/>	9:01 a.m.	11:16 a.m.
			Minto	<input type="checkbox"/>		

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



**Metropolitan
Transit
System**

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Chief Executive Officer's (CEO) 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 September 5, 2024 – October 9, 2024.

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

CEO TRAVEL REPORT (since last Board meeting)

September 20 – October 2 APTA TRANSform

Anaheim, CA

BOARD MEMBER TRAVEL REPORT (since last Board meeting)

N/A





DATE: October 9, 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	Location
4500060487	\$2,500,000	Not yet finalized- \$2,500,000.00	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	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
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- \$1,500,000.00	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- \$120,000.00	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- \$140,570.00	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, process of 4 months	Ability to immediately commence services	Orange Line: Near 65th
4500059857	\$5,961	Not yet finalized- \$5,961.00	Overhead Door Company of Southern	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	Pyramid Building, Bay 3
4500060232	\$58,800	Not yet finalized- \$58,800.00	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
4500062947	\$250,000	\$257,537.40	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)
PR:10129472	\$1,250,000	Not yet finalized	Balfor Property Restoration	Rebuilding/restorations of Building C	Personnel availability, immediate mobilization, and past work performance.	Formal RFP, process of six months	Ability to immediately commence services	LRV Maintenance Facility (Building C)
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	\$5,384.46	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 available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)
4500059748	\$14,769.07	\$14,769.08	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	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	Location
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 replaced to support the shoring contractor at this location, 54th & Market fence installation near the pedestrian crossing.	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.
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 the building is safe for further crews to enter the building for additional repairs and to return the building to full	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
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 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	IFB 4-6 months plus Lead time of 18 months	Availability of machine with a very short lead time.	LRV maintenance – Building C
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 materials available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid and Euclid Bridge
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	\$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	\$8,105.29	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
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

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	Location
4500063310	\$269,012.80	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
4500063115	\$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	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 for track reconstruction	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
TBD	\$166,133.27	\$166,133.27	Jacobs Project Management Co.	CM services for Las Chollas Bridge emergency repair related to the January 2024 flood.	Jacobs is MTS' bridge inspector	Mini RFP through on-call CM services agreements, process of 4 months	Ability to immediately commence services	Las Chollas Bridge
4500062668	\$75,900.00	Not yet finalized	Baker Electric and Renewables, LLC	Electrical Utility Setup for new Wheeltrue machine	Past work performance, expertise and availability.	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Maintenance – Bldg C
4500062733	\$25,000.00	\$21,151.75	Urban Corps of San Diego	Flood Emergency - Debris cleanup	Existing MTS contractor for debris clean-up services, personnel availability, and quick mobilization.	RFQ process of 1-2 months	Ability to immediately commence services	Various locations
4500063680	\$7,800.00	Not yet finalized	HJR Equipment Rental. Inc.	Engineering Service Site Visit for Hold Downs	Sole Source - Contractor is original equipment manufacturer (OEM) possess proprietary drawings and specifications needed to engineer hold downs.	RFQ process of 1-2 months	Ability to immediately commence services	LRV Maintenance – Bldg C
PR #10130086	\$439,973.60	Not yet finalized	ATI Restoration	Emergency Flood Services for Bldg A	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Ability to immediately commence services	SDTI Bldg. A
TBD	\$900,002.49	Not yet finalized	Balfour Beatty	Las Chollas Bridge Repairs Construction	Knowledge and expertise, personnel availability, immediate mobilization.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Las Chollas Bridge
TBD	\$658,028.79	Not yet finalized	Belfor Property Restoration	Flood Services in Building C, Yard Tower, Paint Booth and Boogie Room	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Building C, Yard Tower, Paint Booth and Boogie Room
	\$16,545,272	\$ 5,337,497.98	Total (as of 10/9/2024)					

EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G0225.10-95	CITY OF SD	TIME EXT MOU	\$0.00	9/5/2024
G2931.0-25	MAXX MOSSES	PRONTO COMM CARD	\$4,500.00	9/5/2024
G1284.14-10	CHEVRON	14TH ADD TOLLING AGMT 745 H ST	\$0.00	9/12/2024
PWL370.3-23	ALL SOURCE COATINGS	GRANTVILLE PAINTING CCO1	\$18,869.75	9/20/2024
PWL355.0-22WOAAE42	PSOMAS	BEYER BLVD PATH	\$149,827.08	9/23/2024
PWL357.0-22WOAAE-25	CHEN RYAN ASSOCIATES	DESIGN SVCS FOR BROKEN GLASS STUDY	\$121,581.10	9/24/2024
G2934.0-21	NORTH PARK MAIN ST	TASTE OF NORTH PARK DISCOUNTED PASSES	\$8,250.00	10/4/2024
PWG348.0-22JOC13.01	VETERANS ENGINEERING	DEMO AND RECONSTRUCTION	\$78,398.69	10/4/2024
G0225.10-95	CITY OF SD	TIME EXT MOU	\$0.00	9/5/2024

REVENUE CONTRACTS AND MOUs				
Doc #	Organization	Subject	Amount	Day
L4652.0-25	SD DANCE THEATER	ROE TROLLEY DANCES 2024	\$0.00	9/5/2024
G2929.0-25	CVESD & DCS	PRONTO PARTNER AGREEMENT	\$0.00	9/6/2024
L1689.0-25	IRVINE CO	ANNUAL POWER WASHING ROE	\$0.00	9/16/2024
G2763.0-23	BERNARDO FAMILY HOUSING	GROUND LEASE	\$0.00	9/17/2024
G2827.0-24	AFFIRMED COMMERCIAL INV	GROUND AND AIR RIGHTS LEASE	\$0.00	9/17/2024
L5294.0-25	AMERICAN ASPHALT SOUTH	CUYAMACA ST IMPROVEMENT ROE	\$1,008.16	9/17/2024
L5294.0-25	HDR ENGINEERING	ACCESS TO PERFORM SURVEYS JROE	\$0.00	9/19/2024
S200-25-877	CALTRANS	SUPPORT MMBBNI PROJECT ROW	\$35,000.00	9/19/2024
G2972.0-25	SEAS	MONARCH SCHOOL FUNDRAISER ROE	\$0.00	9/23/2024
S200-25-870	CALTRANS	SUPPORT MMBBNI PROJECT ROW	\$35,000.00	9/23/2024
S200-25-872	CALTRANS	SUPPORT MMBBNI PROJECT ROW	\$35,000.00	9/23/2024
S200-25-874	CALTRANS	SUPPORT MMBBNI PROJECT ROW	\$35,000.00	9/23/2024
G2653.0-23	HAPPYBELLY VENDING	BRICEHOUSE PERMIT ROE	\$0.00	9/24/2024
L5869.0-25	OUR LADY OF THE ROSARY CHURCH	PROCESSION THROUGH TRACKS JROE	\$750.00	10/3/2024

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400003036	9/6/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 439.52	\$ -	\$ -
4400003037	9/6/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,389.90	\$ -	\$ -
4400003038	9/6/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 249.96	\$ -	\$ -
4400003039	9/6/2024	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 54.36	\$ -	\$ -
4400003040	9/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 65.60	\$ -	\$ -
4400003041	9/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 56.02	\$ -	\$ -
4400003042	9/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 262.42	\$ -	\$ -
4400003043	9/9/2024	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$ 881.52	\$ -	\$ -
4400003044	9/9/2024	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 81.38	\$ -	\$ -
4400003045	9/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 2,036.97	\$ -	\$ -
4400003046	9/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 190.23	\$ -	\$ -
4400003047	9/10/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 233.00	\$ -	\$ -
4400003048	9/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 219.25	\$ -	\$ -
4400003049	9/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 272.59	\$ -	\$ -
4400003050	9/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 237.04	\$ -	\$ -
4400003051	9/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 96.22	\$ -	\$ -
4400003052	9/12/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 94.86	\$ -	\$ -
4400003053	9/12/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 124.29	\$ -	\$ -
4400003054	9/12/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 163.76	\$ -	\$ -
4400003055	9/13/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 44.91	\$ -	\$ -
4400003056	9/13/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 184.45	\$ -	\$ -
4400003057	9/13/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 999.01	\$ -	\$ -
4400003058	9/16/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 251.74	\$ -	\$ -
4400003059	9/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 173.69	\$ -	\$ -
4400003060	9/16/2024	W.W. Grainger Inc		G200-OFFICE SUPPLIES	\$ 1,175.37	\$ -	\$ -
4400003061	9/17/2024	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$ 511.89	\$ -	\$ -
4400003062	9/18/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 349.86	\$ -	\$ -
4400003063	9/19/2024	Mcmaster-Carr Supply Co		G270-ELECTRICAL/LIGHTING	\$ 173.11	\$ -	\$ -
4400003064	9/19/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 49.29	\$ -	\$ -
4400003065	9/23/2024	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 350.69	\$ -	\$ -
4400003066	9/23/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 68.78	\$ -	\$ -
4400003067	9/24/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 62.20	\$ -	\$ -
4400003068	9/24/2024	Mcmaster-Carr Supply Co		G190-SAFETY/MED SUPPLIES	\$ 500.05	\$ -	\$ -
4400003069	9/26/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 277.21	\$ -	\$ -
4400003070	9/26/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 485.16	\$ -	\$ -
4400003071	9/27/2024	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$ 453.99	\$ -	\$ -
4400003072	9/30/2024	Mcmaster-Carr Supply Co		G190-SAFETY/MED SUPPLIES	\$ 42.85	\$ -	\$ -
4400003073	10/1/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 953.57	\$ -	\$ -
4400003074	10/2/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 576.66	\$ -	\$ -
4400003075	10/3/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 3,231.08	\$ -	\$ -
4400003076	10/3/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 459.70	\$ -	\$ -
4400003077	10/7/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 67.20	\$ -	\$ -
4400003078	10/7/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 105.50	\$ -	\$ -
4400003079	10/8/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 704.81	\$ -	\$ -
4400003080	10/8/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 248.98	\$ -	\$ -
4400003081	10/9/2024	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 67.41	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063329	9/5/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 139,646.69	\$ -	\$ -
4500063330	9/5/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 82,876.70	\$ -	\$ 46,999.38
4500063331	9/5/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 1,458.63	\$ -	\$ -
4500063332	9/5/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,551.60	\$ -	\$ -
4500063333	9/5/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 8,493.83	\$ -	\$ -
4500063334	9/5/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 69.56	\$ -	\$ -
4500063335	9/5/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 73.70	\$ -	\$ -
4500063336	9/5/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 2,065.06	\$ -	\$ -
4500063337	9/5/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 88.40	\$ -	\$ -
4500063338	9/5/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 193.37	\$ -	\$ -
4500063339	9/5/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 198.49	\$ -	\$ -
4500063341	9/5/2024	AirSupply Tools, Inc		G150-FASTENERS	\$ 53.25	\$ -	\$ -
4500063342	9/5/2024	Dave C. Yu		P490-MANAGEMENT TRAINING	\$ 1,120.00	\$ -	\$ -
4500063343	9/5/2024	Robert Cross		P490-MANAGEMENT TRAINING	\$ 2,730.00	\$ -	\$ -
4500063344	9/5/2024	Michael A Rhoten		P490-MANAGEMENT TRAINING	\$ 490.00	\$ -	\$ -
4500063345	9/5/2024	Carey L. Brooks		P490-MANAGEMENT TRAINING	\$ 1,400.00	\$ -	\$ -
4500063346	9/5/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 7,672.19	\$ -	\$ -
4500063347	9/5/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 2,026.52	\$ -	\$ -
4500063348	9/5/2024	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	\$ 20,811.54	\$ -	\$ -
4500063349	9/6/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 5,347.20	\$ -	\$ -
4500063350	9/6/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 47.09	\$ -	\$ -
4500063351	9/6/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 164.42	\$ -	\$ -
4500063352	9/6/2024	Signed Sealed Delivered by MSB LLC		P310-ADVERTISING SERVICES	\$ 4,756.26	\$ -	\$ -
4500063353	9/6/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 2,960.43	\$ -	\$ -
4500063354	9/6/2024	Warren Communications Inc		P310-ADVERTISING SERVICES	\$ 2,600.00	\$ -	\$ -
4500063356	9/6/2024	Maintex Inc		G170-LUBRICANTS	\$ 1,225.77	\$ -	\$ -
4500063357	9/6/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 1,927.40	\$ -	\$ -
4500063358	9/6/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 440.22	\$ -	\$ -
4500063359	9/6/2024	HJR Equipment Rental, Inc.		F110-SHOP/BLDG MACHINERY	\$ 4,089.13	\$ -	\$ -
4500063360	9/6/2024	Winchester Industries Inc		G130-SHOP TOOLS	\$ 349.85	\$ -	\$ -
4500063361	9/9/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 864.24	\$ -	\$ -
4500063362	9/9/2024	Cummins Inc		G150-FASTENERS	\$ 94.18	\$ -	\$ -
4500063363	9/9/2024	Transit Holdings Inc		B130-BUS BODY	\$ 11,033.60	\$ -	\$ -
4500063364	9/9/2024	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$ 3,112.40	\$ -	\$ -
4500063365	9/9/2024	Sid Tool Co., Inc.		F140-SHELVING AND RACK	\$ 3,084.21	\$ -	\$ -
4500063366	9/9/2024	Cembre Inc		G130-SHOP TOOLS	\$ 1,486.30	\$ -	\$ -
4500063367	9/9/2024	Keys & Engraving Inc		G140-SHOP SUPPLIES	\$ 291.01	\$ -	\$ -
4500063368	9/9/2024	B and H Photo and Electronics		G200-OFFICE SUPPLIES	\$ 96.96	\$ -	\$ -
4500063369	9/9/2024	E-Z Spring & Stamping inc.		T140-TRACK, TURNOUTS	\$ 2,394.21	\$ -	\$ -
4500063370	9/9/2024	CDW LLC		P540-MAINTENANCE TRAINING	\$ 7,524.62	\$ -	\$ -
4500063371	9/9/2024	ODP Business Solutions, LLC		G210-OFFICE FURNITURE	\$ 3,423.76	\$ -	\$ -
4500063372	9/9/2024	Citywide Auto Glass Inc		P280-GENERAL SVC AGRMNTS	\$ 1,027.84	\$ -	\$ -
4500063373	9/9/2024	Citywide Auto Glass Inc		P280-GENERAL SVC AGRMNTS	\$ 907.03	\$ -	\$ -
4500063374	9/9/2024	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	\$ 2,585.14	\$ -	\$ -
4500063375	9/9/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 1,180.94	\$ -	\$ -
4500063376	9/9/2024	Day Management Corp		P210-NON-REV VEH REPAIRS	\$ 1,994.83	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063377	9/9/2024	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$ 356.59	\$ -	\$ -
4500063378	9/9/2024	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 4,990.00	\$ -	\$ -
4500063379	9/9/2024	Fastenal Company		G180-JANITORIAL SUPPLIES	\$ 1,260.69	\$ -	\$ -
4500063380	9/9/2024	OneSource Distributors, LLC		M120-OVRHEAD CATENARY SYS	\$ 6,809.80	\$ -	\$ -
4500063381	9/9/2024	Graybar Electric Co Inc		M120-OVRHEAD CATENARY SYS	\$ 12,345.78	\$ -	\$ -
4500063382	9/9/2024	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 2,081.53	\$ -	\$ -
4500063383	9/9/2024	Romaine Electric Corporation		M130-CROSSING MECHANISM	\$ 1,649.40	\$ -	\$ -
4500063384	9/9/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,268.96	\$ -	\$ -
4500063385	9/9/2024	Westair Gases & Equipment Inc	Small Business	G140-SHOP SUPPLIES	\$ 1,715.93	\$ -	\$ -
4500063386	9/9/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 12,234.44	\$ -	\$ -
4500063387	9/9/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,774.25	\$ -	\$ -
4500063388	9/9/2024	Brady Industries of California, LLC		G140-SHOP SUPPLIES	\$ 318.51	\$ -	\$ -
4500063389	9/9/2024	Brady Industries of California, LLC		G140-SHOP SUPPLIES	\$ 700.72	\$ -	\$ -
4500063390	9/9/2024	Home Depot USA Inc		G210-OFFICE FURNITURE	\$ 729.47	\$ -	\$ -
4500063391	9/9/2024	Royal Entertainers, Inc.		G260-MEDIA	\$ 950.00	\$ -	\$ -
4500063392	9/9/2024	Force Science Ltd		P490-MANAGEMENT TRAINING	\$ 1,185.00	\$ -	\$ -
4500063394	9/9/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,435.32	\$ -	\$ -
4500063395	9/9/2024	Quadient, Inc.		G200-OFFICE SUPPLIES	\$ 478.03	\$ -	\$ -
4500063396	9/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 28.19	\$ -	\$ -
4500063397	9/10/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 1,086.12	\$ -	\$ -
4500063398	9/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 501.58	\$ -	\$ -
4500063399	9/10/2024	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 3,216.82	\$ -	\$ -
4500063400	9/10/2024	Gillig LLC		B130-BUS BODY	\$ 4,262.37	\$ -	\$ -
4500063401	9/10/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 4,046.18	\$ -	\$ -
4500063402	9/10/2024	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$ 545.97	\$ -	\$ -
4500063403	9/10/2024	W.W. Grainger Inc		G170-LUBRICANTS	\$ 746.79	\$ -	\$ -
4500063404	9/10/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 66.77	\$ -	\$ -
4500063405	9/10/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 4,197.38	\$ -	\$ -
4500063406	9/10/2024	Uline Inc		G200-OFFICE SUPPLIES	\$ 404.08	\$ -	\$ -
4500063407	9/10/2024	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$ 6,576.95	\$ -	\$ -
4500063408	9/10/2024	Romaine Electric Corporation		B160-BUS ELECTRICAL	\$ 7,122.98	\$ -	\$ -
4500063409	9/10/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 116.79	\$ -	\$ -
4500063410	9/10/2024	Home Depot USA Inc		G210-OFFICE FURNITURE	\$ 434.29	\$ -	\$ -
4500063411	9/10/2024	Freeby Signs		B130-BUS BODY	\$ 47.30	\$ -	\$ -
4500063412	9/10/2024	Uline Inc		F110-SHOP/BLDG MACHINERY	\$ 1,189.32	\$ -	\$ -
4500063413	9/10/2024	Trentman Corp	Small Business	P280-GENERAL SVC AGRMNTS	\$ 1,824.99	\$ -	\$ -
4500063414	9/10/2024	San Diego Community		P540-MAINTENANCE TRAINING	\$ 203.00	\$ -	\$ -
4500063415	9/10/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 200.08	\$ -	\$ -
4500063416	9/10/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 384.25	\$ -	\$ -
4500063417	9/10/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 1,883.17	\$ -	\$ -
4500063418	9/10/2024	The Sherwin-Williams Company		B130-BUS BODY	\$ 3,340.72	\$ -	\$ -
4500063419	9/10/2024	ISC Applied Systems Corp		R160-RAIL/LRV ELECTRICAL	\$ 3,288.75	\$ -	\$ -
4500063420	9/10/2024	Mike Farrar		B250-BUS REPAIR PARTS	\$ 6,896.00	\$ -	\$ -
4500063421	9/10/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 123.46	\$ -	\$ -
4500063422	9/10/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 994.50	\$ -	\$ -
4500063423	9/10/2024	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 691.20	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063424	9/11/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 20.20	\$ -	\$ -
4500063425	9/11/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 518.94	\$ -	\$ -
4500063426	9/11/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 688.78	\$ -	\$ -
4500063427	9/11/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 901.25	\$ -	\$ -
4500063428	9/11/2024	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$ 9,865.43	\$ -	\$ -
4500063429	9/11/2024	Magaldi & Magaldi Inc		B200-BUS PWR TRAIN EQUIP	\$ 855.65	\$ -	\$ -
4500063430	9/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,957.33	\$ -	\$ -
4500063431	9/11/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 61.14	\$ -	\$ -
4500063432	9/11/2024	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 153.86	\$ -	\$ -
4500063433	9/11/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 906.51	\$ -	\$ -
4500063434	9/11/2024	Fastenal Company		R230-RAIL/LRV MECHANICAL	\$ 3,585.92	\$ -	\$ -
4500063435	9/11/2024	Motivational Systems, Inc.		G230-PRINTED MATERIALS	\$ 6,111.08	\$ -	\$ -
4500063436	9/11/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$ 21,671.99	\$ -	\$ -
4500063437	9/11/2024	Corodata Shredding, Inc.		P280-GENERAL SVC AGRMNTS	\$ 777.00	\$ -	\$ -
4500063438	9/11/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 134.69	\$ -	\$ -
4500063439	9/11/2024	Digi-Key Corporation		R150-RAIL/LRV COMM EQUIP	\$ 593.05	\$ -	\$ -
4500063440	9/11/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,667.61	\$ -	\$ -
4500063441	9/11/2024	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 1,217.68	\$ -	\$ -
4500063442	9/11/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 2,480.12	\$ -	\$ -
4500063443	9/11/2024	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	\$ 3,282.39	\$ -	\$ -
4500063444	9/11/2024	DigitalPro, Inc.		G230-PRINTED MATERIALS	\$ 20,606.40	\$ -	\$ -
4500063445	9/11/2024	Gillig LLC		B160-BUS ELECTRICAL	\$ 1,145.61	\$ -	\$ -
4500063446	9/11/2024	AirSupply Tools, Inc		G160-PAINTS & CHEMICALS	\$ 317.73	\$ -	\$ -
4500063447	9/11/2024	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$ 606.18	\$ -	\$ -
4500063448	9/11/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 589.81	\$ -	\$ -
4500063449	9/11/2024	Winzer Franchise Company		G150-FASTENERS	\$ 1,003.71	\$ -	\$ -
4500063450	9/11/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 4,110.89	\$ -	\$ -
4500063451	9/11/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 5,672.00	\$ -	\$ -
4500063452	9/11/2024	Gillig LLC		B110-BUS HVAC SYSTEMS	\$ 12,554.78	\$ -	\$ -
4500063453	9/11/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 1,335.66	\$ -	\$ -
4500063454	9/11/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 527.12	\$ -	\$ -
4500063455	9/11/2024	USSC Acquisition Corp		B130-BUS BODY	\$ 1,932.90	\$ -	\$ -
4500063456	9/11/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 1,741.86	\$ -	\$ -
4500063457	9/11/2024	Data Controls Printworks, Inc.	Small Business	G230-PRINTED MATERIALS	\$ 181.02	\$ -	\$ -
4500063458	9/11/2024	Steven R Timme		G230-PRINTED MATERIALS	\$ 2,889.50	\$ -	\$ -
4500063459	9/12/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 15.51	\$ -	\$ -
4500063460	9/12/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,719.05	\$ -	\$ -
4500063461	9/12/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 51.72	\$ -	\$ -
4500063462	9/12/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 477.42	\$ -	\$ -
4500063463	9/12/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 283.00	\$ -	\$ -
4500063464	9/12/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 477.04	\$ -	\$ -
4500063465	9/12/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,375.60	\$ -	\$ -
4500063466	9/12/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 6,545.38	\$ -	\$ -
4500063467	9/12/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 283.95	\$ -	\$ -
4500063468	9/12/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 5,788.32	\$ -	\$ -
4500063469	9/12/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,483.07	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063470	9/12/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 376.75	\$ -	\$ -
4500063471	9/12/2024	Transit Holdings Inc		B130-BUS BODY	\$ 895.24	\$ -	\$ -
4500063472	9/12/2024	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$ 700.38	\$ -	\$ -
4500063473	9/12/2024	W.W. Grainger Inc		G170-LUBRICANTS	\$ 3,259.73	\$ -	\$ -
4500063474	9/12/2024	San Diego Seal, Inc.	Small Business	R220-RAIL/LRV TRUCKS	\$ 1,745.17	\$ -	\$ -
4500063475	9/12/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 14,907.87	\$ -	\$ -
4500063476	9/12/2024	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$ 25,090.67	\$ -	\$ -
4500063477	9/12/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 8,689.00	\$ -	\$ -
4500063478	9/12/2024	Ultra-Tech Enterprises, Inc.		P130-EQUIP MAINT REPR SVC	\$ 540.74	\$ -	\$ -
4500063480	9/12/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,775.17	\$ -	\$ -
4500063481	9/12/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	\$ 5,983.36	\$ -	\$ -
4500063482	9/12/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 3,474.94	\$ -	\$ -
4500063483	9/12/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 3,152.04	\$ -	\$ -
4500063484	9/12/2024	Genfare, LLC		B250-BUS REPAIR PARTS	\$ 1,423.98	\$ -	\$ -
4500063485	9/12/2024	Uline Inc		G210-OFFICE FURNITURE	\$ 673.44	\$ -	\$ -
4500063486	9/12/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 344.67	\$ -	\$ -
4500063487	9/12/2024	San Diego Seal, Inc.	Small Business	R140-RAIL/LRV DOORS/RAMP	\$ 282.69	\$ -	\$ -
4500063488	9/12/2024	Willy's Electronic Supply Co Inc		G140-SHOP SUPPLIES	\$ 2,552.29	\$ -	\$ -
4500063489	9/12/2024	Inland Lighting Supplies Inc	Small Business	M180-STATION ELECTRICAL	\$ 1,192.47	\$ -	\$ -
4500063490	9/12/2024	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$ 194.21	\$ -	\$ -
4500063491	9/12/2024	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$ 1,305.40	\$ -	\$ -
4500063492	9/12/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 4,293.64	\$ -	\$ -
4500063493	9/12/2024	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	\$ 1,058.97	\$ -	\$ -
4500063494	9/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 692.40	\$ -	\$ -
4500063495	9/13/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 9.83	\$ -	\$ -
4500063496	9/13/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 45.58	\$ -	\$ -
4500063497	9/13/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 6,841.49	\$ -	\$ -
4500063498	9/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,195.13	\$ -	\$ -
4500063499	9/13/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 216.58	\$ -	\$ -
4500063500	9/13/2024	Transit Holdings Inc		G140-SHOP SUPPLIES	\$ 415.31	\$ -	\$ -
4500063501	9/13/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 315.17	\$ -	\$ -
4500063502	9/13/2024	Steven R Timme		G230-PRINTED MATERIALS	\$ 720.38	\$ -	\$ -
4500063503	9/13/2024	Integrity Newspapers Inc.		P310-ADVERTISING SERVICES	\$ 1,036.88	\$ -	\$ -
4500063504	9/13/2024	CDW LLC		I110-INFORMATION TECH	\$ 992.57	\$ -	\$ -
4500063505	9/13/2024	AVPM CA 7 LP		G120-SECURITY	\$ 1,846.70	\$ -	\$ -
4500063506	9/13/2024	Axelliant LLC	Minority Owned Business	I110-INFORMATION TECH	\$ 14,774.04	\$ -	\$ -
4500063507	9/13/2024	W.W. Grainger Inc		M110-SUB STATION	\$ 4,022.80	\$ -	\$ -
4500063508	9/13/2024	W.W. Grainger Inc		R230-RAIL/LRV MECHANICAL	\$ 3,721.76	\$ -	\$ -
4500063509	9/13/2024	Super Welding of Southern	Small Business	G130-SHOP TOOLS	\$ 1,293.00	\$ -	\$ -
4500063510	9/13/2024	Facility Solutions Group, Inc.		F110-SHOP/BLDG MACHINERY	\$ 5,678.11	\$ -	\$ -
4500063511	9/13/2024	Virginia Electronic & Lighting LLC		M140-WAYSIDE SIGNALS	\$ 1,858.69	\$ -	\$ -
4500063512	9/13/2024	Brady Industries of California, LLC		G190-SAFETY/MED SUPPLIES	\$ 258.60	\$ -	\$ -
4500063513	9/13/2024	Winzer Franchise Company		G270-ELECTRICAL/LIGHTING	\$ 1,055.98	\$ -	\$ -
4500063514	9/13/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 653.63	\$ -	\$ -
4500063515	9/13/2024	Bees Lighting		M180-STATION ELECTRICAL	\$ 3,701.22	\$ -	\$ -
4500063516	9/16/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,040.88	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063517	9/16/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,200.21	\$ -	\$ -
4500063518	9/16/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 16.88	\$ -	\$ -
4500063519	9/16/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,373.37	\$ -	\$ -
4500063520	9/16/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 15.19	\$ -	\$ -
4500063521	9/16/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 768.01	\$ -	\$ -
4500063522	9/16/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 288.23	\$ -	\$ -
4500063523	9/16/2024	The Jankovich Company, LLC		G170-LUBRICANTS	\$ 848.08	\$ -	\$ -
4500063524	9/16/2024	Romaine Electric Corporation		B160-BUS ELECTRICAL	\$ 7,122.98	\$ -	\$ -
4500063525	9/16/2024	Cembre Inc		M170-IMPEDANCE BOND	\$ 2,629.33	\$ -	\$ -
4500063526	9/16/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 3,718.48	\$ -	\$ -
4500063527	9/16/2024	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 1,063.64	\$ -	\$ -
4500063528	9/16/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 632.17	\$ -	\$ -
4500063529	9/16/2024	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$ 1,440.42	\$ -	\$ -
4500063530	9/16/2024	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$ 1,682.52	\$ -	\$ -
4500063531	9/16/2024	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	\$ 716.55	\$ -	\$ -
4500063532	9/16/2024	Day Management Corp		P210-NON-REV VEH REPAIRS	\$ 4,602.14	\$ -	\$ -
4500063533	9/16/2024	State Water Resources Control Board		C140-CONSTRUCTION MGT SRV	\$ 2,985.00	\$ -	\$ -
4500063534	9/16/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,061.17	\$ -	\$ -
4500063535	9/16/2024	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	\$ 4,032.54	\$ -	\$ -
4500063536	9/16/2024	OneSource Distributors, LLC		G130-SHOP TOOLS	\$ 552.23	\$ -	\$ -
4500063537	9/16/2024	Hi-Tec Enterprises		R230-RAIL/LRV MECHANICAL	\$ 1,724.00	\$ -	\$ -
4500063538	9/16/2024	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$ 4,189.33	\$ -	\$ -
4500063539	9/16/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 1,610.87	\$ -	\$ -
4500063540	9/16/2024	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	\$ 880.10	\$ -	\$ -
4500063541	9/16/2024	Conduent Transport Solutions, Inc.		B150-BUS COMM EQUIP.	\$ 17,594.89	\$ -	\$ -
4500063542	9/16/2024	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$ 3,776.22	\$ -	\$ -
4500063543	9/16/2024	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 2,532.13	\$ -	\$ -
4500063544	9/16/2024	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$ 48,192.57	\$ -	\$ -
4500063545	9/16/2024	Vulcanite Pty Ltd		R230-RAIL/LRV MECHANICAL	\$ 21,753.65	\$ -	\$ -
4500063546	9/16/2024	Sid Tool Co., Inc.		G130-SHOP TOOLS	\$ 150.53	\$ -	\$ -
4500063547	9/16/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 293.06	\$ -	\$ -
4500063548	9/16/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 12,234.44	\$ -	\$ -
4500063549	9/16/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,786.58	\$ -	\$ -
4500063550	9/16/2024	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$ 84.43	\$ -	\$ -
4500063551	9/16/2024	NS Corporation		F110-SHOP/BLDG MACHINERY	\$ 1,105.81	\$ -	\$ -
4500063552	9/16/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,259.66	\$ -	\$ -
4500063553	9/16/2024	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 140.13	\$ -	\$ -
4500063554	9/16/2024	Reid and Clark Screen Arts Co		P210-NON-REV VEH REPAIRS	\$ 81.62	\$ -	\$ -
4500063555	9/16/2024	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$ 2,120.95	\$ -	\$ -
4500063556	9/16/2024	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 385.52	\$ -	\$ -
4500063557	9/16/2024	Genuine Parts Company Inc		B250-BUS REPAIR PARTS	\$ 322.98	\$ -	\$ -
4500063558	9/16/2024	M Power Truck & Diesel		P210-NON-REV VEH REPAIRS	\$ 356.59	\$ -	\$ -
4500063559	9/17/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 21.28	\$ -	\$ -
4500063560	9/17/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 288.08	\$ -	\$ -
4500063561	9/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500063563	9/17/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 564.01	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063564	9/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 12,280.58	\$ -	\$ -
4500063565	9/17/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 23,980.76	\$ -	\$ -
4500063566	9/17/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 79.09	\$ -	\$ -
4500063567	9/17/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 1,275.68	\$ -	\$ -
4500063568	9/17/2024	San Diego Community		P490-MANAGEMENT TRAINING	\$ 368.00	\$ -	\$ -
4500063569	9/17/2024	David Bond		P490-MANAGEMENT TRAINING	\$ 720.00	\$ -	\$ -
4500063570	9/17/2024	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	\$ 426.69	\$ -	\$ -
4500063571	9/17/2024	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 6,326.65	\$ -	\$ -
4500063572	9/17/2024	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 23,086.77	\$ -	\$ -
4500063573	9/17/2024	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 2,261.95	\$ -	\$ -
4500063574	9/17/2024	Global Equipment Company	Small Business	P250-PARATRANSIT	\$ 1,157.81	\$ -	\$ -
4500063575	9/17/2024	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$ 2,181.63	\$ -	\$ -
4500063576	9/17/2024	Gillig LLC		B110-BUS HVAC SYSTEMS	\$ 1,997.68	\$ -	\$ -
4500063577	9/17/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 127.72	\$ -	\$ -
4500063578	9/17/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 112.02	\$ -	\$ -
4500063579	9/18/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,148.80	\$ -	\$ -
4500063580	9/18/2024	Parts Authority, LLC		B160-BUS ELECTRICAL	\$ 9,825.18	\$ -	\$ -
4500063581	9/18/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,055.03	\$ -	\$ -
4500063582	9/18/2024	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 1,893.44	\$ -	\$ -
4500063583	9/18/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 3,517.38	\$ -	\$ -
4500063584	9/18/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 6,214.42	\$ -	\$ -
4500063585	9/18/2024	Transit Holdings Inc		B130-BUS BODY	\$ 3,145.76	\$ -	\$ -
4500063586	9/18/2024	Compressed Air Systems		F110-SHOP/BLDG MACHINERY	\$ 607.71	\$ -	\$ -
4500063587	9/18/2024	Allied Refrigeration Inc		B250-BUS REPAIR PARTS	\$ 193.15	\$ -	\$ -
4500063588	9/18/2024	Motion Industries, Inc.		B250-BUS REPAIR PARTS	\$ 705.60	\$ -	\$ -
4500063589	9/18/2024	Motion Industries, Inc.		B120-BUS MECHANICAL PARTS	\$ 4,485.29	\$ -	\$ -
4500063590	9/18/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 1,266.07	\$ -	\$ -
4500063591	9/18/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 3,310.60	\$ -	\$ -
4500063592	9/18/2024	Getty Images (US) Inc		P310-ADVERTISING SERVICES	\$ 325.00	\$ -	\$ -
4500063593	9/18/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 66,400.00	\$ -	\$ -
4500063594	9/18/2024	CDW LLC		B150-BUS COMM EQUIP.	\$ 1,011.12	\$ -	\$ -
4500063595	9/18/2024	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	\$ 719.40	\$ -	\$ -
4500063596	9/18/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 4,838.66	\$ -	\$ -
4500063597	9/18/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 530.13	\$ -	\$ -
4500063598	9/18/2024	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 685.26	\$ -	\$ -
4500063599	9/18/2024	B & S Graphics Inc		B130-BUS BODY	\$ 86.20	\$ -	\$ -
4500063600	9/18/2024	Trentman Corp	Small Business	P280-GENERAL SVC AGRMNTS	\$ 1,051.34	\$ -	\$ -
4500063601	9/18/2024	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$ 288.77	\$ -	\$ -
4500063602	9/18/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,288.80	\$ -	\$ -
4500063603	9/18/2024	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	\$ 386.09	\$ -	\$ -
4500063604	9/18/2024	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$ 418.27	\$ -	\$ -
4500063605	9/18/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 13,328.69	\$ -	\$ -
4500063606	9/18/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,718.62	\$ -	\$ -
4500063607	9/18/2024	W.W. Grainger Inc		B110-BUS HVAC SYSTEMS	\$ 2,520.38	\$ -	\$ -
4500063608	9/18/2024	Romaine Electric Corporation		B160-BUS ELECTRICAL	\$ 3,608.55	\$ -	\$ -
4500063609	9/18/2024	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$ 5,543.21	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063610	9/18/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 4,202.25	\$ -	\$ -
4500063611	9/18/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 2,963.13	\$ -	\$ -
4500063612	9/18/2024	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$ 2,262.75	\$ -	\$ -
4500063613	9/18/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ -	\$ -	\$ -
4500063614	9/18/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 3,232.50	\$ -	\$ -
4500063615	9/18/2024	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$ 11,216.78	\$ -	\$ -
4500063616	9/18/2024	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$ 69.42	\$ -	\$ -
4500063617	9/18/2024	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$ 4,721.61	\$ -	\$ -
4500063618	9/18/2024	KLI Midco LLC		G170-LUBRICANTS	\$ 1,023.03	\$ -	\$ -
4500063619	9/18/2024	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	\$ 14,658.42	\$ -	\$ -
4500063620	9/18/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 9,373.44	\$ -	\$ -
4500063621	9/18/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 275.75	\$ -	\$ -
4500063622	9/18/2024	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$ 11,132.73	\$ -	\$ -
4500063623	9/18/2024	Axelliant LLC	Minority Owned Business	I110-INFORMATION TECH	\$ 14,723.71	\$ -	\$ -
4500063624	9/18/2024	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	\$ 10,632.77	\$ -	\$ -
4500063625	9/18/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 13,796.04	\$ -	\$ -
4500063626	9/18/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 5,033.83	\$ -	\$ -
4500063627	9/18/2024	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 225.63	\$ -	\$ -
4500063628	9/18/2024	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$ 3,619.95	\$ -	\$ -
4500063629	9/18/2024	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 1,496.56	\$ -	\$ -
4500063630	9/18/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 3,581.10	\$ -	\$ -
4500063631	9/18/2024	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 3,647.80	\$ -	\$ -
4500063632	9/18/2024	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$ 22,675.42	\$ -	\$ -
4500063633	9/18/2024	Newark Corporation		M130-CROSSING MECHANISM	\$ 1,557.04	\$ -	\$ -
4500063634	9/18/2024	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	\$ 1,354.59	\$ -	\$ -
4500063635	9/18/2024	AirSupply Tools, Inc		G130-SHOP TOOLS	\$ 176.01	\$ -	\$ -
4500063636	9/18/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 82.97	\$ -	\$ -
4500063639	9/18/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,089.36	\$ -	\$ -
4500063640	9/18/2024	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 2,948.04	\$ -	\$ -
4500063641	9/18/2024	Genuine Parts Company Inc		R180-RAIL/LRV LIGHTING	\$ 4,847.45	\$ -	\$ -
4500063642	9/18/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,140.79	\$ -	\$ -
4500063643	9/18/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 41,279.86	\$ -	\$ -
4500063646	9/18/2024	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 1,318.86	\$ -	\$ -
4500063647	9/18/2024	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	\$ 11,007.98	\$ -	\$ -
4500063648	9/19/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,551.60	\$ -	\$ -
4500063649	9/19/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 3.37	\$ -	\$ -
4500063650	9/19/2024	Mike Farrar		B130-BUS BODY	\$ 8,189.00	\$ -	\$ -
4500063651	9/19/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,370.90	\$ -	\$ -
4500063652	9/19/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500063653	9/19/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 46.22	\$ -	\$ -
4500063655	9/19/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,516.55	\$ -	\$ -
4500063656	9/19/2024	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$ 565.69	\$ -	\$ -
4500063657	9/19/2024	ABC General Contractor, Inc.		T110-TRACK, RAIL	\$ 58,923.62	\$ -	\$ 30,958.47
4500063658	9/19/2024	The Gordian Group, Inc.		T110-TRACK, RAIL	\$ 1,037.06	\$ -	\$ -
4500063659	9/19/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 126,162.55	\$ -	\$ 99,100.68
4500063660	9/19/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 2,220.46	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063661	9/19/2024	Daniel Hopkins		G260-MEDIA	\$ 4,500.00	\$ -	\$ -
4500063662	9/19/2024	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$ 11,640.00	\$ -	\$ -
4500063663	9/19/2024	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 105.85	\$ -	\$ -
4500063664	9/19/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 348.38	\$ -	\$ -
4500063665	9/19/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 559.66	\$ -	\$ -
4500063666	9/19/2024	Vinyard Doors, Inc.	Woman Owned Business	F110-SHOP/BLDG MACHINERY	\$ 1,979.00	\$ -	\$ -
4500063667	9/19/2024	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$ 783.40	\$ -	\$ -
4500063668	9/19/2024	Mcmaster-Carr Supply Co		P280-GENERAL SVC AGRMNTS	\$ 24.73	\$ -	\$ -
4500063669	9/20/2024	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$ 4,993.67	\$ -	\$ -
4500063670	9/20/2024	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 380.14	\$ -	\$ -
4500063671	9/20/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 2,141.53	\$ -	\$ -
4500063672	9/20/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 764.27	\$ -	\$ -
4500063673	9/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 197.83	\$ -	\$ -
4500063674	9/20/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 183.43	\$ -	\$ -
4500063675	9/20/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 128.59	\$ -	\$ -
4500063676	9/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,092.68	\$ -	\$ -
4500063677	9/20/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 49.60	\$ -	\$ -
4500063678	9/20/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 97.08	\$ -	\$ -
4500063679	9/20/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,135.57	\$ -	\$ -
4500063680	9/20/2024	HJR Equipment Rental, Inc.		F110-SHOP/BLDG MACHINERY	\$ 7,800.00	\$ -	\$ -
4500063681	9/20/2024	Teknoware Inc.		R180-RAIL/LRV LIGHTING	\$ 9,125.87	\$ -	\$ -
4500063682	9/20/2024	Transit Holdings Inc		B130-BUS BODY	\$ 9,264.46	\$ -	\$ -
4500063683	9/20/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 2,702.03	\$ -	\$ -
4500063684	9/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,014.42	\$ -	\$ -
4500063685	9/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,268.06	\$ -	\$ -
4500063686	9/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 281.47	\$ -	\$ -
4500063687	9/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,565.28	\$ -	\$ -
4500063688	9/23/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 3,220.34	\$ -	\$ -
4500063689	9/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,881.06	\$ -	\$ -
4500063690	9/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,254.77	\$ -	\$ -
4500063691	9/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 20,503.28	\$ -	\$ -
4500063692	9/23/2024	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$ 212.48	\$ -	\$ -
4500063693	9/23/2024	Dictation Sales and Service, Inc.	Small Business	I110-INFORMATION TECH	\$ 48,718.95	\$ -	\$ -
4500063694	9/23/2024	Muncie Reclamation and Supply Co		B130-BUS BODY	\$ 7,617.03	\$ -	\$ -
4500063695	9/23/2024	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 252.56	\$ -	\$ -
4500063697	9/23/2024	Ascendancy Corp		R230-RAIL/LRV MECHANICAL	\$ 3,718.78	\$ -	\$ -
4500063698	9/23/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,449.63	\$ -	\$ -
4500063699	9/23/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 508.00	\$ -	\$ -
4500063700	9/23/2024	Romaine Electric Corporation		B160-BUS ELECTRICAL	\$ 10,684.48	\$ -	\$ -
4500063702	9/23/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 3,517.38	\$ -	\$ -
4500063703	9/23/2024	Motion Industries, Inc.		B120-BUS MECHANICAL PARTS	\$ 280.52	\$ -	\$ -
4500063704	9/23/2024	Vinyard Doors, Inc.	Woman Owned Business	P280-GENERAL SVC AGRMNTS	\$ 545.50	\$ -	\$ -
4500063705	9/23/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 508.00	\$ -	\$ -
4500063706	9/23/2024	Willy's Electronic Supply Co Inc		R150-RAIL/LRV COMM EQUIP	\$ 226.28	\$ -	\$ -
4500063707	9/23/2024	R.S. Hughes Co Inc		G130-SHOP TOOLS	\$ 1,171.00	\$ -	\$ -
4500063708	9/23/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 11,975.51	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063709	9/23/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,755.76	\$ -	\$ -
4500063710	9/23/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 289.56	\$ -	\$ -
4500063711	9/23/2024	AirSupply Tools, Inc		G140-SHOP SUPPLIES	\$ 465.69	\$ -	\$ -
4500063712	9/23/2024	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	\$ 394.59	\$ -	\$ -
4500063713	9/23/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 546.03	\$ -	\$ -
4500063714	9/23/2024	Genuine Parts Company Inc		G170-LUBRICANTS	\$ 1,125.88	\$ -	\$ -
4500063715	9/23/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 1,281.32	\$ -	\$ -
4500063716	9/23/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 87.69	\$ -	\$ -
4500063717	9/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,370.22	\$ -	\$ -
4500063718	9/23/2024	Heliox Technology Inc.		C110-GENERAL CONTRACTORS	\$ 18,989.23	\$ -	\$ -
4500063719	9/23/2024	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	\$ 527.55	\$ -	\$ -
4500063720	9/23/2024	Brault Inc	Small Business	P120-BLDG/FACILITY REPRS	\$ 4,951.73	\$ -	\$ -
4500063721	9/23/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 4,084.81	\$ -	\$ -
4500063722	9/23/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 191.40	\$ -	\$ -
4500063723	9/23/2024	Patco Industries Inc		M140-WAYSIDE SIGNALS	\$ 3,232.50	\$ -	\$ -
4500063724	9/24/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 687.80	\$ -	\$ -
4500063725	9/24/2024	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 1,577.47	\$ -	\$ -
4500063726	9/24/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 8.08	\$ -	\$ -
4500063727	9/24/2024	Transit Holdings Inc		B130-BUS BODY	\$ 99.30	\$ -	\$ -
4500063728	9/24/2024	Motion Industries, Inc.		B200-BUS PWR TRAIN EQUIP	\$ 412.90	\$ -	\$ -
4500063729	9/24/2024	JDK Railroad Materials, Inc.		P280-GENERAL SVC AGRMNTS	\$ 2,101.13	\$ -	\$ -
4500063730	9/24/2024	OneSource Distributors, LLC		M120-OVRHEAD CATENARY SYS	\$ 1,159.66	\$ -	\$ -
4500063731	9/24/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 193.30	\$ -	\$ -
4500063733	9/24/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 12,053.93	\$ -	\$ -
4500063734	9/24/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 2,784.40	\$ -	\$ -
4500063735	9/24/2024	Bert's Office Trailers, Inc.		P180-LEASES, OTHER	\$ 21,295.71	\$ -	\$ -
4500063736	9/24/2024	MCI Carrillo Inc	Small Business	B250-BUS REPAIR PARTS	\$ 175.00	\$ -	\$ -
4500063737	9/24/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 557.83	\$ -	\$ -
4500063738	9/24/2024	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$ 35.49	\$ -	\$ -
4500063739	9/24/2024	Genfare, LLC		G290-FARE REVENUE EQUIP	\$ 1,423.98	\$ -	\$ -
4500063740	9/24/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 239.40	\$ -	\$ -
4500063741	9/24/2024	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	\$ 3,196.11	\$ -	\$ -
4500063742	9/24/2024	NS Corporation		F110-SHOP/BLDG MACHINERY	\$ 2,310.90	\$ -	\$ -
4500063743	9/24/2024	Home Depot USA Inc		F180-BUILDING MATERIALS	\$ 679.96	\$ -	\$ -
4500063744	9/24/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 16,749.45	\$ -	\$ -
4500063745	9/25/2024	Transit Holdings Inc		B130-BUS BODY	\$ 993.94	\$ -	\$ -
4500063746	9/25/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,971.42	\$ -	\$ -
4500063747	9/25/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 270.91	\$ -	\$ -
4500063748	9/25/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,572.00	\$ -	\$ -
4500063749	9/25/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 271.53	\$ -	\$ -
4500063750	9/25/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,675.94	\$ -	\$ -
4500063751	9/25/2024	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	\$ 19,602.47	\$ -	\$ -
4500063752	9/25/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,718.62	\$ -	\$ -
4500063753	9/25/2024	Carlos Guzman Inc	DBE	R120-RAIL/LRV CAR BODY	\$ 92,409.53	\$ -	\$ -
4500063754	9/25/2024	Door Systems, Inc.		F110-SHOP/BLDG MACHINERY	\$ 955.00	\$ -	\$ -
4500063755	9/25/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,319.63	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063756	9/25/2024	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 70.46	\$ -	\$ -
4500063757	9/25/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 125.00	\$ -	\$ -
4500063758	9/26/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 17.24	\$ -	\$ -
4500063759	9/26/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 537.19	\$ -	\$ -
4500063760	9/26/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 439.77	\$ -	\$ -
4500063761	9/26/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 257.49	\$ -	\$ -
4500063762	9/26/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$ 335.67	\$ -	\$ -
4500063763	9/26/2024	Init Innovations in Transportation		B190-BUS FARE EQUIP	\$ 797.35	\$ -	\$ -
4500063764	9/26/2024	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	\$ 3,011.78	\$ -	\$ -
4500063765	9/26/2024	Gillig LLC		B130-BUS BODY	\$ 3,612.54	\$ -	\$ -
4500063766	9/26/2024	B and H Photo and Electronics		I110-INFORMATION TECH	\$ 2,950.77	\$ -	\$ -
4500063767	9/26/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 1,919.13	\$ -	\$ -
4500063768	9/26/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 273.17	\$ -	\$ -
4500063769	9/26/2024	Freeby Signs		B130-BUS BODY	\$ 151.93	\$ -	\$ -
4500063770	9/26/2024	Gillig LLC		B160-BUS ELECTRICAL	\$ 69.50	\$ -	\$ -
4500063771	9/26/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 2,778.13	\$ -	\$ -
4500063772	9/26/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 278.23	\$ -	\$ -
4500063773	9/26/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 4,315.15	\$ -	\$ -
4500063774	9/26/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 856.00	\$ -	\$ -
4500063775	9/26/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 743.48	\$ -	\$ -
4500063776	9/26/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 261.55	\$ -	\$ -
4500063777	9/26/2024	Bordova Innovations Inc		G240-UNIFORM PROCUREMENT	\$ 375.52	\$ -	\$ -
4500063778	9/26/2024	Robcar Corporation	Woman Owned Business	P280-GENERAL SVC AGRMNTS	\$ 446.61	\$ -	\$ -
4500063779	9/26/2024	Sprout Social, Inc.		G260-MEDIA	\$ 4,976.70	\$ -	\$ -
4500063780	9/26/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 2,666.55	\$ -	\$ -
4500063781	9/26/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 3,928.11	\$ -	\$ -
4500063782	9/26/2024	Staples Contract & Commercial LLC		G210-OFFICE FURNITURE	\$ 1,522.20	\$ -	\$ -
4500063783	9/26/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 255.43	\$ -	\$ -
4500063784	9/26/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 793.04	\$ -	\$ -
4500063785	9/26/2024	ZUZA LLC		G230-PRINTED MATERIALS	\$ 1,854.38	\$ -	\$ -
4500063786	9/26/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 967.20	\$ -	\$ -
4500063787	9/26/2024	Joy Romey		P440-CATERING SERVICES	\$ 2,124.97	\$ -	\$ -
4500063788	9/26/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 1,448.96	\$ -	\$ -
4500063789	9/26/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 672.36	\$ -	\$ -
4500063790	9/26/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,358.11	\$ -	\$ -
4500063791	9/26/2024	Legacy Fence Fabrication		F190-LANDSCAPING MAT'LS	\$ 10,303.42	\$ -	\$ -
4500063792	9/26/2024	Micro Precision Calibration Inc		C120-SPECIALTY CONTRACTOR	\$ 35,045.00	\$ -	\$ -
4500063793	9/26/2024	American Scissor Lift, Inc.	Small Business	P210-NON-REV VEH REPAIRS	\$ 1,467.44	\$ -	\$ -
4500063794	9/26/2024	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 4,002.26	\$ -	\$ -
4500063795	9/26/2024	Myers & Sons Hi-Way Safety Inc		T110-TRACK, RAIL	\$ 371.87	\$ -	\$ -
4500063796	9/26/2024	Inland Kenworth (US) Inc		B120-BUS MECHANICAL PARTS	\$ 27,995.17	\$ -	\$ -
4500063797	9/26/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 24,003.76	\$ -	\$ -
4500063798	9/27/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 61.68	\$ -	\$ -
4500063799	9/27/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,933.39	\$ -	\$ -
4500063800	9/27/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 34.30	\$ -	\$ -
4500063801	9/27/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 452.10	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063802	9/27/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 4,848.90	\$ -	\$ -
4500063803	9/27/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 760.96	\$ -	\$ -
4500063804	9/27/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,648.26	\$ -	\$ -
4500063805	9/27/2024	Penn Machine Company LLC		R210-RAIL/LRV TIRES	\$ 40,807.08	\$ -	\$ -
4500063806	9/27/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$ 21,493.40	\$ -	\$ -
4500063807	9/27/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 3,210.48	\$ -	\$ -
4500063808	9/27/2024	OneSource Distributors, LLC		M180-STATION ELECTRICAL	\$ 3,790.38	\$ -	\$ -
4500063809	9/27/2024	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 4,950.00	\$ -	\$ -
4500063810	9/27/2024	W.W. Grainger Inc		M110-SUB STATION	\$ 3,476.64	\$ -	\$ -
4500063811	9/27/2024	Winzer Franchise Company		G140-SHOP SUPPLIES	\$ 344.80	\$ -	\$ -
4500063812	9/27/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 177.47	\$ -	\$ -
4500063813	9/27/2024	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 446.73	\$ -	\$ -
4500063815	9/28/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,481.65	\$ -	\$ -
4500063816	9/30/2024	Cummins Inc		B160-BUS ELECTRICAL	\$ 3,982.10	\$ -	\$ -
4500063817	9/30/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,416.43	\$ -	\$ -
4500063818	9/30/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 441.15	\$ -	\$ -
4500063819	9/30/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,209.51	\$ -	\$ -
4500063820	9/30/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 233.13	\$ -	\$ -
4500063821	9/30/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 23.49	\$ -	\$ -
4500063822	9/30/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 878.81	\$ -	\$ -
4500063823	9/30/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,235.62	\$ -	\$ -
4500063824	9/30/2024	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	\$ 77.42	\$ -	\$ -
4500063825	9/30/2024	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$ 16,440.50	\$ -	\$ -
4500063826	9/30/2024	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	\$ 10,412.40	\$ -	\$ -
4500063827	9/30/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 355.79	\$ -	\$ -
4500063828	9/30/2024	Northwest Pump & Equipment Co		F110-SHOP/BLDG MACHINERY	\$ 358.81	\$ -	\$ -
4500063829	9/30/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 4,855.41	\$ -	\$ -
4500063830	9/30/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 288.53	\$ -	\$ -
4500063831	9/30/2024	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 3,434.77	\$ -	\$ -
4500063832	9/30/2024	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 669.01	\$ -	\$ -
4500063833	9/30/2024	Dellner Inc		R160-RAIL/LRV ELECTRICAL	\$ 14,164.50	\$ -	\$ -
4500063834	9/30/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 853.10	\$ -	\$ -
4500063835	9/30/2024	Patco Industries Inc		M140-WAYSIDE SIGNALS	\$ 9,891.45	\$ -	\$ -
4500063836	9/30/2024	Michael A. Anderson		C120-SPECIALTY CONTRACTOR	\$ 1,850.00	\$ -	\$ -
4500063837	9/30/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,724.93	\$ -	\$ -
4500063838	9/30/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 11,716.58	\$ -	\$ -
4500063839	9/30/2024	Thomas International USA Inc.		P470-NEW EE TESTING	\$ 5,521.00	\$ -	\$ -
4500063840	9/30/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 10,197.16	\$ -	\$ -
4500063841	9/30/2024	County of San Diego		P130-EQUIP MAINT REPR SVC	\$ 102.37	\$ -	\$ -
4500063842	9/30/2024	Force Science Ltd		P490-MANAGEMENT TRAINING	\$ 990.00	\$ -	\$ -
4500063843	9/30/2024	JMIS College LLC		P310-ADVERTISING SERVICES	\$ 15,000.00	\$ -	\$ -
4500063844	9/30/2024	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	\$ 33,307.68	\$ -	\$ -
4500063845	9/30/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 3,401.67	\$ -	\$ -
4500063846	9/30/2024	Professional Contractors Supplies		G130-SHOP TOOLS	\$ 299.05	\$ -	\$ -
4500063847	10/1/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,751.21	\$ -	\$ -
4500063848	10/1/2024	Lawson Products, Inc.		R220-RAIL/LRV TRUCKS	\$ 1,242.22	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063849	10/1/2024	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$ 359.24	\$ -	\$ -
4500063850	10/1/2024	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$ 22,675.42	\$ -	\$ -
4500063851	10/1/2024	Super Welding of Southern	Small Business	G130-SHOP TOOLS	\$ 2,329.30	\$ -	\$ -
4500063852	10/1/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500063853	10/1/2024	Transit Holdings Inc		B130-BUS BODY	\$ 10.72	\$ -	\$ -
4500063854	10/1/2024	Fastenal Company		R160-RAIL/LRV ELECTRICAL	\$ 964.37	\$ -	\$ -
4500063855	10/1/2024	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$ 3,740.18	\$ -	\$ -
4500063856	10/1/2024	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$ 614.18	\$ -	\$ -
4500063857	10/1/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 1,968.90	\$ -	\$ -
4500063858	10/1/2024	AVPM CA 7 LP		G120-SECURITY	\$ 4,069.02	\$ -	\$ -
4500063859	10/1/2024	AVPM CA 7 LP		G120-SECURITY	\$ 611.20	\$ -	\$ -
4500063860	10/1/2024	USSC Acquisition Corp		B250-BUS REPAIR PARTS	\$ 205.18	\$ -	\$ -
4500063861	10/1/2024	Home Depot USA Inc		G200-OFFICE SUPPLIES	\$ 309.81	\$ -	\$ -
4500063862	10/1/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 1,381.09	\$ -	\$ -
4500063863	10/1/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,130.04	\$ -	\$ -
4500063864	10/1/2024	Parts Authority, LLC		B160-BUS ELECTRICAL	\$ 3,930.08	\$ -	\$ -
4500063865	10/1/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 363.98	\$ -	\$ -
4500063866	10/1/2024	Bolt ECS Holdings, Inc		M120-OVRHEAD CATENARY SYS	\$ 55,329.63	\$ -	\$ -
4500063867	10/1/2024	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	\$ 557.02	\$ -	\$ -
4500063868	10/2/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 146.75	\$ -	\$ -
4500063869	10/2/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,961.19	\$ -	\$ -
4500063870	10/2/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,569.76	\$ -	\$ -
4500063871	10/2/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 158.26	\$ -	\$ -
4500063872	10/2/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 69.56	\$ -	\$ -
4500063873	10/2/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,805.33	\$ -	\$ -
4500063874	10/2/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 866.04	\$ -	\$ -
4500063875	10/2/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 1,396.44	\$ -	\$ -
4500063876	10/2/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 212.27	\$ -	\$ -
4500063877	10/2/2024	United Fastener Inc		G110-BUS/TROLLEY SIGNAGE	\$ 11.05	\$ -	\$ -
4500063878	10/3/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 129.51	\$ -	\$ -
4500063879	10/3/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 7.68	\$ -	\$ -
4500063880	10/3/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 79.99	\$ -	\$ -
4500063881	10/3/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 459.57	\$ -	\$ -
4500063882	10/3/2024	Transit Holdings Inc		G140-SHOP SUPPLIES	\$ 1,834.88	\$ -	\$ -
4500063883	10/3/2024	Mouser Electronics Inc		B250-BUS REPAIR PARTS	\$ 40.30	\$ -	\$ -
4500063885	10/3/2024	Init Innovations in Transportation		B190-BUS FARE EQUIP	\$ 797.35	\$ -	\$ -
4500063886	10/3/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 625.86	\$ -	\$ -
4500063887	10/3/2024	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	\$ 776.07	\$ -	\$ -
4500063888	10/3/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 1,918.17	\$ -	\$ -
4500063889	10/3/2024	Hoffmeyer Company Inc.		B250-BUS REPAIR PARTS	\$ 2,500.00	\$ -	\$ -
4500063890	10/3/2024	Computer Design Center LLC		I110-INFORMATION TECH	\$ 130,598.48	\$ -	\$ -
4500063891	10/3/2024	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 204.21	\$ -	\$ -
4500063892	10/3/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 96.65	\$ -	\$ -
4500063893	10/3/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 799.59	\$ -	\$ -
4500063894	10/3/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,867.09	\$ -	\$ -
4500063895	10/3/2024	NS Corporation		F110-SHOP/BLDG MACHINERY	\$ 326.09	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063896	10/3/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 49.11	\$ -	\$ -
4500063897	10/3/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 4,783.10	\$ -	\$ -
4500063898	10/3/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 827.62	\$ -	\$ -
4500063899	10/3/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 282.34	\$ -	\$ -
4500063900	10/3/2024	Genfare, LLC		G290-FARE REVENUE EQUIP	\$ 187.44	\$ -	\$ -
4500063901	10/3/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 504.86	\$ -	\$ -
4500063903	10/3/2024	Genfare, LLC		B250-BUS REPAIR PARTS	\$ 1,423.98	\$ -	\$ -
4500063904	10/3/2024	AirSupply Tools, Inc		G150-FASTENERS	\$ 248.72	\$ -	\$ -
4500063906	10/3/2024	Clarran Inc.	DBE	G140-SHOP SUPPLIES	\$ 941.68	\$ -	\$ -
4500063907	10/3/2024	CDW LLC		I110-INFORMATION TECH	\$ 1,735.79	\$ -	\$ -
4500063908	10/3/2024	Nth Generation Computing Inc		I110-INFORMATION TECH	\$ 3,388.00	\$ -	\$ -
4500063909	10/3/2024	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 112.01	\$ -	\$ -
4500063910	10/3/2024	AT&T Corp		I110-INFORMATION TECH	\$ 90,452.58	\$ -	\$ -
4500063911	10/4/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 16.17	\$ -	\$ -
4500063912	10/4/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,001.98	\$ -	\$ -
4500063913	10/4/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 134.69	\$ -	\$ -
4500063914	10/4/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 19.01	\$ -	\$ -
4500063915	10/4/2024	Argus Media Inc		P400-FINANCIAL & AUDIT	\$ 6,900.00	\$ -	\$ -
4500063916	10/4/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,826.08	\$ -	\$ -
4500063917	10/4/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 68.60	\$ -	\$ -
4500063918	10/4/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,261.52	\$ -	\$ -
4500063920	10/4/2024	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 33,779.63	\$ -	\$ -
4500063921	10/4/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 724.08	\$ -	\$ -
4500063922	10/4/2024	OneSource Distributors, LLC		M120-OVRHEAD CATENARY SYS	\$ 1,034.40	\$ -	\$ -
4500063923	10/7/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 5,192.62	\$ -	\$ -
4500063924	10/7/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,536.56	\$ -	\$ -
4500063925	10/7/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,304.50	\$ -	\$ -
4500063926	10/7/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 34.27	\$ -	\$ -
4500063927	10/7/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 269.93	\$ -	\$ -
4500063928	10/7/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 924.98	\$ -	\$ -
4500063929	10/7/2024	TK Services Inc		B160-BUS ELECTRICAL	\$ 1,147.21	\$ -	\$ -
4500063930	10/7/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 529.66	\$ -	\$ -
4500063931	10/7/2024	Muncie Reclamation and Supply Co		B110-BUS HVAC SYSTEMS	\$ 33,924.32	\$ -	\$ -
4500063932	10/7/2024	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 4,567.30	\$ -	\$ -
4500063933	10/7/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 65.81	\$ -	\$ -
4500063934	10/7/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,239.42	\$ -	\$ -
4500063935	10/7/2024	Transit Holdings Inc		B130-BUS BODY	\$ 8,196.13	\$ -	\$ -
4500063936	10/7/2024	Gillig LLC		B130-BUS BODY	\$ 3,810.72	\$ -	\$ -
4500063937	10/7/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 12,331.56	\$ -	\$ -
4500063938	10/7/2024	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$ 1,928.98	\$ -	\$ -
4500063939	10/7/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 588.32	\$ -	\$ -
4500063940	10/7/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 484.62	\$ -	\$ -
4500063941	10/7/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 190.09	\$ -	\$ -
4500063942	10/7/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 2,483.56	\$ -	\$ -
4500063943	10/7/2024	V & V Manufacturing Inc	Small Business	G250-NOVELTIES & AWARDS	\$ 19,864.08	\$ -	\$ -
4500063944	10/7/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,829.74	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500063945	10/7/2024	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$ 722.73	\$ -	\$ -
4500063946	10/7/2024	Midwest Motor Supply Co. Inc		F180-BUILDING MATERIALS	\$ 597.36	\$ -	\$ -
4500063947	10/7/2024	Luminator Technology Group Global		R120-RAIL/LRV CAR BODY	\$ 397.14	\$ -	\$ -
4500063948	10/7/2024	Freeby Signs		B130-BUS BODY	\$ 783.16	\$ -	\$ -
4500063949	10/8/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,114.05	\$ -	\$ -
4500063950	10/8/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,550.78	\$ -	\$ -
4500063951	10/8/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 34.30	\$ -	\$ -
4500063952	10/8/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 22.76	\$ -	\$ -
4500063953	10/8/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,423.60	\$ -	\$ -
4500063954	10/8/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 476.25	\$ -	\$ -
4500063955	10/8/2024	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$ 4,741.00	\$ -	\$ -
4500063956	10/8/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 4,375.84	\$ -	\$ -
4500063957	10/8/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,938.43	\$ -	\$ -
4500063958	10/8/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,259.66	\$ -	\$ -
4500063959	10/8/2024	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$ 4,092.35	\$ -	\$ -
4500063960	10/8/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 530.13	\$ -	\$ -
4500063961	10/8/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 148.09	\$ -	\$ -
4500063962	10/8/2024	Transit Holdings Inc		B130-BUS BODY	\$ 3,371.41	\$ -	\$ -
4500063963	10/8/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 813.60	\$ -	\$ -
4500063964	10/8/2024	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,307.57	\$ -	\$ -
4500063966	10/8/2024	CDW LLC		I130-IT CAPITAL HARDWARE	\$ 1,164.85	\$ -	\$ -
4500063967	10/8/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 4,363.88	\$ -	\$ -
4500063968	10/8/2024	AED Brands LLC		G190-SAFETY/MED SUPPLIES	\$ 146.54	\$ -	\$ -
4500063969	10/8/2024	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 140.13	\$ -	\$ -
4500063970	10/8/2024	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	\$ 14,339.37	\$ -	\$ -
4500063971	10/8/2024	Digital Information Services LLC		I110-INFORMATION TECH	\$ 16,678.77	\$ -	\$ -
4500063972	10/8/2024	Electric Motor Services, Inc.		M150-PWR SWITCHES/LOCKS	\$ 2,900.00	\$ -	\$ -
4500063973	10/8/2024	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	\$ 243.71	\$ -	\$ -
4500063974	10/9/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,298.32	\$ -	\$ -
4500063975	10/9/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,521.22	\$ -	\$ -
4500063976	10/9/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,113.61	\$ -	\$ -
4500063977	10/9/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 22.76	\$ -	\$ -
4500063978	10/9/2024	Electric Motor Services, Inc.		M130-CROSSING MECHANISM	\$ 3,450.00	\$ -	\$ -
4500063979	10/9/2024	United Fastener Inc		G130-SHOP TOOLS	\$ 125.54	\$ -	\$ -
4500063980	10/9/2024	JKL Cleaning Systems		F180-BUILDING MATERIALS	\$ 1,162.44	\$ -	\$ -
4500063981	10/9/2024	JKL Cleaning Systems		G160-PAINTS & CHEMICALS	\$ 234.98	\$ -	\$ -
4500063982	10/9/2024	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	\$ 1,330.26	\$ -	\$ -
4500063983	10/9/2024	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	\$ 766.04	\$ -	\$ -
4500063984	10/9/2024	Global Signals Group Inc.		M140-WAYSIDE SIGNALS	\$ 2,289.44	\$ -	\$ -
4500063985	10/9/2024	Bierer and Associates Inc		M120-OVRHEAD CATENARY SYS	\$ 4,562.14	\$ -	\$ -
4500063986	10/9/2024	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$ 1,752.02	\$ -	\$ -
4500063987	10/9/2024	Railroad Component Rebuilds		P130-EQUIP MAINT REPR SVC	\$ 5,112.44	\$ -	\$ -
4500063988	10/9/2024	Cembre Inc		M140-WAYSIDE SIGNALS	\$ 3,394.13	\$ -	\$ -
4500063989	10/9/2024	Granicus LLC		P280-GENERAL SVC AGRMNTS	\$ 36,119.86	\$ -	\$ -
4500063990	10/9/2024	Andre-Boudin Bakeries Inc		P440-CATERING SERVICES	\$ 210.47	\$ -	\$ -
4500063991	10/9/2024	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 361.25	\$ -	\$ -



**Metropolitan
Transit
System**

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Vehicle Fleet Lease and Maintenance Services – 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. G2864.0-24 (in substantially the same format as Attachment A), with Enterprise Fleet Management, Inc. (Enterprise) to provide Vehicle Fleet Lease and Maintenance Services in the amount of \$17,279,877.00 for five (5) base years with five (5) 1-year options; and
- 2) Exercise the five (5) 1-year options at the CEO's discretion.

Budget Impact

The total contract cost of these services is estimated to be \$17,279,877.00 (inclusive of 7.75% sales tax) over the entire term of the agreement as shown in Table 1, below, and will be included in each department's respective annual operating budgets.

Contract Period	TOTAL COSTS
Base Years – 5 Years	\$ 8,228,514.00
Option Years – 5 Years	9,051,363.00
GRAND TOTAL COST (Base + Option Years)	\$ 17,279,877.00

DISCUSSION:

MTS utilizes Vehicle Fleet Lease and Maintenance Services to manage the approximately one hundred seventy-six (176) non-revenue vehicles required for fleet support. This includes a comprehensive program for the leasing and complete maintenance of fleet support vehicles over the entire term of the contract. These non-revenue vehicles support the various modes of MTS's operations. San Diego Transit utilizes its non-revenue vehicles to deliver our bus drivers to various bus stop locations and provide supervisory support. San Diego Trolley utilizes its non-revenue vehicles to transport its facilities and right-of-way maintenance personnel to perform



routine maintenance and troubleshooting. For-Hire Vehicle Administration utilizes its non-revenue vehicles to support inspection and enforcement efforts of for-hire vehicles. MTS Pool vehicles are utilized by the Administrative departments for various departmental functions.

On March 15, 2024, MTS issued a Request for Proposal (RFP) for Vehicle Fleet Lease and Maintenance Services. A total of two (2) proposals were received on the due date of May 7, 2024, from the following firms:

#	Proposer Name	Disadvantage Business Enterprise (DBE), Minority Business Enterprise (MBE), Small Business (SB)
1	Element Fleet Management	None
2	Enterprise Fleet Management, Inc	None

All proposals were deemed responsive and responsible and were evaluated by a committee consisting of representatives from Facilities, 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	15
Staffing, Organization, and Management Plan	20
Work Plan	35
Cost and Price	30
Total	100

The following table illustrates the initial scores and ranking of each firm:

Proposer Name	Technical Score	Cost Score	Total Score (Maximum 100)	Ranking
Enterprise Fleet Management, Inc	63	19.2	82.2	1
Element Fleet Management	33.3	30	63.3	2

As a result of the initial evaluations, Enterprise Fleet Management, Inc. was the highest-ranked firm and Element Fleet Management was deemed outside of the competitive range. MTS reached out to Enterprise for clarifications and revised cost proposal, but Enterprise did not reduce their cost. Staff deemed Enterprise's pricing to be fair and reasonable and their final score remained the same as follows:

Proposer Name	Technical Score	Cost Score	Total Score (Maximum 100)	Ranking
Enterprise Fleet Management, Inc	63	19.2	82.2	1

Based on the objectives of this procurement, consideration of the evaluation criteria and Enterprise Fleet Management, Inc's technical and cost proposals, the evaluation committee determined that Enterprise Fleet Management, Inc 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. G2864.0-24 (in substantially the same format as Attachment A), with Enterprise to provide Vehicle Fleet Lease and Maintenance Services in the amount of \$17,279,877.00 for five (5) base years with five (5) 1-year options.
2. Exercise the five (5) 1-year options 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. G2864.0-24
B. Enterprise Fleet Management Cost Proposal Form



STANDARD AGREEMENT

FOR

MTS DOC. NO. G2864.0-24

VEHICLE FLEET LEASE AND MAINTENANCE 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":

Name: Enterprise Fleet Management, Inc. Address: 6330 Marindustry Dr

San Diego CA 92121

City State Zip

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

Email: Michael. L.Gerges@efleets.com

Telephone: 657-221-4522

Authorized person to sign contracts Michael Gerges Vice President of Finance
Name Title

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

The contract term is for five (5) base years with five (5) 1-year options, exercisable at MTS's sole discretion, for a total of 10 years. Base period shall be effective January 1, 2025 through December 31, 2029 and option years shall be effective January 1, 2030 through December 31, 2034, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$8,228,514.00 for the base years and \$9,051,363.00 for the option years, for a contract total not to exceed \$17,279,877.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ENTERPRISE FLEET MANAGEMENT, INC.
By: <u>Sharon Cooney, Chief Executive Officer</u>	By <u></u>
Approved as to form:	<u></u>
By: <u>Karen Landers, General Counsel</u>	Title: <u></u>



1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. SUMMARY

MTS is seeking proposals to provide leasing and maintenance services of fleet support vehicles (Fleet). This shall entail approximately one hundred seventy-six (176) vehicles for a five (5) year base period with five (5) one-year options exercisable at MTS's sole discretion, for a total of 10 years. MTS reserves the right to increase or decrease as well as request additional vehicles outside of those identified herein, at its sole discretion, in addition to the size of the Fleet, and makes no ordering commitment to the selected Contractor. MTS reserves the right to acquire any type of vehicle, manufacturers' make and model throughout the contract period when and as requested solely by MTS.

Contractor shall provide MTS with a comprehensive program for the leasing and complete maintenance of fleet support vehicles over the entire term of the contract. The timing and mix of the vehicles may change with MTS business needs throughout the contract. As a result, MTS requires an established program for the leasing of vehicles, including preventative and ongoing maintenance services that can meet the dynamic needs and requirements of MTS.

MTS's current leased vehicle fleet consists of primarily Ford vehicles as reflected in ***"Attachment 2: Current Leased Vehicle Fleet"*** provided with the RFP Complete Attachment Package (attached as a separate document package) ancillary to this scope of work. As such, MTS has provided minimum technical specification requirements for current leased vehicles and is allowing for requests for approved equals (RFAs) for all identified vehicles in accordance with Section 2.16 "Changes" Subsection b. "Request for Approved Equals."

Some of MTS's vehicles will utilize add-on aftermarket features as reflected in ***"Attachment 3: Add-on Features."*** Contractor shall include process to complete aftermarket installation by third party vendor when MTS requires. When necessary, MTS shall provide specifications for aftermarket equipment and Contractor shall provide quote to MTS for final approval before installation of any components by third party vendor. Price for quotes shall be firm and fixed, Contractor shall not include additional charges for aftermarket installation. MTS reserves the right to request a quote for installation of other add-on aftermarket features other than those reflected in ***"Attachment 3: Add-on Features."***

MTS expects to award a comprehensive contract to a Contractor who can provide all services requested in this RFP. Be advised that lease arrangements shall be subject to availability of MTS funding throughout the term of the contract.

Capital cost of vehicles and monthly lease payments shall be included as part of contractor's submission.

1.2. MINIMUM REQUIREMENTS

The Contractor shall have been in vehicle leasing for a period of no less than five (5) years.

The Contractor shall provide vehicle status updates including delivery, disposal, maintenance, and other relevant notices within 48 hours of a request by MTS.

The Contractor shall establish and maintain an organizational structure which facilitates local management of the proposed lease program. The organizational structure and local

management shall be provided to ensure MTS maintains continuity and reliability for all fleet vehicle services required under this contract.

All vehicle ordering shall originate directly from MTS when and as requested solely by MTS's designated staff.

1.3. REPORTING

The Contractor shall have a contract status report process, inclusive of reporting documentation, charts and other reporting tools. Reports shall cover all vehicles delivered, or otherwise in the possession of MTS at any time during the previous month inclusive of additional options, packages, and other details as requested by MTS. A separate section of the report shall address outstanding undelivered orders.

The reports shall include, at a minimum, the following information for each vehicle:

- Vehicle year, make and model
- Vehicle Identification Number (VIN)
- Cost Center (assigned by MTS)
- Date of delivery
- Months in service

This report should be presented on a monthly basis in a spreadsheet product compatible with Microsoft Excel and is preferred to be accessible and updated online.

1.4. MINIMUM VEHICLE SPECIFICATIONS

A list of example vehicle specifications is contained in "***Attachment 2: Current Leased Vehicle Fleet.***"

MTS Specialty Maintenance Vehicles:

MTS utilizes several pickup trucks with "add-on" features such as lift gates, transfer tanks, tool containers, and other features that are required to ensure the pickup trucks meet the needs and performance requirements of MTS.

These "add-on" features necessarily need to be specified individually at the time of order for each of the trucks ordered under this contract. An example of one such vehicle can be found in "***Attachment 3: Add-on Features.***" As such, Contractor shall be able to accommodate how "add-on" features can be implemented when and/or as required by MTS using the specifications provided. Contractor shall also include how the pricing, installation, and equipment/labor warranties would function.

1.5. LEASE REQUIREMENTS

A. Lease Type – Contractor shall propose on the following criteria:

- i. Five (5) year with five (5) one-year options **full-service** open-ended lease with no mileage restrictions.
- ii. For the purpose of cost comparison, vehicles must be depreciated at 1.35% per month.

- iii. Contractor shall list all applicable fees, tax, and finance charges.
- iv. End of lease option shall be proposed by the Contractor.

B. Orders, Delivery & Acceptance

- i. Contractor shall have vehicle ordering process procedures, including but not limited to, internal coordination, logistical requirements, estimated times and delivery tables, acceptance requirements, quality control and quality assurance measures, and other information applicable to Contractors internal vehicle order processes.
- ii. Contractor shall have an external customer vehicle ordering process procedures, including, but not limited to customers order requirements, ability to provide online ordering, automation, transparency, tracking, coordination, and other vehicle order-related processes proposed by the Contractor.
- iii. All vehicles leased under the agreement shall be inspected by MTS staff, at which point vehicle inspection documentation will be provided indicating the general condition of the vehicle.
- iv. Each vehicle furnished under this contract shall be of good quality and in safe operating condition. MTS reserves the right, at its sole discretion, to reject any and all vehicles it deems unsafe and/or defective at the time of delivery. Following rejection of an unsafe and/or defective vehicle, Contractor shall provide a temporary replacement vehicle at no cost until the Contractor delivers an acceptable vehicle of good quality and in safe operating condition.
- v. Contractor shall be responsible for licensing and registration of the vehicle to MTS with exempt license plates and payment of applicable taxes. Only licensing, registration, and any applicable tax can be billed back to MTS, but all other administrative costs shall be the responsibility of the Contractor and shall be included in prices paid under this contract.

C. Maintenance Program

- i. MTS requires a detailed and comprehensive Contractor led and managed Maintenance Program (Program) which shall have the ability to accommodate MTS's various operating locations. The Program shall include measures that reduce MTS staff time in managing and coordinating maintenance and repairs of leased vehicles.
- ii. Contractor shall meet and comply with all repairs and maintenance activities that are included in its maintenance program. Typical maintenance requirements will be:
 - 1. All factory-recommended preventive maintenance services as per the schedule prescribed by the original equipment manufacturer.
 - 2. All unscheduled maintenance-related repairs.
 - 3. Brakes and tires will be excluded from the maintenance cost but included in the awarded contractor's services and billed back to MTS at cost with no additional mark-ups.

- iii. Contractor shall explain best practice measures and Contractor management methods which reduce and minimize the “downtime” of the MTS leased fleet vehicles.

D. Billing and Reports

- i. Contractor shall have proper invoicing method(s) in place, as well as tracking and reporting capabilities, including but not limited to comprehensive invoicing, monthly management reports, online reporting capabilities, and ad hoc reports.
- ii. Contractor shall supply a lease balance and estimated resale value of vehicles, when and as requested by MTS throughout the term of the contract, including at the end of the lease term.
- iii. Contractor shall have the capability of sending vehicle repair work orders to MTS, via email.
- iv. Contractor shall have the capability of receiving vehicle repair work orders from MTS, via email.
- v. Contractor shall be required to meet with MTS staff not less than annually to go over current fleet status, fleet performance, contractor performance, and other contractual and non-contractual related matters.

E. Emergency Assistance

Contractor shall provide MTS with 24-hour / 7-day-a-week emergency response service.

F. Resale of Vehicles

Contractor shall be responsible for the resale of all leased vehicles at the end of the contract period. The Contractor shall propose as part of their submission a strategy to garner the highest return on each vehicle sale within the wholesale used car market.

Contractor shall be responsible for removing and destroying all MTS decals, if any, on vehicles returned prior to or at the end of the vehicles lease agreement period at no cost.

G. Mobilization

Contractor shall be responsible for the mobilization of the existing fleet, including the measures to be taken to ensure MTS continues to maintain an operational and functional fleet of vehicles throughout the transition and mobilization phase.

H. Demobilization

Contractor shall be responsible for demobilization and transition of an existing fleet to another contractor, as applicable.

1.6. [NOT APPLICABLE] BUY AMERICA

1.7. INVOICES

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

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.

1.8. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

1.9. 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.

MTS Doc No. G2864.0-24 - Vehicle Fleet Lease and Maintenance Services												
COST PRICING FORM												
Instructions: Please complete the Cost Pricing Form below and additional Vehicle Cost Form (under Vehicle Cost Form tab) by filling in the Cost for each year and item . 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. For the purpose of cost comparison, vehicles must be depreciated at 1.35% per month.												
*Costs shall be inclusive of all taxes and fees. *Grand Total Base Years shall be determined by multiplying the number of vehicles by all lease and maintenance costs for all five (5) Base years. *Grand Total Option Years shall be determined by multiplying the number of vehicles by all lease and maintenance costs for all five (5) Option years.												
Organization:		Enterprise Fleet Management										
Five Base Years												
Model	Number of Vehicles	YEAR 1		YEAR 2		YEAR 3		YEAR 4		YEAR 5		TOTAL YEARS 1 TO 5 Base Year Totals (All Vehicles)
		Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	
Chevrolet Malibu	35	\$478.11	\$81.04	\$478.11	\$81.04	\$478.11	\$81.04	\$478.11	\$81.04	\$478.11	\$81.04	\$1,174,215.00
Dodge Grand Caravan	6	\$773.60	\$92.40	\$773.60	\$92.40	\$773.60	\$92.40	\$773.60	\$92.40	\$773.60	\$92.40	\$311,760.00
Ford Explorer	53	\$795.60	\$97.75	\$795.60	\$97.75	\$795.60	\$97.75	\$795.60	\$97.75	\$795.60	\$97.75	\$2,840,853.00
Ford F150	14	\$722.36	\$92.40	\$722.36	\$92.40	\$722.36	\$92.40	\$722.36	\$92.40	\$722.36	\$92.40	\$684,398.40
Ford F250	24	\$870.01	\$100.30	\$870.01	\$100.30	\$870.01	\$100.30	\$870.01	\$100.30	\$870.01	\$100.30	\$1,397,246.40
Ford F350	29	\$936.12	\$109.88	\$936.12	\$109.88	\$936.12	\$109.88	\$936.12	\$109.88	\$936.12	\$109.88	\$1,820,040.00
Five Option Years												
Model	Number of Vehicles	(OPTION) YEAR 6		(OPTION) YEAR 7		(OPTION) YEAR 8		(OPTION) YEAR 9		(OPTION) YEAR 10		TOTAL YEARS 6 TO 10 (OPTION) Option Year Totals (All Vehicles)
		Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	Monthly Lease (Per Vehicle)	Monthly Maintenance (Per Vehicle)	
Chevrolet Malibu	35	\$525.92	\$89.14	\$525.92	\$89.14	\$525.92	\$89.14	\$525.92	\$89.14	\$525.92	\$89.14	\$1,291,636.50
Dodge Grand Caravan	6	\$850.96	\$101.64	\$850.96	\$101.64	\$850.96	\$101.64	\$850.96	\$101.64	\$850.96	\$101.64	\$342,936.00
Ford Explorer	53	\$875.16	\$107.53	\$875.16	\$107.53	\$875.16	\$107.53	\$875.16	\$107.53	\$875.16	\$107.53	\$3,124,938.30
Ford F150	14	\$794.60	\$101.64	\$794.60	\$101.64	\$794.60	\$101.64	\$794.60	\$101.64	\$794.60	\$101.64	\$752,838.24
Ford F250	24	\$957.01	\$110.33	\$957.01	\$110.33	\$957.01	\$110.33	\$957.01	\$110.33	\$957.01	\$110.33	\$1,536,971.04
Ford F350	29	\$1,029.73	\$120.87	\$1,029.73	\$120.87	\$1,029.73	\$120.87	\$1,029.73	\$120.87	\$1,029.73	\$120.87	\$2,002,044.00
Grand Total Base Years (Monthly Lease + Monthly Maintenance for all Base Years and all vehicles)											\$8,228,512.80	
Grand Total Option Years (Monthly Lease + Monthly Maintenance for all Option Years and all vehicles)											\$9,051,364.08	
Total Contract Award (Grand Total Base Years + Grand Total Option Years, inclusive of all taxes and fees)											\$17,279,876.88	
*The estimates described and displayed on this pricing form is for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the cost form, and it is dictated by MTS's actual requirements and the available funding at the time each order is initiated.												
*Wherever in the solicitation a particular brand or make of material or equipment is shown or specified, such material or equipment is to be regarded merely as a standard for the purpose of concisely indicating the requirements as to type, quality, performance, design and finish. Any material or equipment other than that specified will be acceptable if, in the opinion of the Project Manager, it is as satisfactory for the particular work for which it was intended as the material or equipment specified. Complete documentation in support of an "or equal" offer will be required.												
REV 4.29.24												



Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

South Bay Maintenance Facility (SBMF) Driver Training Asphalt Resurfacing – Award Work Order Under a Job Order Contract (JOC)

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-19 under JOC to MTS Doc. No. PWG347.0-22 (in substantially the same format as Attachment A), with ABC General Contractor, Inc. (ABCGC), in the amount of \$464,210.29 for the SBMF Driver Training Asphalt Resurfacing.

Budget Impact

The total contract cost is estimated to be \$464,210.29. 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 \$8,170.10. The project will be funded by the Contracted Bus Operations – Fixed Route Operating Budget account 801012-571142.

DISCUSSION:

The asphalt in the driver training area on the south side of the parking lot at SBMF was last replaced in 2008 and is beyond its useful life. The existing asphalt at the driver training facility is showing severe cracking, rutting, upheaving, and raveling. It is creating tripping hazards and other potential hazards to buses. This project consists of the full removal of the asphalt paving, re-compacting the subgrade, installation of approximately 16,100 square feet of the new asphalt in the driver training area, as well as installation of new parking striping. This work will bring the SBMF driver training area to a State of Good Repair (SGR), thus mitigating potential risks and costs to MTS in the future.

JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance and construction projects through a single, competitively procured long-term agreement.

The JOC program includes a catalogue of pricing for a variety of potential tasks to be performed under the contract that has been pre-priced by contractor, The Gordian Group. All potential



contractors are subject to the pricing within this catalogue. Each contractor then includes an adjustment factor, escalating their proposed price from the catalogue price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalogue price (i.e. 1.25 adjustment factor represents 25% above the catalogue price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on call JOC General Civil Construction services that primarily consists of repair, remodeling, or other repetitive work for general civil and site improvements, including earthwork, utilities, paving, concrete, drainage, landscaping mitigation, site clearing, and all required incidental professional and technical services.

Three (3) bids were received, and MTS determined that ABCGC was the lowest responsive and responsible bidder. On June 13, 2019 (Agenda Item (AI) 12), the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWG347.0-22 with ABCGC for Civil Construction Services. Today's work order would be issued under this master agreement.

Today's proposed action would issue a work order to ABCGC under their JOC General Civil Construction master agreement to provide materials, labor, and equipment for the SBMF Driver Training Asphalt Resurfacing and Repairs. Pricing for this repair work order was reviewed and determined to be fair and reasonable. Work is expected to be completed within 90 days of issuance of the notice to proceed. ABCGC will be utilizing Koch General Engineering, a Small Business (SB), and BTS Equipment Unlimited Inc., a SB, as subcontractors for this work order.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC347-19 under JOC to MTS Doc. No. PWG347.0-22 (in substantially the same format as Attachment A), with ABCGC, in the amount of \$464,210.29 for the SBMF Driver Training Asphalt Resurfacing.

/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 MTSJOC347-19



Metropolitan Transit System

Att.A, AI 6, 10/17/24

JOB ORDER CONTRACT WORK ORDER

PWG347.0-22
CONTRACT NUMBER

MTSJOC347-19
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: ABC General Contractor, Inc. Address: 3120 National Avenue

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

Telephone: 619.937.1010

Authorized person to sign contracts: Travis Brozowski President
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG347.0-22), 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.) Federal terms in accordance with master agreement apply.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$464,210.29

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ABC GENERAL CONTRACTOR, INC.

By: _____
Sharon Cooney, Chief Executive Officer

Approved as to form:

By: _____
Karen Landers, General Counsel

Firm: _____

By: _____
Signature

Title: _____



EXHIBIT A
(Scope of Work)

DRAFT



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 9/23/2024

Job Order Contracting

To:

From:

Contract No: PWG347.0-22
Job Order No: MTSJOC347-19
Job Order Title: SBMF Driver Training Asphalt Resurfacing
Location: SBMF Building 3620
3620 Main Street
Chula Vista, CA 91911

Brief Scope of Work:

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.

DETAILED SCOPE OF WORK

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

This work consists of **MTSJOC347-19 SBMF Driver Training Asphalt Resurfacing**

SCOPE OF WORK - The contractor shall:

- Place traffic Control / Pedestrian Protection around each Phase and Staging/Laydown area.
- Mark out all utilities
- Saw cut asphalt perimeter of the area to be removed
- Demo existing 7" of asphalt and haul away
- Demo 2" of exist soil subbase and haul away
- Rip top of subgrade and recompact to 90% and grade for new 9" of Asphalt
- Place 6" of $\frac{3}{4}$ " asphalt base course in 2 lifts
- Grind 2" header cut along exist asphalt edges for "T-Cap"
- Place 3" of $\frac{1}{2}$ " asphalt surface course
- Place 1 coat of striping paint after both phases of paving is done
- Place final coat of striping paint 30 days after the last phase of asphalt paving, 1 move
- All work to be done in 2 moves (phase 1 and phase 2) except final striping which will be done in 1 move
- During demo and asphalt paving stage we will need area to stage hauling truck
- No concrete removals
- Existing AC Trench though work area to remain.
- BMP's as needed

SUBMITTALS:

- Asphalt Concrete
- Asphalt Base Course
- Stripping Paint
- Work Plan

STAGING:

- - It is the Contractor's responsibility to keep and store all materials and equipment within the work area as possible. Any further staging would have to be coordinated with the MTS Project Manager. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

EXISTING UTILITIES:

- - The contractor shall notify the Engineer and Underground Service Alert (USA) (800) 422-4133 (if applicable) 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.
 - Contractor is to locate and protect in-place all existing underground facilities. The contractor shall coordinate with MTS 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. All coordination and costs associated with (CPL) shall be provided by the contractor. 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.
 - 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.

CONSTRUCTION SURVEYING:

- - All field construction surveying required for accurate horizontal and vertical location, and other various items of work on the contract shall be furnished by the Contractor. For the elevation, slope, and location should generally be based on what is existing.

TEMP FACILITIES:

- - Contractor is responsible for temp power and water if there is not a close or local source.

SAFETY AND ACCESS:

- - All work will occur within during the weekend hours and Single-Tracking, and so caution must be taken around. Cover protection for construction might require. RWP Training is required.

WASTE:

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

SCHEDULE:

- - All work shall be completed as soon as possible within 90 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.

DRAFT

EXHIBIT B
(Cost Breakdown)

DRAFT



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$194,888.22	\$0.00	\$0.00	\$194,888.22
02	Existing Conditions	\$3,203.94	\$0.00	\$0.00	\$3,203.94
31	Earthwork	\$15,163.47	\$0.00	\$0.00	\$15,163.47
32	Exterior Improvements	\$238,996.76	\$0.00	\$0.00	\$238,996.76
50	Custom Standards And Assemblies	\$11,957.90	\$0.00	\$0.00	\$11,957.90
Line Count: 27				Proposal Total:	\$464,210.29

The Percentage of Non Pre-Priced on this Proposal:

0.0%



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

01 General Requirements \$194,888.22

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012223000272	Self-Propelled Street Sweeper With Hopper And Full-Time Operator	Installation	6.00	\$1,688.66	DAY	1.2633	\$12,799.71
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	DAY	1.2633	\$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

User Note: 3 days per phase

Item Note: Truck with main and gutter brooms, elevator, debris hopper and water tank.

Total:	\$12,799.71
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2	012223000289	3,000 LB Capacity, 78" Wide, Tracked Skid-Steer Loader With Full-Time Operator	Installation	4.00	\$1,287.24	DAY	1.2633	\$6,504.68
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	DAY	1.2633	\$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

User Note: Used during ac grinding and dirt removal and paving
Phase 1 8 total days
Phase 2 6 total day

Item Note:

Total:	\$6,504.68
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3	012223000290	3,000 LB Capacity, 78" Wide, Tracked Skid-Steer Loader With Full-Time Operator	Installation	2.00	\$5,463.52	WK	1.2633	\$13,804.13
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	WK	1.2633	\$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

User Note: help with ac grinding and dirt removal and paving
Phase 1 8 total days
Phase 2 6 total day

Item Note:

Total:	\$13,804.13
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

4	012223001334	18 CY Rear Dump Truck With Full-Time Truck Driver	Installation	10.00	\$5,529.99	WK	1.2633	\$69,860.36
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	WK	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

User Note: phase 1: 6 Trucks x 5 days = 6 weeks
phase 2: 4 Trucks x 3 days = 4 weeks

Item Note:

Total:								\$69,860.36
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5	012223001341	2,000 Gallon Water Truck With Full-Time Driver	Installation	4.00	\$1,022.43	DAY	1.2633	\$5,166.54
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	DAY	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

User Note: Phase 1 8 total days
Phase 2 6 total day

Item Note:

Total:								\$5,166.54
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6	012223001342	2,000 Gallon Water Truck With Full-Time Driver	Installation	2.00	\$4,049.48	WK	1.2633	\$10,231.42
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	WK	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

User Note: Phase 1 8 total days
Phase 2 6 total day

Item Note:

Total:								\$10,231.42
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7	015626000175	48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence	Installation	956.00	\$2.66	LF	1.2633	\$3,212.52
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	LF	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

User Note: phase 1: 449 lf
phase 2: 413 lf

Item Note:

Total:								\$3,212.52
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

8	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Installation	18.00	\$715.07	EA	1.2633	\$16,260.26
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	EA	1.2633	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: bobcat, loader, excavator, 2 subgrade roller, skip loader, paver, 2 paving rollers

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

Total:								\$16,260.26
9	017113000005	>25 Miles, Equipment Delivery And Pickup Using A Tractor Trailer With Up To 53' Bed	Installation	252.00	\$8.54	MI	1.2633	\$2,718.72
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	MI	1.2633	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: additional 14 miles x 9 pieces of equipment x 2 moves

Item Note: Excludes first 25 miles.

Total:								\$2,718.72
10	017419000036	General Refuse	Installation	966.00	\$44.52	TON	1.2633	\$54,329.88
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	TON	1.2633	\$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						

User Note: phase 1: total 576 tns
10,300 sf x 7" / 27 = 223 cy x 2 tn/cy = 446 tns ac
10300 sf x 2" / 27 = 64 cy x 2 tn/cy = 128 tns dirt

phase 2: total 330 tns
5,900 sf x 7" / 27 = 128 cy x 2 tn/cy = 256 tns ac
5,900 sf x 2" / 27 = 37 cy x 2 tn/cy = 74 tns dirt

Phase 1 and Phase 2 header cuts 60 tons

Item Note:

Total:								\$54,329.88
02 Existing Conditions								\$3,203.94
Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Combined Report

Page 4 of 10

Print Date: 09/23/2024 08:54:13 AM PST

A-10



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

11	024119130058	Bituminous Paving Up To 4" Depth, Saw Cut	Installation	929.00	\$1.97	LF	1.2633	\$2,312.00
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	LF	1.2633	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: phase 1: 585 lf
phase 2: 344 lf

Item Note:

								Total:	\$2,312.00
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12	024119130058	For Each Additional Pass (Depth To 3"), Add	MOD: 0031	Installation	929.00	\$0.76	LF	1.2633	\$891.94
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted							
Includes Labor Yes Includes Equipment Yes Includes Materials Yes									

								Total:	\$891.94
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31 Earthwork									\$15,163.47
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

13	312316360006	Excavation For Building Foundations And Other Structures By Hydraulic Excavator, Backhoe, Loader in Soil	Installation	142.00	\$5.56	CY	1.2633	\$997.40
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	CY	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				

User Note: phase 1: total 90 cy
10300 sf x 2" / 27 = 64 cy dirt x 1.4 swell = 90 cy

phase 2: total 52 cy
5,900 sf x 2" / 27 = 37 cy dirt x 1.4 swell = 52 cy

Item Note:

Total:	\$997.40
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14	312316360006	For >50 To 250, Add	MOD: 0016	Installation	142.00	\$2.23	CY	1.2633	\$400.04
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted							
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No					

Total:	\$400.04
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15	312316360021	Compaction Of Fill Or Subbase For Building Foundations and Other Structures by Vibratory Plate, Air Tamper, Etcetera	Installation	601.00	\$10.25	CY	1.2633	\$7,782.24
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	CY	1.2633	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				

User Note: phase 1: total 382 cy
10300 sf x 12" / 12 = 382 cy

phase 2: total 219 cy
5,900 sf x 12" / 27 = 219 cy

Item Note:

Total:	\$7,782.24
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

16	312316360024	Rough Grading For Building Foundations And Other Structures by Machine	Installation	1,801.00	\$1.01	SY	1.2633	\$2,297.96
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Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	SY	1.2633	\$0.00
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Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: phase 1: 10,300 sf / 9 = 1145 sy
phase 2: 5,900 sf / 9 = 656 sy

Item Note:

Total:								\$2,297.96
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17	312316360025	Finish Grading For Building Foundations And Other Structures by Machine	Installation	1,801.00	\$1.62	SY	1.2633	\$3,685.83
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Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	SY	1.2633	\$0.00
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Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: phase 1: 10,300 sf / 9 = 1145 sy
phase 2: 5,900 sf / 9 = 656 sy

Item Note:

Total:								\$3,685.83
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32 Exterior Improvements								\$238,996.76
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
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18	320116710008	Up To 3" Depth, Limited Cold Milling Of Asphalt	Installation	208.00	\$22.28	SY	1.2633	\$5,854.44
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Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	SY	1.2633	\$0.00
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Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: header cut
phase 1 447 lf x 2 = 894 sf / 9 = 100 sy
phase 2 486 lf x 2 = 173 sf / 9 =108 sy

Item Note:

Total:								\$5,854.44
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

19	320116710010	>6" To 12" Depth, Limited Cold Milling Of Asphalt	Installation	1,801.00	\$39.29	SY	1.2633	\$89,392.74
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	SY	1.2633	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

User Note: phase 1: 10,300 sf / 9 = 1145 sy
phase 2: 5,900 sf / 9 = 656 sy

Item Note:

								Total:	\$89,392.74
--	--	--	--	--	--	--	--	--------	-------------

20	320116740018	Mobilization And Demobilization For Reclamation, Pulverizing And Blending Crew	Installation	4.00	\$1,349.92	EA	1.2633	\$6,821.42
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	EA	1.2633	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

User Note: Phase 1 and phase 2
Header cuts for Phase 1 and 2 also

Item Note:

								Total:	\$6,821.42
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21	321216130002	Bituminous Hot Mix Intermediate Course 3,954 LB/CY	Installation	604.00	\$99.40	TON	1.2633	\$75,845.50
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	TON	1.2633	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: phase 1: 10,300 sf x .5 / 27 = 191 cy x 2 tn/cy = 384 tns
phase 2: 5,900 sf x .5 / 27 = 110 cy x 2 tn/cy = 220 tns

Item Note: Includes Type A and Type B with 1/2" to 3/4" course or medium aggregate, placement, rolling, finishing and sweeping. Used for applications not described elsewhere in this section.

								Total:	\$75,845.50
--	--	--	--	--	--	--	--	--------	-------------

22	321216130002	For PG64-10 Asphalt, Add MOD: 0344	Installation	604.00	\$11.07	TON	1.2633	\$8,446.78
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
Includes Labor No Includes Equipment No Includes Materials Yes								

								Total:	\$8,446.78
--	--	--	--	--	--	--	--	--------	------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Combined Report

Page 8 of 10

Print Date: 09/23/2024 08:54:13 AM PST

A-14



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

23	321216130013	Bituminous Hot Mix Surface Course 3954 LB/CY	Installation	302.00	\$102.43	TON	1.2633	\$39,078.75
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	TON	1.2633	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: phase 1: 10,300 sf x 3" / 27 = 96 cy x 2 tn/cy = 192 tns
phase 2: 5,900 sf x 3" / 27 = 55 cy x 2 tn/cy = 110 tns

Item Note: Includes Type A and Type B with 1/2" to 3/4" course or medium aggregate, placement, rolling, finishing and sweeping. Used for applications not described elsewhere in this section.

Total:	\$39,078.75
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24	321216130013	For PG64-10 Asphalt, Add	MOD: 0006	Installation	302.00	\$1.76	TON	1.2633	\$671.47
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted							
		Includes Labor No Includes Equipment No Includes Materials Yes							

Total:	\$671.47
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25	321723130120	Single 4" Wide Solid Line, Painted Pavement Striping For Parking Areas	Installation	12,000.00	\$0.85	LF	1.2633	\$12,885.66
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	LF	1.2633	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: phase 1: 3000 lf 1 coat
phase 2: 3000 lf 1 coat
final stripe: 6000 lf 1 coat

Item Note:

Total:	\$12,885.66
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50 Custom Standards And Assemblies	\$11,957.90
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$464,210.29

Approved Date: August 29, 2024

Job Order: MTSJOC347-19

Job Order Name: SBMF Driver Training Asphalt Resurfacing

Location: SBMF Building 3620 3620 Main Street Chula Vista, CA 91911

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES - Option 2

26	508982120002	CALTRANS 120116 TYPE II BARRICADE	Installation	170.00	\$27.42	EA	1.2633	\$5,888.75
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Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Clarified, 2.0 Accepted	Demo:	0.000000	\$0.00	EA	1.2633	\$0.00
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Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:1.2-We find this as excessive it's almost \$23k amount of worth just for barricade and delineators. On top of this we are using above some plastic mesh fence already

Contractor Comments: V:1.3-As discussed

User Note: 10 eac x 17 day = 170

Item Note:

							Total:	\$5,888.75
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27	508982120012	CALTRANS 120182 PORTABLE DELINEATOR	Installation	306.00	\$15.70	EA	1.2633	\$6,069.15
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Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted	Demo:	0.000000	\$0.00	EA	1.2633	\$0.00
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Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:1.2-We find this as excessive it's almost \$23k amount of worth just for barricade and delineators. On top of this we are using above some mesh already

User Note: 18 each x 17 days = 306

Item Note:

							Total:	\$6,069.15
--	--	--	--	--	--	--	---------------	-------------------

							Proposal Total:	\$464,210.29
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Div								The Percentage of Non Pre-Priced on this Proposal:	0.0%
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EXHIBIT C
(Subcontractor Listing)

DRAFT

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 9/10/2024

Job Order Contracting

Contract #: PWG347.0-22
Job Order #: MTSJOC347-19
Job Order Title: SBMF Driver Training Asphalt Resurfacing
Job Order Value: \$464,210.29
Location: SBMF Building 3620
Contractor: ABC General Inc.
Subcontractors: BTS Equipment Unlimited Inc.
 Koch General Engineering

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
BTS Equipment Unlimited Inc. 13465 Camino Canada 106-501, El Cajon, CA 92021	907777	Heavy equipment operator		\$72,312.00	15.58%
Koch General Engineering PO Box 1190, Lakeside, CA 92040	1023489A	Place Asphalt		\$228,670.00	49.26%

Summary

Certification Name	Value	% Subcontracted
	\$300,982.00	15.58%
Total	\$300,982.00	64.84%



**Metropolitan
Transit
System**

Agenda Item No. 7

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

October 17, 2024

SUBJECT:

Towing Services for Buses and Non-Revenue Vehicles – Contract Award

RECOMMENDATION:

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

- 1) Execute MTS Doc. B0770.0-24 (in substantially the same format as Attachment A), with A to Z Enterprises, Inc. dba RoadOne (RoadOne), for Towing Services for Buses and Non-Revenue Vehicles for a three (3) year base period with three (3) 1-year options, for a total of six (6) years, at a cost of \$870,400.00; and
- 2) Exercise the option years at the CEO's discretion.

Budget Impact

The total contract cost is estimated to be \$870,400.00. Pricing is based on a per-tow basis, so actual costs will depend on the volume of towing services needed during the contract term. Estimated towing volume was based on historical data and usage. The project will be funded by the San Diego Transit Corporation (SDTC) Maintenance Operating Budget account 311014-571250 and San Diego Trolley Incorporated (SDTI) General Operating Budget account 902016-571250. The project will be funded as follows:



Contract Term	SDTC Towing (funding source: 331014-571250)		SDTI Towing (funding source: 902016-571250)		Total Amount
GROUPS:	A	B	C	D	ALL GROUPS
Base Year 1	\$122,000	\$11,200	\$4,500	\$700	\$138,400
Base Year 2	\$130,000	\$11,200	\$4,500	\$700	\$146,400
Base Year 3	\$130,000	\$11,200	\$4,500	\$700	\$146,400
Subtotal (Base)	\$382,000	\$33,600	\$13,500	\$2,100	\$431,200
Option Year I (Year 4)	\$130,000	\$11,200	\$4,500	\$700	\$146,400
Option Year II (Year 5)	\$130,000	\$11,200	\$4,500	\$700	\$146,400
Option Year III (Year 6)	\$130,000	\$11,200	\$4,500	\$700	\$146,400
Subtotal (Options)	\$390,000	\$33,600	\$13,500	\$2,100	\$439,200
Total (SDTC/SDTI)	\$839,200		\$31,200		
Grand Total (Base + Options)	\$870,400				

DISCUSSION:

MTS operates a large number of revenue bus vehicles (e.g. standard bus, articulated bus) throughout our service area. MTS also utilizes non-revenue vehicles for administrative and operational support purposes (e.g. passenger cars, light-duty trucks, heavy-duty trucks, hi-rail trucks). On occasion, these vehicles require towing service. Towing such vehicles requires specific processes and equipment depending on the vehicles size, such as requiring a tow truck with a low-bed trailer. To perform this function in a cost-effective manner, MTS has determined that it is in the best interest of the agency to contract for as-needed towing services.

On June 24, 2024, MTS issued a Request for Proposals (RFP) for towing services for buses and non-revenue vehicles. MTS received a total of three (3) proposals from the following firms:

Proposer	Firm Disadvantage Business Enterprise (DBE) or Small Business (SB) Certification
ASAP Towing	N/A
Bulldog Towing	N/A
RoadOne Towing	N/A

ASAP Towing was deemed non-responsive as they did not submit a technical proposal for MTS to evaluate. Bulldog Towing and RoadOne'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, Rail, and Finance departments. The proposals were evaluated on the following:

- | | |
|---|-------------|
| 1. Qualifications of the Firm or Individual
and Proposed Staff and Management Plan | 15% |
| 2. Equipment and Facilities | 20% |
| 3. Work Plan | 25% |
| 4. Cost and Price | 40% |
| Total | 100% |

The following table illustrates the initial scores of the proposers:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	AVG TOTAL SCORE (MAX SCORE: 100)	RANKING
RoadOne	\$870,400.00	33.68	52.00	85.68	1
Bulldog Towing	\$732,770.00	40.00	34.67	74.67	2

As a result of the initial review, RoadOne was the highest-ranked firm and Bulldog Towing was deemed outside of the competitive range. MTS reached out to RoadOne for a revised cost proposal, but RoadOne did not reduce their cost. In comparison to MTS's Independent Cost Estimate (ICE) in the amount of \$766,790.00 and proposals received, staff determined RoadOne's pricing to be fair and reasonable and their final score remained as follows:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	AVG TOTAL SCORE (MAX SCORE: 100)	RANKING
RoadOne	\$870,400.00	33.68	52.00	85.68	1

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

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

- 1) Execute MTS Doc. B0770.0-24 (in substantially the same format as Attachment A), with A to RoadOne, for Towing Services for Buses and Non-Revenue Vehicles for a three (3) year base period with three (3) 1-year options, for a total of six (6) years, at a cost of \$870,400.00.
- 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

Attachments: A. Draft Agreement MTS Doc. No. B0770.0-24
B. Scope of Work
C. Cost Proposal



**Metropolitan
Transit
System**

Att.A, AI 7, 10/17/24

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0770.0-24

TOWING SERVICES FOR BUSES AND NON-REVENUE VEHICLES

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: A to Z Enterprises, Inc. dba RoadOne Address: 9150 Chesapeake Dr. Suite 240
San Diego CA 92123
City State Zip
Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email: bramsey@r1w.com
Telephone: 858-492-5201

Authorized person to sign contracts Brad Ramsey Vice President
Name Title

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

The contract term is for a three (3) year base period with three (3) 1-year options, exercisable at MTS's sole discretion, for a total of six (6) years. Base period shall be effective January 1, 2025 through December 31, 2027 and option years shall be effective January 1, 2028 through December 31, 2030, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$431,200.00 for the base years and \$439,200.00 for the option years, for a contract total not to exceed \$870,400.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	A TO Z ENTERPRISES, INC. DBA ROADONE
By: Sharon Cooney, Chief Executive Officer Approved as to form:	By _____
By: Karen Landers, General Counsel	Title: _____

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

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. GENERAL

The San Diego Metropolitan Transit System (MTS) seeks to establish a contract with a Contractor to provide towing services for its Bus and Rail operations. MTS intends to award a contract for up to a six (6) year period (3-year base with three (3) 1-year options, exercisable at MTS's sole discretion).

MTS, through the San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI), provides public transportation for the City of San Diego and its surrounding metropolitan area. The service area encompasses over 300 square miles. The boundaries extend south to the border between the United States and Mexico at the San Ysidro/Iris Trolley Station. The Eastern boundaries extend into the City of El Cajon. The Northern boundaries extend to Escondido, and the Western boundaries extend to the coastline along the Pacific Ocean. SDTC is an ongoing business enterprise that operates a large fleet of buses along with a contingency of support vehicles. SDTC operates two (2) maintenance divisions.

1. Imperial Avenue Division (IAD) is located at 100 16th Street, San Diego, CA 92101 and operates 7 days a week 24-hours a day. The Maintenance Foreman's phone number is 619-238-0100 Ext. 6506.
2. Kearny Mesa Division (KMD) is located at 4630 Ruffner Street, San Diego, CA 92111 and operates 7 days a week 24-hours a day. The Maintenance Foreman's phone number is 619-238-0100 Ext. 7302.

MTS's revenue equipment is divided unevenly between the two divisions. The IAD provides all of the administrative services that support the corporation.

5.2. SCOPE OF WORK

Group A and B: The scope of work provides background on MTS's bus fleet composition and size, future projections, operational characteristics, and any special requirements for MTS. It also describes the detailed minimum towing requirements for MTS. Any Contractor submitting a proposal for towing services will be required to meet or exceed all of the minimum requirements.

The towing services covered under this scope of work are divided into the following groups:

- **Group A:** 40' Bus, 60' Bus, and Heavy-Duty Truck Towing
- **Group B:** Autos, Medium, and Light-Duty Truck Towing

Group C and D: The scope of work provides background on MTS Rail's non-revenue fleet composition and size, operational characteristics, and any special requirements for MTS. It also describes the minimum towing requirements for MTS Rail. Any Contractor

submitting a proposal for towing services will be required to meet or exceed all of the minimum requirements.

The towing services covered under this scope of work are divided into the following groups:

- **Group C:** Swing Loader and Hi-Rail Trucks/Heavy-Duty Trucks, ***low bed required***
- **Group D:** Autos, Medium, and Light/Medium-Duty Truck Towing

5.2.1 GROUP A: Bus or Heavy Duty Truck Towing

Group A covers the 40-ft bus, heavy-duty truck towing, and the 60-ft bus towing.

5.2.1.1 Fleet Size and Towing Experience

SDTC's fleet consists of approximately 259 active transit buses, three (3) service trucks, one (1) sign truck and 53 automobiles. With the purchase and retirement of buses throughout the life of this contract the number of buses may fluctuate along with support equipment. It is possible that the number of buses may drop as low as 250 or go as high as 300. The number of support vehicles will remain relatively constant throughout the life of this contract, but quantity make and model can change depending on the operation's needs.

Note: MTS shall have the ability to add and/or remove buses/support vehicles covered under this contract at any time during the contract term.

SDTC fleet currently consists of two (3) types of buses, (*this may change over time*):

- A. 40-ft. Standard Low Floor Buses
- B. 40-ft. Electric Low Floor Buses
- C. 60-ft. Articulated Low Floor Buses

Each bus type (40 ft. Standard, 40 ft. electric and 60 ft. articulated) requires a specific method of towing:

- A. Standard 40 ft. low floor buses **MUST BE** towed on a lowboy trailer.
- B. Electric 40 ft. low floor buses **MUST BE** towed on a lowboy trailer.
- C. Articulated 60 ft. low floor buses **MUST BE** towed using a draw bar and a wrecker after the axle shafts or drive shafts have been properly removed.

Note: If bus is equipped with an access hatch in b floor over the drive shaft, it is preferable that the drive shaft be removed in lieu of

the axles. The degree of pitch in the turntable area when towing cannot exceed six degrees at any time during the tow.

5.2.1.2 SDTC Active Bus Fleet Size and Composition as of April 2024

Series	# of Buses	Type	Year	Model	Axle
200	23	40LF	2015	Gillig	MERITOR
600	21	C40LFR	2011	New Flyer	MAN
700	31	C40LFR	2012	New Flyer	MAN
800	26	C40LF	2013	Gillig	MERITOR
900	12	C40LF	2014	Gillig	MERITOR
1100	8	XN60	2013	New Flyer	MAN
1200	18	XN60	2013	New Flyer	MAN
1300	13	XN60	2015	New Flyer	MAN
1400	10	40LF	2017	Gillig	MERITOR
1500	2	XE40LF	2019	New Flyer	MAN
1600	7	E40LF	2020	Gillig	MERITOR
1700	38	C40LF	2020	Gillig	MERITOR
1800	26	XN60	2021	New Flyer	MAN
1900	24	XN60	2023	New Flyer	MAN

Totals: 259 Meritor 97 / MAN 179

Series	# of Buses	W/C Ramp	GVWR	Width	Length	Engine
200	23	Front door	30,800	102 in.	40 ft.	CNG
600	21	Front door	42,540	102 in.	40 ft.	CNG
700	31	Front door	42,540	102 in.	40 ft.	CNG
800	26	Front door	41,600	102 in.	40 ft.	CNG
900	12	Front door	41,600	102 in.	40 ft.	CNG
1100	8	Front door	66,790	102 in.	60.8 ft.	CNG
1200	18	Front door	66,790	102 in.	60.8 ft.	CNG
1300	13	Front door	66,790	102 in.	60.8 ft.	CNG
1400	10	Front door	30,800	102 in.	40 ft.	CNG
1500	2	Front door	44,004	102 in.	40 ft.	Electric
1600	7	Front door	45,000	102 in.	40 ft.	Electric
1700	38	Front door	41,600	102 in.	40 ft.	CNG
1800	26	Front door	69,354	102 in.	60.8	CNG
1900	24	Front door	69,354	102 in.	60.8	CNG

Totals: 259

TOTAL NUMBER OF BUSES AT IAD AND KMD

SERIES	TOTAL	IAD	KMD
200	23	0	23
600	21	21	0
700	31	31	0
800	26	26	0
900	12	0	12
1100	8	0	8
1200	18	18	0
1300	13	0	13
1400	10	0	10
1500	2	0	2
1600	7	7	0
1700	38	12	26
1800	26	26	0
1900	24	0	24
TOTALS	259	141	118

NOTE: The number and type of buses will fluctuate during the life of this contract. It is not anticipated that the total number will drop below 250 buses. The above list shows the current location of bus types at the time this solicitation was assembled. These locations may have already changed, and they will change during the course of this contract.

In an effort to assist Proposers in developing its cost and price assumptions, MTS forecasts and anticipates the estimated average yearly number of tows:

Vehicle Type	Estimated Annual Quantity of Tows *					
	2025	2026	2027	2028	2029	2030
Articulated Buses	150	160	160	160	160	160
Standard/ Electric Size	150	160	160	160	160	160
Automobiles	25	25	25	25	25	25

*Note that these estimates are based on previous service experience. The actual number of tows under this contract may significantly vary based on actual service needs.

SDTC estimates the maximum number of buses in service at any one time to be the following:

Weekdays:	220	buses
Saturday:	110	buses
Sunday:	95	buses
Holidays:	110	buses

5.2.1.3 Detailed Procedural Requirements

All rates submitted for this contract must be on the MTS cost/pricing form and must assume all of the tasks listed below. The Contractor will be expected to perform under these guidelines for the term of the contract.

5.2.1.4 Towing Request

- A. A request for towing will be placed via telephone by MTS Bus Operation's designee on duty. The designee will inform the Contractor of the vehicle type, where the disabled vehicle is located, and to which maintenance facility the vehicle is to be towed. In the case of a vehicle not owned by MTS, it will be towed to the Contractor's nearest impound yard. After a request is made for a tow, the Contractor's dispatcher must return a phone call to MTS's designee on duty at the appropriate phone number(s) provided to confirm the tow.
- B. When the Contractor receives a request for towing for an MTS-owned vehicle, an estimated time of arrival should be given to the designee on duty. If, for any unforeseen reason MTS must cancel a towing request, Monday through Friday 6:00 a.m. to 6:00 p.m., there shall be no additional cost to MTS. If a towing request is cancelled during afterhours and on weekends, MTS may consider paying an additional reasonable fee of one-half the flat rate of the tow, if deemed warranted by MTS. This fee shall be negotiated with the Contractor upon written request and in no event shall it exceed the flat rate for the requested tow. The request must include the reasons justifying the necessity for the compensation.
- C. Time is of the essence when a vehicle is disabled on or off the highway. In either case, the vehicle may be blocking an important right-of-way. It is MTS's desire to decrease as much negative exposure, down time, and lost revenue as possible when a vehicle is disabled or blocking a right-of-way. Because of this urgency, the Contractor's response time is critical and very important. The reasonable response time for a tow within a ten (10) mile radius of the maintenance facility requesting the tow shall be one (1) hour. Outside of the ten (10) mile radius the tow response time may be extended to one and one-half (1-1/2) hours. Response time is from the time MTS calls the Contractor requesting a tow to the time the tow truck arrives at the disabled vehicle. If the Contractor arrives at the tow site after the allotted response time has elapsed, liquidated damages may be assessed for the late arrival.
- D. Liquidated Damages

Liquidated damages shall be assessed at the MTS Project Manager's discretion for tasks not performed within the required response time and shall be assessed per occurrence. If the Contractor fails to notify MTS with a reason for an excusable delay

within 30 minutes of their on-site time deadline, then MTS Project Manager or designee, upon the passing of the deadline without the Contractor on-site shall:

- notify the Contractor that the requested tow has been cancelled;
- inform the MTS Procurement Department, who may contract with another towing company;
- notify the Contractor of impending liquidated damages;
- Liquidated damages will be deducted from the Contractor's monthly invoice.

(1) Rates

The rates for liquidated damages are based on expenses which MTS would reasonably expect to incur for contracting with another towing company to provide the service. The tasks are consistent with those identified in detail in the contract. The liquidated damage per task is as follows:

Contractor will be invoiced for the **actual cost MTS incurs for towing, plus \$50.00** for MTS administrative expenses.

(2) Appeal Process

If the Contractor feels liquidated damages are being imposed unjustly the Contractor can file an appeal with the MTS Project Manager within twenty-four (24) hours of the MTS notification of impending liquidated damages. The letter must provide details of the situation and why the Contractor feels the liquidated damages are unjust. The MTS Project Manager shall review the situation and if necessary, meet with the Contractor to provide an opportunity to state their reasons why liquidated damages should not be assessed. The MTS Project Manager shall render a written decision to the Contractor.

If the Contractor feels the decision is not acceptable and the situation warrants further consideration, a request for reconsideration may be filed in writing with the MTS Manager of Procurement within forty-eight (48) hours of receiving the Project Manager's written decision. The MTS Manager of Procurement shall review the reconsideration and a final determination shall be made in writing. The decision of the MTS Manager of Procurement shall be final. No other appeals shall be heard for this particular incident.

During the appeal process, the Contractor shall continue to diligently perform according to the requirements of the contract.

(3) Excusable Delay

Examples of excusable delays are: freeway shutdowns, severe traffic, law enforcement actions, unusually high number of simultaneous MTS Bus tow requests, or other events determined to be out of the Contractor's control which reasonably prevents the Contractor from being on-site within the time limits dictated, despite the Contractor's best efforts (e.g. re-routing, dispatch of a different truck, etc.).

In the event that a Contractor receives an indication from its dispatched driver that there is the potential for a delay, for any reason, the Contractor shall immediately contact the MTS Project Manager or his designated point(s) of contact to notify of a potential delay. Contact should be made immediately via telephone with an email following up the incident as documentation. The final determination of an excusable delay shall be made by the MTS Project Manager.

- (4) If the Contractor cannot respond to a call, the Contractor must immediately communicate the delay to MTS Bus Operation's designee. Alternative arrangements must be made by the Contractor to have the disabled vehicle towed within the time specified in the scope. The billing will be handled through the Contractor at the rates per the agreement. If the Contractor can respond within the times specified in the agreement but a law enforcement official or emergency agency deems this unacceptable and dispatches their own tow company, the Contractor will not be responsible for the charges. In the event the Contractor cannot tow or make alternative towing arrangements within the time specified in the agreement, MTS may have to make them. MTS will bill the Contractor for any additional expenses beyond the contract pricing.

- E. Care and custody of the vehicle becomes the responsibility of the Contractor once the vehicle is hooked up to or loaded on the Contractor's equipment. Any hazardous waste or objects (*including the clean-up of any potential residual spillage resulting from the towing incidents*) that fall from MTS vehicles while in tow will be the responsibility of the Contractor. MTS will be responsible to contain and remove any hazardous waste at the break down location.
- F. Upon arrival at MTS location, the tow truck driver shall contact MTS Bus Operation's designee on duty for proper placement of the vehicle.
- G. The designee on duty will sign the receipt and retain one (1) copy.

- H. In the case of a serious accident involving a fatality, significant vehicle body damage, or severe damage to the structure of a vehicle MTS designee may request that a cover be placed over the damaged portion of the vehicle.

5.2.1.5 Equipment Inspection

It is possible that multiple concurrent tows will occur at MTS and its operating divisions during contract performance. Therefore, Contractor must have access to the right type and quantity of equipment to handle such surges when they happen.

The ability of the Contractor to meet MTS's response times when tows are requested with the proper equipment is critical. Contractor shall be available to respond with sufficient operational equipment to handle the outlines requested tows twenty-four (24) hours a day, seven days a week, including holidays. MTS places no maximum on the number of tows that may be required during any period of time, and no obligation on the minimum number of tows during any time period.

5.2.1.6 Towing Procedures for Buses

MTS employs several different styles of buses in their fleets. They are a combination of lengths, floor heights and designs. 40-ft. buses must be transported with a lowboy trailer. The only exception to this will be the towing of articulated 60-ft. buses. MTS requires that articulated buses be flat towed using a draw bar to prevent potential damage to the turntable and other components.

This procedure must be completed, regardless of distance or speed traveled to prevent damage and voiding of warranty to the power train components. This procedure may also require the Contractor to capture and properly dispose of all lubricants drained from the bus at the tow site. Upon arrival at the appropriate maintenance division the towing firm's personnel must then properly re-install the axle shafts if so equipped or re-install the driveline whichever were removed for towing purposes. New gaskets are to be used on all axle shaft flanges, all drivelines are to be indexed during re-installation, and lubricants must be replenished to proper levels. MTS will supply all necessary parts to complete these tasks. At no time will defective components be re-installed on a bus. It is the Contractor's responsibility to notify the foreman on duty of defective components.

All low-floor buses are equipped with MAN axles with the exception of Gilligs, which are equipped with Arvin Meritor axles. Each axle requires a different method of disassembly for towing purposes. The option to remove the drive shaft for towing purposes exists on buses equipped with access door in floor above driveshaft only.

NOTE: ALL articulated buses **MUST BE** flat towed using a draw bar. The angle of towing in the turntable area **MUST** not exceed six degrees.

Currently, SDTC has four (5) different articulated buses (1100, 1200, 1300, 1800 and 1900 low floor series). Each requires different drawbars. SDTC does not own any drawbars. SDTC can supply a print of the dimensions for the adapter upon request by the Contractor. It is the Contractor's responsibility to provide drawbars for this type of towing. If it becomes necessary to lift the front of an articulated bus for towing, it is imperative that the angle in the turntable area not exceed six-degrees.

On all buses, whether towed with a draw bar or towed on a lowboy trailer, an auxiliary air supply must be provided to the vehicle to maintain the air suspension system.

Care must be taken to ensure that MTS vehicles do not sustain structural or mechanical damage as a result of towing. Contractor bears sole responsibility for the duration of this agreement for injuries to persons or damages to MTS property which arise from, or in connection with, the performance of the services hereunder by the Contractor and its employees. If MTS makes the repairs, MTS will bill back the Contractor for all labor and materials related to those damages.

On all vehicles towed with a wrecker an auxiliary air supply must be provided to the vehicle being towed to hold off the spring brakes and maintain suspension height. The auxiliary air supply should be a minimum of 100 PSI. The auxiliary air connections are located in the center, to the rear of the front bumper. At no time is the bus to be pushed or shoved in an attempt to retrieve the bus.

A safety restraint system must be used that is independent of the towing attachments.

All loose or protruding parts of a damaged vehicle must be secured prior to towing.

WARNING: Do not go underneath a vehicle, which is being raised by towing equipment, unless safety stands or appropriate blocking adequately supports the vehicle.

NOTE: No towing operation should be attempted for any reason, which jeopardizes the safety of the operator, wrecker, bystanders or other motorists.

CAUTION: Do not exceed the recommended maximum speed of 35 mph while towing.

CAUTION: When removing the drive shaft or axle shafts make sure that the vehicle is properly chocked to prevent vehicle from moving or rolling.

Place removed drive shaft or axle shafts in a secure place inside the vehicle being towed in a manner that will prevent damage to the drive shaft or axle shafts and the surrounding area of the vehicle in which it is being stowed.

5.2.1.7 Removal and Re-installation of Axle Shafts

Removal:

CAUTION: Wheels must be chocked before the removal of the axle shafts to prevent the vehicle from moving or rolling.

- A. Place an appropriately sized recovery container beneath axle flange and hub to recover the oil in hub.
- B. Remove the nuts, washers, and wedges securing the axle flange to the hub.
- C. Install three bolts into the axle flange to separate the flange from the hub.

WARNING: Do not use a sledgehammer to loosen the axle flange from the hub.

- D. Once the flange is separated from the hub pull the axle out of the differential housing.
- E. Store the axle shaft and parts in an area inside the vehicle that will prevent damage to the axle shaft and parts and the surrounding area of the vehicle where they are stowed.
- F. Upon removal of the axle shaft from the hubs install blank plates on the hubs. Tighten the nuts securing the plates to the hubs to prevent differential oil from leaking out during the towing process.
- G. Perform the same procedure on the opposite axle.
- H. The vehicle is now ready to be towed.

WARNING: Do not allow individuals to board or ride in a vehicle that is being towed.

Re-installation:

CAUTION: Upon arrival at the appropriate division install wheel chocks to prevent the vehicle from moving.

- A. Retrieve the axle shafts and related parts from the interior of the bus
- B. Remove any old gasket material from the axle flanges.
- C. Remove the blank plates from the hubs.
- D. Remove any old gasket material remaining on the axle hub.

- E. Install new gaskets onto the axle hub.
- F. Install the axle shaft into the hub aligning the axle shaft splines with the differential housing spider gear splines
- G. Align the axle shaft flange holes with the hub studs.
- H. Slide the axle shaft flange into position and install the wedges, washers, and nuts.
- I. Torque the nuts to the proper specifications.
- J. Follow the same procedure for the opposite side.
- K. Notify the Foreman that the differential needs to be topped off.

NOTE: Because of the low ground clearance on low floor buses it is recommended that the drive shaft not be removed from the vehicle on the road unless vehicle is equipped with an access door in floor above drive shaft.

5.2.1.8 Additional Towing Assistance Service

Although not frequent, there may be situations where the Contractor will need to provide other services to MTS personnel to repair the bus enough, so it can be towed or be driven. Without this assistance from Contractor, the bus would not be towable or be safe to drive. An example would be if an axle shifted due to a broken suspension component. This would be outside the normal scope of work; therefore, it will be billed separately at an extra fixed hourly rate for the time these services are provided.

5.2.2 **GROUP B: Autos, Medium, and Light Duty Truck Towing**

Group B covers the autos, medium, and light-duty truck towing.

5.2.2.1 SDTC Non-Revenue Fleet (CARS AND LIGHT TRUCKS)

VEHICLE #	YEAR	MODEL	MAKE	LOCATION IAD/KMD
8309	2019	DODGE	CARAVAN	IAD
8508	2018	CHEVY	MALIBU	IAD
8509	2018	CHEVY	MALIBU	IAD
9081	2017	FORD	F250	IAD
9405	2017	FORD	F450	IAD
9406	2017	FORD	F450	IAD
9663	1988	FORD	F550	IAD
9667	2007	FORD	F250	IAD

VEHICLE #	YEAR	MODEL	MAKE	LOCATION IAD/KMD
9676	2021	FORD	F250	IAD
9677	2022	FORD	F250	IAD
7101	2021	TOYOTA	PRIUS	IAD
7102	2023	HYUNDAI	TUCSON	IAD
7103	2024	CHEVY	MALIBU	IAD
7175	2018	CHEVY	MALIBU	IAD
7176	2019	CHEVY	MALIBU	IAD
7177	2018	CHEVY	MALIBU	IAD
7178	2018	CHEVY	MALIBU	IAD
7183	2019	CHEVY	MALIBU	IAD
7184	2019	CHEVY	MALIBU	IAD
7185	2019	CHEVY	MALIBU	IAD
7186	2019	CHEVY	MALIBU	IAD
7188	2019	CHEVY	MALIBU	IAD
7197	2020	CHEVY	MALIBU	IAD
7198	2020	CHEVY	MALIBU	IAD
7203	2024	NISSAN	ALTIMA	IAD
7204	2024	NISSAN	ALTIMA	IAD
8433	2022	FORD	ESCAPE	IAD
8434	2022	FORD	ESCAPE	IAD
8435	2023	HYUNDAI	TUCSON	IAD
8436	2023	HYUNDAI	TUCSON	IAD
8437	2023	HYUNDAI	TUCSON	IAD
8438	2023	HYUNDAI	TUCSON	IAD
8439	2023	HYUNDAI	TUCSON	IAD
8440	2023	HYUNDAI	TUCSON	IAD
8441	2024	HYUNDAI	TUCSON	IAD
8771	2019	CHEVY	MALIBU	IAD
9001	2018	DODGE	CARAVAN	IAD
9003	2018	CHEVY	MALIBU	IAD
9009	2016	FORD	ESCAPE	IAD
9010	2022	FORD	RANGER	IAD
9011	2024	NISSAN	SENTRA	IAD

VEHICLE #	YEAR	MODEL	MAKE	LOCATION IAD/KMD
6001	2019	FORD	F150	IAD
8507	2018	CHEVY	MALIBU	KMD
9407	2019	FORD	F450	KMD
9674	2020	FORD	F250	KMD
9675	2020	CHEVY	F250	KMD
7180	2020	CHEVY	MALIBU	KMD
7182	2020	CHEVY	MALIBU	KMD
7189	2020	CHEVY	MALIBU	KMD
7190	2020	CHEVY	MALIBU	KMD
7191	2020	CHEVY	MALIBU	KMD
7192	2020	CHEVY	MALIBU	KMD
7193	2020	CHEVY	MALIBU	KMD
7194	2020	CHEVY	MALIBU	KMD
7195	2020	CHEVY	MALIBU	KMD
7196	2020	CHEVY	MALIBU	KMD
7201	2023	HYUNDAI	TUCSON	KMD
7202	2023	HYUNDAI	TUCSON	KMD

5.2.2.2 Towing Procedures for automobiles and medium to light duty trucks

All towing for these vehicles shall be conducted to the highest industry and safety standards. Towing service shall also be conducted by trained and professional operators. Operators shall comply with all federal, state and local laws and regulations. All towing equipment shall be properly maintained, safe and in clean condition.

5.2.3. **GROUP C - Swing Loader and Hi-Rail Trucks/Heavy-Duty Trucks and GROUP D - Autos, Medium, and Light/Medium-Duty Truck Towing**

5.2.3.1. Fleet Size and Towing Experience

With the purchase and retirement of vehicles throughout the life of this contract the number of non-revenue vehicles may fluctuate along with support equipment but quantity make and model can change depending on the operation's needs.

Note: MTS shall have the ability to add and/or remove non-revenue/support vehicles covered under this contract at any time during the contract term.

SDTI fleet currently consists of the following active fleet-owned Non-Revenue vehicles (*this may change over time*):

GROUP C (requires Low bed)	Qty	Year	Make	Model	Veh #	Dept
Swing Loader *	1	2000	Swing Master	181	458	TRACK
Hi-Rail Bucket Truck						
	1	2011	International	4300 Chassis	440	MOW
	1	2012	International	4300 Chassis	441	MOW
	1	2014	Ford	F550	436	MOW
	1	2014	Ford	F550	438	MOW
Re-Rail (Hi-Rail) Truck	1	2009	International		504	LRV

GROUP D	Qty	Year	Make	Model	Veh #	Dept
Dump Truck	1	2017	Freightliner		466	TRACK
Water Truck	1	1991	International		453	TRACK
Crane Truck	1	2011	International	7400 Chassis	461	MOW
Platform Truck	1	2011	International	4300 Chassis	448	MOW

*Note that the estimates are based on previous service experience. The actual number of tows under this contract may significantly vary based on actual service and operational needs.

5.2.3.2 Detailed Procedural Requirements

All rates submitted for this contract must be on the MTS cost/pricing form, and must assume all of the tasks related to towing of the SDTI non-revenue vehicles. The Contractor will be expected to perform under these guidelines for the term of the resultant contract.

5.2.3.3 Towing Request

- A. A request for towing will be placed via telephone by MTS Rail Operation's designee on duty. The designee will inform the Contractor of the vehicle type, where the disabled vehicle is located, and to which maintenance facility the vehicle is to be towed. In the case of a vehicle not owned by MTS, it will be towed to the Contractor's nearest impound yard. After a request is made for a tow, the Contractor's dispatcher must return a phone call to MTS's designee on duty at the appropriate phone number(s) provided to confirm the tow.
- B. When the Contractor receives a request for towing for an MTS-owned vehicle, an estimated time of arrival should be given to the

designee on duty. If, for any unforeseen reason MTS must cancel a towing request, Monday through Friday 6:00 a.m. to 6:00 p.m., there shall be no additional cost to MTS. If a towing request is cancelled during afterhours and on weekends, MTS may consider paying an additional reasonable fee of one-half the flat rate of the tow, if deemed warranted by MTS. This fee shall be negotiated with the Contractor upon written request and in no event shall it exceed the flat rate for the requested tow. The request must include the reasons justifying the necessity for the compensation.

- C. Time is of the essence when a vehicle is disabled on or off the road/rail/highway. In either case, the vehicle may be blocking an important right-of-way. It is MTS's desire to decrease as much negative exposure, down time, and lost revenue as possible when a vehicle is disabled or blocking a right-of-way. Because of this urgency, the Contractor's response time is critical and very important. The reasonable response time for a tow within a ten (10) mile radius of the Rail facility requesting the tow shall be one (1) hour. Outside of the ten (10) mile radius the tow response time may be extended to one and one-half (1-1/2) hours. Response time is from the time MTS calls the Contractor requesting a tow to the time the tow truck arrives at the disabled vehicle. If the Contractor arrives at the tow site after the allotted response time has elapsed, liquidated damages may be assessed for the late arrival.
- D. Care and custody of the vehicle becomes the responsibility of the Contractor once the vehicle is hooked up to or loaded on the Contractor's equipment. Any hazardous waste or objects that fall from MTS vehicles while in tow will be the responsibility of the Contractor. MTS will be responsible to contain and remove any hazardous waste at the break down location.
- E. Upon arrival at MTS location, the tow truck driver shall contact MTS Rail Operation's designee on duty for proper placement of the vehicle.
- F. The designee on duty will sign the receipt and retain one (1) copy.
- G. In the case of a serious accident involving a fatality, significant vehicle body damage, or severe damage to the structure of a vehicle MTS designee may request that a cover be placed over the damaged portion of the vehicle.

5.2.3.4 Equipment Inspection

It is possible that multiple concurrent tows will occur at MTS and its operating facilities during contract performance. Therefore, Contractor must have access to the right type and quantity of equipment to handle such surges when they happen.

The ability of the Contractor to meet MTS's response times when tows are requested with the proper equipment is critical. Contractor shall be available to respond with sufficient operational equipment to handle the outlines requested tows twenty-four (24) hours a day, seven days a week, including holidays. MTS places no maximum on the number of tows that may be required during any period of time, and no obligation on the minimum number of tows during any time period.

5.2.3.5 Towing Procedures for Swing Loader and Hi-Rail Trucks

MTS employs several different styles of heavy-duty trucks in its fleet. They are a combination of lengths, floor heights and designs. Swing Loader and Hi-Rail trucks must be transported with a lowboy/low bed type trailer (e.g. the re-rail truck is 103-1/2" (8-1/2 foot tall).

This procedure must be completed, regardless of distance or speed traveled to prevent damage and voiding of any warranty to the power train components. This procedure may also require the Contractor to capture and properly dispose of all lubricants drained from the trucks at the tow site.

Care must be taken to ensure that MTS vehicles/trucks do not sustain structural or mechanical damage as a result of towing. Contractor bears sole responsibility for the duration of this agreement for injuries to persons or damages to MTS property which arise from, or in connection with, the performance of the services hereunder by the contractor and its employees. If MTS makes the repairs, MTS will bill back the Contractor for all labor and materials related to those damages.

Only applicable if vehicles utilizes air breaking system: On all vehicles towed with a wrecker an auxiliary air supply must be provided to the vehicle being towed to hold off the spring brakes and maintain suspension height. The auxiliary air supply should be a minimum of 100 PSI. The auxiliary air connections are located in the center, to the rear of the front bumper. At no time is the vehicle to be pushed or shoved in an attempt to retrieve the vehicle.

A safety restraint system must be used that is independent of the towing attachments.

All loose or protruding parts of a damaged vehicle must be secured prior to towing.

WARNING: Do not go underneath a vehicle, which is being raised by towing equipment, unless safety stands or appropriate blocking adequately supports the vehicle.

NOTE: No towing operation should be attempted for any reason, which jeopardizes the safety of the operator, wrecker, bystanders or other motorists.

CAUTION: Do not exceed the recommended maximum speed of 35 mph while towing.

CAUTION: When removing the drive shaft or axle shafts make sure that the vehicle is properly chocked to prevent vehicle from moving or rolling.

All towing for these vehicles shall be conducted to the highest industry and safety standards. Towing service shall also be conducted by trained and professional operators. Operators shall comply with all federal, state and local laws and regulations. All towing equipment shall be properly maintained, safe and in clean condition.

5.3 **CONTRACT TERM**

The period of performance under the resultant Agreement shall be for up to six (6) year period (3-year base with three 1-year options, exercisable at MTS's sole discretion). The base period shall be effective from approximately **January 1, 2025, through December 31, 2027**, and the option periods shall be effective from **January 1, 2028 through December 31, 2030**.

5.4 **PRICING**

Pricing shall be firm fixed for the groups:

1. Group A: 40' Bus or Heavy Duty Truck Towing; 60' Bus Towing; and
2. Group B: Autos, Medium, and Light Duty Truck Towing
3. Group C: Swing Loader and Hi-Rail Trucks/Heavy-Duty Trucks, ***low bed required***
4. Group D: Autos, Medium, and Light/Medium-Duty Truck Towing

The Contractor shall provide a flat rate only and mileage rate for each type of towing required. The flat rate and mileage must include all labor, transportation, materials, fuel, and taxes required to perform the tow as described in the scope of work. The starting point for mileage will be the location of the disabled vehicle and the ending point will be MTS maintenance yard or the Contractor's impound yard (only when requested by MTS), whichever is applicable. All costs to MTS must be reflected in the rates proposed.

5.5 **PAYMENT TERMS**

Unless otherwise stated in the scope or cost proposal forms, 100% percent of the contract price for each towing service furnished and delivered under the scope of work shall be paid to the Contractor within thirty (30) days after delivery to and acceptance by MTS of the services rendered, and after the statements covering the unit or units have been presented to MTS by the Contractor.

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

5.6 **INVOICES**

Invoices must be sent via email to the MTS Accounting Department at AP@sdmts.com.

The Contractor shall invoice MTS monthly for the services completed. All invoices must always include the following:

- **Cost breakdown and description of services (vehicle type, bus series number, license number, date/time of service, “from and to” tow location, etc.);**
- **The flat rate, which should not be in excess of the rate(s) under this Contract;**
- **Reference the MTS PO/Contract number to ensure timely payment;**
- **Reference Contractor’s Invoice number.**

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

REVISED_COST PROPOSAL FORMS

FOR: **TOWING SERVICES - BUS AND NON-REVENUE VEHICLES RFP**
 PROPOSER NAME: **RoadOne**

MTS DOC. NO.: **B0770.0-24**

GROUP A		BASE YEAR 1 (1/1/25 - 12/31/25)			BASE YEAR 2 (1/1/26 - 12/31/26)			BASE YEAR 3 (1/1/27 - 12/31/27)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Flat Rate 40' Buses or Heavy Truck on Trailer	150	\$ 400.00	\$ 60,000.00	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00
2	Flat Rate Level Towing of 60' Articulated Buses	150	\$ 400.00	\$ 60,000.00	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00
3	Additional Towing Assistance Service	20 HOURS	\$ 100.00	\$ 2,000.00	20 HOURS	\$ 100.00	\$ 2,000.00	20 HOURS	\$ 100.00	\$ 2,000.00
Subtotal				\$ 122,000.00				\$ 130,000.00		

GROUP A		OPTION YR I (YR 4) (1/1/28-12/31/28)			OPTION YR II (YR 5) (1/1/29-12/31/29)			OPTION YR III (YR 6) (1/1/30-12/31/30)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Flat Rate 40' Buses or Heavy Truck on Trailer	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00
2	Flat Rate Level Towing of 60' Articulated Buses	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00	160	\$ 400.00	\$ 64,000.00
3	Additional Towing Assistance Service	20 HOURS	\$ 100.00	\$ 2,000.00	20 HOURS	\$ 100.00	\$ 2,000.00	20 HOURS	\$ 100.00	\$ 2,000.00
Subtotal				\$ 130,000.00				\$ 130,000.00		

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

REVISED_COST PROPOSAL FORMS

FOR: **TOWING SERVICES - BUS AND NON-REVENUE VEHICLES RFP**
 PROPOSER NAME: **RoadOne**

MTS DOC. NO.: **B0770.0-24**

GROUP B		BASE YEAR 1 (1/1/25 - 12/31/25)			BASE YEAR 2 (1/1/26 - 12/31/26)			BASE YEAR 3 (1/1/27 - 12/31/27)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Non-Revenue Vehicles	80	\$ 140.00	\$ 11,200.00	80	\$ 140.00	\$ 11,200.00	80	\$ 140.00	\$ 11,200.00
Subtotal				\$ 11,200.00						\$ 11,200.00

GROUP B		OPTION YR I (YR 4) (1/1/28-12/31/28)			OPTION YR II (YR 5) (1/1/29-12/31/29)			OPTION YR III (YR 6) (1/1/30-12/31/30)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Non-Revenue Vehicles	80	\$ 140.00	\$ 11,200.00	80	\$ 140.00	\$ 11,200.00	80	\$ 140.00	\$ 11,200.00
Subtotal				\$ 11,200.00						\$ 11,200.00

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

REVISED_COST PROPOSAL FORMS

FOR:
PROPOSER NAME:

TOWING SERVICES - BUS AND NON-REVENUE VEHICLES RFP

RoadOne

MTS DOC. NO.:

B0770.0-24

GROUP C - SDTI (Swing Loader, Hi-Rail Trucks/Heavy-Duty Trucks)		BASE YEAR 1 (1/1/25 - 12/31/25)			BASE YEAR 2 (1/1/26 - 12/31/26)			BASE YEAR 3 (1/1/27 - 12/31/27)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Swing Loader	3	\$450.00	\$ 1,350.00	3	\$450.00	\$ 1,350.00	3	\$450.00	\$ 1,350.00
2	Hi-Rail Bucket Truck	5	\$450.00	\$ 2,250.00	5	\$450.00	\$ 2,250.00	5	\$450.00	\$ 2,250.00
3	Re-Rail (Hi-Rail) Trucks	2	\$450.00	\$ 900.00	2	\$450.00	\$ 900.00	2	\$450.00	\$ 900.00
Subtotal				\$ 4,500.00				\$ 4,500.00		

GROUP C - SDTI (Swing Loader, Hi-Rail Trucks/Heavy-Duty Trucks)		OPTION YR I (YR 4) (1/1/28-12/31/28)			OPTION YR II (YR 5) (1/1/29-12/31/29)			OPTION YR III (YR 6) (1/1/30-12/31/30)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Swing Loader	3	\$450.00	\$ 1,350.00	3	\$450.00	\$ 1,350.00	3	\$450.00	\$ 1,350.00
2	Hi-Rail Bucket Truck	5	\$450.00	\$ 2,250.00	5	\$450.00	\$ 2,250.00	5	\$450.00	\$ 2,250.00
3	Re-Rail (Hi-Rail) Trucks	2	\$450.00	\$ 900.00	2	\$450.00	\$ 900.00	2	\$450.00	\$ 900.00
Subtotal				\$ 4,500.00				\$ 4,500.00		

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

REVISED_COST PROPOSAL FORMS

FOR: **TOWING SERVICES - BUS AND NON-REVENUE VEHICLES RFP**
 PROPOSER NAME: **RoadOne**

MTS DOC. NO.: **B0770.0-24**

GROUP D - SDTI		BASE YEAR 1 (1/1/25 - 12/31/25)			BASE YEAR 2 (1/1/26 - 12/31/26)			BASE YEAR 3 (1/1/27 - 12/31/27)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Flat Rate Autos, Medium & Light/Medium-Duty Trucks	5	\$140.00	\$ 700.00	5	\$140.00	\$ 700.00	5	\$140.00	\$ 700.00
Subtotal				\$ 700.00				\$ 700.00		

GROUP D - SDTI		OPTION YR I (YR 4) (1/1/28-12/31/28)			OPTION YR II (YR 5) (1/1/29-12/31/29)			OPTION YR III (YR 6) (1/1/30-12/31/30)		
#	Description	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price	Est. Annual Qty	Unit Price	Ext. Price
1	Flat Rate Autos, Medium & Light/Medium-Duty Trucks	5	\$140.00	\$ 700.00	5	\$140.00	\$ 700.00	5	\$140.00	\$ 700.00
Subtotal				\$ 700.00				\$ 700.00		

Note: MTS's estimated average annual quantity is provided as an approximate guideline only. Actual usage may be more or less than estimated. MTS reserves the right to increase or decrease usage and hold or postpone any work related to the above line items based on operational needs and funding availability. All unit price shall firm fixed price and all inclusive, to be considered responsive. Unit price for each item, for each year of the Agreement, shall be fixed as Awarded with no escalation, unless otherwise authorized in writing by MTS.

GRAND TOTAL	GROUP A	GROUP B	GROUP C	Group D
BASE YEAR 1	\$ 122,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
BASE YEAR 2	\$ 130,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
BASE YEAR 3	\$ 130,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
OPTION YR I (YR 4)	\$ 130,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
OPTION YR II (YR 5)	\$ 130,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
OPTION YR III (YR 6)	\$ 130,000.00	\$ 11,200.00	\$ 4,500.00	\$ 700.00
GRAND TOTAL	\$ 772,000.00	\$ 67,200.00	\$ 27,000.00	\$ 4,200.00



Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Copley Park Division (CPD) Driveway and Fencing Repair – Contract Award

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Contract No. PWB401.0-24 (in substantially the same format as Attachment A), with Fordyce Construction, Inc., in the amount of \$230,351.00 for the CPD Driveway and Fencing repair.

Budget Impact

The total contract cost for this project is estimated to be \$230,351.00. The project will be funded by the Contracted Bus Operations - Paratransit Operating Budget account 850012-571142.

DISCUSSION:

CPD is located in Kearny Mesa and is the hub for MTS's Access Services and Fixed-Route Minibus operations. MTS owns the CPD facility but leases it to First Transit as part of the transit operations contract for these services. MTS is responsible for maintaining the major components of the facility.

The scope of work for this project addresses multiple problems that are present on the CPD site. Due to the age of the facility, the fencing, vehicle and pedestrian gates, and selective driveway panels have begun to fail. The fence has deteriorated to a point where the facility is no longer secured.

On June 28, 2024, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide repair services in the form of concrete driveway replacement, as well as removal and replacement of the entire south elevation fence line with all associated vehicle and pedestrian gates. The scope of repairs also includes the complete removal of one (1) tree and adjacent shrubs, as well as the planter containing them, to help mitigate continuing root damage to the nearby concrete pathway.

Three (3) bids were received on August 9, 2024 from the following firms:



Firm	Firm Certification	Grand Total
Fordyce Construction	None	\$230,351.00
Palm Engineering Construction Co.	None	\$232,524.00
Tri Group Construction	None	\$310,000.00

Based on the bids received, and in comparison, to MTS's Independent Cost Estimate at \$272,965.70, MTS staff determined Fordyce Construction, Inc.'s bid to be fair and reasonable. Work is expected to be completed within ninety (90) days of issuance of the notice to proceed. Fordyce Construction has designated subcontractor San Diego Fence Company to perform a portion of the work.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Contract No. PWB401.0-24 (in substantially the same format as Attachment A), with Fordyce Construction, in the amount of \$230,351.00 for the CPD Driveway and Fencing repair.

/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. PWB401.0-24
B. Scope of Work
C. Cost Form



**Metropolitan
Transit
System**

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWB401.0-24

CPD DRIVEWAY AND FENCING REPAIRS

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: Fordyce Construction, Inc. Address: 9932 Prosepct Ave. Ste. 138

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

Telephone: 619-449-4272

Authorized person to sign contracts	<u>Brian Fordyce</u>	<u>President</u>
	Name	Title

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

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

SCOPE OF WORK.

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

CPD DRIVEWAY AND FENCING REPAIRS

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.



CONTRACT TIME.

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within ninety (90) calendar days (one (1) month of lead time, and two (2) months of construction) from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE.

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of two hundred thirty thousand three hundred fifty-one Dollars (\$230,351.00). Payment shall be made as set forth in the General Conditions.

PROVISIONS REQUIRED BY LAW.

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

INDEMNIFICATION.

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

PREVAILING WAGES.

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

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

5. SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

5.1. GENERAL

Due to age of the Copley Park Division (CPD), multiple issues have appeared that require repairs, including the southern fence with vehicle gates, and multiple panels in the driveways. Additionally, there is currently a tree that is causing continual lifting of pedestrian walkway concrete panels creating trip hazards and interfering with a pedestrian exit door on the adjacent building. The tree will need to be removed and the planter partially demoed and replaced with an additional parking space.

5.2. STAGING

Contractor is to keep and store all materials within a predesignated laydown area. It is assumed the laydown area will be within and adjacent to the fence line/driveways, and later, the planter being removed. Size and location of the laydown area is to be coordinated with the MTS Project Manager. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc. All deliveries to the site shall be coordinated through the MTS Project Manager. Only vehicles necessary for that day's controlling activities may be parked onsite adjacent to the work area. Remaining vehicles are to be park on adjacent streets and public parking areas.

5.3. TEMP FACILITIES

Contractor is responsible for providing all necessary temporary facilities including but not limited to power, water, temporary fencing with fabric, K-rails, and any/all best management practices necessary for the duration of the project. Contractor will also be responsible for developing storm water protection plan, as well as obtaining any storm water permits necessary, and maintaining them for the duration of the project. Contractor is responsible for temporary fencing on southern property line during demo and installation of the new fencing to ensure that no buses or other MTS vehicles risk being damaged by the public entering the bus lot. Contractor is responsible for partial closure of sidewalk where necessary and is responsible for obtaining any permits necessary to facilitate closure. Contractor is responsible for providing all their own dumpsters and is responsible for collection and disposal of all generated waste. Contractor is not to utilize any MTS dumpsters.

5.4. SAFETY

Diligent caution must be taken during the undertaking of this work. Due to the 24-hour nature of operations at CPD, extreme caution must be observed while driving on the lot and working at CPD. At the end of each day the entirety of the area being worked on must be surrounded by temporary fencing with fabric surrounding the South fence line wherever there are holes left during the demolition and installation phases of the new fencing. Contractor must be aware of their surroundings at all times and yield the right-of-way to buses.

Max speed on the lot is 10 MPH. Contractor, subcontractors, vendors and supplier are to adhere to the speed limit, stop at all stop signs, and stop at all crosswalks. Failure to do so will result in MTS not granting any future vehicular access to the CPD property. All contractors, subcontractors, vendors, and suppliers on site must wear hi-vis vests/clothing at all times will on property.

5.5. WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any MTS receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each workday and the Contractor is to perform a final clean to meet the current condition and cleanliness of the on-site paving.

It is assumed that there will be concrete, reinforcing bar, and asphalt that will have to be exported. The Contractor is responsible for any and all costs associated with the removal, permits, hauling, and disposing of the exported concrete, reinforcing bar, and asphalt.

5.6. SUBMITTALS

The contractor shall provide submittals showing product data, details, and necessary information for all items described in the project specifications including but not limited to the following:

- Phasing & Work Plan
- Construction Schedule
- Laydown area plan & impact footprint plan
- Asphaltic concrete mix design
- Concrete mix design for both vehicular panels and fence footings
- Fencing materials including paint- if not factory coated

5.7. DRAWINGS

There are known As-builts for the area where the work is to occur. The applicable as-builts (ATT 3) are included in the bid package as additional attachments. The contractor shall verify all existing site conditions and familiarize themselves with the Contract Documents and existing site conditions.

5.8. SCHEDULE AND SEQUENCING

All base bid work shall be completed within Ninety (90) calendar days from issuance of the Notice to Proceed. MTS is aware of existing supply chain and fabrication delays that may lead to delays in delivery of materials, this lead time is to be included as part of the (90) day basis of construction. As such, contractor is to provide a submittal for the fencing and order materials as soon as possible to help mitigate these lead times as much as possible.

The base bid work consists of two phases. Contractor will provide a work plan and phasing plan for approval prior to the start of any construction. The intent of this phasing plan is to ensure that there will be as minimal site impact as possible in the temporary closure of the

driveways in need of repair, and partial closure of the parking lot for the tree/planter removal. The primary phase of this project will consist of demolition and installation of the southern elevation fencing, and driveway concrete repairs. The second phase will include removal of the problem tree, portion of the surrounding planter, placement of new asphalt or concrete where planter was previously located, and minimal concrete replacement of damaged walkway panels.

5.9. GEOTECHNICAL ENGINEER/ MONITORING

Contractor is to provide MTS project manager 48-hour notice of any potential changes to construction schedule. Due to existing conditions of the site, MTS is required to have off-gas monitoring personnel on the site for the duration of the project. Contractor will not be required to pay for monitoring services but is asked to work as efficiently and expeditiously as possible to help mitigate the added costs that MTS will incur for ongoing monitoring.

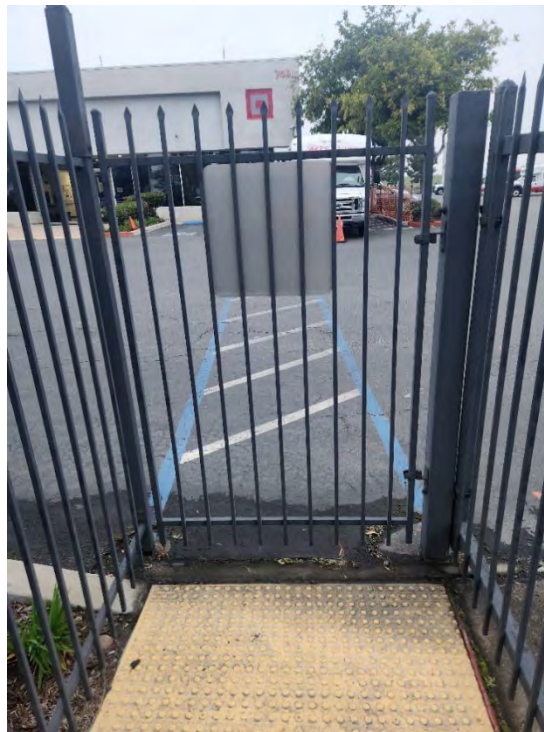
5.10. PERMITTING

Contractor is responsible for obtaining and paying for all necessary permits from the County of San Diego, City of San Diego, and any other necessary reporting bodies or authorities having jurisdiction for the portion of the work that encroaches into the City Right-of-Way as well as a traffic control and possibly, storm water permit.

5.11. SCOPE OF WORK

Contractor will be responsible for providing all labor and equipment required to complete the following scope of work:

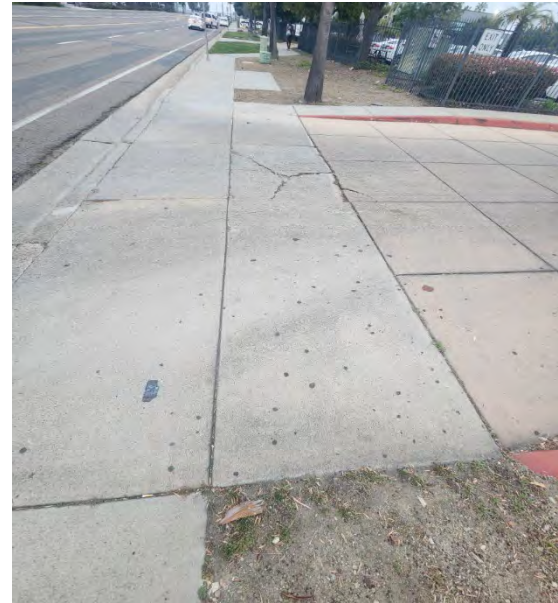
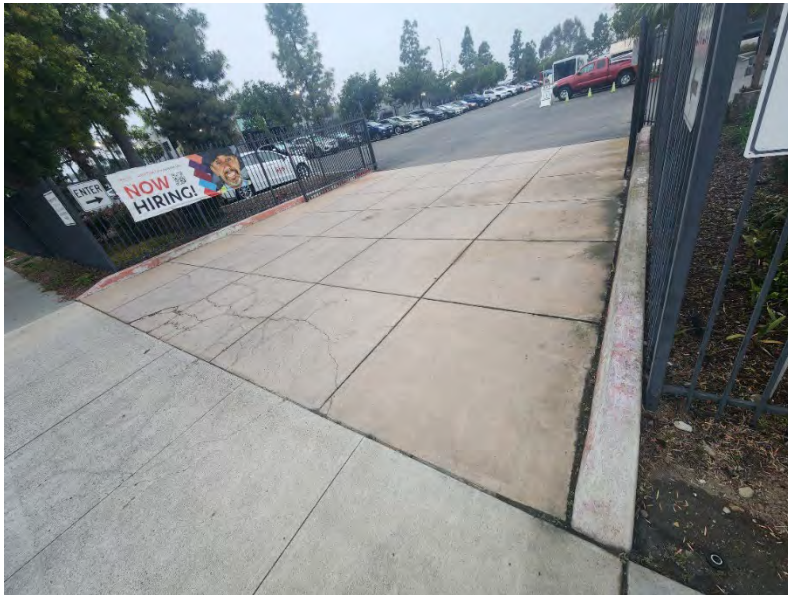
Contractor will be responsible for full demolition and replacement of approximately 700 LF of existing fence line on southern property line. This includes removal of all panels, posts, and footings. Contractor will also be responsible for full replacement of (3) pedestrian and (4) double swing vehicle gates on the southern fence line. New fence is to match adjacent fencing being tied into. All new fencing is to be the same color, dimensions, style including post size, picket size, post caps, picket top style, and overall picket and post height), and is to be installed in the identical locations of the previous wrought iron fence. All new footings are to utilize 520-C-2500 concrete and shall be installed in accordance with San Diego Regional drawing SDRSD M-6. Contractor is also responsible for any minor grading required to maintain air gap between bottom rail of fence and the dirt below so that the bottom rail of the new fence is not sitting on the dirt. Contractor shall provide temporary fence throughout replacement of the South Fence as to ensure no gaps in the fence exist on any part of the perimeter through demolition and installation. Contractor will be responsible for the disposal of all fencing as well as all concrete footings and other related demolished fence components associated with the original wrought iron fence. Contractor to replace entire southern fence line with no tops or gaps. Only openings in fence should be in the same location as existing vehicle and pedestrian gates and are to receive new vehicle and pedestrian gates in identical size, shape, material, color, and style.



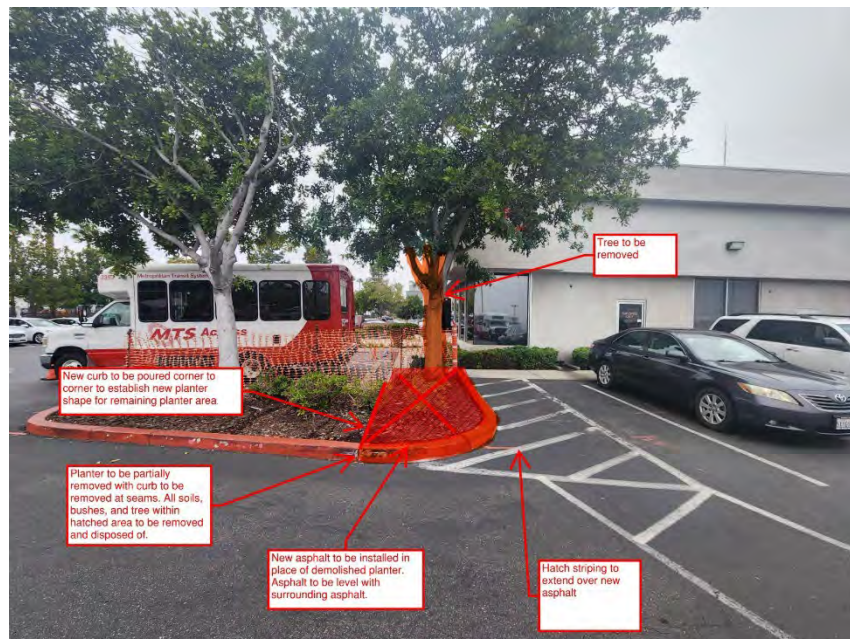
Contractor will be responsible for full removal and replacement of approximately 500 square feet of concrete driveway. Portions of the concrete driveways have begun to sink and fail due to soil movement. Contractor may fully close both driveways concurrently to maintain efficiency. Concrete shall adhere to all standard specifications for vehicular traffic concrete paving. After removal of damaged concrete panels, contractor shall properly prepare the soil and re-grade where necessary to ensure new panels are level with all existing and surrounding panels. Top 12" of soil is to be compacted to a minimum

of 95%. Concrete shall be placed at a minimum thickness of 7.5". Cementitious material shall be in accordance with Section 90-1.02B, "Cementitious Materials", of the Caltrans Standard Specifications. A. Contractor shall prepare the Mix Designs in accordance with Section 40-1.01C(9), "Mix Design", of the Caltrans Standard Specifications. Concrete will have a minimum 3-day compressive strength of 3500 psi and a minimum 5-day flexural strength of 580 psi. Concrete will have a minimum 28-day compressive strength of 6500 psi and a minimum 28-day flexural strength of 625 psi. Contractor shall prepare a mix design for unreinforced concrete pavement with doweled joints. New concrete paving is to be connected to surrounding panels utilizing 24" #4 dowels, drilled 12" into existing surrounding panels, and epoxied in place @12" O.C. Dowel bars shall conform to Section 40-1.02F, "Dowel Bars of the Caltrans Standard Specifications. Dowel bar lubricant shall conform to Section 40-1.02F(1), "dowel Bar Lubricant", of the Caltrans Standard Specifications. Concrete shall be reinforced per Caltrans Standard Specifications 2015 Section 52. Contractor is responsible for full removal and legal disposal of all waste generated throughout duration of project, including concrete removal.





Contractor will be responsible for removal of 1 tree and shrub, approximately 55 LF of curb, removal of soils and preparation of area to receive approximately 160 SQFT of asphalt paving, and replacement of approximately 12 LF of new curb. Contractor is to install new asphalt in area where planter is removed. All new asphalt is to be level with surrounding asphalt. Asphalt is to be 6" of AC over 6" of class 2 base compacted to 95%. New curb is to be 520-C-2500 with profile and dimensions to match adjacent curb. Contractor is to continue existing 4" white hatch striping over new pavement and touch up existing white hatch paint where damaged by removal of curb and planter contents. Contractor is to paint new curb red to match adjacent curbs. All waste associated with the demolition of the plants, soil, and surrounding curb are to be legally disposed of by contractor.



Southern.Fence.Line;Contractor.to.replace.entire.southern.fence.line.with.no.stops.or.gaps;Only.openings.in.fence.should.be.in.the.same.location.as.existing.vehicle.and.pedestrian.gates.and.are.to.receive.new.vehicle.and.pedestrian.gates.in.identical.size?shape?material?color?and.style;



Section	ItemCode	Type	ItemDesc	UnitOfMeasure	Quantity	Reference	Manufacturer	ModelNum	BrandReq	BrandSpec	DeliveryLoc	UnitPrice
Main Bid			Mobilization / Demobilization	LS	1							\$ 9,200.00
Main Bid			General Conditions	LS	1							\$ 17,651.00
Main Bid			Temp Fence	LS	1							\$ 4,000.00
Main Bid			Reinforced Concrete Demolition	LS	1							\$ 9,600.00
Main Bid			Installation of new reinforced concrete driveway panels	LS	1							\$ 25,400.00
Main Bid			Grubbing and tree removal/disposal	LS	1							\$ 10,800.00
Main Bid			AC installation	LS	1							\$ 14,000.00
Main Bid			Demo of Wrought Iron fence and gates	LS	1							\$ 29,100.00
Main Bid			New Wrought Iron fence and gates	LS	1							\$ 110,600.00
												\$ 230,351.00



**Metropolitan
Transit
System**

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Take One Printing and Delivery – Contract Award

RECOMMENDATION:

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

- 1) Execute MTS Doc No. G2880.0-24 (in substantially the same format as Attachment A), with Neyenesch Printers Inc. (Neyenesch), a Small Business (SB), to provide Take One Printing and Delivery services in the amount of \$248,236.61 for a five (5) year base period with two (2) 1-year options; and
- 2) Exercise the option years at the CEO's discretion.

Budget Impact

The total contract cost of these services is estimated to be \$248,236.61 (\$230,382.00 subtotal plus \$17,854.61 Tax @ 7.75%). The project will be funded by the Marketing Operating Budget account 551010 - 571240.

CONTRACT YEARS	AMOUNT
YEAR 1	\$ 30,541.00
YEAR 2	\$ 28,658.00
YEAR 3	\$ 32,769.00
YEAR 4	\$ 35,077.00
YEAR 5	\$ 32,456.50
Total - Base Years 1-5	\$ 159,501.50
OPTION YR 1 (YEAR 6)	\$ 36,195.50
OPTION YR 2 (YEAR 7)	\$ 34,685.00
Total - Option Years 1-2	\$ 70,880.50
TOTAL (BASE & OPTIONS):	\$ 230,382.00
CA 7.75% Sales tax (BASE & OPTIONS):	\$ 17,854.61
GRAND TOTAL:	\$ 248,236.61

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

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



DISCUSSION:

MTS prints 'Take One' notices to announce service changes, public hearings, events, and other important information for riders. These are posted onboard buses, Trolleys, and other locations to maximize visibility to passengers. The current contract for Take One printing expires on December 31, 2024.

An Invitation for Bids (IFB) for Take One Printing and Delivery was issued on June 7, 2024. A single bid from Neyenesch, a SB, was received and opened on July 23, 2024, in the initial amount of \$251,221.50 for the five (5) base years and two (2) 1- year options.

MTS conducted a post bid survey with prospective bidders requesting their reason(s) for not bidding. The results of the survey were inconclusive as the prospective bidders declined to respond. Per Federal Transit Administration (FTA) procurement guidance, in order to determine whether a single bid price is fair and reasonable, an agency may enter negotiations with the lowest bidder. On August 9, 2024, MTS contacted Neyenesch to negotiate costs.

On August 13, 2024, Neyenesch submitted a Best and Final Offer (BAFO) in the amount of \$230,382.00 (inclusive of 7.75% sale tax the total is \$248,236.61). Through negotiations staff was able to procure a potential savings of \$20,839.50 (9% savings in comparison to initial bid). In comparison to staff's Independent Cost Estimate (ICE) in the amount of \$213,200.00, staff deemed the BAFO pricing to be fair and reasonable.

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

- 1) Execute MTS Doc. No. G2880.0-24 (in substantially the same format as Attachment A), with Neyenesch, a SB, to provide Take One Printing and Delivery services in the amount of \$248,236.61 for a five (5) base year base period with two (2) 1-year options; and
- 2) Exercise the options 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

Attachments: A. Draft Agreement MTS Doc. No. G2880.0-24
B. Neyenesch Printers Inc Bid Form



**STANDARD AGREEMENT
FOR**

MTS DOC. NO. G2880.0-24

TAKE ONE PRINTING AND DELIVERY

THIS AGREEMENT is entered into this _____ day of _____, 2025 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: Neyensch Printers Inc Address: 2750 Kettner Blvd

Form of Business: Corporation San Diego CA 92101
(Corporation, Partnership, Sole Proprietor, etc.) City State Zip

Telephone: 619-488-8315 Email: Kandy@Neyenesch.com

Authorized person to sign contracts Kandy Neyenesch CFO
Name Title

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

The contract term is for a five (5) year base period with two (2) 1-year options, exercisable at MTS's sole discretion, for a total of up to 7 years. Base period shall be effective January 1, 2025 through December 31, 2029 and option years shall be effective January 1, 2030 through December 31, 2031, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$171,862.87 for the base years and \$76,373.74 for the option years, for a contract total not to exceed \$248,236.61 without the express written consent of MTS.

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

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL

The San Diego Metropolitan Transit System (MTS) is soliciting bids for a five (5) year base contract with two (2) one-year options, exercisable at MTS's sole discretion, for the printing and delivery of "Take One" notices.

Take Ones are publications printed by MTS to inform passengers of important news or service events, such as upcoming route and schedule changes, detours, holiday service levels, and special event service. (Take One is a generic term used by MTS; the actual document is sometimes titled "Rider Alert", "MTS News", "Passenger Notice", or other.) Take Ones are posted on board MTS bus and rail vehicles and at certain fixed locations, in areas and quantities appropriate for the subject of each individual Take One.

MTS seeks a vendor, who possesses the facility (print shop), equipment, personnel, material, and experience to produce printing orders of similar quantity, format, and size as required in this IFB. In an effort to maintain consistent service and quality of Take Ones, print brokers shall not be permitted to bid on this specification.

A supplemental bid package shall be furnished upon request with the following items:

- Two samples of work similar in format and size to the samples provided by MTS, printed in a quantity over 20,000 within the past year.
- Sample of the paper to be used, including its content and brightness, in accordance with the requirements of these specifications.
- All other required forms contained in this bid package.

The intent of these specifications is to describe the minimum requirements of the service required. The absence of specifications regarding details implies that the best general practice will prevail and that first quality material and workmanship will be used.

1.2. COMPLIANCE

In all cases, materials used must be furnished as specified in the technical specifications.

1.3. TASKS TO BE PERFORMED

MTS seeks a vendor capable of printing Take One notices and the firm selected shall be responsible for the following tasks:

- A. Print, fold, drill, and deliver between 10,000 and 150,000 copies of Take One notices to up to twelve (12) San Diego County locations.
- B. Approximately four (4) to eight (8) Take One notices are planned for each year of the contract, with an average of 36,000 – 50,000 at each printing.
- C. Flat sizes will vary among orders and could include the following sizes:
 - 5.5 inches x 8.5 inches
 - 8.5 inches x 11 inches
 - 11 inches x 17 inches

All Take Ones will have a finished size of 5.5 inches x 8.5 inches and have one .36" drill hole on the upper left corner. A sample of each size is included in this bid package.

1.4. SPECIFICATIONS

A. Preparation

1. **Artwork:** Artwork is created by MTS staff. Art files will be submitted to the vendor in a high-resolution PDF format, via e-mail or electronic file sharing service.
2. **Proofs:** Vendor shall supply a digital PDF proof and, when requested, a press quality proof **and** a folding dummy of the artwork to the Project Manager for approval. The bid price shall include the cost of one printed proof and two digital proofs per order. One folding dummy per order will be provided upon request.
3. **Printing:**
 - a. Ink: Notices will be printed on two (2) sides in two (2) colors (black and one pantone color [varied]). Printing will bleed all four edges.
 - b. Stock: 60# white (or offset opaque), smooth texture, one hundred (100%) percent recycled paper with at least thirty (30%) percent post-consumer content, greater than or equal to 84 brightness.
 - c. Folding: Take Ones will all have a common finished size of 5.5 inches x 8.5 inches. Fold accordingly.
 - d. Drill: A 0.36 inch hole is drilled in an upper corner of each finished and folded Take One.
 - e. Quality Assurance: Accurate registration, color consistency, and precise folding and drilling are mandatory.

1.5. PRICING

The bid price shall include all printing costs associated with the production and delivery of the described Take One notices. Cost shall include paper, ink, printing, folding, and drilling according to specifications. There shall be no additional charges for supplies or other costs of production.

The bid price shall include per Take One the production of a folding dummy (if requested), one paper proof and two additional digital proof with corrections. There shall be no additional charge for subsequent proofs which are required for approval, unless they are required as the result of changes initiated by MTS.

All plate/proof charges shall be incorporated into the bid price. Delivery charges and arrangements for delivery of the proofs and folding dummies between the vendor and MTS (to **and** from MTS) shall be included in the bid price and covered by the printer.

The bid price shall include courier service and/or delivery of all proofs and printed items to the locations specified by MTS.

1.6. BID FORMS

Bidders are required to provide MTS with their quotation per item and a total yearly price based upon the Estimated Annual Quantity using the bid forms provided by MTS. **These estimates are for bidding purposes only, and do represent actual amounts to be ordered.** The estimated quantities do not commit MTS to authorize any printing services.

Attachment A:

Table A - Unit Pricing per Take One via Quantities

In this table, Bidders are required to fill in each cell with the cost of each Take One size being ordered at the specific quantity range. This will be the firm fixed price charged to MTS when ordering Take Ones during the year within that range.

Table B - Estimated Quantities

In this next table, MTS included the estimated quantities of Take Ones that are anticipated to be ordered each year by the number ordered at a given time. The total value of the contract and your proposal will be based on these tables. Do not change the "Yearly Quantity" listed in this section. Bidders need to determine what unit cost it will apply towards each order range by pulling the proposed value from the "Unit Pricing per Take One via Quantities" section completed,

Yearly Quantity - please note that the stated quantity in this section may be more or less than the actual range.

For example: 8.5" x 11" paper size, yearly quantity listed is 50,000 Take Ones under range 20,001-75,000. This means that there were multiple orders made of 20,001-75,000 during the year. Total quantity ordered ultimately equaled 50,000 timetables for the year for the 8.5" x 11" paper size.

Note: The estimated yearly quantities are for bidding purposes only, not actual amounts to be printed. The estimated quantities do not commit MTS to authorize any printing services to be executed. There is no guaranteed minimum quantity or number of orders under this contract. Similarly, MTS may order more than the estimates shown.

Instructions -

For Table A, please enter the Unit Prices for each paper size and corresponding quantity range.

For Table B, the Unit Prices from the corresponding quantity range in Table A, will automatically populate in the corresponding Yearly Quantity. You do not need to enter the Unit Prices in the shaded cells. The Subtotal is the sum of the Totals for each quantity if there are multiple paper sizes being ordered within the range and provide a total for each year.

To determine your Grand Total bid price, please enter the amount for each year on the "Summary" page of the cost proposal form. The Grand Total is the sum of amounts for each year, including option years.

Bidders are required to submit pricing for all seven (7) years; five (5) year base with two (2) one-year options. The contract shall be a firm fixed price contract for all seven (7) years.

Year 1: January 1, 2025 through December 31, 2025
 Year 2: January 1, 2026 through December 31, 2026
 Year 3: January 1, 2027 through December 31, 2027
 Year 4: January 1, 2028 through December 31, 2028
 Year 5: January 1, 2029 through December 31, 2029
 Year 6 (Option Year I): January 1, 2030 through December 31, 2030
 Year 7 (Option Year II): January 1, 2031 through December 31, 2031

1.7. ORDERS AND SCHEDULE

Time is a critical element. MTS provides bus and Trolley service to the public and it is essential that MTS have accurate Take One notices on hand at all times.

When ordering Take One notices, MTS will assign a due date for each item ordered. The due date for the printing and delivery of the order will be six (6) to ten (10) working days from the date that the final art is provided to the vendor. Working days are defined as Monday through Friday, excluding MTS-recognized holidays.

Vendor shall deliver to MTS a proof within two (2) working days of receiving the artwork from MTS. For print orders of 75,000 or fewer Take One notices, vendor shall have all Take Ones delivered to all locations no more than seven (7) working days following MTS' final approval of the proof. For print orders of more than 75,000 Take One notices, printer shall have all Take Ones delivered to all locations no more than ten (10) working days following MTS' final approval of the proof.

SAMPLE ORDER LIST

Below is a sample list of anticipated print jobs for one year, and corresponding estimated quantities and paper sizes for each fiscal year of service. Print jobs and quantities are subject to change.

SAMPLE YEAR	QUANTITY	SIZE
September Service Changes	36,000	8.5" x 11"
Winter Holiday Service	36,000	5.5" x 8.5"
January Service Changes	36,000	8.5" x 11"
June Service Changes	50,000	8.5" x 11"
Extra Promo/Public Hearing	75,000	11" x 17"
Additional Proofs	4	n/a
ANNUAL TOTAL:	233,000	

1.8. PACKAGING

Printed, folded, and drilled Take One notices shall be packed conveniently in boxes of suitable strength, with a sample securely taped to the box (with clear packaging tape) and the quantity noted on each box.

1.9. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

1.10. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

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

- 1.12. **[NOT APPLICABLE] SAFETY DATA SHEETS (SDS)**
- 1.13. **[NOT APPLICABLE] NO RIGHT TO POST SIGNS**
- 1.14. **[NOT APPLICABLE] WARRANTY**
- 1.15. **[NOT APPLICABLE] REPLACEMENT PARTS**
- 1.16. **DELIVERY AND ACCEPTANCE**

Vendor shall deliver the finished Take One notices, in the designated quantities, to the locations on a distribution list provided by MTS with each print order. Deliveries must be made between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, to destinations in San Diego County as specified by MTS. A maximum of twelve (12) delivery locations will be required. ATT 2 is a "sample" delivery location list, which MTS reserves the right to add or subtract locations at any time.

MTS may request partial deliveries for time sensitive publications that require distribution before a complete allotment can be printed. The sum of all partial and complete deliveries for each order will total the twelve (12) or fewer locations. Partial deliveries requested by the vendor must be approved by MTS in advance.

Upon delivery of Take Ones at each location, vendor shall have the delivery receipt signed by the receiving MTS personnel. By 10:00 a.m. the business day following the date of delivery, vendor shall provide the MTS Project Manager scanned copies of the signed delivery receipts via email.

Delivery charges for the Take Ones shall be included in the bid prices.

Any deliverable provided under this contract shall be delivered F.O.B. unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

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

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS) and resubmit for inspection and testing (if necessary).

1.17. **LIQUIDATED DAMAGES**

General

Liquidated damage requirements are appropriate if the parties to a contract may reasonably expect to incur damages in the form of increased Project costs resulting from the late completion of the contract, and if the extent or amount of such damages would be difficult or impossible to determine after the delay has occurred. Accordingly, any liquidated damages for this contract shall be at a specific rate per day for each day of overrun in contract time; and the rate will be specified in the third-party contract and will comply with any other special liquidated damages restrictions FTA might impose. Any liquidated damages recovered shall be credited to the Project account involved unless the Federal Government permits otherwise.

Failure to perform in a timely manner, or work not performed according to the Specifications, unless otherwise agreed to by MTS, may result in a late delivery fee for all orders that are received past their due dates.

Rates

MTS has established a liquidated damage daily rate of one (1%) percent per calendar day (based on the total price of the order). For example: if there is a due date of August 1 on an order for 30,000 5.5" x 8.5" Take One notices but the notices are not received by MTS until August 4, then MTS will pay three (3%) percent less than the agreed upon price for the 5.5" x 8.5" Take One notice. This late delivery fee shall be deducted from the invoice amount for that order.

Appeal Process

If the Contractor feels liquidated damages are being imposed unjustly, the Contractor can file an appeal with the Contract Officer within twenty-four (24) hours of the notification of impending liquidated damages. The letter must provide details of the situation and why the Contractor feels the liquidated damages are unjust. The Contract Officer shall review the situation, and if necessary, meet with the Contractor to provide an opportunity to state their reasons why liquidated damages should not be assessed. The Contract Officer shall render a decision.

If the Contractor feels the decision is not acceptable and the situation warrants further consideration, appeal reconsideration may be filed with the Manager of Procurement. The Manager of Procurement shall review the reconsideration, and a final determination shall be made. The decision of the Manager of Procurement shall be final. No other appeals shall be heard for this particular incident.

1.18. 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.

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
YEAR ONE (01/01/2025 to 12/31/2025)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 11 to 13) and quantity (Columns B to F) for each tab (Year 1 through 7)															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS’s actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.09	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.11	\$ 0.08	\$ 0.06	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.16	\$ 0.13	\$ 0.10	\$ 0.10	\$ 0.10										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	2945.00									
	8.5" x 11"	0.11	10000	1123.00	0.08	50000	4180.00	0.06	90000	5728.50	0.06	120000	7182.00		
11" x 17"				0.13	75000	9382.50									
Totals			1123.00			16507.50			5728.50			7182.00			
Subtotal		\$ 30,541.00													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
YEAR TWO (01/01/2026 to 12/31/2026)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.09	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.11	\$ 0.08	\$ 0.06	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	2945.00									
8.5" x 11"	0.11	10000	1127.00	0.08	50000	4180.00	0.06	90000	5733.00	0.06	120000	7188.00			
11" x 17"				0.10	75000	7485.00									
Totals			1127.00			14610.00			5733.00			7188.00			
Subtotal		\$ 28,658.00													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
YEAR THREE (01/01/2027 to 12/31/2027)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.09	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.12	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.16	\$ 0.13	\$ 0.11	\$ 0.10	\$ 0.10										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	2935.00									
8.5" x 11"	0.12	10000	1160.00	0.09	50000	4305.00	0.07	90000	5904.00				0.06	150000	8805.00
11" x 17"				0.13	75000	9660.00									
Totals			1160.00			16900.00			5904.00						8805.00
Subtotal		\$ 32,769.00													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
YEAR FOUR (01/01/2028 to 12/31/2028)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.09	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.12	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	3020.00									
8.5" x 11"	0.12	10000	1194.00	0.09	50000	4430.00							0.06	150000	9075.00
11" x 17"				0.11	75000	7890.00	0.11	90000	9468.00						
Totals			1194.00			15340.00			9468.00						9075.00
Subtotal		\$ 35,077.00													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
YEAR FIVE (01/01/2029 to 12/31/2029)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.10	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.12	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	3085.00									
8.5" x 11"	0.12	10000	1218.00	0.09	50000	4515.00	0.07	90000	6246.00				0.06	150000	8895.00
11" x 17"				0.11	75000	8497.50									
Totals			1218.00			16097.50			6246.00						8895.00
Subtotal		\$ 32,456.50													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
OPTION YEAR ONE (01/01/2030 to 12/31/2030)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.10	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.13	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11	\$ 0.11										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	3085.00									
8.5" x 11"	0.13	10000	1282.00	0.09	50000	4515.00							0.06	150000	9255.00
11" x 17"				0.11	75000	8437.50	0.11	90000	9621.00						
Totals			1282.00			16037.50			9621.00						9255.00
Subtotal		\$ 36,195.50													

TAKE ONES PRINTING AND DELIVERY															
BID FORM															
OPTION YEAR TWO (01/01/2031 to 12/31/2031)															
Instructions: Please complete Table A by entering the unit price for each paper size (Rows 10 to 12) and quantity (Columns B to F).															
* The quantities on this bid form are for bidding purposes only. MTS estimates this to be its usage but does not guarantee quantity. The actual quantity ordered may be more or less than estimated on the form and is dictated by MTS's actual need.															
*Sales Tax to be calculated by MTS.															
	Table A. Unit Pricing per Take One via Quantities														
PAPER SIZE	1 - 20,000	20,001 - 75,000	75,001 - 100,000	100,001- 120,000	120,001 +										
5.5" x 8.5"	\$ 0.10	\$ 0.06	\$ 0.04	\$ 0.04	\$ 0.04										
8.5" x 11"	\$ 0.12	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.06										
11" x 17"	\$ 0.17	\$ 0.14	\$ 0.12	\$ 0.11	\$ 0.11										
Paper Size	Table B. Estimated Quantities														
	1 - 20,000			20,001 - 75,000			75,001 - 100,000			100,001-120,000			120,001 +		
	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total	Unit Price	Yearly Quantity	Item Total
	5.5" x 8.5"			0.06	50000	3140.00									
8.5" x 11"	0.12	10000	1243.00	0.09	50000	4610.00	0.07	90000	6372.00				0.06	150000	8985.00
11" x 17"				0.14	75000	10335.00									
Totals			1243.00			18085.00			6372.00						8985.00
Subtotal		\$ 34,685.00													

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**PRINTING AND DELIVERY OF TAKE ONES****BID FORMS - SUMMARY**

GRAND TOTALS	
CONTRACT YEARS	AMOUNT
YEAR 1	\$ 30,541.00
YEAR 2	\$ 28,658.00
YEAR 3	\$ 32,769.00
YEAR 4	\$ 35,077.00
YEAR 5	\$ 32,456.50
Total - Base Years 1-5	\$ 159,501.50
OPTION YR 1 (YEAR 6)	\$ 36,195.50
OPTION YR 2 (YEAR 7)	\$ 34,685.00
Total - Option Years 1-2	\$ 70,880.50
GRAND TOTAL (BASE & OPTIONS):	\$ 230,382.00



**Metropolitan
Transit
System**

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Security Services – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc No. G2359.6-24 (in substantially the same format as Attachment A), with Inter-Con Security Services (Inter-Con), a Minority Business Enterprise (MBE), to add contract capacity in the amount of \$1,000,000.00 for Special Events to Option Years 1 and 2 of the agreement.

Budget Impact

The total cost of this amendment is estimated to be \$1,000,000.00 and the total contract cost of the services are estimated to be \$72,443,503.00 (inclusive of the total costs for Amendment 6). The project will be funded by the Security Department Operating Budget account 420010-535100.

Amendment	Board Authorization	Additional Funds (Base Years)	Additional Funds (Option Years)	Contract Value	Total Board Approved Amount
0	7/29/2021 (AI 30)	\$38,438,349.00	\$27,565,937.00	\$38,438,349.00	\$66,004,286.00
1	12/16/2021 (AI 22)	\$100,000.00	-	\$38,538,349.00	\$66,104,286.00
2	N/A	\$38,275.00	\$27,448.00	\$38,576,624.00	within CEO authority
3	N/A	-	-	\$38,576,624.00	-
4	N/A	-	-	\$38,576,624.00	-
5	2/16/2023 (AI 12)	\$2,061,207.00	\$3,212,287.00	\$40,637,831.00	\$71,443,503.00
6	Today's Board action	-	\$1,000,000.00	\$71,443,503.00	\$72,443,503.00

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

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



DISCUSSION:

MTS provides uniformed security personnel at various locations throughout MTS's service area to provide a safe environment for patrons and employees alike. These security personnel have the capability to respond to disturbances and emergencies affecting both Trolley and bus services within the MTS service area.

A high-quality security team offers a physical presence serving as a visual and physical deterrent to suspicious and illegal behavior including assault, vandalism and graffiti activities as well as ambassadors of goodwill to MTS passengers. Security personnel also work closely with MTS Code Compliance Inspectors to conduct fare inspections.

MTS awarded a Security Services contract with Inter-Con in July 2021 with a total term of five (5) years effective from January 2022 through December 2026.

Based on the current event schedules at Petco Park, Snapdragon Stadium, and other large venues, MTS expects to see an increase in Special Events for 2025 and 2026 around the San Diego area. MTS works closely with event operators, our Marketing & Communications team, and trolley operations to promote transit as a safe, enjoyable, and cost-effective way to travel to special events at these locations. MTS has three trolley stations in close proximity to Petco Park, and trolley stations adjacent to Snapdragon Stadium and the San Diego State University main campus. With increased Special Event transit ridership at these stations, MTS has identified a need for additional funding capacity under the Inter-Con Security Services contract to properly staff and support these events.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 6 to MTS Doc. No. G2359.6-20 (in substantially the same format as Attachment A), with Inter-Con, a MBE, to add contract capacity in the amount of \$1,000,000.00 for Special Events to Option Years 1 and 2 of the agreement.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Amendment MTS Doc No. G2359.6-20



Metropolitan Transit System

Amendment 6

October 17, 2024

MTS Doc No. G2359.6-20

SECURITY SERVICES

Inter-Con Security Systems, Inc. dba Inter-Con Security
Neil Martau
Chief Administrative Officer
210 S. De Lacey Avenue
Pasadena, CA, 91105

This shall serve as Amendment No.6 to the original agreement G2359.0-20 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) shall:

- 1) Exercise both Option Years 1 and 2 of the agreement.
- 2) Increase contract capacity of \$1,000,000.00 for Special Events per the estimates below.

Billable Rate (Regular)	Billable Rate (Overtime)	Estimated Hours (Regular)	Estimated Hours (Overtime)	Estimated Cost (Regular)	Estimated Cost (Overtime)	Extended Cost
\$26.26	\$39.39	16979	1188.5	\$445,868	\$46,815	\$492,683
\$27.04	\$40.56	16979	1188.5	\$459,112	\$48,205	\$507,317
TOTAL		33958	2377	\$904,980.00	\$95,020.00	\$1,000,000

All other terms and conditions shall remain the same and in effect.

SCHEDULE

The Option Years 1 and 2 shall be effective from 1/1/2025 to 12/31/2026.

PAYMENT

The following table reflects the Special Events rates for Option Years 1 and 2:



Year	Pay Rate	Contractor Markup	Billable Rate (Regular)	Billable Rate (Overtime)
2025 (OY1)	\$17.79	47.58%	\$26.26	\$39.39
2026 (OY2)	\$18.32	47.58%	\$27.04	\$40.56

This contract amendment shall authorize additional costs not to exceed \$31,805,672.00 as summarized below:

Description	Cost
Exercise Option Years 1 and 2	\$30,805,672.00
Additional funds for Special Events	\$1,000,000.00
TOTAL	\$31,805,672.00

The total value of this contract including this amendment shall be in the amount of \$72,443,503.00. 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

Neil Martau, Chief Administrative Officer
Inter-Con Security Systems, Inc. dba
Inter-Con Security

Date: _____



Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Kearny Mesa Division (KMD) Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services – Work Order

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA356-AE-46 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 \$713,633.15 to provide engineering design services for Phase 1 of the KMD electric bus charging infrastructure project.

Budget Impact

The total contract cost for this project is estimated to be \$713,633.15. The project will be funded by the Capital Improvement Program (CIP) 3009117201 – KMD ZEB Overhead Charging.

DISCUSSION:

MTS operates and maintains a fleet of 116 Compressed Natural Gas (CNG) buses and two (2) Battery Electric Buses (BEBs) at KMD. The current fleet at KMD consists of seventy-four (74) 40' CNG buses, forty-two (42) 60' CNG buses, and two (2) 40' BEBs. MTS has completed the KMD ZEB Master Plan and has a conceptual plan for the phased implementation and full build out of electrical infrastructure for charging the entire fleet at KMD. The initial intent of the first phase of design is to commence charging for an additional twenty-five (25) 40' BEBs arriving in Fiscal Year (FY) 27 and seven (7) 60' BEBs arriving in FY28. The first phase of design will include the installation of the overhead gantry to support a total of twenty-eight (28) 40' BEBs and ten (10) 60' BEBs to meet the demand of bus deliveries in the near future, but the first phase of construction will consist of the installation of twenty-five (25) 40' pantographs / dispensers and seven (7) 60' pantographs/dispensers.

Under the proposed work order, PRE will provide engineering services to develop and refine the KMD ZEB Master Plan Phases 1a and 1b conceptual plan into 100% construction plans, specifications, and estimate for the first phase of overhead charging at KMD. Furthermore, under this work order, PRE will provide design services for the removal, regrading, and replacement of the southerly driveway at KMD to allow buses to effectively drive out of the



driveway. Due to the excessive slope in the current configuration, buses cannot easily drive out of the driveway.

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.

MTS staff reviewed the approved A&E firms in Category A and recommends a sole source award to PRE for KMD ZEB Phase 1 design services.

Sole Source Justification

A sole source award to PRE is appropriate because PRE is the most highly qualified firm to complete KMD ZEB Phase 1 design services based on their previous experience and work with MTS on this specific project, as well as to avoid substantial duplication of costs, effort and time. It would not be in the public interest for MTS to pay for the performance of certain services twice if MTS contracted with another firm to perform these design services.

PRE was selected as the result of a competitive procurement process for the concept phase of this project, the ZEB Master Plan at KMD (Work Order WOA356-AE-05 under MTS Doc No. PWL356.0-22 was approved by the board on February 16, 2023 (AI 4)). In that solicitation process, PRE was deemed the most highly qualified firm to complete ZEB Master Plan at KMD due to their expertise, team and work plan.

As part of its work on the ZEB Master Plan at KMD, PRE spent a significant amount of time working with MTS staff to develop a detailed understanding of MTS' operations, scope and site conditions, reviewing as-builts, as well as coordinating with outside agencies and stakeholders. Today's proposed 100% construction plan design services are the natural and expected next phase of the ZEB Master Plan work completed by PRE. If the design work were to be awarded to another firm, the firm could not proceed with design services without a full understanding of MTS bus operations, which would require extensive coordination meetings with MTS staff in order to gain an understanding of the desired outcome, and necessitate reviews of the existing as-builts and other documentation needed in order to begin the KMD ZEB Phase 1 design services. Thus, another firm would need to duplicate a portion of the work that PRE already performed as part of the ZEB Master Plan at KMD, adding additional costs, time, and diversion of MTS staff efforts to this project.

Fair & Reasonable Price Determination

PRE's proposed amount of \$713,633.15 was less than MTS's Independent Cost Estimate (ICE) of \$1,275,357.09. Based on the level of effort and proposed classifications for the services,

PRE's proposal was determined to be fair and reasonable. For the project, PRE will utilize the following subconsultant:

Subconsultant Firm Name	Subconsultant Firm Certification	Dollar Value of Subcontract
AECOM Technical Services	None	\$639,477.65

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA356-AE-46 under MTS Doc No. PWL356.0-22 (in substantially the same format as Attachment A), with PRE, a DBE, in the amount of \$713,633.15 to provide engineering design services for Phase 1 of the KMD electric bus charging infrastructure project.

/S/ Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order WOA356-AE-46



Metropolitan Transit System

October 17, 2024

MTS Doc. No. PWL356.0-22
Work Order No. WOA356-AE-46

Pacific Rail Enterprises, Inc.
Jennifer Seccombe
President/CEO
3560 University Ave, Suite F
Riverside, CA 92501

Dear Mrs. Seccombe:

Subject: WORK ORDER WOA356-AE-46, TO MTS DOC. NO. PWL356.0-22, GENERAL ENGINEERING SERVICES FOR KEARNY MESA DIVISION (KMD) ZERO EMISSION BUS (ZEB) OVERHEAD CHARGING PHASE 1 DESIGN SERVICES

This letter shall serve as our agreement for Work Order WOA356-AE-46 to MTS Doc. No. PWL356.0-22, for engineering services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work Order shall provide design services for the KMD ZEB Overhead Charging Phase 1 project in accordance with the attached Scope of Services (Attachments A). Federal terms do not apply.

SCHEDULE

The Schedule shall remain in effect for a period three-hundred sixty-five (365) calendar days from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed \$713,633.15 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,

Accepted:

Sharon Cooney
Chief Executive Officer

Jennifer Seccombe, President/CEO
Pacific Rail Enterprises

Date:

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

ATTACHMENT A
SCOPE OF SERVICES

TITLE: Kearny Mesa Division Zero Emission Bus (ZEB) **WOA #:** WOA356-AE-46
Overhead Charging Phase 1 Design Services

I. PROJECT DESCRIPTION

The San Diego Metropolitan Transit System, (referred to hereafter as “MTS”) seeks a proposal for consultant services for the schematic design, design development, and final engineering for phase 1 of the new Battery Electric Bus (BEB) infrastructure at MTS’s Kearny Mesa Division (referred to hereafter as “KMD”). The proposed infrastructure is the first phase of MTS’s Master plan to replace the existing Compressed Natural Gas (CNG) bus fleet with electric buses over the next 20 years. Phase 1 design is to be based on the KMD ZEB Master Plan dated 3/22/24. It is anticipated phase 1 will be designed to accommodate:

1. A minimum of 25 new 40’ electric buses to be delivered in December 2027 as shown in Phase 1A of the KMD ZEB Master Plan.
2. A minimum of 7 new 60’ electric buses to be delivered in December 2028 as shown in Phase 1B of the KMD ZEB Master Plan.
3. Construction shall be phased so that Phase 1A will be completed in its entirety before starting Phase 1B.
4. Infrastructure and overhead gantry for 28 40’ buses and 10 60’ buses.
5. A modular and scalable design
6. Provide for implementation without disruptions to current service.
7. Located west of and adjacent to the CNG fueling station.
8. 3:1 charging ratio, 180kW, depot-style piston down pantographs, similar to the South Bay Maintenance Facility (SBMF) install with Heliox/Schunk as the manufacturer or equal. Charging equipment will be CF/CI not OF/CI.
9. Equipment to be mounted on top of the steel structure on a concrete slab over metal deck per master plan schematics.
10. Medium voltage switchgear with utility meter installation at north planter area property
11. Replacement of all Portland Cement Concrete (PCC) paving at the new structure with a more robust paving section
12. Design shall include solar panels, battery storage, and a backup generator that will be bid as an additive/alternate
13. Design shall include considerations and necessary underground or stub-outs and vaults as needed for the next phase of construction.
14. Design shall include removing and reinstalling the southerly driveway, re-graded to allow for bus access as shown and described on page13 and 14 of the KMD ZEB Master Plan.
15. (This may need a separate task and does need further development) Project is to meet Buy America requirements. Consultant is to specify only equipment that meets Buy America requirements. Specifications must list the requirements for contractors to submit Buy America certificates of compliance with each submittal, consultant is to support MTS with any additional coordination with FTA or internal Legal to determine paths for items that may not meet Buy America.

II. SCOPE OF WORK

The scope of work shall consist of the following tasks and deliverables:

TASK 1: PROJECT MANAGEMENT

1.1. Project Management

Consultant shall provide project management services that shall include monthly progress reports, invoicing and administration of the project. As part of this task the consultant shall be responsible to maintain schedule compliance of final deliverables for this task order. It is assumed there will be a 60%, 90%, and 100% plan submittal and review packages with MTS.

1. Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the consultant's team.
2. Arrange and facilitate Project Development Team (PDT) meetings, interagency meetings, field reviews, and other project-related meetings. Consultant shall prepare meeting agendas, meeting minutes, necessary supplemental materials, and meeting sign-in sheets for all meetings.
3. Develop and implement a project schedule to complete the Scope of Work, and manage the project to eliminate or minimize supplemental agreements.
4. Provide coordination between MTS and outside agencies and stakeholders, this includes manage decision making and communication with MTS, community/agency stakeholder team, and the public.
5. Prepare monthly status reports and project schedules which are to be submitted with invoices. The status report must outline all activities for which charges have been made by the Consultant or sub-Consultants. The Consultant shall prepare a draft status report and submit it for approval prior to submitting the first invoice.
6. Provide QA/QC 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 shall have a check box or signature indicating a review has been performed.

1.2. Agency Coordination

1. Consultant shall provide all necessary coordination with outside agencies and key stakeholders as required for the design. This includes but isn't limited to San Diego Gas & Electric (SDG&E) and the City of San Diego. Consultant shall coordinate with MTS staff regarding ownership, easements, and joint-use agreements for any of the work.
2. Consultant shall ensure all design elements meet the requirements of SDG&E and SDG&E Design Standards as well as submissions of drawings for SDG&E approval as required by SDG&E.
3. Collect all necessary as-builts from outside agencies required for the design.
4. Conduct initial site visits with MTS for review of project, confirmation of existing conditions, and examine existing environment, structures, and facilities.

1.3. Survey and Geotechnical Engineering During Design

1. Provide all necessary surveying and topographic mapping as needed, for use in the design of the site improvements. Laser scanning will be used to capture existing surface conditions including pavement joints, striping, curbs and topography. CADD file containing 1-foot contours and major visible site items. Underground site utility plans and metes and bounds are anticipated to be found in MTS provided as-built documentation and underground utility surveying and property line metes and bounds surveys, if needed, can be added as an addition service. Consultant shall review and evaluate information for the proposed work area, including all available information and MTS design guidelines, local jurisdiction requirements, ADA standards and other pertinent information that may apply. Any survey after design or during the construction phase will be performed by the construction manager or contractor.
2. Provide all necessary geotechnical engineering as required for the design. Any geotechnical engineering, special inspection, observations, or recommendations required during the course of the construction will be performed by the construction manager and/or contractor. Consultant shall review all pertinent and available geotechnical literature including geotechnical reports, topographic maps, geologic maps and aerial photographs; perform field borings as needed approximately 5 feet below existing pavement surface; and compile and analyze the data obtained; prepare a geotechnical memo. The geotechnical memo shall consist of a proposed pavement section, boring logs, and R-value test results. Consultant shall conduct R-Value testing and engineering analysis required to evaluate geotechnical parameters and develop a proposed pavement section.
3. Consultant shall provide environmental sampling in conjunction with the geotechnical evaluation. The environmental sampling shall consist of collecting soil samples during manual advancement of the required borings at depths of 1, 3, and 5 feet below ground surface (bgs); submitting the soil samples, under chain-of-custody procedures, to a State of California certified laboratory for analysis of total petroleum hydrocarbons (TPH) extended range organics (TPH-ext) (C4-C40) utilizing EPA Method 8015B, volatile organic compounds (VOCs), including fuel oxygenates, utilizing EPA Method 8260B, and Title 22 Metals utilizing EPA Method 6010B/7471A; and preparing and submitting a technical memorandum summarizing the analytical results, including analytical data tables and figures. In the event that soil export is required, Consultant shall provide direction on the proper removal and disposal of the soil but would be the responsibility of a separate contractor to remove and dispose of any contaminated soil.
4. Consultant shall prepare a limited geotechnical report based on the design phase geotechnical explorations.

TASK 2: 60% CONSTRUCTION DOCUMENTS – SCHEMATIC DESIGN (SD)

The development of the 60% Construction Documents is to be based on the final conceptual plan developed during the programming/master plan development phase. The plans will be further refined through the design development of the following elements of work. This task assumes bi-weekly meetings will be held with MTS during this phase

2.1 Base Sheet & Topo Map: Consultant shall create a base file based on the topo survey and boundary developed in Task 1.3. This map will be located in real world coordinates and will include contours, structures, and available utilities.

2.2 Schematic Site Plan Design: Consultant shall develop and refine the master plan Phase 1 conceptual plan into a Schematic Design Site Plan for the site. Efforts include adjustments to the concept site backgrounds to fix misalignments / non-coplanar CAD data between the received different site as- built to create an accurate aligned background suitable for a construction document level detail design background in both AutoCAD for Civil and Revit for the remainder of the disciplines. Creation of all discipline construction document plan sheets at 1"=40' scale (Architectural / General, Civil, Structural, Electrical, Equipment, Fire Protection). This task includes a detailed and dimensioned layout for the Phase 1 electric charging infrastructure location, ingress/egress, vehicular flow, proposed wet and dry utilities, grading, demolition, and future improvements. Inclusion of solar, on-site energy (battery) storage, charge management systems and on-site generation will be confirmed as part of this task. The design shall include solar panels, battery storage, and a backup natural gas generator as an additive/alternate with the bid, as well as identify need for a site microgrid controller to control these resources as a means of resiliency in addition to reducing demand charge tariffs.

Key decisions that need completion in 60% Construction Documents phase prior to the start of 90% Construction Documents include:

1. Confirm how final Bid Documents will be presented with the assumption that the project will be procured using design-bid-build delivery.
2. Document any bus charging systems components that will be included in the bid scope of work and any items that will be provided by MTS to the awarded contractor as either owner furnished / owner installed or owner furnished / contractor installed items.
3. Confirm any long-lead times bid items that need to be developed separately and / or concurrently with the bid set.

2.3 General Outline Specifications: Consultant shall develop general outline specifications highlighting the major components and identifying the general quality of the product.

2.4 Construction Cost Estimates: Consultant shall provide updated quantities and cost for the electrical, civil, structural, fire protection, and equipment components. This task includes generating new quantity takeoffs based on the more detailed 60% design from all the disciplines. Produce Class 3 Opinion of Probable cost.

TASK 3: 90% CONSTRUCTION DOCUMENTS - DESIGN DEVELOPMENT (DD)

The 90% Construction Documents design development will refine and further develop the design established during the 60% Construction Documents Schematic Design Phase. The main objective of the design development will be to fix (if necessary) and describe the civil, structural, electrical, fire, charging systems, and finalize design decisions. This task assumes bi-weekly meetings will be held with MTS during this phase.

Design Development Package: Consultant shall modify the schematic design plans at 1"=40" scale and create a design development package. This package will be the next iteration in design, conveying all key aspects of the design including the structural and electrical charging systems, in order to obtain MTS's acceptance of the design and form the basis for a further developed and refined cost estimate. The plans and specifications will be brought to a 90% level design and will introduce final design detail sheets for each of the disciplines described above.

Details will be drawn at 1"=10' scale for clarity.

3.1. Electric Charging Equipment Plans

The type, quantity, location, and utility requirements of the electric charging equipment is critical to the design of the BEB facility. Consultant shall:

1. Develop initial charging equipment layouts that provide an efficient, cost effective, safe industrial workflow through the site.
2. Obtain brochures and cut sheets on charging equipment.
3. Review equipment list, cut sheets, and layout with MTS and design team to ensure that all electric charging requirements have been addressed.
4. Update electric charging equipment list to be consistent with layouts, facility design, and input received during the review session.
5. Identify unusual constraints including, but not limited to, specialized systems or equipment to be accommodated, construction access limitations, and work-around requirements.
6. Document MTS Operations preference for shared dispenser charging positions and order of charging of specific dispensers in order to establish circuiting/wiring schematic from specific dispensers to specific chargers.
7. Update project quantities.
8. Develop utility requirements drawing(s) based on information developed with MTS. These will be drawn on a separate layer on AutoCAD and will include locations of SDG&E facilities and onsite private electrical needs.
9. Develop draft specifications for the proposed electric charging infrastructure items. Coordinate format with civil engineering specifications. These draft specifications are to be reviewed by the various design team disciplines during the construction document phase to insure coordination between disciplines.
10. Prepare a report outlining system selections, and design assumptions.

3.2. Electrical Plans

Consultant shall:

1. Attend up to eight (8) meetings and coordinate with SDG&E as requested by MTS to assist with the design for providing service to the property for the BEB charging stations. This includes providing SDG&E with design plans and infrastructure loads.
2. Electrical designers shall meet with MTS to confirm project goals, system performance expectations and standards to be implemented.
3. Evaluate application of national, state and local codes, and established technical standards, for their impact on the site and infrastructure design.
4. Identify the applicable code enforcement authorities and contact such authorities to discuss preliminary concepts; review applicable, regulations, codes, standards and guidelines; and identify particular concerns by the authorities
5. Evaluate electrical system requirements including standby or emergency power; provisions for future electrical loads, provisions for voice/data communication systems, and wireless communication.
6. Prepare preliminary calculations for electrical service requirements, and panel distribution
7. Prepare preliminary plans illustrating locations of utility connections, electrical service and panel locations, backup generator locations, and placement of electrical special system devices such as CCTV cameras and telecommunication outlets. This special system device locations will be coordinated with the appropriate MTS Department(s).
8. Electrical designers shall include convenience lighting on the structure and reviews its

compatibility with the existing site lighting to ensure there are no issues with the safety and visibility during night operations.

3.3 Fire Protection

1. MTS will not be obtaining a building permit from the City of San Diego, requiring Fire Marshal coordination, but elements and types of fire protection and life safety requirements to support this type of project shall be incorporated. It is assumed per NFPA that a water source (fire hydrant) in proximity will satisfy the intent of the code and the fire requirements for this project.
2. Consultant shall provide input necessary for the development of the construction cost estimate.
3. Consultant shall identify requirements for specialized fire projection, if any, and prepare draft specifications. Coordinate format with other disciplines.

3.4 Structural Plans

Consultant shall:

- 1 Develop design criteria for equipment and electrical distribution system dead loads based on equipment data and electrical design completed as part of this work phase.
- 2 Develop wind and seismic criteria based on local, state, and/or national codes.
- 3 Finalize layout and framing for the structure based on the approved schematic design.
- 4 Analyze and design structural elements including intermediate trusses (long-span joists), moment frames, and braced frames.
- 5 Based on current or recent geotechnical information, design foundations under structural columns.
- 6 Provide Revit drawings for all structural elements including plans, elevations, sections, and details. Coordinate base slab with new and existing site paving.
- 7 Develop preliminary technical specifications for structural materials and components.
- 8 Compute quantities of structural elements as input to the Design Development cost estimate.
- 9 Structural design shall include an overhead structure capable of charging 28 buses as shown as Phase 1A and 10 buses as shown as Phase 1B of the KMD ZEB Master Plan.
- 10 Structural Assumptions and Exclusions:
 - No meetings with the AHJ or a peer reviewer are included. Calculations will be submitted, and one round of comments/resolution from the AHJ is assumed.
 - Construction administration scope is not included.
 - Seismic site hazards such as liquefaction and fault rupture are assumed to be not applicable.
 - Solar panel support framing is assumed to be delegated design, not included in this scope. Canopy design will include one typical attachment detail, and account for the structural load of the solar panels on the canopy structure.
 - Access and cable bridges are assumed to be able to be framed with wide flange steel girders.
 - Double columns are assumed to be used for the seismic joints at the cable and personnel bridges.

3.5 Civil Plans

Consultant shall:

- 1 Prepare site staging and construction phasing plans.
- 2 Prepare site demolition plans for both the overhead structure and south driveway.
- 3 Develop site plans and details for striping, bollards, trenching pavement put back, PCC replacement of existing pavement fully within contractor on-site phased construction areas. and temporary planting plans.
- 4 Document site drainage flow with new islands, site equipment pads, and related driveway work.
- 5 Determine code compliance as it relates to the existing fire water service at the north-west corner and to ensure there are no conflicts with proposed improvements. Fire water line may have to be redesigned and re-routed if there are any conflicts with proposed improvements.
- 6 It is anticipated that the City of San Diego will require an encroachment permit and traffic control plan for the installation of the new southerly driveway. Consultant shall coordinate with the City of San Diego and obtain a permit ready for issuance for the southerly driveway and provide traffic control plans for the contractors use. Contractor shall obtain a traffic control plan.

3.6 Opinion of Probable Cost

Consultant shall provide updated quantities and cost for the civil, electrical, structural, fire protection, and equipment components. This task includes generating new quantity takeoffs based on the more detailed 90% design from all the disciplines. Produce Class 3 Opinion of Probable cost.

3.7 Design Development Quality Control

Consultant shall coordinate operational and equipment related functional requirements for human engineering and electrical/building systems and components including civil, structural, mechanical, and electrical. Items to be addressed include:

- a. Modifications to the design due to Peer Review comments. Note that the extent of these modifications may require additional design fees, which are not included in the fee estimate.
- b. Structural details for frames, as needed.
- c. Charging equipment documentation and specifications will be reviewed by a qualified checker to confirm that the equipment will meet the requirements and needs of the project.

Review engineering (civil, structural, fire, electrical) design for compliance with the approved design criteria, and operational/maintenance concepts.

TASK 4: 100% CONSTRUCTION DOCUMENTS (CD)

Upon completion of the 90% Construction Document review period, the consultant shall have thoroughly reviewed the 90% Construction Documents and have prepared a key design/coordination issues, cost issues, and MTS feedback issues tracker. The major tasks arising out of the reviews will be to resolve and incorporate into the Project all agreed upon Design Development review comments and to establish a list of priorities and action items for the Construction Document Phase. Specific direction on Design Development issues for all

disciplines will be critical to move into the Construction Document Phase.

The main objective of the Construction Document Phase is to prepare and issue construction document packages, 100% Bid Documents including plans, specifications and estimate, setting forth in detail the requirement for the project necessary for bidding, negotiating, contracting, and construction.

1. Consultant shall modify the design development plans at 1'=40" scale and prepare a final construction document package. This package shall include final construction drawings including details, specifications, and cost estimate for civil, electrical charging equipment, structural, and electrical service for the project. The plans will be brought to a 100% level design

4.1. Charging Equipment Plans:

The type, quantity, location, and utility requirements of the charging equipment are critical to the design of the BEB facility. Consultant shall:

1. Finalize charging equipment layout drawings based on the 90 percent plans reviewed with MTS. Layouts will be prepared on Revit files and AutoCAD background.
2. Provide brochures and cut sheets on charging equipment.
3. Finalize the charging equipment list to be consistent with BEB charging layouts, facility design, and input received during the review sessions with MTS.
4. Provide final charging equipment cost estimate.
5. Finalize utility requirements drawings based on information developed with the client. These will be drawn on a separate view in Revit and will include electrical equipment locations.
6. Finalize specifications for charging equipment items. Coordinate format with other disciplines.
7. Finalize construction workaround plan.
8. Coordinate directly with charging equipment manufacturer Heliox or equal on the charging equipment design and requirements.

4.2. Structural Plans:

Consultant shall:

1. Finalize overhead frame structural criteria, and durability criteria.
2. Finalize layout and framing for the structure based on the approved schematic and design development designs.
3. Develop and design the overhead frame support columns to support the truss and support suspended pantograph and overhead power / data distribution systems, and coordination of connections of proposed framing system with electrical systems.
4. In coordination with the civil, electrical, finalize design of gravity framing members including columns, beams, equipment supports, seismic analysis.
5. Develop framing drawings showing layouts of areas and detail sizes and materials of the elements.
6. Based on current or recent geotechnical information, finalize the foundation design under structural columns.
7. Develop typical details as required to show the overall scope of work.
8. Advance the REVIT model and typical details, and adjust the model to address MTS comments.
9. Provide input necessary to the development of construction cost estimate and to

- construction phasing and scheduling.
- 10. Finalize specifications. Coordinate format with other disciplines.
- 11. See Task 3 Structural Plans section for clarifications, assumptions, and exclusions.

4.3. Fire Protection

- 1. MTS will not be obtaining a building permit from the City of San Diego requiring Fire Marshal coordination, but elements and types of fire protection and life safety requirements to support this type of project shall be incorporated. It is assumed per NFPA that a water source (fire hydrant) in proximity will satisfy the intent of the code and the fire requirements for this project.
- 2. Consultant shall provide input necessary for the development of the construction cost estimate.
- 3. Consultant shall finalize specifications. Coordinate format with other disciplines.

4.4. Electrical Plans:

Consultant shall:

- 1. Develop drawings for the required electrical materials and equipment, including power, emergency/standby power, fire alarm system, and the electrical raceways for special devices. All SDG&E provided materials and equipment will be marked as such on the drawings.
- 2. Coordinate primary service requirements including the required underground feeders from the electrical service points to the pad mounted 4-way switches, service interrupters, and transformers. All SDG&E provided equipment and materials will be marked as such on the drawings.
- 3. Design the underground duct bank to serve all current and future project phases from the new switchgear, along the new overhead platform to the south end of the overhead platform into an underground vault for the next phase. The required cables necessary to complete Phase 1 will be indicated on the drawings.
- 4. Design the underground duct bank, including pull boxes for future tie-ins, from all transformer locations to the existing generator and battery storage areas.
- 5. Finalize the locations of the switchboards, charging cabinets, and BEB equipment support island, and determine the appropriate cable routing between Switchboards and the charging cabinets. Underground feeders and surface-mounted cables and wireways will be indicated on the drawings.
- 6. Design the requirements and layout of the power and communication cabling, wireway, and cable tray between the charging cabinets and overhead pantograph dispensers.
- 7. Coordinate site and facility lighting requirements for the Phase 1 work area. Lighting selection considerations will be given for visibility, efficiency, specialty accent, and site and task lighting. Lighting calculations will demonstrate compliance with CalGreen Code and California Title 24 energy code.
- 8. Calculate the size of the facility electrical service based on the new bus energy demand, size the incoming electrical service distribution equipment, and coordinate electrical panel size requirements. Calculations will be provided.
- 9. Finalize the electrical system requirements including standby or emergency power, provisions for future electrical loads or changes to the infrastructure configuration, fire alarm system, provisions for voice/data communication systems, and wireless communication.
- 10. Finalize the specifications and coordinate the format with other disciplines.
- 11. Provide input necessary for the development of the construction cost estimate.

4.5. On-Site Site Civil Improvements

Consultant shall prepare site civil plans to incorporate the new BEB site infrastructure. This includes minor drainage improvements, pavement removal and replace, concrete curb islands for the charging equipment, signing and striping, and minor water system improvements. Consultant shall also:

1. Prepare a demolition plan. The demolition plan will include removal of existing pavement, utilities, and landscaping to the extent as identified by MTS.
2. Prepare a striping and signage plan at 1"=40' scale for the revised onsite bus lane configuration and parking lot. It will identify fire lanes, and other on-site striping.
3. Prepare on-site horizontal control and paving plans that will show the limits of proposed physical improvements, such as paving delineations, curb and gutter locations, and structural frame and column locations. The horizontal control plan will be prepared at 1"=20" scale for construction purposes to horizontally located the proposed columns, curbs, and water line location. It is assumed that new paving will be installed within the project limits where disturbed by the proposed construction and trenching.
4. Prepare on-site utility plans showing the proposed horizontal and vertical relocations of proposed wet utilities within the project site (fire service or fire hydrant). Wet Utilities assumed to be designed will be limited to Water (Fire) if there are conflicts with proposed improvements. It is assumed all other existing utilities on-site will not require relocation in this first phase, but there is an existing CNG line that transverses the first phase.
5. Determine any and all offsite utilities that may be affected by re-working the southerly driveway.
6. Prepare on-site utility plans showing the proposed horizontal and vertical locations of dry utilities running from the public right of way to the service points at the charging stations. Dry utilities will be limited to Electrical. It is assumed all existing utilities on-site other than Water (Fire) will not require relocation in this first Phase.
7. Prepare a construction laydown plan for use by the Contractor and MTS during construction. This will identify areas that the Contractor can use for materials and storage, and will also show any areas that will need reconfigured for bus parking and PCC pavement replacement.

4.6. Technical Specifications

Consultant shall prepare technical specifications for the final construction documents. As part of this task, the consultant shall develop CSI format technical specifications based on CALTRANS and APWA standard specifications. It is anticipated that a 100 percent Construction Documents (CDs) will be made to MTS and that comments will be received, log the comments, issue responses and incorporate the comments into the final 100 percent Bid Documents.

4.7. Opinion of Probable Construction Cost

Consultant shall prepare a final Class 3 Opinion of Probable Cost based on the 100% Construction Documents.

4.8. Construction Document Quality Control – 100% CDs and 100% Bid Documents

Consultant shall provide quality control of the final construction documents. It is anticipated

that the 100% Construction Documents (CDs) submittal will be made to MTS and that the consultant will receive comments on the submittals, log the comments, issue responses and incorporate the comments into the final 100% Bid Documents.

Consultant shall coordinate operational and equipment related functional requirements for human engineering and building systems and components including structural, and electrical. Items to be addressed include:

- a. Modifications to the design due to Value Engineering input. Note that the extent of these modifications may require additional design fees, which are not included in the fee estimate.
- b. Final coordination of all plan sheets.

Consultant shall review engineering (civil, structural, electrical) design for compliance with the approved design criteria, operational/maintenance concepts, and maintenance equipment requirements.

TASK 5: CONTRACT BID SUPPORT

5.1 Contract Bid Support

Consultant shall provide bid support to accommodate the transition through the bid period to contract award by facilitating changes to the contract plans and specifications by addenda or addendums to the bid package. Attendance at the pre-bid meeting is included.

5.2 Conformed Plans

Consultant shall prepare the conformed plans and specifications by incorporating any relevant construction contractor RFI's and bid addendum affective during the Bid Phase.

III. PERIOD OF PERFORMANCE

This work order shall be for a period of three hundred sixty-five (365) calendar days from the date of the Notice to Proceed.

IV. DELIVERABLES

1. Monthly progress reports
2. 60% Construction Documents
 - a. Schematic Site Plan Design
 - b. General Outline Specifications
 - c. 60% Opinion of Probable Cost
 - d. Specification Table of Contents
3. 90% Design Package
 - a. 90% Construction Documents
 - b. Draft Technical Specifications
 - c. 90% Opinion of Probable Cost
4. 100% Construction Documents
 - a. 100% Construction Drawings
 - b. 100% Technical Specifications
 - c. 100% Opinion of Probable Cost

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
1. Project Management	NTP + 365 days
2. 60% Construction Documents	NTP + 120 days
3. 90% Construction Documents	NTP + 210 days
4. 100% Construction Documents	NTP + 270 days
5. Bid Support	NTP + 365 days

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
1 – Project Management	NTP + 365 days
2 – 60% Construction Documents	NTP + 120 days
3 – 90% Construction Documents	NTP + 210 days
4 – 100% Construction Documents	NTP + 270 days
5 Bid Support	NTP + 365 days

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

1. KMD As-builts and related documentation.

VII. SPECIAL CONDITIONS

Any condition listed below applies solely to this Work Order and does not otherwise alter the Agreement or other Work Orders.

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

Consistent with the Standard of Care, 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 B
NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

Att.A, AI 11, 10/17/24

MTS Doc. No. **PWL356.0-22**

Work Order No. **WOA356-AE-46**

Attachment: **B**

Work Order Title: **Kearny Mesa Division Zero Emission Bus (ZEB)
Overhead Charging Phase 1 Design Services**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1			\$713,633.15
2			

Totals = **\$713,633.15**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Project Management	691.0	\$143,907.05
2	2	60% Construction Docs - Schematic Design (SD)	412.0	\$91,134.76
3	3	90% Construction Docs - Design Development (DD)	1,394.0	\$258,450.86
4	4	100% Construction Documents (CD)	990.0	\$190,513.49
5	5	Contract Bid Support	143.0	\$29,626.99

Totals = **3,630.0** **\$713,633.15**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Pacific Railway Enterprises, Inc.	567.0	\$74,155.50
				AECOM Technical Services, Inc.	3,063.0	\$639,477.65

Totals = **3,630.0** **\$713,633.15**

Work Order Estimate
Summary

Att.A, AI 11, 10/17/24

Total Hours =		567		Consultant/Subconsultant: Pacific Railway Enterprises, Inc.															
Total Costs =		\$74,155.50		Work Order Title: k Order Title: Kearny Mesa Division Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services															
		ODCs (See Attachment)	Eric Roe Project Manager	Engineer - Principle	Engineer II	Engineer I	Technical Expert	Task Manager	Technician - Senior	Engineer - Senior	Technician - 3	Technician - 2	Technician - 1	CADD - 3	CADD - 2	Intern	Total Hours	Totals	
		\$	210.71	\$ 261.26	\$ 96.30	\$ 89.17	\$ 227.19	\$ 189.70	\$ 156.47	\$ 208.44	\$ 123.44	\$ 117.00	\$ 104.88	\$ 85.76	\$ 72.70	\$ 45.44			
1	Task 1	Project Management																	
	Project Management	\$616.40	152			104											256	\$41,918.00	
	Agency Coordination		5														5	\$1,053.55	
	Survey and Geotech Eng During Design																		
	Subtotals (Hours) =	N/A	157			104											261	\$42,971.55	
	Subtotals (Costs) =	\$616.40	\$33,081.47			\$9,273.68											261	\$42,971.55	
2	Task 2	60% Construction Docs - Schematic Design (SD)																	
	Base Sheet & Topo Map																		
	Schematic Site Plan Design																		
	General Outline Specifications																		
	Construction Cost Estimates																		
	Subtotals (Hours) =	N/A																	
	Subtotals (Costs) =																		
3	Task 3	90% Construction Docs - Design Development (DD)																	
	Electric Charging Equipment Plans				105												105	\$10,111.50	
	Electrical Plans				125												125	\$12,037.50	
	Fire Protection																		
	Structural Plans																		
	Civil Plans																		
	Opinion of Probable Cost																		
	Design Development Quality Control																		
	Subtotals (Hours) =	N/A			230												230	\$22,149.00	
	Subtotals (Costs) =				\$22,149.00												230	\$22,149.00	
4	Task 4	100% Construction Documents (CD)																	
	Charging Equipment Plans																		
	Structural Plans																		
	Fire Protection																		
	Electrical Plans				61												61	\$5,874.30	
	On-Site Civil Improvements																		
	Technical Specifications																		
	Opinion of Probable Construction Cost																		
	Construction Document Quality Control – 100% CDs and 100% Bid																		
	Subtotals (Hours) =	N/A			61												61	\$5,874.30	
	Subtotals (Costs) =				\$5,874.30												61	\$5,874.30	
5	Task 5	Contract Bid Support																	
	Contract Bid Support		10														10	\$2,107.10	
	Conformed Plans		5														5	\$1,053.55	
	Subtotals (Hours) =	N/A	15														15	\$3,160.65	
	Subtotals (Costs) =		\$3,160.65														15	\$3,160.65	
Subtask 1		\$616.40	157			104											261	877	
Subtask 2																	-	-	
Subtask 3					230												230	230	
Subtask 4					61												61	61	
Subtask 5			15														15	15	
	Subtotals (Hours) =	N/A	172		291	104											567	1,183	
	Subtotals (Costs) =	\$616.40	\$36,242.12	\$ -	\$28,023.30	\$9,273.68	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	567	\$74,155.50	
	Percentage of Total (Hours) =	N/A		30%		51%											100%		
	Percentage of Total (Costs) =		1%	49%		38%												100%	

Work Order Estimate Summary

Att.A, AI 11, 10/17/24

Consultant/ Subconsultant: **Pacific Railway Enterprises, Inc.**

Work Order Title: **Kearny Mesa Division Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services**

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	Mile	\$0.67	920	\$616.40								
2													
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = **\$616.40** Subtotal = Subtotal = Subtotal = Subtotal =

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											920	\$616.40
2													
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = Totals = **\$616.40**

Att.A, Al 11, 10/17/24

Work Order Title: < Order Title: **Kearny Mesa Division Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services**

A-21

Work Order Estimate Summary

Att.A, AI 11, 10/17/24

Consultant/ Subconsultant: **AECOM Technical Services, Inc.**

Work Order Title: **Kearny Mesa Division Zero Emission Bus (ZEB) Overhead Charging Phase 1 Design Services**

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	Travel For Site Visit (Mileage, Hotel, Flights, Meals)	1	\$2,000.00			5	\$10,000.00						
2	Laser Scan	1	\$10,000.00	1	\$10,000.00								
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = **\$10,000.00** Subtotal = **\$10,000.00** Subtotal = Subtotal = Subtotal =

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Travel For Site Visit (Mileage, Hotel, Flights, Meals)											5	\$10,000.00
2	Laser Scan											1	\$10,000.00
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = Totals = **\$20,000.00**



Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Trolley Right of Way (ROW) Fencing Services – Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL407.0-24 (in substantially the same format as Attachment A), with Golden West Fence, for the removal and/or installation of new fence sections along the Trolley ROW in the amount of \$390,994.21.

Budget Impact

The total cost of this contract is estimated to be \$390,994.21. The project will be funded by the Capital Improvement Program (CIP) 2006112001 – Fencing Improvement project. The projects costs are summarized below:

DESCRIPTION	BID AMOUNT
Base Bid – Executing	\$215,894.10
Add Alternate S4.2 - Executing	\$93,176.50
Add Alternate S5.1 – Executing	\$37,714.71
Add Alternate S6 – Executing	\$44,208.90
Total	\$390,994.21

DISCUSSION:

MTS fence along sections of the Blue Line ROW is at the end of its useful service life and needs to be removed and replaced. In addition, MTS-owned lots along the Trolley ROW need additional security by installation of new fencing.

This project generally consists of installing approximately 985 linear feet of chain link fence, 1,120 linear feet of high security fence, 48 linear feet of palisade style fence, 2 access gates, and 2 chain link gate repairs along the trolley right-of-way and MTS owned property lots. This project will result in improved security at the following locations:



SOW §	Location	Chain Link Fence (LF)	High Security Fence (LF) Alternate Bid Item	Palisade Fence (LF)	Fence Gate (EA)	Other
1.0	Main St Lot	180	0	48	1	1
2.0	Hollister St Lot	0	0	0	0	1
3.0	Spring St Station Lot	75	0	0	0	0
4.0 & 4.2	Vista Ave	730	808	0	1	0
5.1	Via Los Tonados Court	0	120	0	0	0
6.0	Trolley A Yard	0	192	0	0	0

On June 21, 2024, MTS staff issued an Invitation for Bids (IFB) seeking a contractor to provide removal and/or installation services of new fence sections along the Trolley ROW. A total of two (2) bids were received on August 8, 2024, from the following firms:

Company Name	Firm Certification	Base Bid Lot and ROW Fencing Amount	2 Chain Link Fence Alternate Segments Amount	3 Security Fence Alternate Segments Amount	Overall Total Bid Amount
Golden West Fence	None	\$215,894.10	\$123,050.39	\$175,100.11	\$514,044.60
EverFence Corporation	None	\$157,235.00	\$126,528.00	\$301,899.00	\$585,662.00

Based on the bid summary above, and in comparison, with the Independent Cost Estimate (ICE) (\$462,557.65), MTS staff has determined Golden West Fence's price to be fair and reasonable and recommends executing the contract base bid amount of \$215,894.10 and three (3) security fence alternate segments/fence types, Items S4.2, S5.1 and S6 totaling \$175,100.11, bringing total expenditure authority to \$390,994.21. Staff recommended the security fence type be used for the Vista Avenue and Via Los Tonados Court locations (S4.2 and S5.1), so the two (2) chain link fence alternate bids (S4.1 and S5) will not be exercised and are not included in this recommendation.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL407.0-24 (in substantially the same format as Attachment A), with Golden West Fence, for the removal and/or installation of new fence sections along the Trolley ROW in the amount of \$390,994.21.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Work Order, MTS Doc. No. PWL407.0-24
B. Scope of Work
C. Bid Form



**Metropolitan
Transit
System**

Att.A, AI 12, 10/17/24

**STANDARD CONSTRUCTION AGREEMENT
FOR**

MTS DOC. NO. PWL407.0-24

TROLLEY RIGHT OF WAY (ROW) FENCING 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":

Name: Golden West Fence Address: 20741 Hansen Ave.
Nuevo, CA 92567

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

Telephone: 951-293-9501

Authorized person to sign contracts	<u>Daniel Martinez</u>	<u>President</u>
	Name	Title

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

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

SCOPE OF WORK.

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



TROLLEY RIGHT OF WAY (ROW) FENCING SERVICES

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

CONTRACT TIME.

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within ninety (90) calendar days [one (1) month of lead time, and two (2) months of construction] from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE.

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of three hundred ninety thousand nine hundred ninety-four Dollars and twenty-one cents (\$390,994.21). Payment shall be made as set forth in the General Conditions.

DESCRIPTION	BID AMOUNT	ACTION
Base Bid	\$215,894.10	Execute
Add Alternate S4.2	\$93,176.50	Execute
Add Alternate S5.1	\$37,714.71	Execute
Add Alternate S6	\$44,208.90	Execute
Total	\$390,994.21	

PROVISIONS REQUIRED BY LAW.

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

INDEMNIFICATION.

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

PREVAILING WAGES.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	GOLDEN WEST FENCE
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

5. SCOPE OF SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

5.1. GENERAL

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

This project is for right-of-way trolley (ROW) fence line repairs and property lot fencing at various locations of the Blue Line and will consist of the removal and replacement of existing chain link fence, two (2) chain link fence gate repairs, and 60 linear feet (LF) of palisade fencing and gate.

5.2. STAGING

Contractor is to keep all materials and equipment within the work area as possible during construction activities. Any further staging would have to be coordinated with the Metropolitan Transit System (MTS) Project Manager. All material onsite is the responsibility of the contractor, and MTS shall not be held liable for all equipment, material, tools, etc.

5.3. TEMP FACILITIES

The contractor is responsible to provide temporary restroom facilities throughout the duration of construction. Contractor is responsible for temporary power and water.

5.4. WASTE

The contractor is responsible for legally disposing of all waste in relation to the work. The contractor shall be responsible for properly disposing all removed materials and old equipment as specified herein. Contractor is responsible for general cleanup at the end of each workday.

5.5. SCHEDULE AND SEQUENCING

All work shall be completed within one hundred twenty (120) calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available, and the work can proceed without stoppages. Contractor is to provide a schedule for the work.

5.6. SCOPE OF WORK

Refer to the FY24 R/W Fence Replacement Exhibit included in the attachments.

The contractor shall:

- Section 1.0: 2317 Main Street Lot
Install 60 LF of 10' high palisade fence from bridge wall to private fence at wall corner, including a 12' double swing access gate at the northern end of lot. Repair and bolt shut existing access gate at the south end of lot and install razor wire from top to bottom.
- Section 2.0: 387 Hollister Street Lot
Replace 20' long missing chain link double swing gate, and repair and replace missing fence panel.
- Section 3.0: Spring Street Station Lot
Install 75 LF of chain link fence. Work shall include clearing and grubbing, and rough grading as needed.
- Section 4.0: South Vista Ave East
Remove and replace approximately 730 LF of chain link fence.
- Section 4.1: Additive Alternate South Vista Ave East Chain link
Remove and replace approximately 808 LF of chain link fence.
- Section 4.2: Additive Alternate South Vista Ave East Security Fence
Remove approximately 808 LF of chain link fence and replace with ClearVu Invisible Wall system or approved equal.
- Section 5.0: Additive Alternate Via Las Tonadas Court Chain link
Remove and replace 120 LF of chain link fence. Existing chain link fence to be removed and replaced with new chain link fence.
- Section 5.1: Additive Alternate Via Las Tonadas Court Security Fence
Remove 120 LF of chain link fence and replace with ClearVu Invisible Wall system or approved equal.
- Section 6.0: Additive Alternate Trolley A Yard Security Fence
Remove 180 LF of existing wrought iron fence and replace with ClearVu Invisible Wall system or approved equal.

Install fence and gates in accordance with manufacturer's instructions and approved installation drawings. Handle fence components to protect finish coating from any scuffs, abrasion, or other damage during installation. Excessive damage to factory applied coatings will be cause for rejection. Space posts at dimensions indicated in the installation drawings. Avoid unnecessary cutting, drilling and welding of pre-finished fence components.

Install all new chain link fence and gate per San Diego Regional Standard Drawing (SDRSD) M-05 and M-06. Unless otherwise specified, all new chain link fence shall be galvanized 9 gauge, 2" diamond fabric with a twist or barb selvage top edge and stand 6' in height. Installation shall include top horizontal rail, concrete posts, and footings. Contractor shall replace all existing fence to the same height as existing. Existing posts shall be cut flush at ground level and abandoned in place.

Palisade Fencing and 12' wide double swing gate shall be 10' minimum height, pinnacle splayed top, galvanized tubular steel, and factory coated black finish with anti-corrosion coating.

Swing gate requirements:

- Gate Frames and Infill Panels: 2" tube steel x 14-gauge Frame. Pales style to match fence panels.
- Frame Members: Shall be metal inert gas welded. If necessary, truss rods or cables to be used to prevent gate sag and allow for future adjustment.
- Hinges: Manufacturer's standard hinges, structurally capable of supporting gate leaf and
- Allow opening and closing without binding. Non-lift-off type hinge design shall permit gate to swing 180° (degrees). Hinge pins shall be non-removable.
- Latch: Capable of retaining gate in closed position and have provision for padlock.
- Keeper: Provide keeper for each gate leaf over 5 feet wide. Gate keeper shall consist of mechanical device for securing free end of gate when in fully open position.

Security Fencing shall be ClearVu invisible wall system or approved equal. Security fencing shall be a minimum height of 6', mesh galvanized, and marine fusion bond coated in black. Fence shall be secured using anti-tamper bolts. Fence posts shall be sealed with a ultraviolet polymer cap and installed flush with panels to prevent any climbing aid.

Contractor is responsible for all grading, clearing, and grubbing needed to perform work. All fence removal and replacement work at trolley right-of-way shall be temporarily covered at the end of each workday.

5.7. TRAFFIC CONTROL

Contractor is responsible for all traffic control, if necessary.

5.8. FLAGGING

The contractor shall request flaggers from MTS/San Diego Trolley, a minimum of three business days in advance of any work activity that has a potential to foul the tracks.

5.9. RAILROAD WORKER SAFETY TRAINING

All Contractor employees or representatives shall be trained through the MTS Railroad Worker Safety Training Program prior to the work. Contractor to coordinate scheduled training with MTS Project Manager in advance.

5.10. EXISTING UTILITIES

Contractor is to locate and protect in-place all 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.

If the MTS Engineer and/or contractor determine that additional survey of utilities is needed, the contractor shall coordinate with MTS personnel 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. All coordination and costs associated with (CPL) shall be provided by the contractor. If the Contractor cannot protect in-place existing utilities, the Contractor shall replace any damaged or removed facilities in a timely manner as to not allow for extended delays to 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.

Where such facilities are not located on the plans, no work shall be performed near said facilities until the owner, or their representative, has located the facility by potholing, probing, or other means that locate and identify the facility.

5.11. SUBMITTALS

The contractor shall submit the following for review and approval prior to commencement of the work:

- Typical Fence Elevation
- Concrete Mix Design for Fence Post Footings
- Chain Link Fence Product Data including all Fittings, Hardware, Posts, and Railing
- Security Fence System Product Data
- Palisade Fence and Gate Product Data
- Construction Schedule and Phasing

Attachments:

- FY24 Fence Replacement Exhibit
- San Diego Regional Standard Drawing SDRSD M-05
- San Diego Regional Standard Drawing SDRSD M-06

Section	ItemCode	Type	ItemDesc	UnitOfMeasure	Quantity	Reference	Manufacturer	ModelNum	BrandReq	BrandSpec	DeliveryLoc	UnitPrice	Extended Price
Base Bid			Mobilizations for Lot Segments, Main St, Hollister St, and Spring St Station	LS	1							18,210.60	\$ 18,210.60
Base Bid			S1 Main St Lot - Furnish and Install Palisade Fence	LF	48							21,051.30	\$ 21,051.30
Base Bid			S1 Main St Lot - Furnish and Install 12' Palisade Gate	EA	1							13,500.36	\$ 13,500.36
Base Bid			S1 Main St Lot - Chain Link Gate Repair	LS	1							\$10,016.14	\$ 10,016.14
Base Bid			S2 Hollister St Lot - Chain Link Gate Repair	LS	1							\$12,911.78	\$ 12,911.78
Base Bid			S3 Spring St Station Lot - Furnish and Install 6' Chain Link Fence	LF	75							\$24,850.42	\$ 24,850.42
Base Bid			Mobilizations for Vista Ave, Via Los Tonadas, and Trolley A Yard	LS	1							\$19,318.38	\$ 19,318.38
Base Bid			S4 Vista Ave - Furnish and Install 6' Chain Link Fence	LF	730							\$96,035.12	\$ 96,035.12
Subtotal (Base Bid) - Executing													\$ 215,894.10
Alternate Items			S4.2 Vista Ave - Furnish and Intall Security Fence	LF	808							93,176.50	\$ 93,176.50
Alternate Items			S5.1 Via Los Tonadas Court - Furnish and Install Security Fence	LF	120							37,714.71	\$ 37,714.71
Alternate Items			S6 Trolley A Yard - Furnish and Install Secuity Fence	LF	192							44,208.90	\$ 44,208.90
Subtotal (Add Alts) - Executing now													\$ 175,100.11
Total Base and Add Alts - Executing													\$ 390,994.21
Alternate Items			S4.1 Vista Ave - Furnish and Install 6' Chain Link Fence	LF	808							89,102.40	\$ 89,102.40
Alternate Items			S5 Via Los Tonadas Court - Furnish and Install 6' Chain Link Fence	LF	120							\$33,947.99	\$ 33,947.99
Add Alts (Will not Execute)													\$ 123,050.39
GRAND TOTAL													\$ 514,044.60



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Agenda Item No. 13

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

October 17, 2024

SUBJECT:

Hi-Rail Speedswing Purchase & Delivery – 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. L1679.0-24 (in substantially the same format as Attachment A), with S.W.N.G. Inc., for the purchase and delivery of a Hi-Rail Speedswing in the amount of \$454,958.81.

Budget Impact

The total contract cost is estimated to be \$454,958.81, inclusive of 7.75% CA Sales Tax (Attachment C). The project will be funded by the Capital Improvement Project (CIP) 2005114901 – On-Track Equipment Replacement project.

DISCUSSION:

The San Diego Trolley Inc. (SDTI) Track Department is replacing some of its critical track equipment. The current Hi-Rail Speedswing (Swingmaster is the current manufacturer) has outlived its useful life and no longer meets California emissions standards. A Hi-Rail Speedswing is a rail crane and swing loader that can travel on hi-rail and is used for a variety of railroad maintenance tasks. Under California emissions standards, the current Hi-Rail Speedswing has a Tier 0 engine can no longer be used. MTS would like to replace this piece of equipment with a Tier 4 engine model, which is currently the lowest emission tier.

On July 8, 2024, MTS issued an Invitation for Bids (IFB) to purchase and deliver a Hi-Rail Speedswing. A total of three (3) bids were received by the due date of August 27, 2024, from the following bidders:



Firm Name	Firm Certification	Amount	Sales Tax	Overall Total Amount
S.W.N.G. Inc. *		\$422,775.00	\$32,183.81	\$454,958.81
Pettibone/Traverse Lift, LLC		\$448,670.89	\$33,831.92	\$482,502.81
Blue Angel International LLC	Small Business (SB)	\$544,120.00	\$42,036.00	\$586,156.00
<i>MTS Independent Cost Estimate (ICE)</i>		<i>\$666,290.00</i>	<i>\$51,764.65</i>	<i>\$718,054.65</i>

**Lowest responsive and responsible Bidder*

MTS staff has deemed S.W.N.G. Inc. to be the lowest responsive and responsible bidder; and has determined their bid to be fair and reasonable based on the comparison of all bids received and MTS's ICE as shown above. The MTS ICE is much larger than the bids due to conservative assumptions for rail equipment, inflation, and shipping.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1679.0-24 (in substantially the same format as Attachment A), with S.W.N.G. Inc., for the purchase and delivery of a Hi-Rail Speedswing in the amount of \$454,958.81.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement L1679.0-24
B. Scope of Work
C. Bid Form



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**STANDARD AGREEMENT
FOR**

MTS DOC. NO. L1679.0-24

PURCHASE AND DELIVER A HI-RAIL SPEEDSWING

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: S.W.N.G., Inc. Address: 11415 Melrose Ave.
Franklin Park, Illinois, 53029

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

Telephone: (847)451-1224

Authorized person to sign contracts Justin Pipol VP of Sales
 Name Title

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

This is a one-time purchase. MTS expects a delivery of the Speedswing within 180 days after issuance of the Notice to Proceed.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$454,958.81 (inclusive of CA 7.75% sales tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	S.W.N.G., Inc.
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: _____

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

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



4. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

4.1. DESCRIPTION OF WORK

The work consists in general, of furnishing and delivering a new Hi-Rail Speedswing.

At the time of delivery, the Contractor will provide a one (1) day overview training of the equipment including functionality, maintenance needs and recommendations. **Training is expected to be six-hours (6).** The San Diego Transit Inc. (SDTI) staff will be available between 6:00 A.M. to 4:00 P.M. for training. Contractor will work with SDTI staff on the delivery schedule to ensure that the staff to be trained is available. Contractor has added this cost of the training to its bid submittal in the line provided. MTS will not pay any additional costs.

4.2. OBJECTIVE

The SDTI Track Department is replacing some of its critical track equipment. The current Speedswing (Swingmaster is the current manufacturer) has outlived its useful life and no longer meets California emissions standards. The Tier 0 engine can no longer be used. MTS would like to replace this piece of equipment with a Tier 4 engine model.

4.3. SCOPE OF WORK

The Contractor shall provide the Speedswing equipment (Swingmaster or an approved equal) as follows:

- Quantity One (1) 2024 Speedswing
- MTS estimates delivery by 180 days after Notice to Proceed issuance

4.4. TECHNICAL SPECIFICATIONS

Specifications and will be equipped with the following Original Equipment Manufacturer (OEM) and aftermarket components.

a) SPEEDSWING

- i. Maximum Overall Height 11'
- ii. Maximum Overall Length 23'
- iii. Maximum Overall Width 8' 6"
- iv. ~~Hi-Rails (Insulated)~~ **Continuous Shunt (Non-Insulated)**, Standard Gage (56 1/2)
- v. Tachometer
- vi. Warning Beacon
- vii. Turntable and Boom Pin Type Lock
- viii. Passenger Seat
- ix. Emergency Power Unit
- x. Hydraulic Top-Off System
- xi. Rear Window Defroster Fans
- xii. Turn Signal/Hazard Lights
- xiii. Led Work Lights (Front/Rear)
- xiv. Fenders **for front and rear tires**
- xv. Heavy-Duty Rear Bumper
- xvi. Steering Pin Type Locks
- xvii. Buggy/Rail Cart Brakes

- xviii. Speedometer or **GPS Speedometer**
- xix. Backup Camera
- xx. Auxiliary Hydraulic Cooler
- xxi. Hydraulic Tool Circuit Hose Reel 5/10 GPM
- xxii. Tow Hitch (Front/Rear)
- xxiii. Tow Bar
- ~~xxiv. Pintle Hitch (Front/Rear)~~
- xxv. Hi-Rail Interlock
- xxvi. Live Track Door Belt
- xxvii. Auto Lube (Boom/Turntable)
- xxviii. Windshield Washers (Front/Rear)
- xxix. Derail Guards

b) ENGINE

- i. Nominal Power 160 HP Cummins Tier 4 Final (or approved equal)
- ii. With DOC and SCR Aftertreatment
- iii. Lock Tilt Back Engine Compartment
- iv. DEF: Nominal Tank 5 Gal. (19 L), with Locking Cap
- v. Fuel: Nominal Tank 38 Gal. (144 L), with Locking Cap
- vi. Heating Engine Block Heater, 110 VAC

c) HYDRAULICS

- i. Controls Dual Joystick, Pilot Operated
- ii. On-demand load sensing hydraulic system for increased performance and fuel economy
- iii. Nominal tank capacity of 65 Gal. (257 L) with Locking Cap
- iv. Gear Pump 60 GPM (227 LPM) At 2500 RPM for Lift, Tilt, Auxiliary
- v. Piston Pump or **Load Sense Pump** 40 GPM (151 LPM) At 2500 RPM for Hi-Rail, Swing
- vi. Generator (**Optional**) and Tool Circuit 5/10 GPM 50' Self Return Hose Reel

d) PERFORMANCE

- i. Nominal Load Capacity: (on Tires) 10,000 Lbs. (4,536 kg)
- ii. Nominal Load Capacity: (on Hi-Rail) 10,000 Lbs. (4,536 kg)
- iii. Nominal Travel Speed: 25 Mph (40 Km/H) – on Hi-Rail
- iv. Nominal Travel Speed: 20 Mph (32 Km/H) – on Tires
- v. Transmission - 3-Speed High/Low Range, Twist Grip Electric Shift Control (or approved equal).
- vi. Drive 4-Wheel with Rear Wheel Disconnect
- vii. Brakes 4-Wheel Outboard Dry Disc Service Brakes, Manual
- viii. Park Brake
- ix. Tires Front and Rear 14.00x24
 - i. Insulated Against Sound
 - ii. ROPS/FOPS with Clear Glass
 - iii. Removable Window Guards with Location for Storage When Equipment Is in Use or **front window stored on rear hood of machine and side and rear windows storage using bolt on mesh covers is acceptable**

- iv. Front and Rear Window Wipers
- v. West Coast Mirror with Defrost
- vi. Tilting Cab Enclosure (or approved equal).
- vii. Full Instrumentation Panel
- viii. Air Conditioner and Heater Roof Mounted
- ix. Digital IQAN® Display Module (**or Murphy powerview or Maximatecc CAN BUS LCD display/gauge cluster**)

e) ATTACHMENTS

- i. Rail Threader (or Jefferson style)
- ii. Forks - **60"**
- iii. Loader Bucket
- iv. Track Cleaning Bucket
- v. ACS Tote Boom Hooks (**or Jefferson style**)
- vi. **Quick Coupler (Preferred)**

NOTE: All cab doors, storage/control compartments, fuel/fluid lids must be lockable or have a device to guard against theft or vandalism.

4.5. ~~OPTIONS~~

~~Backhoe attachment (Optional). MTS has provided a line in the bid form for this attachment as an option. MTS will exercise this option at its sole discretion. MTS expects backhoe option to be delivered within 180 days of option being exercised.~~

4.6. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

4.7. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

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

4.9. BUY AMERICA

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.

4.9.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

4.9.2. 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.

4.9.3. [NOT APPLICABLE] ROLLING STOCK

4.9.4. IRON OR STEEL

Per IJIA Section 70912 (2)(A), all iron and steel used in the project must be produced in the United States. This means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States. Examples of iron and steel provided per Appendix A to 49 CFR 661.3 include: Items made primarily of steel or iron such as structures, bridges, and track work, including running rail, contact rail, and turnouts.

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

4.11. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

4.12. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure.

4.13. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

4.14. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to SDTI, 1341 Commercial Street, San Diego, California 92113 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

Regardless of the delivery method (flatbed or other), insurance for delivery will be required as the Contractor or their delivering party will be coming on MTS property with heavy equipment. Either the delivering party will show proof of insurance, or the Contractor will add the delivery company as an additional insured. It is the Contractor's responsibility to make sure that all the insurance requirements are met.

Bidder is responsible for unloading the equipment.

Delivery, unloading and insurance costs must be included as part of the bid. MTS will not pay additional costs.

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

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies.

Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS) and resubmit for inspection and testing (if necessary).

4.15. [NOT APPLICABLE] LIQUIDATED DAMAGES

4.16. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

4.17. 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.

BIDDER NAME:**Swingmaster Corp****PURCHASE AND DELIVER A HI-RAIL SPEEDSWING/SPEEDLOADER****MTS DOC. NO. L1679.0-24**

Item #	Description	Quantity	*Unit Price
1	Equipment	LS	\$ 415,275.00
2	Freight (if applicable)	LS	\$ 6,000.00
3	One Day Training	LS	\$ 1,500.00

Total (Basis for Award)**\$****422,775**

Sales Tax on Equipment Only (7.75%)

\$

32,183.81

All Inclusive Total**\$****454,958.81**

*Cost shall not include California Sales Tax. MTS will add tax at Purchase Order issuance.

**Backhoe attachment (Optional). MTS has provided a line for this attachment as an option. MTS will exercise this option at its sole discretion.

MTS expects delivery 180 days after NTP. Contractor to enter their lead time in days here.

90-120



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Agenda Item No. 14

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

October 17, 2024

SUBJECT:

Google Application Programming Interfaces (API) Usage Charges – Purchase Order

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to issue a Purchase Order (PO) to Google, Inc. for the payment of web-based mapping services usage charges in a not to exceed amount of \$510,000.00 for five (5) years.

Budget Impact

The total cost of this service is estimated to be \$510,000.00 (\$102,000.00 per year) for 5 years. The service will be funded by the Information Technology (IT) Operating Budget account 661010-571250.

DISCUSSION:

MTS utilizes Google's Web Mapping API for providing trip planning services to our customers via the MTS website and other channels. MTS makes use of Google's functionality to provide address searching and geo-location capabilities.

The charges vary according to the volume of trips planned but are typically between \$3,500 and \$6,000 per month. The MTS IT and Marketing departments procured a custom-built trip planning tool, but after several rounds of testing and enhancements, adoption from the public remained extremely low. The Google Maps Platform remained the public's preference. Google Maps is user-friendly and intuitive to use, providing a better trip planning experience.

Google is the best source for this service, and MTS will continue to utilize this service to power its trip planning services. MTS staff has also applied for a public program offered by the Google Maps Platform. If approved, MTS can receive Google Maps Platform credits, starting at \$1,000 per month.



Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue a PO to Google, Inc. for the payment of web-based mapping services usage charges in a not to exceed amount of \$510,000.00 for five (5) years.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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



Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Microsoft Volume License Agreement (VLA) – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No.1 to MTS Doc. No. G2740.1-23 (in substantially the same format as Attachment A), with Softchoice Corporation (Softchoice), to provide funding for additional licensing in the amount of \$376,688.16.

Budget Impact

The total cost of this amendment is estimated to be \$376,688.16. The total value of this contract is estimated to be \$1,567,141.74 (inclusive of the total costs of this Amendment). This project will be funded by the Information Technology (IT) Operations Budget 661010-571250.

Description	Amount
Microsoft Subscription Licensing - Year 3	\$301,688.16
Estimated Additional Software Licensing As-Needed - Year 2	\$25,000.00
Estimated Additional Software Licensing As-Needed - Year 3	\$50,000.00
Amendment 1 Subtotal	\$376,688.16
Previously Approved Amount (6/15/2023 AI#16)	\$1,190,453.58
Total Contract Value	\$1,567,141.74

DISCUSSION:

MTS utilizes Microsoft VLA to manage all Microsoft software used throughout MTS for desktop, server, and database implementations. This software includes desktop/server operating systems (Windows), E-mail, database Structured Query Language (SQL), Microsoft Office products, Azure for cloud backups and more. The basis of this agreement is to allow MTS to expand software application deployments to meet MTS demand and provide the mechanism to pay for the Azure cloud storage cost overages and as-needed additional licensing annually.



On June 15, 2023 (Agenda Item No. 16), the Board approved a 3-year agreement with Softchoice (MTS Doc. No. G2740.0-23) for Microsoft software subscription licensing.

Over the first year of the Softchoice contract, the MTS IT Department has substantially completed the transition of legacy Microsoft Office products to Microsoft's 365 Office Suite. During this process a large amount of as-needed licensing was consumed, but future needs in Years 2 and 3 of the agreement are not expected to be as significant now that the transition project is near completion. In order to maintain the licensing consumed in Year 1 and provide funding for additional needs in Years 2 and 3, an updated estimate amount is included in the proposed contract amendment.

In Year 1 of the agreement, MTS needed to license 15 additional servers that were inadvertently missed from the original agreement. Due to the structure of this agreement, those licenses needed to be paid upfront, in full and could not be spread over the term of the agreement. In order to pay the obligation in a timely manner, MTS utilized the funding approved for Year 3 subscription licensing. This amendment will replenish enough funds to ensure the remaining base licenses have adequate funding when payment for Year 3 becomes due. Staff has future plans to minimize the impact of this significant expense by consolidating the servers to reduce usage of these additional servers as much as possible.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No.1 to MTS Doc. No. G2740.1-23 (in substantially the same format as attachment A), with Softchoice, to provide funding for additional licensing in the amount of \$376,688.16.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Amendment MTS Doc. No. G2740.1-23



Amendment 1

October 17, 2024

MTS Doc No. G2740.1-23

MICROSOFT VOLUME LICENSE AGREEMENT (VLA)

Softchoice Corporation
David Butkiewicz
Manager of Public Sector Contracts & Programs
314 W Superior St, Ste 400
Chicago, IL 60654

This shall serve as Amendment No.1 to the original agreement G2740.0-23 as further described below.

SCOPE

There shall be no changes to the scope of work due to this amendment.

SCHEDULE

There shall be no change to the term of this agreement due to this amendment.

PAYMENT

Description	Amount
Microsoft Subscription Licensing - Year 1	\$309,367.86
Microsoft Subscription Licensing - Year 2	\$301,688.16
Microsoft Subscription Licensing - Year 3 SQL Server Enterprise Core Licenses	\$330,047.70
Subtotal	\$941,103.72
Estimated Microsoft Azure Usage (Overages) - Year 1	\$15,037.87
Estimated Microsoft Azure Usage (Overages) - Year 2	\$27,450.00
Estimated Microsoft Azure Usage (Overages) - Year 3	\$27,450.00
Subtotal	\$69,937.87
Estimated Additional Software Licensing As-Needed - Year 1	\$47,899.92
Estimated Additional Software Licensing As-Needed - Year 2	\$71,513.20



Estimated Additional Software Licensing As-Needed - Year 3	\$59,998.87
Subtotal	\$179,411.99
Previous Contract Total	\$1,190,453.58
AMD1 - Microsoft Subscription Licensing - Year 3	\$301,688.16
AMD1 - Estimated Additional Software Licensing As-Needed - Year 2	\$25,000.00
AMD1 - Estimated Additional Software Licensing As-Needed - Year 3	\$50,000.00
Amendment 1 Subtotal	\$376,688.16
Contract + AMD1 Total	\$1,567,141.74

This contract amendment shall authorize additional costs not to exceed \$376,688.16. The total value of this contract including this amendment shall be in the amount of \$1,567,141.74. 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

David Butkiewicz, Manager of Public
Sector Contracts & Programs
Softchoice Corporation

Date: _____



**Metropolitan
Transit
System**

Agenda Item No. 16

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

October 17, 2024

SUBJECT:

Imperial Avenue Division (IAD) Richard A. Murphy (RAM) Bus Maintenance Building Heating Ventilation/Air Conditioning (HVAC) Replacement – Change Order

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to approve Contract Change Order (CCO) 01, to Work Order MTSJOC324-13.01 under MTS Doc No. PWG324.0-21 (in substantially the same format as Attachment B), with ABCGC, in the amount of \$95,441.84 to provide additional HVAC unit roof support modifications and technical services for central control system reprogramming.

Budget Impact

The total cost of this CCO is estimated to be \$95,441.84, and the total contract cost of this contract is estimated to be \$579,851.31. Under separate MTS Doc No. L1282.0-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee for CCO 01 in the amount of \$1,679.78. This project is funded by MTS Capital Improvement Program (CIP) 3008113801 – IAD RAM HVAC Replacement project.

DISCUSSION:

On September 15, 2022 (Agenda Item (AI) 24), the MTS Board of Directors authorized an agreement with ABCGC for the removal and replacement of the HVAC units at the IAD RAM bus maintenance building. As part of the Board's original contract approval, the Board authorized funding in the amount of \$528,294.06, which included an estimated work order award of \$378,294.06 and a \$150,000 contingency to cover potential change orders during construction.

After approval by the Board, but before work order execution, the HVAC model originally proposed by ABCGC was discontinued. The next closest similar model was more expensive. MTS staff agreed to the change in HVAC models and thus the work order value executed totaled \$484,409.47. Throughout the course of construction there has been additional modifications to HVAC roof curb supports and technical support to connect the new HVAC units.



Specifically, to modify the existing HVAC roof curbs to support the new units, was beyond the original anticipated scope of roof patching and minor carpenter work. Additional work required metal plating, field welding assemblies, inspection reports, and fire watch. In addition, upon installation of all units, the digital Trane central control system required reconfiguration by a specialty technician to connect new units to the controller. This required ABCGC to schedule a total of four visits with the Trane technician to inspect, troubleshoot, and reprogram the system as needed.

CCO 1 work totaled \$95,441.84, fully expending the originally authorized contingency of \$150,000. An additional \$51,557.25 in Board approval authority is needed to process this change order for \$95,441.84.

Date	Action	Amount	Note
9/15/2022	Board Authorized CEO to execute Base Work Order and Authorized Contingency	Board authorized funding in the amount of \$528,294.06, which included an estimated work order award value of \$378,294.06 and a \$150,000 contingency	See MTS Board of Directors Meeting on 9/15/2022, AI 24
4/18/2023	Base Work Order Executed	\$484,409.47	Change in HVAC models resulted in an increased work order value than originally anticipated. \$106,115.41 of \$150,000 contingency expended. \$43,884.59 remains of contingency.
10/17/2024	CCO 1 (Today's proposed action)	\$95,441.84	CCO 1 includes modifications to roof support and reprogramming costs. Remaining contingency of \$43,884.59 and additional Board authorized funding of \$51,557.25 necessary to execute CCO1.

ABCGC designated the following subcontractors for this CCO 01:

Subcontractor Name	Firm Certification	Amount of Subcontract
Bondurant Construction	None	\$18,000.00
Comfort Mechanical	Small Business (SB)	\$2,387.00
Harborside Construction	None	\$15,902.50
Premier Roofing	SB	\$17,235.00
The Doctor of Electricity	None	\$7,094.50
Titan Steel	None	\$11,048.78
Trane	None	\$11,650.19

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to approve CCO 01, to MTSJOC324-13.01 under MTS Doc No. PWG324.0-21 (in substantially the same format as Attachment B), with ABCGC, in the amount of \$95,441.84 to provide additional HVAC unit roof support modifications and technical services for central control system reprogramming.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. MTS Doc No. PWG324.0-21 MTSJOC324-13
B. Draft MTS Doc No. PWG324.0-21 MTSJOC324-13.01



Metropolitan Transit System

Att.A, AI 16, 10/17/24

JOB ORDER CONTRACT WORK ORDER

PWG324.0-21
CONTRACT NUMBER

MTSJOC324-13
WORK ORDER NUMBER

THIS AGREEMENT is entered into this 18th day of April 2023, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC General Contractor, Inc. Address: 1941 Friendship Drive, Suite F

Form of Business: Corporation El Cajon, CA 92020
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 937.1010

Authorized person to sign contracts: Travis Brozowski President
Name Title

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

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$484,409.47

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ABC GENERAL CONTRACTOR, INC.
By: <u>Sharon Cooney</u> Sharon Cooney, Chief Executive Officer	Firm: <u>ABC General Contractor, Inc.</u>
Approved as to form:	By: <u>[Signature]</u> Signature
By: <u>Samantha Leslie</u> for Karen Landers, General Counsel	Title: <u>President</u>

Digitally signed by Samantha Leslie
DN: cn=Samantha Leslie, o=San Diego Metropolitan Transit
System, ou=Legal Department,
email=Samantha.Leslie@sdmts.com, c=US
Date: 2023.04.17 13:12:11 -07'00'



EXHIBIT A (Scope of Work)



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 3/30/2023

Job Order Contracting

To:

From:

Contract No: PWG324.0-21
Job Order No: MTSJOC324-13
Job Order Title: IAD RAM HVAC Replacement
Location: RAM Building
100 16th Street
San Diego, CA 92101

Brief Scope of Work:

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.

Natalie Ven, Project Manager

Date

SECTION 7- SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS**SECTION 7-1 GENERAL**

Within the bus maintenance facility at the Imperial Ave Division, the existing rooftop package units and air handling units are approaching their useful life and are needing replacement. This project generally consists of the installation of HVAC equipment within the maintenance building. Work is to occur within the maintenance building located at 12 100 16th St. located in San Diego, CA.

SECTION 7-2 STAGING

Contractor is to keep and store all materials and equipment within the work area as much as possible. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 7-3 TEMP FACILITIES

The contractor may use the onsite restrooms and may use available onsite power and water.

SECTION 7-4 SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within the active lot. Key personnel will be granted badges for access. Only vehicles necessary for the performance of the work shall be parked in approved parking spots. The equipment crane pick hall be coordinated and approved by MTS's Project Manager prior to equipment delivery and site access.

SECTION 7-5 WASTE

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

SECTION 7-6 SCHEDULE AND SEQUENCING

All work shall be completed within one hundred and eighty (180) calendar days from issuance of Notice to Proceed. The work shall commence once all material is available and the work can proceed without stoppages. Contractor is to provide a schedule for the work.

SECTION 7-7 HVAC INSTALLATION**General**

Contractor shall verify and confirm that all new units can be supported by existing conditions, and shall notify MTS of any necessary modifications, including, but not limited to, roof, curbs,

electrical, and controllers. In addition, the Contractor must provide stamped and engineered details of any curb or roof changes required to support the new unit loads.

Rooftop Package Units

Demolish and install six (6) rooftop package units per Attachment A with the following salient characteristics. Electrical, gas, and condensate point of connections shall be reused:

AC #1:

Cooling capacity: 4 tons/48,000 British Thermal Units (BTU) Total Capacity at standard Air-Conditioning, Heating, and Refrigeration Institute (AHRI) conditions. R-410a refrigerant. Unit efficiency to meet 2019 T24 Part 6, California Energy Code.

Heating Capacity: 60,000 BTU; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum .75" external static pressure (ESP) at 1,675 cubic feet per minute (CFM). Fan and motor shall be direct drive, electronically commutated motor (ECM) type. Supply and return shall be down discharge.

Power requirements: 460V-3PH-60HZ; Not to exceed (NTE) 15-amp max overcurrent protection (MOCP).

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide with dry bulb temperature controlled low leak economizer. Provide all necessary control wiring and thermistors for localized control

Coils and fins shall be provided with a factory dipped epoxy for coastal environments. Field or 3rd party applied will not be acceptable.

Outside air damper minimum positioned shall be balanced at 250 CFM.

AC #2:

Cooling capacity: 3 tons/36,000 British Thermal Units (BTU) Total Capacity at standard Air-Conditioning, Heating, and Refrigeration Institute (AHRI) conditions. R-410a refrigerant. Unit efficiency to meet 2019 T24 Part 6, California Energy Code.

Heating Capacity: 72,000 BTU; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum .75" external static pressure (ESP) at 1,200 cubic feet per minute (CFM). Fan and motor shall be direct drive, electronically commutated motor (ECM) type. Supply and return shall be down discharge.

Power requirements: 460V-3PH-60HZ; Not to exceed (NTE) 15-amp max overcurrent protection (MOCP).

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide with dry bulb temperature controlled low leak economizer. Provide all necessary control wiring and thermistors for localized control

Coils and fins shall be provided with a factory dipped epoxy for coastal environments. Field or 3rd party applied will not be acceptable.

Outside air damper minimum positioned shall be balanced at 25% of max airflow.

AC #3, 5, 6:

Cooling capacity: 5 tons/60,000 British Thermal Units (BTU) Total Capacity at standard Air-Conditioning, Heating, and Refrigeration Institute (AHRI) conditions. R-410a refrigerant. Unit efficiency to meet 2019 T24 Part 6, California Energy Code.

Heating Capacity: 72,000 BTU; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

AC-3: Minimum .75" external static pressure (ESP) at 1,745 cubic feet per minute (CFM). Fan and motor shall be direct drive, electronically commutated motor (ECM) type.

AC-5: Minimum .75" external static pressure (ESP) at 1,970 cubic feet per minute (CFM). Fan and motor shall be direct drive, electronically commutated motor (ECM) type.

AC-6: Minimum .75" external static pressure (ESP) at 1,570 cubic feet per minute (CFM). Fan and motor shall be direct drive, electronically commutated motor (ECM) type.

Supply and return shall be down discharge.

Power requirements: 460V-3PH-60HZ; Not to exceed (NTE) 30-amp max overcurrent protection (MOCP).

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide with dry bulb temperature controlled low leak economizer. Provide all necessary control wiring and thermistors for localized control

Coils and fins shall be provided with a factory dipped epoxy for coastal environments. Field or 3rd party applied will not be acceptable.

AC-3: Outside air damper minimum positioned shall be balanced at 200 CFM.

AC-5: Outside air damper minimum positioned shall be balanced at 405 CFM.

AC-6: Outside air damper minimum positioned shall be balanced at 200 CFM.

AC-4:

Cooling capacity: 10 tons/120,000 British Thermal Units (BTU) Total Capacity at standard Air-Conditioning, Heating, and Refrigeration Institute (AHRI) conditions. R-410a refrigerant. Unit efficiency to meet 2019 T24 Part 6, California Energy Code.

Heating Capacity: 180,000 BTU; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum .75" external static pressure (ESP) at 3540 CFM. Motor shall be ODP, premium efficiency. Unit shall have a VFD and variable capacity control. Unit shall include a power exhaust matching supply air characteristics.

Supply and return shall be down discharge.

Power requirements: 460V-3PH-60HZ; Not to exceed (NTE) 30-amp max overcurrent protection (MOCP).

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide with dry bulb temperature controlled low leak economizer. Provide all necessary control wiring and thermistors for localized control

Coils and fins shall be provided with a factory dipped epoxy for coastal environments. Field or 3rd party applied will not be acceptable.

Outside air damper minimum positioned shall be balanced at 600 CFM.

100% OA Direct-Fired Air Handling Units

Demolish and install three (3) 100% outside air direct-fired air handling units with the following salient characteristics. Electrical and gas point of connections shall be reused:

HV-1:

Unit not to exceed 5000 lbs.

Heating output capacity: 1015 MBH; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum .75" external static pressure (ESP) at 23,500 cubic feet per minute (CFM). Motor shall be open drip proof (ODP), premium efficiency. Unit shall be side/front discharge.

Power requirements: 460V-3PH-60HZ.

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide new 316 stainless steel braided flexible gas hose to unit gas point of connection.

Units shall be coastal rated.

Inlet shall be provided with a bird screen and inlet/rain hood.

Unit shall be interlocked and integrated with existing gas methane detection system.

Unit shall include BACnet and integrated with the existing Trane building BMS. Sequence of operations (SOO) shall meet original operational intent per Attachment A, sheet M-1.1

Provide with "V" configuration filter rack with 2" pleated minimum efficiency reporting value (MERV) 11 filters. Filter pressure drop shall be included in unit total static pressure.

HV-2:

Unit not to exceed 1900 lbs.

Heating output capacity: 523 MBH; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum 1.25" ESP at 12,115 CFM. Motor shall be ODP, premium efficiency. Unit shall be side/front discharge.

Power requirements: 460V-3PH-60HZ.

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide new 316 stainless steel braided flexible gas hose to unit gas point of connection.

Units shall be coastal rated.

Inlet shall be provided with a bird screen and inlet/rain hood.

Unit shall be interlocked and integrated with existing gas methane detection system.

Unit shall include BACnet and integrated with the existing Trane building BMS. SOO shall meet original operational intent per Attachment A, sheet M-1.1

Provide with "V" configuration filter rack with 2" pleated MERV 11 filters. Filter pressure drop shall be included in unit total static pressure.

HV-3:

Unit not to exceed 1300 lbs.

Heating output capacity: 324 MBH; gas fired furnace. Minimum 80% annual fuel utilization efficiency (AFUE).

Minimum .75" ESP at 7,500 CFM. Motor shall be ODP, premium efficiency. Unit shall be side/front discharge.

Power requirements: 460V-3PH-60HZ.

Provide with new, unit mounted fused disconnect. Disconnects shall be rated for outdoor and coastal environments. New fuses shall be provided.

Provide new 316 stainless steel braided flexible gas hose to unit gas point of connection.

Units shall be coastal rated.

Inlet shall be provided with a bird screen and inlet/rain hood.

Unit shall be interlocked and integrated with existing gas methane detection system.

Unit shall include BACnet and integrated with the existing Trane building management system (BMS). SOO shall meet original operational intent per Attachment A, sheet M-1.1

Provide with "V" configuration filter rack with 2" pleated MERV 11 filters. Filter pressure drop shall be included in unit total static pressure.

SECTION 7-8 SUBMITTALS

Contractor is to provide the following submittals including, but not limited to:

- Package Units Product Data
- Heating Unit Product Data
- Test Reports
- Stamped Engineered Details for Support of New Units
- Construction Schedule
- As-Builts

SECTION 7-9 ATTACHMENTS

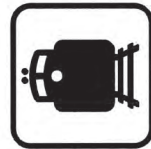
Attachment A - Bus Maintenance Facility Imperial Avenue Division As-Builts

SAN DIEGO

METROPOLITAN TRANSIT DEVELOPMENT BOARD

AS-BUILTS

**BUS MAINTENANCE FACILITY
IMPERIAL AVENUE DIVISION
CONTRACT BUS-443B**



EARTH TECH
9875 BUSINESS PARK AVENUE SUITE 110, SAN DIEGO, CA 92131
TEL (619) 594-5810

JANUARY 2001

PACKAGED AIR CONDITIONING UNIT

MARK	DESCRIPTION	QTY	ESP (IN. WG.)	SEER	COOLING CAPACITY (BTU/H)	HEATING CAPACITY (BTU/H)	ELECTRICAL DATA	OPER. WEIGHT (LBS.)	BASED ON:	REMARKS
AC 1	GAS HEATING	1675	250	31	4836	56.5	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL
AC 2	ELECTRIC COOLING	12000	6000	81	35.0	73.1	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL
AC 3	ELECTRIC COOLING	1145	180	85	56.54	62.1	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL
AC 4	ELECTRIC COOLING	3335	600	75	10.85	88.84	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL, POWER EXHAUST
AC 5	ELECTRIC COOLING	1510	405	75	56.54	62.1	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL
AC 6	ELECTRIC COOLING	1510	150	85	56.22	62.5	HP 10, VOLT 460, 3 PH	30	CARRIER	WITH ROOF CURB, ECONOMIZER, COFFER/COFFER COIL

GAS FRED MAKE-UP AIR UNIT SCHEDULE

MARK	DESCRIPTION	SERVICE	QTY	ESP (IN. WG.)	FUEL	HEATING CAPACITY (BTU/H)	ELECTRICAL DATA	OPER. WEIGHT (LBS.)	BASED ON:	REMARKS
HW 1	DIRECT-FRED	MAINTENANCE BAY	23350	100%	NATURAL GAS	120	HP 10, VOLT 460, 3 PH	4300	WEATHER RITE	HORIZONTAL DISCHARGE DAMPER, FILTER RACK, REMOTE CONTROLLER
HW 2	DIRECT-FRED	STORAGE LOCKER/ROOM	105	100%	NATURAL GAS	61	HP 10, VOLT 460, 3 PH	1850	WEATHER RITE	HORIZONTAL DISCHARGE DAMPER, FILTER RACK, REMOTE CONTROLLER
HW 3	DIRECT-FRED	PAINT BOOTH	1500	100%	NATURAL GAS	358	HP 10, VOLT 460, 3 PH	1550	WEATHER RITE	HORIZONTAL DISCHARGE DAMPER, FILTER RACK, REMOTE CONTROLLER

NOTE: PROVIDE WITH OUTSIDE AIR HOOD WITH 2 POSITION MOTORIZED OUTSIDE AIR DAMPER. PROVIDE FILTER RACK WITH 3 PLATED FILTERS. MOTORS TO BE SPARK RESISTANT AND EXPLOSION PROOF.

FAN SCHEDULE

MARK	DESCRIPTION	QUANTITY	QTY	ESP (IN. WG.)	HP	VOLT	PH	REMARKS
UT 1	UTILITY	8	3500	375	1800	3/4	460	3 PH
UT 2	ROOF EXHAUSTER	8	2000	25	550	1/4	120	1 PH
UT 3	UTILITY	1	1300	40	1000	1/2	460	3 PH
UT 4	ROOF EXHAUSTER	1	1400	25	665	1/4	120	1 PH
UT 5	ROOF EXHAUSTER	1	2800	5	930	3/4	460	3 PH
UT 6	ROOF EXHAUSTER	1	1000	275	480	3	460	3 PH
UT 7	ROOF EXHAUSTER	1	500	25	360	1/4	460	3 PH
UT 8	ROOF EXHAUSTER	1	100	25	160	1/4	120	1 PH
UT 9	UTILITY	1	8000	10	850	3	460	3 PH
UT 10	UTILITY	1	600	30	2100	3/4	120	1 PH
UT 11	ROOF EXHAUSTER	1	100	0.35	1200	1/4	120	1 PH

DIFFUSERS, GRILLES & REGISTERS

MARK	NECK SIZE	DAMPER	REMARKS	MANUFACTURER	MODEL	REMARKS
A	8"x8"	-	TT105	TT105	50F	-
B	10"x10"	-	TT105	TT105	50F	-
C	12"x12"	-	TT105	TT105	50F	-
D	14"x14"	-	TT105	TT105	50F	-
E	12"x12"	-	TT105	TT105	50F	-
F	24"x24"	-	TT105	TT105	50F	-

NOTE: DIFFUSERS & GRILLES SHALL HAVE FRAMES TO MATCH THE CEILING IN WHICH THEY ARE INSTALLED. IE: 15/16" GRC IN. LAY-IN FRAMES, OFFROAD BOARD CEILING, PLUSH POINTED FRAMES.

CONSTRUCTION CHANGE TABLE

CHANGE NO.	DATE	SHEET NUMBER	REVISION
1	11/17/08	SECOND FLOOR INTERIOR IMPROVEMENTS	



DESIGNED BY: BM
DRAWN BY: TW
CHECKED BY: BM
MTDB PROJ. ENG.



Metropolitan Transit Development Board
1225 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619) 231-1466

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

MECHANICAL SCHEDULES
LEGEND AND NOTES

SCALE: NONE
MTDB CONTRACT NO: BUS-443B
DRAWING NO: M-1
SHEET NO: 61

LEGEND

SYMBOL	ABBV	DESCRIPTION	EQUIPMENT SYMBOL
		DUCT (RECTANGULAR OR ROUND)	
	(L)	DUCT (LINED)	
	(L)	DUCT (LINED)	
	FC	FLEXIBLE DUCT	
		SQUARE ELBOW WITH TURNING VANES	
		RADIUS ELBOW	
		DUCT TRANSITION	
		45 DEGREE BRANCH TAKE-OFF	
		END DOUBLE BRANCH WITH TURNING VANES	
	VD	MANUAL VOLUME DAMPER	
	MD	MOTORIZED DAMPER	
	FD	FIRE SMOKE DAMPER	
	SA	SUPPLY AIR DIFFUSER/DUCT	
	RA	RETURN AIR GRILLE/DUCT	
	EA	EXHAUST AIR GRILLE/DUCT	
		DUCT RISE-UP THROUGH ROOF OR FLOOR	
		DUCT DROP-DOWN THROUGH ROOF OR FLOOR	
	SM	SHEET METAL DUCT	
		SMOKE DETECTOR	
		SWITCH	
		THERMOSTAT (MOUNT 48" AFF.)	
		CUBIC FEET PER MINUTE	
		DOOR LOUVER	
		ACCESS DOOR	
		POINT OF CONNECTION	
		DAMPER	
		ARCHITECTURAL	
		ABOVE FINISHED FLOOR	

T-24 NOTES

THE FOLLOWING SHALL BE COMPLIED WITH UNLESS MORE RESTRICTIVE REQUIREMENTS ARE SHOWN ON THE PLANS OR CALLED FOR IN THE SPECIFICATIONS.

1. INSULATION MATERIAL SHALL MEET THE CALIFORNIA QUALITY STANDARD PER SECTION 19.05.
2. ALL PIPING AND DUCTWORK SHALL BE INSULATED CONSISTENT WITH THE REQUIREMENTS OF SECTIONS 19.03 AND 19.04 EELS AND TABLE 00.00.
3. ALL HVAC SYSTEMS SHALL MEET THE CONTROL REQUIREMENTS PER SECTIONS 19.02 AND 19.03.
4. ALL HVAC EQUIPMENT AND APPLIANCES SHALL MEET THE REQUIREMENTS PER SECTIONS 19.03, 19.04 AND 19.05 EELS.

AS-BUILT
Contract No. BUS-443B
Date: NOV. 2000

TMAD Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number: 2000.017
1000 10th Ave. Suite 1000
San Diego, CA 92101
Email: tmad@cts.com

Att A, A1 16, 10/17/24

AS-BUILT
Contract No. BUS-443B
Date: NOV. 2018

SCALE 1/8"=1'-0"
MTDB CONTRACT NO. BUS-443B
DRAWING NO. M-2
SHEET NO. 63

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
MECHANICAL GROUND FLOOR PLANS

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

DESIGNED BY DATE 12/18/98
DRAWN BY TW 12/18/98
CHECKED BY MK 12/18/98
MTDB PROJ. ENG.



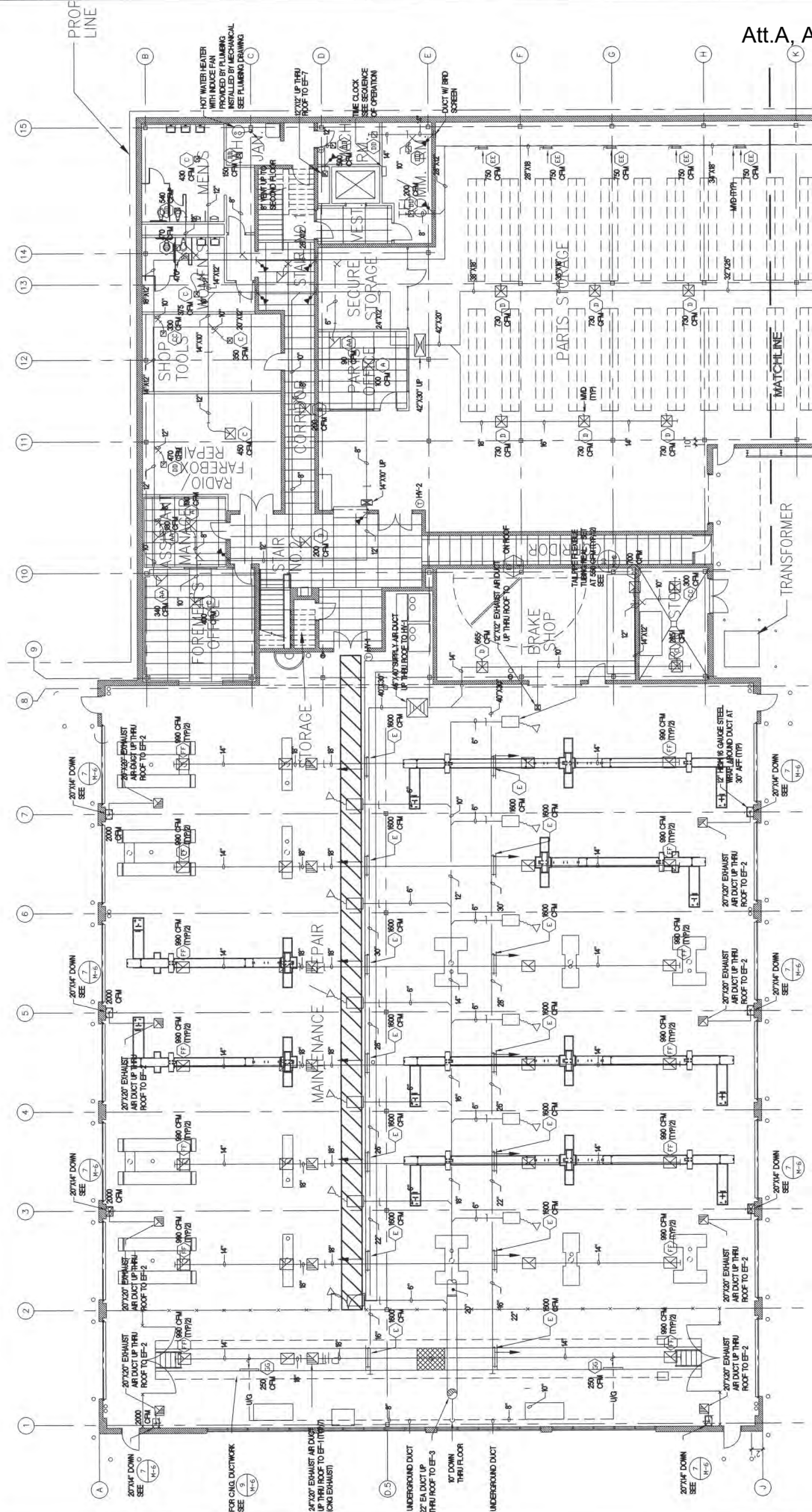
T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number 97607
SANTA ANA, CALIF. 92701
SAN DIEGO, CALIF. 92101

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

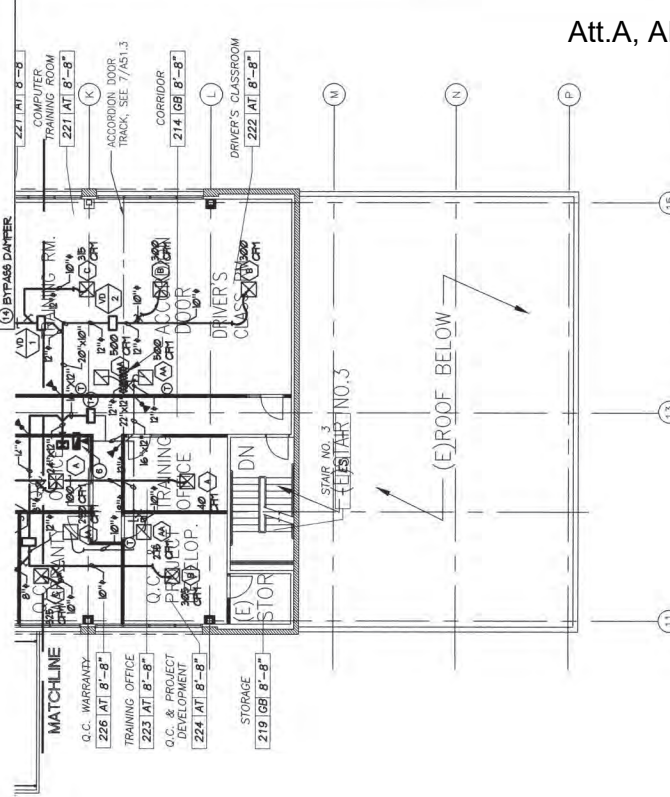
A-12

NOTE ALL DUCTWORK IN NO. CEILING SHALL BE TIGHT TO STRUCTURE.

GROUND FLOOR PLAN
1/8"=1'-0"
M-2



AS-BUILT
A. Delamater
Contract No. BUS-443B
Date NOV. 2000



IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

SECOND FLOOR
REFLECTED CEILING PLAN

MTDB

Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

	DESIGNED BY	DATE
	DRAWN BY	5/2/00
	CHECKED BY	5/2/00
	MTDB PRJ. ENG.	5/2/00

STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WILSHIRE BOULEVARD, SUITE 1425
LOS ANGELES, CALIFORNIA 90017-2495

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
4/17/00	SECOND FLOOR INTERIOR IMPROVEMENTS

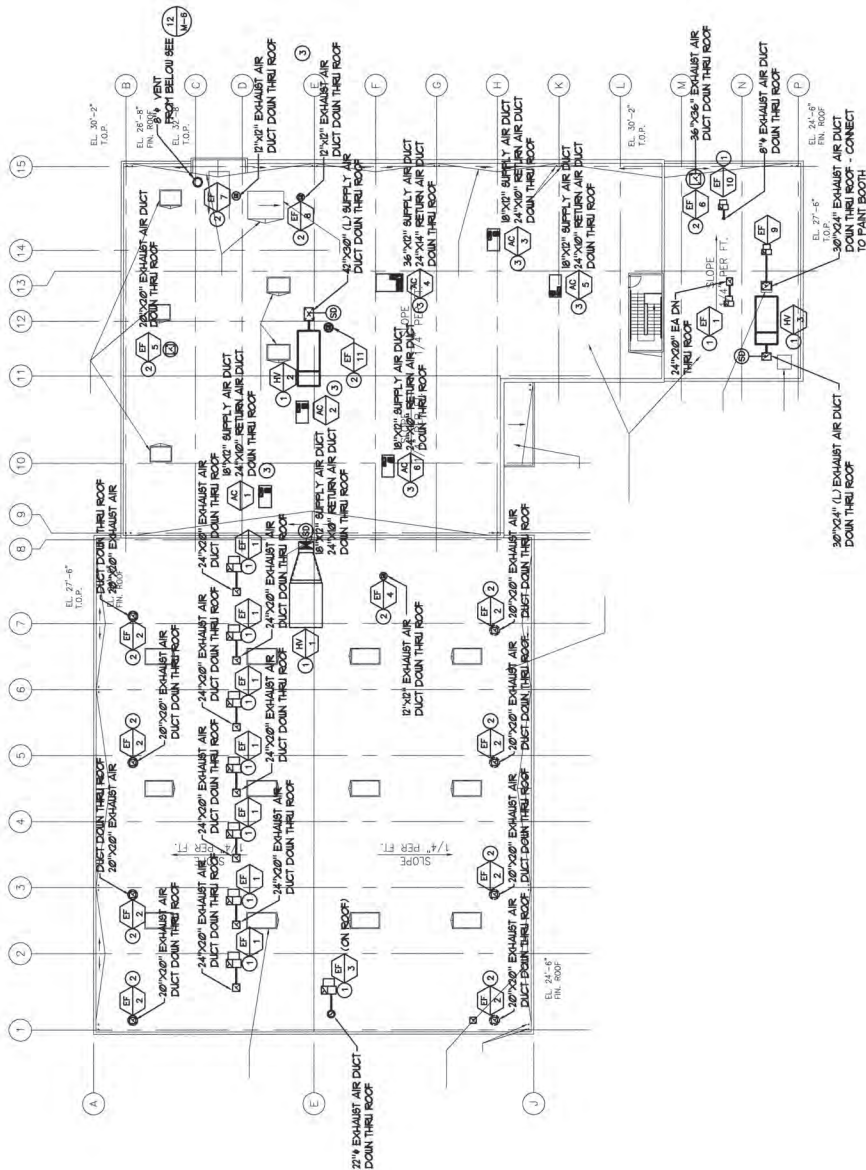
SECOND FLOOR REFLECTED CEILING PLAN



A-14

KEYNOTES

- 1) MOUNT ON PLATFORM WITH VIBRATION ISOLATOR SEE DETAIL $\frac{6}{M-5}$
- 2) FOR MOUNTING SEE DETAIL $\frac{3}{M-5}$
- 3) FOR MOUNTING SEE DETAIL $\frac{4}{M-5}$



AS-BUILT
Contract No. BUS-443B
Date NOV. 2000

T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number
2000.0177
San Diego, CA 92101
Tel: (619) 577-7942
Fax: (619) 577-7942
sandiego@tmodengineers.com

SCALE
1/8"=1'-0"
WIDE CONTRACT NO.
BUS-443B
DRAWING NO. SHEET NO.
M-5 66

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619)231-1466

DESIGNED BY
DATE 5/2/00
DRAWN BY
CHECKED BY
DATE 5/2/00
MTDB PROJ. ENG.

STV Incorporated
1050 WILSON AVENUE, SUITE 200
SAN DIEGO, CALIFORNIA 92108-4205
(619) 577-7942

CONSTRUCTION CHANGE TABLE	
NO.	DATE
1	4/17/00
SECOND FLOOR INTERIOR IMPROVEMENTS	

1
M-5

ROOF PLAN
1/16"=1'-0"



A-16

AS-BUILT
Contract No. BUS-443B
Date NOV. 2006

SCALE 1/16"=1'
MTDB CONTRACTOR
BUS-443B
DRAWING NO. SHEET NO.
M-5 66

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
MECHANICAL ROOF PLANS

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

DESIGNED BY DATE
DRAWN BY 12/18/98
CHECKED BY TW 12/18/98
MTDB PROJ. ENG. MK 12/18/98

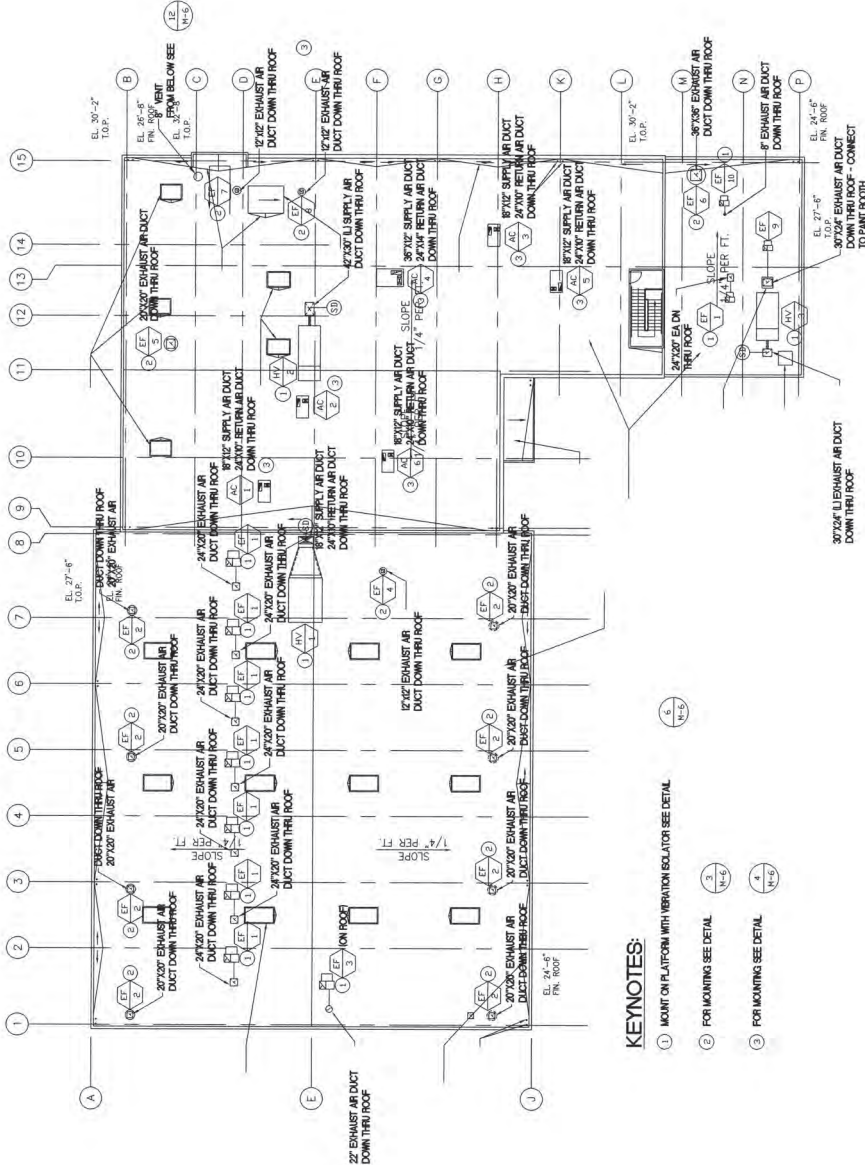


T.M. Adams Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number 97087
San Diego, CA 92108
Tel: 619-594-0000
Fax: 619-594-0002

CONSTRUCTION CHANGE TABLE

A17

CHANGE DATE SHEET NUMBERS REVISED OR ADDED THIS CHANGE

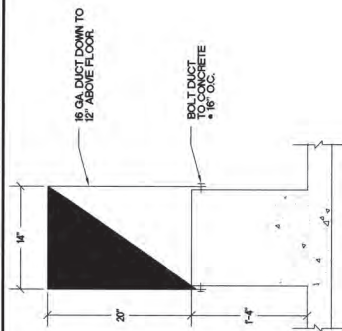


KEYNOTES:

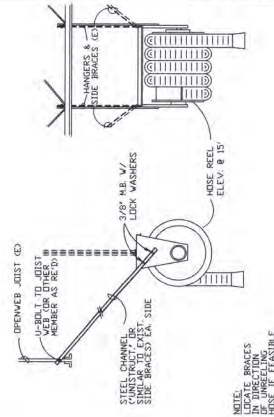
- 1. MOUNT ON PLATFORM WITH VIBRATION ISOLATOR SEE DETAIL
- 2. FOR MOUNTING SEE DETAIL
- 3. FOR MOUNTING SEE DETAIL

ROOF PLAN 1
1/16"=1'-0" M-5

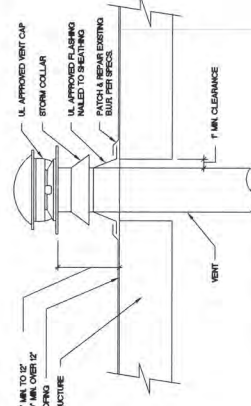




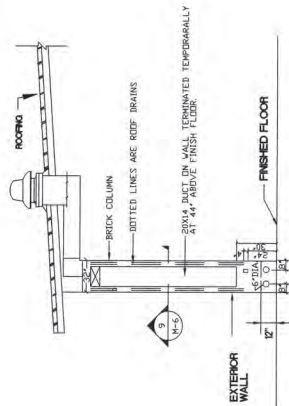
10 WALL PLAN VIEW
NO SCALE



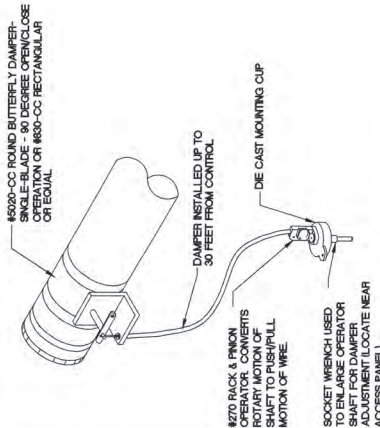
11 EXHAUST HOSE REEL BRACES
NO SCALE



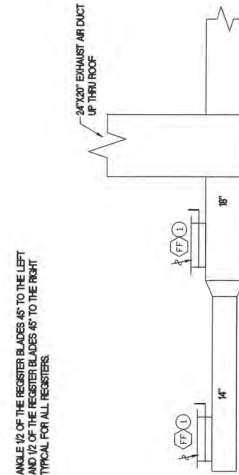
12 VENT THRU ROOF
NO SCALE



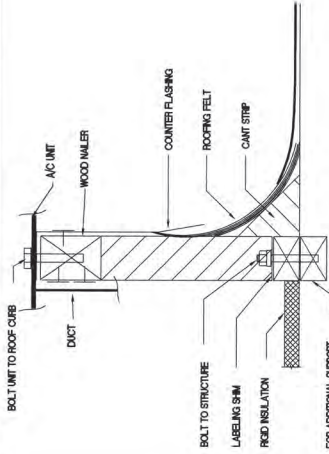
7 WALL SECTION
NOT SCALE



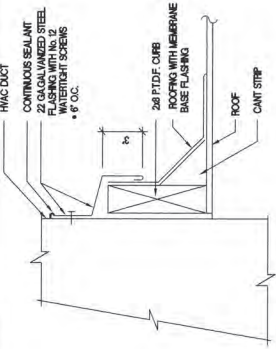
8
NIT SCALE F



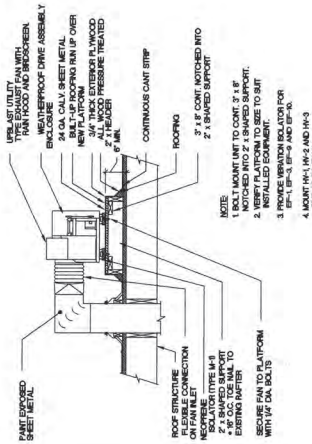
9
NO SCALE
CNG EXHAUST SYSTEM



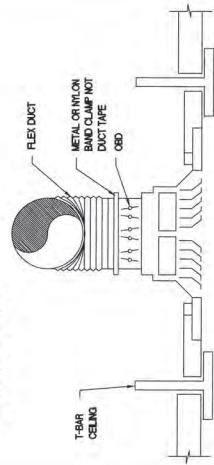
4 A/C UNIT MOUNTING



5 DUCT THRU ROOF

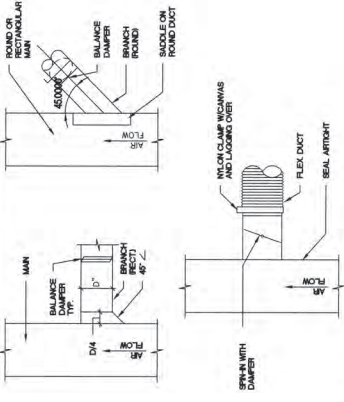


UTILITY EXHAUST FAN

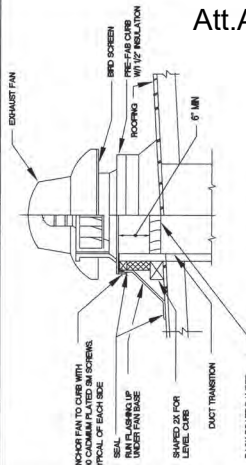


NOTE: PROVIDE ROUND TO SQUARE ADAPTER AND FILLER PANEL F REQUIRED. SIMILAR WITH RETURN AIR GRILLE.

1
NO SCALE
DIFFUSER MOUNTING



2 TYPICAL DUCT TAKEOFFS
NO SCALE



3 EXHAUST FAN MOUNTING

CONSTRUCTION CHANGE TABLE		
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
A-18		

T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers

Project Number 97087

TELEPHONE (818) 271-9608
 FAX (818) 271-9632

8441 ROMA ROAD
 SUITE 200
 SAN DIEGO, CA 92121



MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Co. 92101-7480 (619)231-1466

IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY	SCALE	NONE	17/24
MECHANICAL DETAILS	M/D/B CONTRACT BUS-443B		
	DRAWING NO. M-6		SHEET NO. 67

W:\97087\MPE\787PNTS1.DWG 12/18/98 10:58

REMARKS

[illegible]

HOSE REEL SCHEDULE	
MARK	SERVICE
R-1	12 CA 18 LUBE 18 COOLANT 18 ATF 18 40 WT. OIL 18 CNG OIL 18 DIFFERENTIAL OIL
R-2	11 CA 18 LUBE 18 COOLANT 18 40 WT. OIL 18 ATF 18 CNG OIL
R-3	11 CA 18 LUBE

100

FOR REELS ON THE NORTH SIDE BAYS

MARK	SERVICE
P-1	(2) CA, (1) LUBE, (1) COOLANT, (1) ATF, (1) 40 WT. OIL, (1) CNG OIL, (1) DIFFERENTIAL OIL
P-2	(1) CA, (1) LUBE, (1) COOLANT, (1) 40 WT. OIL, (1) ATF, (1) CNG OIL
P-3	(1) CA, (1) LUBE

NOTE: PROVIDE 16 FEET OF HOSE FOR REELS ON THE SOUTH SIDE OF BAYS AND 20 FEET OF HOSE

AS-BUILT
 Q. d. d. d.
 Contract No. BUS-443B
 Date: NOV. 2003

SCALE 1/8"=1'
 MTD CONTRACT NO. BUS-443B
 DRAWING NO. SHEET NO. 417/000 SECOND FLOOR INTERIOR IMPROVEMENTS
 DATE NOV. 2003

IMPERIAL AVENUE DIVISION
 BUS MAINTENANCE FACILITY
 PLUMBING FLOOR PLANS

MTDB
 Metropolitan Transit Development Board
 1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

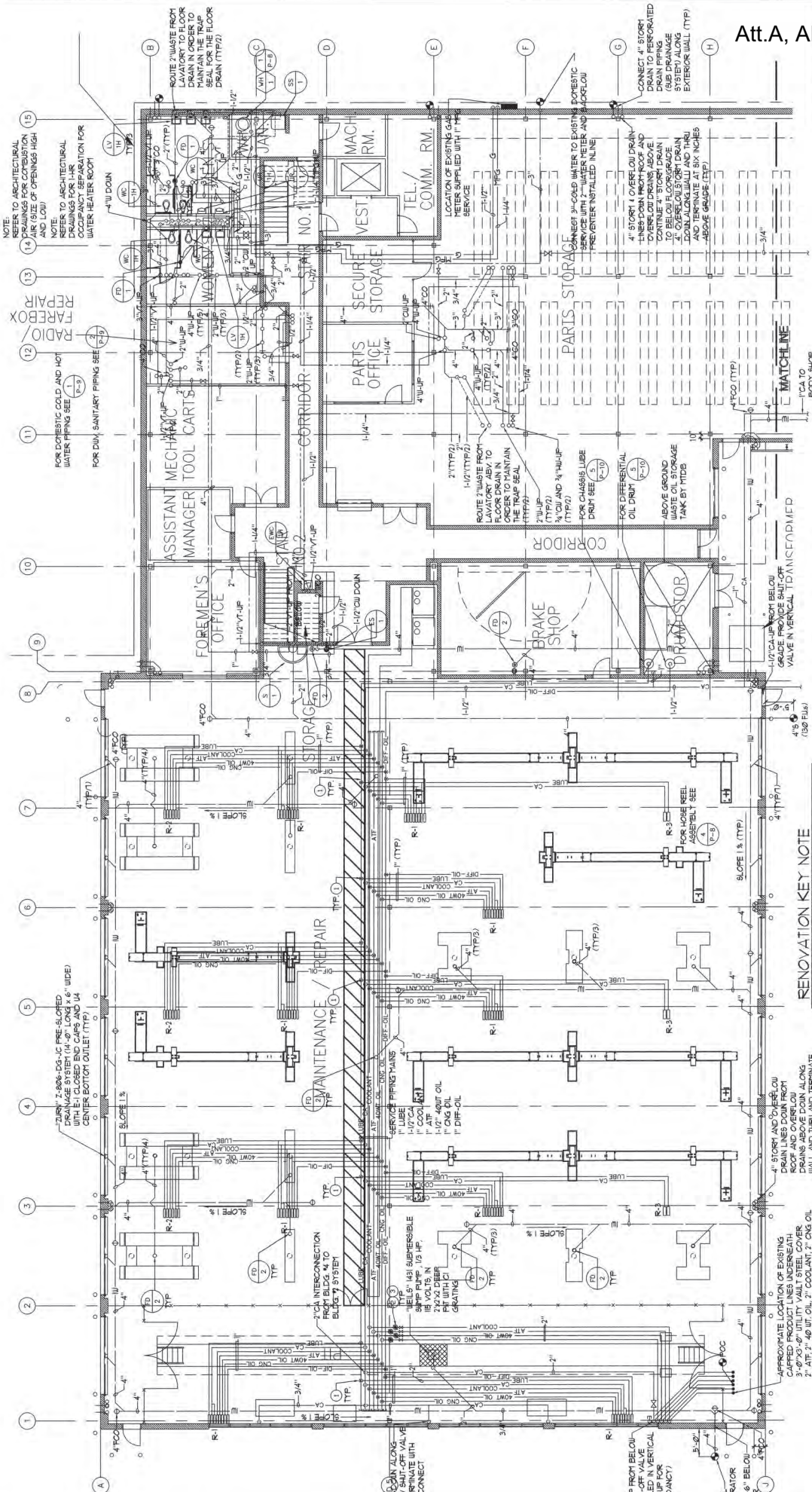
DESIGNED BY DATE 12/18/98
 DRAWN BY MS
 CHECKED BY ES/TW
 MTDB PROJ. ENG. 12/18/98

T.M.D. Engineers, Inc.
 Mechanical and Electrical Consulting Engineers
 Project Number 97087
 3445 MISSION ROAD
 SAN DIEGO, CA 92108
 TEL: (619) 571-9933
 FAX: (619) 571-9933

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
4/17/00	SECOND FLOOR INTERIOR IMPROVEMENTS



GROUND FLOOR PLAN - PLUMBING
 1/8"=1'-0"



RENOVATION KEY NOTE

1. PROVIDE AND INSTALL FLUID SOLENOID AND PULSE METER IN 1/2" CAUP FROM BELOW GRADE PROVIDE SHUT-OFF VALVE IN VERTICAL TRANSCENDED PIPE FOR SENSING FLUID FLOW THROUGH DISPENSING LOCATION
2. FURNISH AND INSTALL "BAY" PRESSURE REDUCING VALVE (CARTRIDGE VALVE UNIT IN-LINE BODY) 1/4" INCH

NOTE:
 REFER TO ARCHITECTURAL DRAWINGS FOR COEXISTION AND LOW
 REFER TO ARCHITECTURAL DRAWINGS FOR 1/4" WATER HEATER ROOF
 FOR DOMESTIC COLD AND HOT WATER PIPING SEE (1/4")
 FOR DOM. SANITARY PIPING SEE (1/4")

2" CA INTERCONNECTION FROM BLDG. 4 TO BLDG. 7 SYSTEM
 2" CA INTERCONNECTION FROM BLDG. 4 TO BLDG. 7 SYSTEM
 2" CA INTERCONNECTION FROM BLDG. 4 TO BLDG. 7 SYSTEM

3/4" CAUP FROM BELOW GRADE PROVIDE SHUT-OFF VALVE IN VERTICAL TRANSCENDED PIPE FOR SENSING FLUID FLOW THROUGH DISPENSING LOCATION

AS-BUILT
Contract No. BUS-443B
Date NOV. 2000

SCALE 1/8"=1'-0"
MTDB CONTRACT NO. BUS-443B
DRAWING NO. P-4
SHEET NO. 71

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
PLUMBING FLOOR PLANS

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

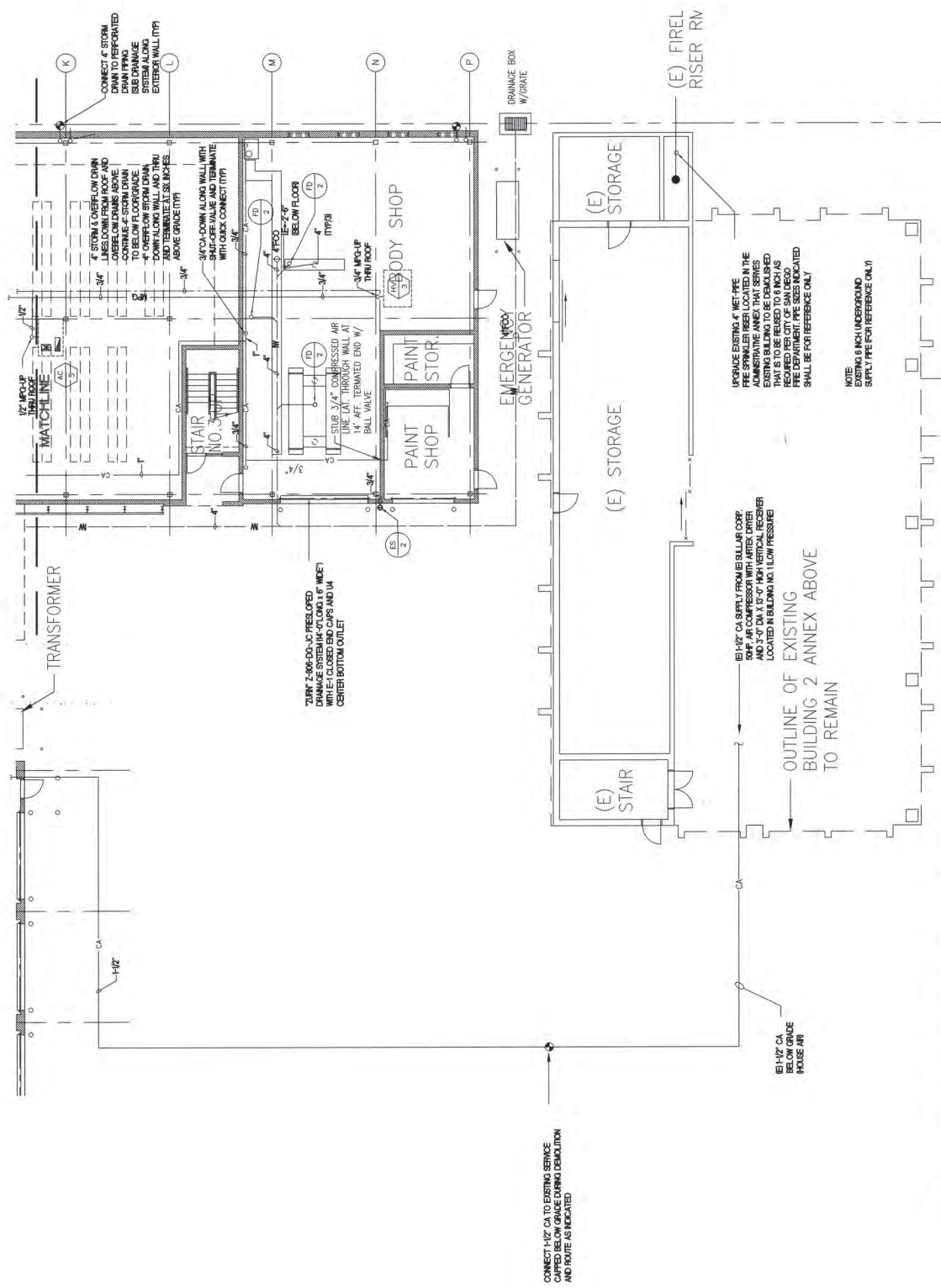
DESIGNED BY MS 12/18/98
DRAWN BY EBTW 12/18/98
CHECKED BY MK 12/18/98
MTDB PROJ. ENG.

T.M.A.D. Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number 97087
1845 TOWN & COUNTRY
SAN DIEGO, CA 92108
TEL: (619) 577-9900
FAX: (619) 577-9932

DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE



GROUND FLOOR PLAN - PLUMBING
1/8"=1'-0"



CONNECT 1/2" CA TO EXISTING SERVICE
PIPE AND MAKE SURE IT IS PROPERLY
ROUTED AND SUPPORTED

OUTLINE OF EXISTING
BUILDING 2 ANNEX ABOVE
TO REMAIN

UPGRADE EXISTING 1/2" MET PEX
TO 1/2" HDPE IN THE
ADMINISTRATIVE ANNEX THAT SERVES
EXISTING BUILDING TO BE DEMOLISHED
THAT IS TO BE REUSED TO 8 INCH AS
INDICATED BY THE EXISTING
PRE-DEPARTMENT PIPE SIZES INDICATED
SHALL BE FOR REFERENCE ONLY

NOTE:
EXISTING 6 INCH UNDERGROUND
SUPPLY PIPE FOR REFERENCE ONLY

AS-BUILT
Contract No. BUS-443B
Date: NOV. 2000

T M A D Engineers, Inc.
Architectural and Mechanical Consulting Engineers
Project Number: 2000-0117
SHEET NO. 1602
DATE: 10/17/24
SAN DIEGO, CA 92101

SCALE: 1/8"=1'-0"
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
SECOND FLOOR
PLUMBING FLOOR PLAN

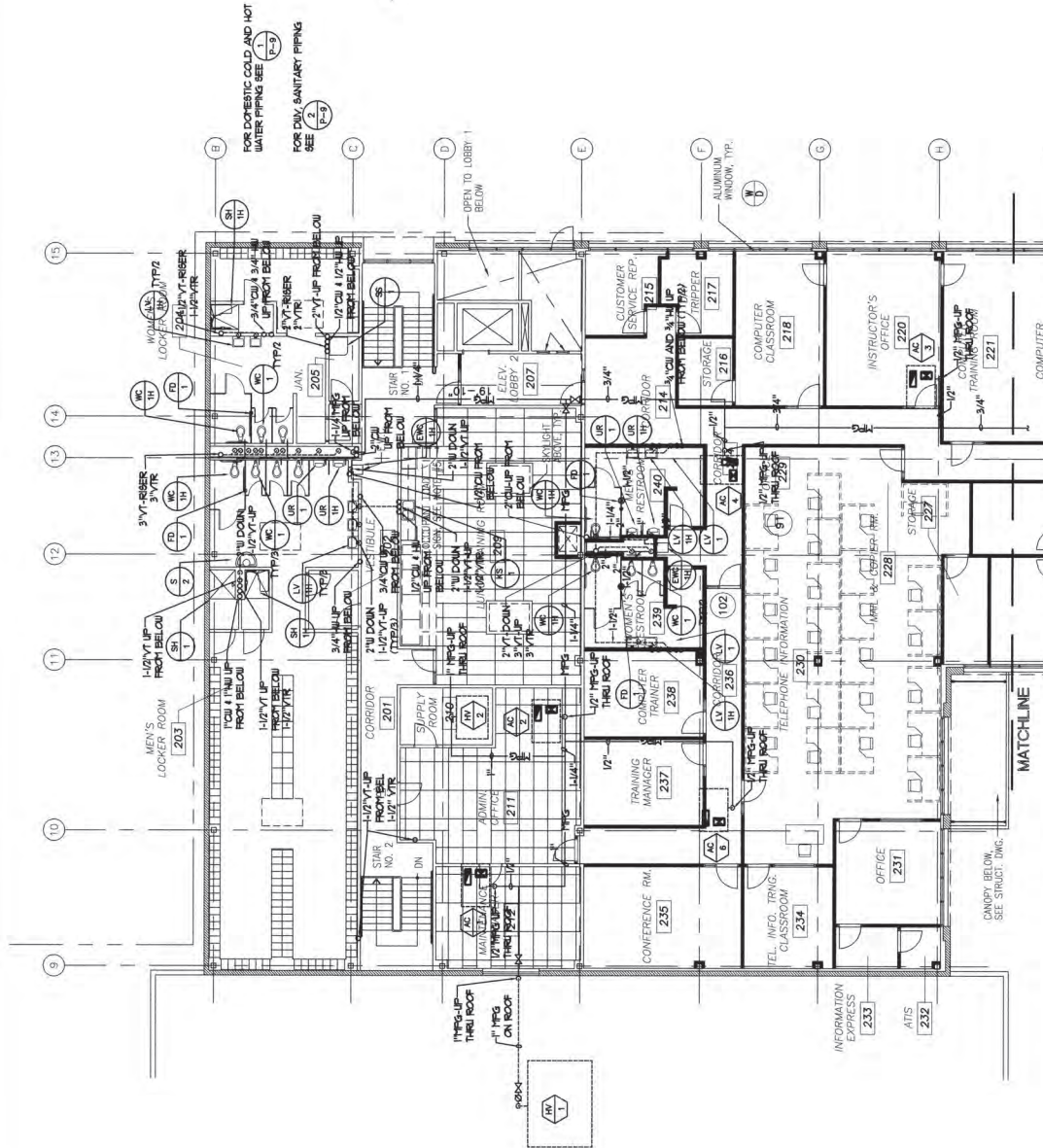
MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7400 (619)231-1466

DESIGNED BY: DATE: 5/2/00
DRAWN BY: BM
CHECKED BY: TW
MTDB PROJ. ENG.

SEAL
STV INCORPORATED
REGISTERED PROFESSIONAL ENGINEER
C-24485
STATE OF CALIFORNIA

STV Incorporated
ENGINEERS/ARCHITECTS/INTERIOR DESIGNERS
LOS ANGELES, CALIFORNIA 90017-2495

CONSTRUCTION CHANGE TABLE		
NO.	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
1	4/17/00	SECOND FLOOR INTERIOR IMPROVEMENTS



SECOND FLOOR REFLECTED CEILING PLAN
1/8"=1'-0"



A. dubaut 16
Contract No. BUS-443
Date NOV. 2000



DESIGNED BY MS	DATE 12/18/98
DRAWN BY EB/TW	12/18/98
CHECKED BY MK	12/18/98
MTDB PROJ. ENG.	

MTDB



Metropolitan Transit Development Board

1255 Imperial Avenue, Suite 1000, San Diego, Ca 92101-7490 (619)231-1456



T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers

TELEPHONE (619) 271-6608
FAX (619) 271-9332

9845 EDNA ROAD SUITE 200
SAN DIEGO, CA 92123

Project Number
97087

CONSTRUCTION CHANGE TABLE		
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
A-24		



AS-BUILT
Q. del Real
Contract No. BUS-4438
(date NOV. 2000)

SCALE 1/16"=1'-0"	
MTDE CONTRACT NO. B05-4438	
DRAWING NO. P-8	SHEET NO. 73

Att.A, AT 10/17/24

AS-BUILT
Contract No. BUS-443B
Date NOV. 2023

SCALE
NONE
MTDB CONTRACT NO. BUS-443B
DRAWING NO. SHEET NO.
P-7 74

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
PLUMBING DETAILS, DIAGRAM

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

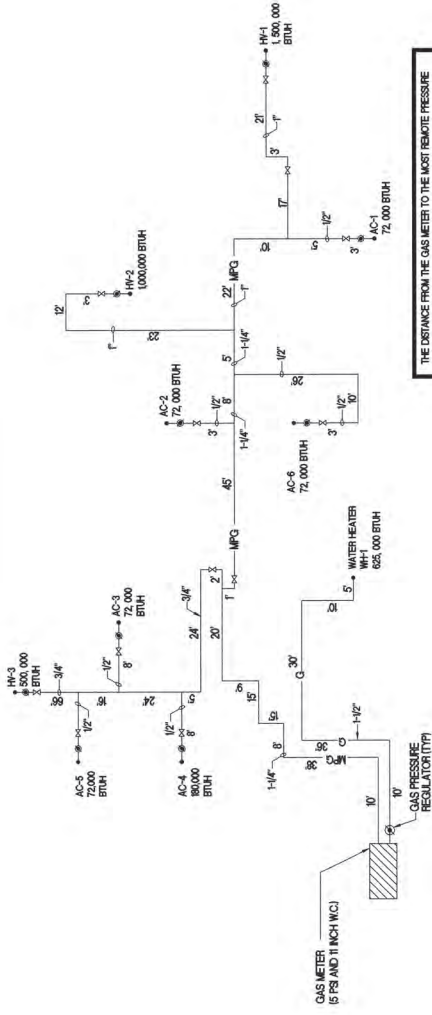
DESIGNED BY DATE
MS 12/19/98
DRAWN BY
EB/TW 12/19/98
CHECKED BY
MK 12/19/98
MTDB PROJ. ENG.



T.M.A.D. Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number 57987
18445 Camino del Rio South
San Diego, CA 92108
Tel: (619) 574-6400

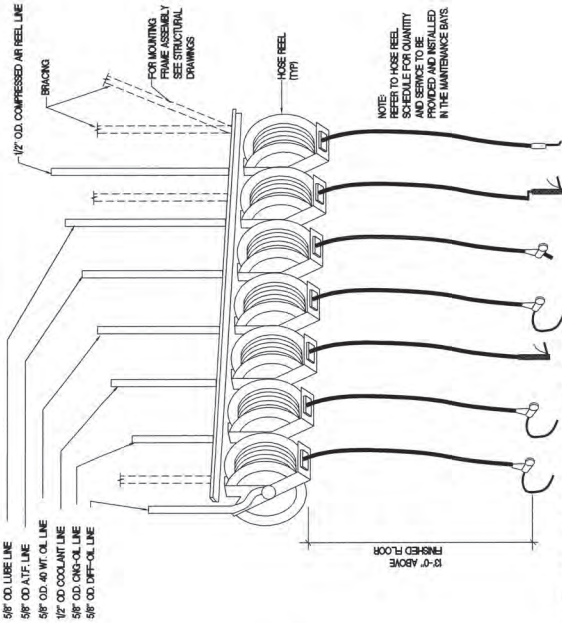
CONSTRUCTION CHANGE TABLE		
NO.	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

A-26



THE DISTANCE FROM THE GAS METER TO THE MOST REMOTE PRESSURE REGULATOR 247 FEET.
SIZES OF THE GAS PIPING BASED ON 200 FEET THE SIZING OF THE GAS PIPING IS IN ACCORDANCE WITH THE INTERNATIONAL PLUMBING CODE 1994 EDITION CHAPTER 12 FUEL GAS PIPING.
THE DISTANCE FROM THE GAS PRESSURE REGULATOR TO THE MOST OUTLET IS 9 FEET.

1 GAS PIPING DIAGRAM
NO SCALE



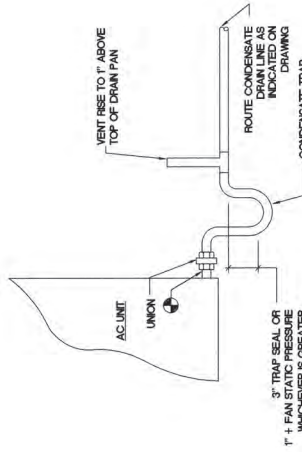
NOTES

- FOR COMPRESSED AIR HOSE REEL SEE $\frac{1}{p-10}$
- FOR COOLANT HOSE REEL SEE $\frac{2}{p-10}$
- FOR LUBE HOSE REEL SEE $\frac{3}{p-10}$
- FOR ATF, 40WT. OIL, DIFF-OIL AND ENG-OIL HOSE REEL SEE

$$\frac{4}{p-10}$$

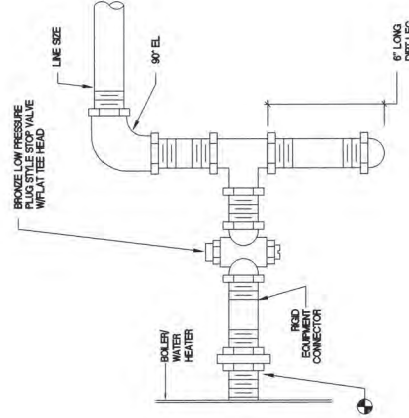
HOSE REEL ASSEMBLY

NO SCALE



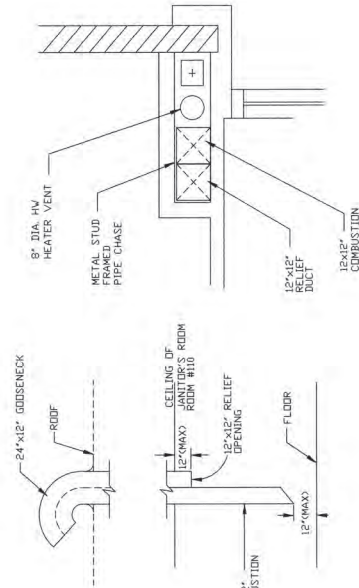
CONDENSATE DRAIN DETAIL

NO SCALE



GAS PIPING CONNECTION

AND SCALE



COMBUSTION AIR INTAKE

NO SCALE

PAGE	CONSTRUCTION CHANGE TABLE	
	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
A-27		

T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers



DESIGNED BY	MS	DATE	12/18/98
DRAWN BY	EB/TW		12/18/98
CHECKED BY	MK		12/18/98
MTDB	PRJ. ENG.		

MTDB

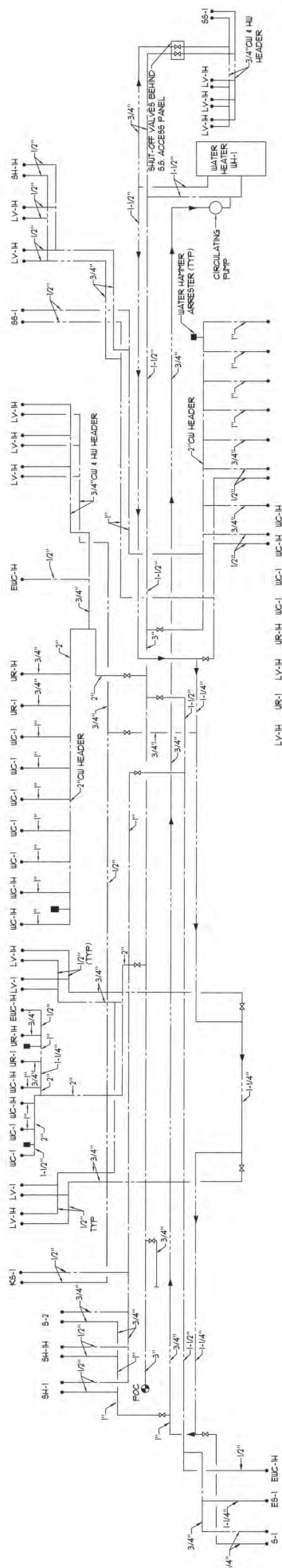
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

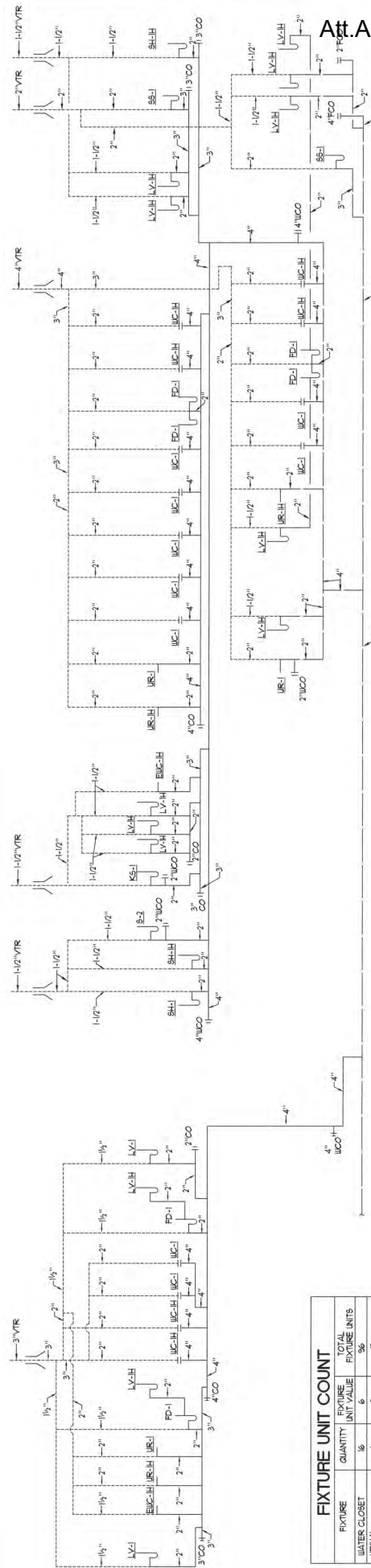
PLUMBING DETAILS

SHEET NO.
75

MTS Doc No. PWGDM.021, MTSUB02A-1-



1 DOMESTIC COLD AND HOT WATER PIPING DIAGRAM



DWV, SANITARY PIPING DIAGRAM

FIXTURE UNIT COUNT			
FIXTURE	QUANTITY	FIXTURE UNIT VALUE	TOTAL FIXTURE UNITS
WATER CLOSET	6	6	36
URINAL	4	2	12
WALLVOLT	14	1	14
SHOWER	3	2	6
SERVICE SINK	2	6	12
DRINKING FOUNTAIN	3	1	3
KITCHEN SINK	1	2	2
SINK	2	3	6
FLOOR DRAIN	4	2	8

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
DESIGN-BUILD
105 ANTELOPE CIRCLE SUITE 100
DALLAS, TEXAS 75243
TEL: 214-343-7600 FAX: 214-343-7601
WWW.STVINC.COM

DESIGNED BY MS	DATE
DRAWN BY EB/TW	
CHECKED BY MK	
MTDB PRJ. ENG.	

MTDB

Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

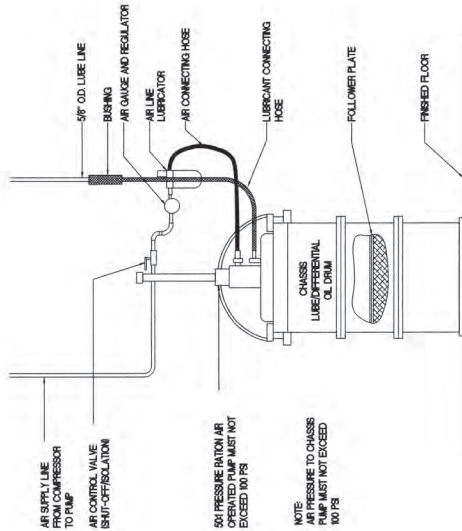
AS-BUILT
A. Delaney
Contract No. BUS-443B
Date NOV. 2000

T M A D Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number
2000.017

TELEPHONE
(654) 271-6606
FAX (608) 271-9932

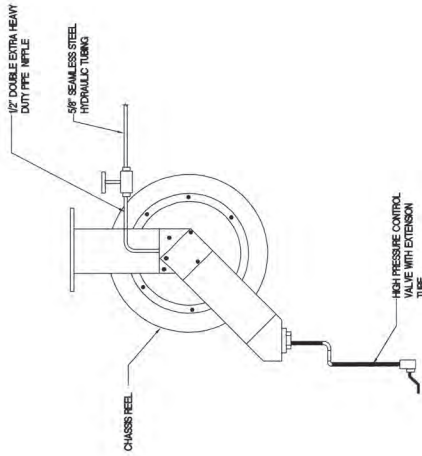
5845 FIRMA ROAD
SUITE 200
SAN DIEGO, CA 92131

IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY	SCALE	NONE	0/17/24
PLUMBING DETAILS	WTB CONTRACT NO.	BUS-441	
	DRAWING NO.	SHEET NO.	76
		P-3	



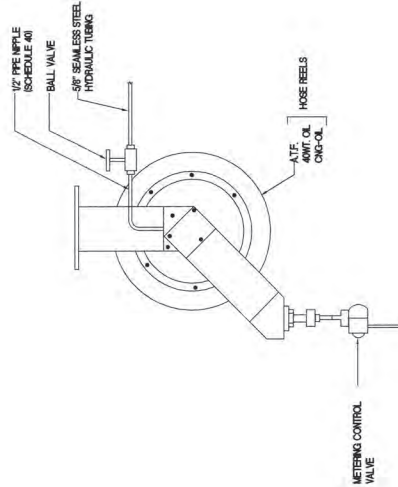
5 PUMP HOOKUP DETAIL

NO SCALE



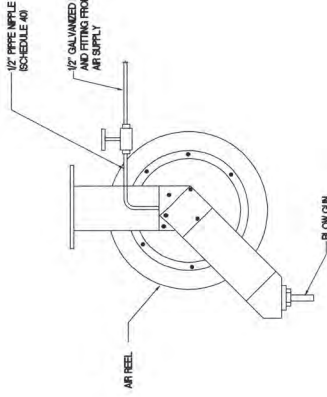
3 LUBE HOSE REEL

NO SCALE



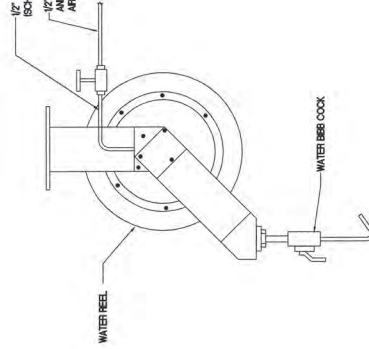
4 ATF, 40WT. OIL, DIFF-OIL, AND CNG-OIL HOSE REEL

NO SCALE



1 COMPRESSED AIR HOSE REEL

NO SCALE



2 COOLANT HOSE REEL

NO SCALE

Att.A, 01/17/24

AS-BUILT
Contract No. BUS-443B
Date NOV. 2004

SCALE NONE
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
PLUMBING DETAILS
DRAWING NO. SHEET NO.
P-10 77

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7480 (619)231-1466

DESIGNED BY MS
DRAWN BY MS
CHECKED BY MK
DATE 12/19/98
12/19/98
12/19/98
MTDB PROJ. ENG.



T.M.A.D. Engineers, Inc.
Mechanical and Electrical Consulting Engineers
Project Number 97187
San Diego, CA 92101
Tel: (619) 271-4433

CONSTRUCTION CHANGE TABLE		
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

A429

[illegible]

DESIGNED BY S. CONNER	DATE 11/98
DRAWN BY K. SPRADLING	11/98
CHECKED BY M. NIEDERHAUS	11/98
UTOR DR. ENG.	



AS-BUILT
Q. Daniel
 Contract No. BUS-443B
 Date: NOV. 2000

SCALE 1/8"=1'-0"
 MTDB CON. NO. BUS-443B
 DRAWING NO. SHEET NO. E11.1
 80

IMPERIAL AVENUE DIVISION
 BUS MAINTENANCE FACILITY

GROUND FLOOR NORTH LIGHTING PLAN



Metropolitan Transit Development Board
 1235 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7400 (619)231-1466

DESIGNED BY DATE 11/98
 S. CONNER
 DRAWN BY 11/98
 K. SPRADLING
 CHECKED BY 11/98
 M. NIEDERHAUS
 MTDB PRL. ENG.

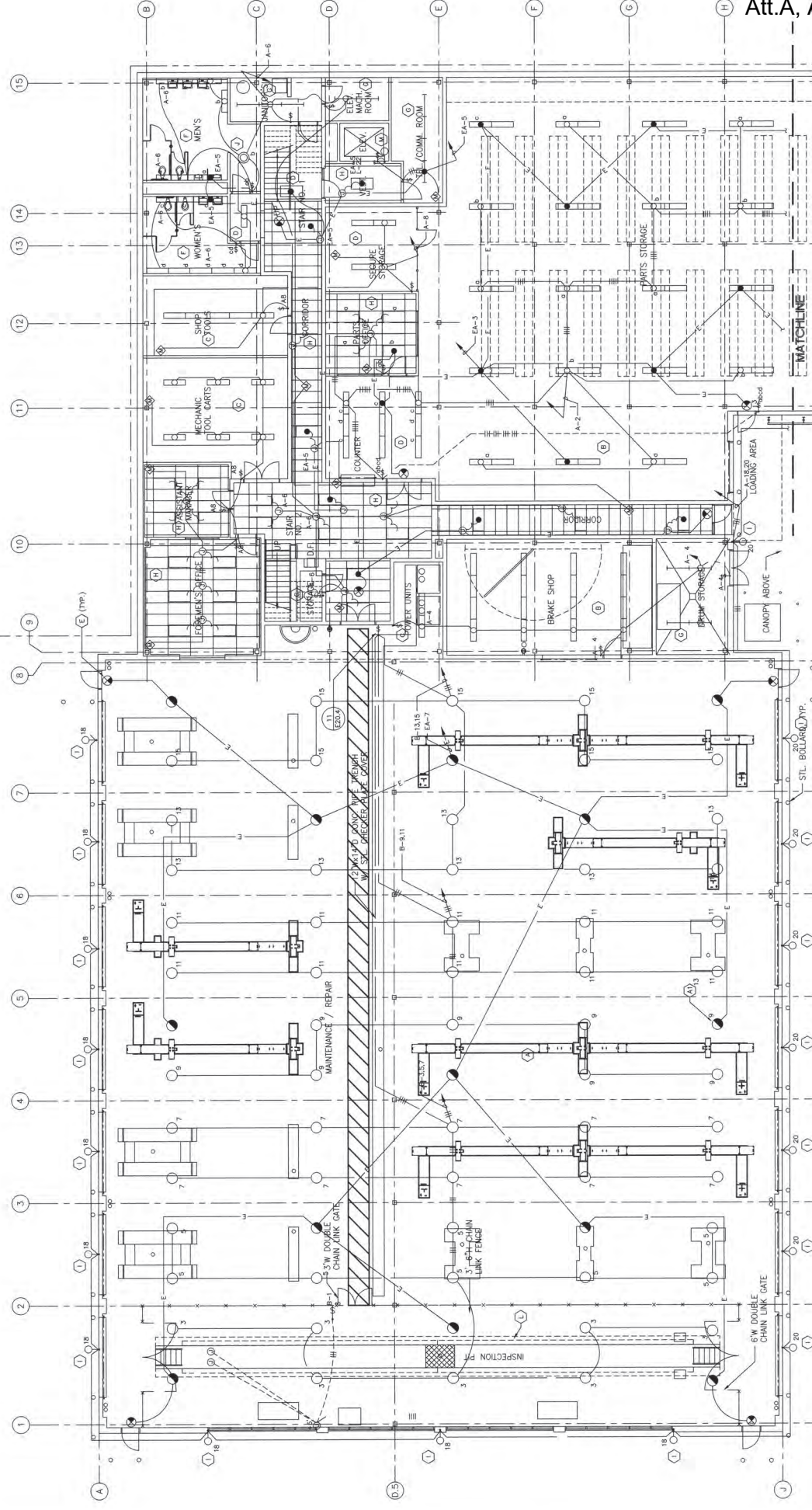


STV Incorporated
 ENGINEERS & ARCHITECTS
 LOS ANGELES, CA 90017

CONSTRUCTION CHANGE TABLE
 CHANGE DATE SHEET NUMBERS REVISED OR ADDED THIS CHANGE

1
 E11.1

GROUND FLOOR NORTH LIGHTING PLAN
 1/8"=1'-0"






NOTE:
① PROVIDE CLASS 1, DIV 1 WALL SWITCH.

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

STV Incorporated
ENGINEERS & PLANNERS
1055 WILSHIRE BLVD., SUITE 1455
LOS ANGELES, CA 90017

DESIGNED BY S. CONNER	DATE 11/98
DRAWN BY K. SPRADLING	11/98
CHECKED BY M. NIEDERHAUS	11/98
IN CHARGE MOTOR PLANT	

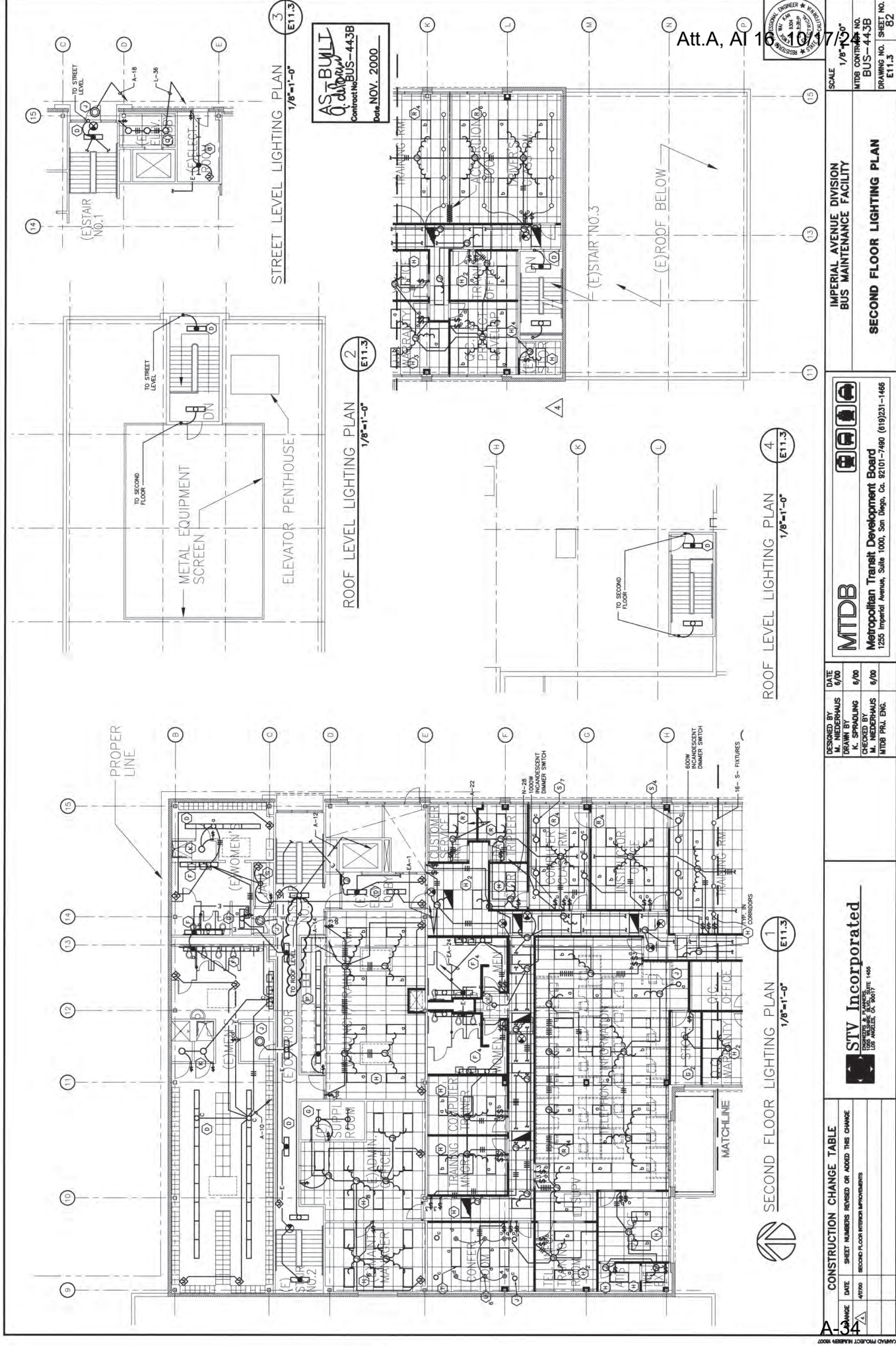
MTDB



Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

GROUND FLOOR SOUTH LIGHTING PLAN



AS-BUILT
Contract No. BUS-443B
Date NOV. 2000

Att.A, A1 16 10/17/93

SCALE	1/8"=1'-0"
MTDB CONTRACT NO.	BUS-443B
DRAWING NO.	SHEET NO. 82
E11.3	

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

SECOND FLOOR LIGHTING PLAN

MTDB

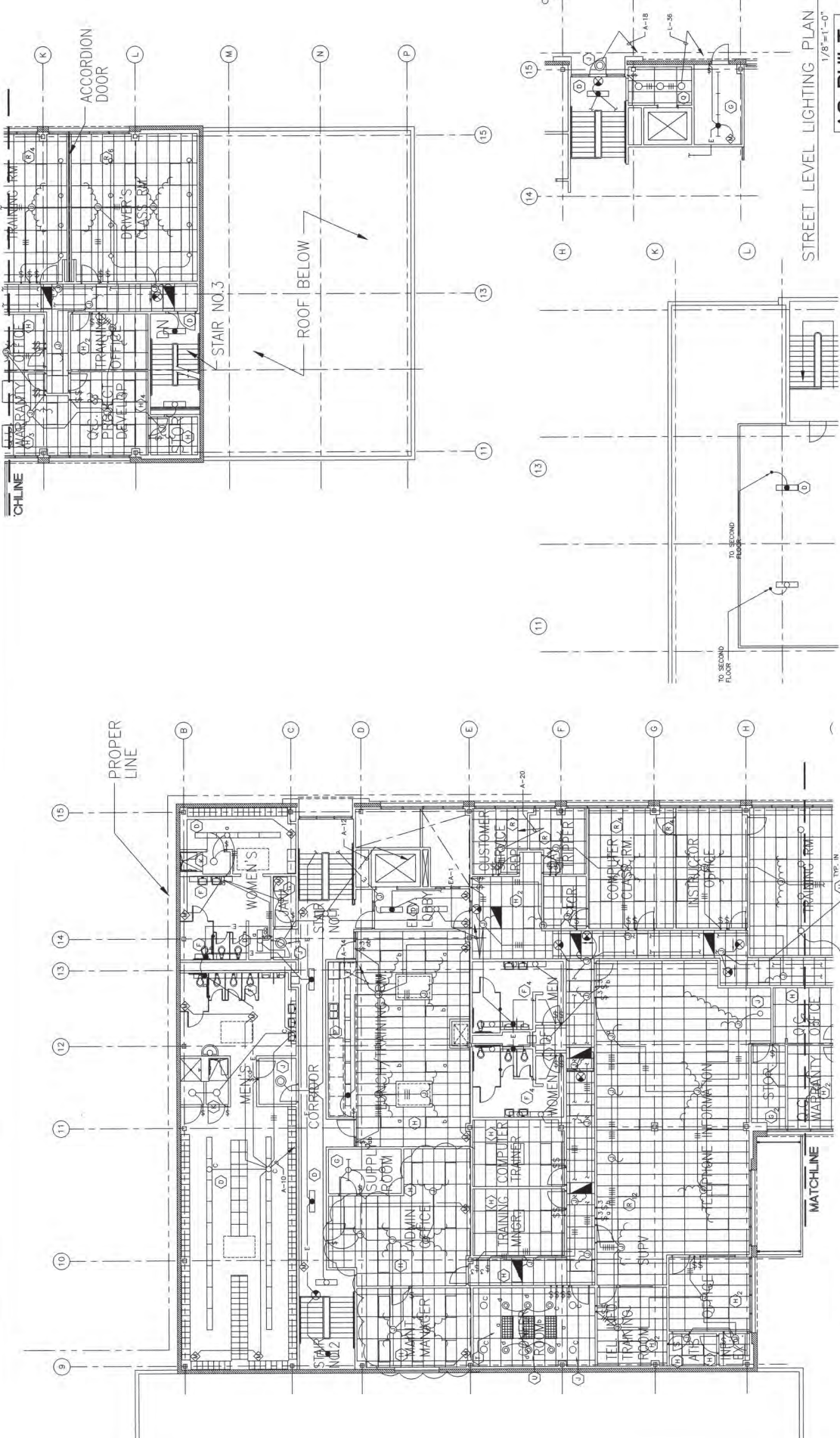
Metropolitan Transit Development Board
1225 Imperial Avenue, Suite 1000, San Diego, CA 92101-1466
(619)231-1466

DESIGNED BY	DATE
M. NEDERHAUS	6/90
DRAWN BY	6/90
K. SPRADLING	6/90
CHECKED BY	6/90
M. NEDERHAUS	6/90
IN CHARGE	6/90
PHIL ENO	

STV Incorporated

1200 WEST 10TH STREET
LOS ANGELES, CA 90017

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
4/9/90	RECORD FOR CONSTRUCTION IMPROVEMENTS



CONSTRUCTION CHANGE TABLE

NO.	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE

STV Incorporated
ENGINEERS & ARCHITECTS
 1001 N. GARDEN ST.
 LOS ANGELES, CA 90017

MTDB
Metropolitan Transit Development Board
1225 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

AS-BUILT
A. J. Jaramila
 Contract No. BUS-443B
 Date NOV. 2000

SCALE 1/8"=1'-0"
MTDB CONTRACT NO. BUS-443B
DRAWING NO. E11.3
SHEET NO. 82

Att.A, AI 16, 10/17/24

AS-BUILT
Contract No. BUS-443B
Date NOV. 2000



SCALE 1/8" = 1'-0"
MTDB CONTRACT NO. BUS-443B
DRAWING NO. E12.1
SHEET NO. 83

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

GROUND FLOOR NORTH POWER PLAN



Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-1466
(619) 231-1466

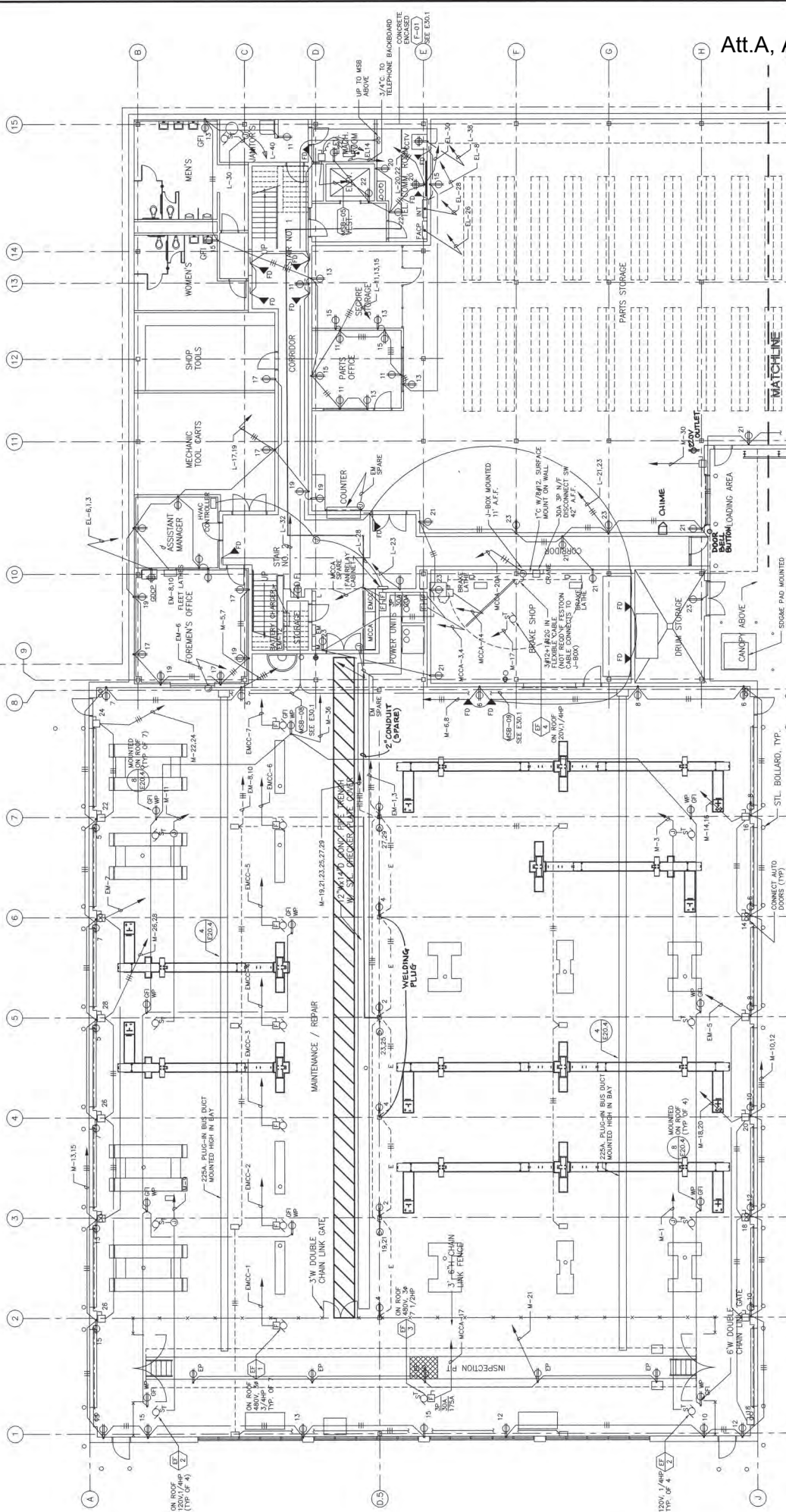
DESIGNED BY S. CONNER
DATE 11/98
DRAWN BY K. SPRADLING
DATE 11/98
CHECKED BY M. NIEDERHAUS
DATE 11/98
MTDB PROJ. ENG.

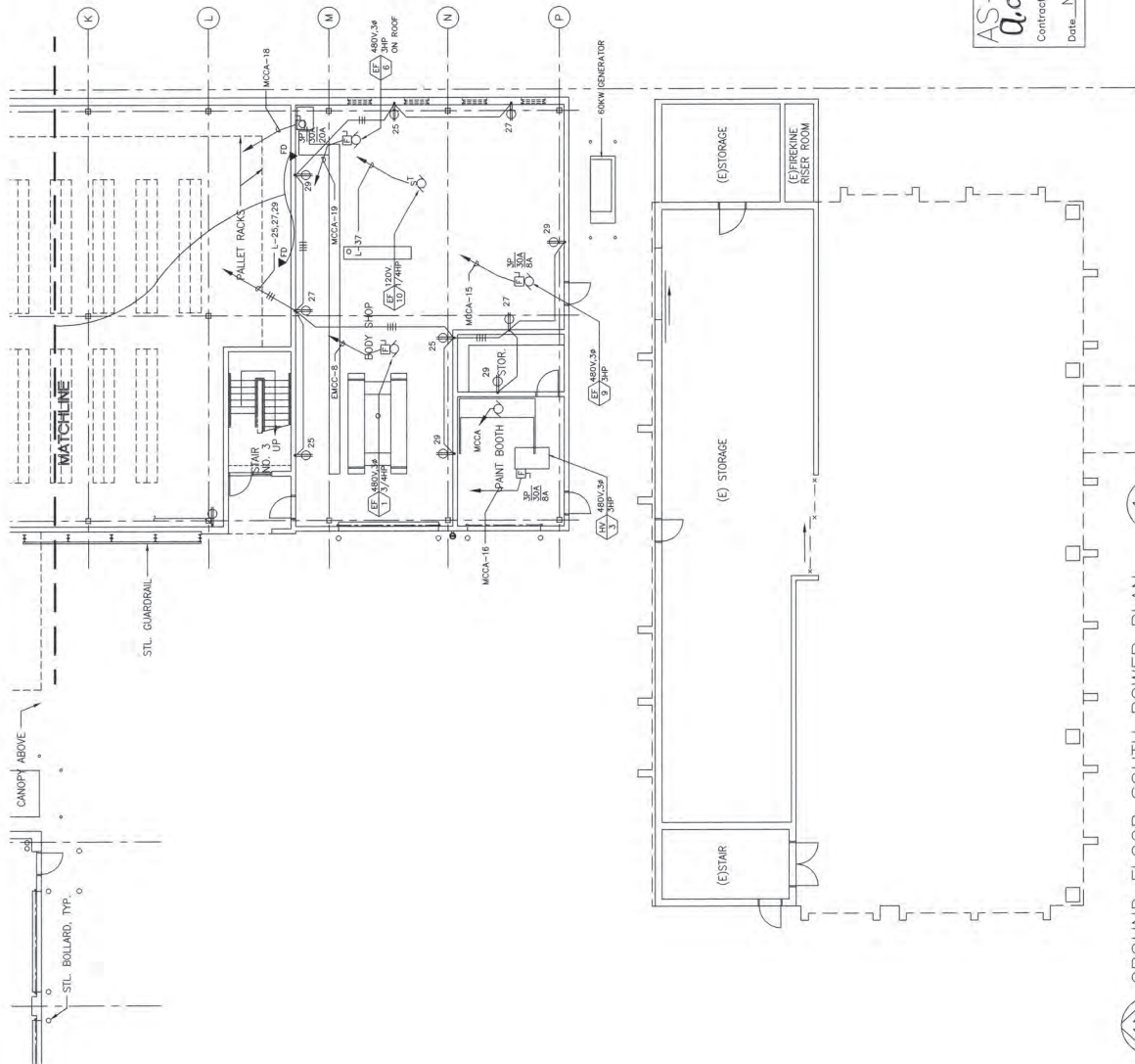


CONSTRUCTION CHANGE TABLE
DATE SHEET NUMBERS REVISED OR ADDED THIS CHANGE

A-36

GROUND FLOOR NORTH POWER PLAN
1/8"=1'-0"
E12.1





GROUND FLOOR SOUTH POWER PLAN

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

GROUND FLOOR SOUTH POWER PLAN



DESIGNED BY S. CONNER	DATE 11/98
DRAWN BY K. SPRADLING	11/98
CHECKED BY M. NIEDERHAUS	11/98
MTDB PRJ. ENG.	



STV Incorporated
ENGINEERS & PLANNERS
1055 WILSHIRE BLVD., SUITE 1455
LOS ANGELES, CA 90017

DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
------	--



AS-BUILT
Contract No. BUS-4438
Date NOV. 2000

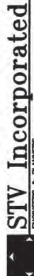
SCALE	1/8"=1'-0"
MTDB CONTRACT NO.	
DRAWING NO.	E12.3
SHEET NO.	85

**IMPERIAL AVENUE DIVISION
 BUS MAINTENANCE FACILITY
 SECOND FLOOR POWER PLAN**



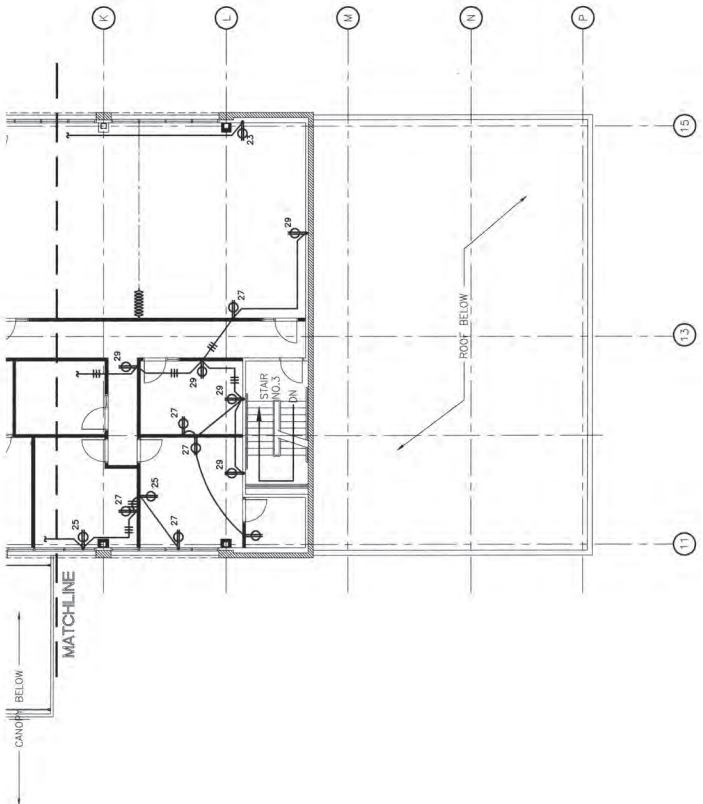
Metropolitan Transit Development Board
 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7480 (619)231-1466

DESIGNED BY	M. NIEDERHAUS	DATE	9/00
DRAWN BY	K. SPRAUHLING	DATE	9/00
CHECKED BY	M. NIEDERHAUS	DATE	9/00
MTDB PROJ. ENG.			



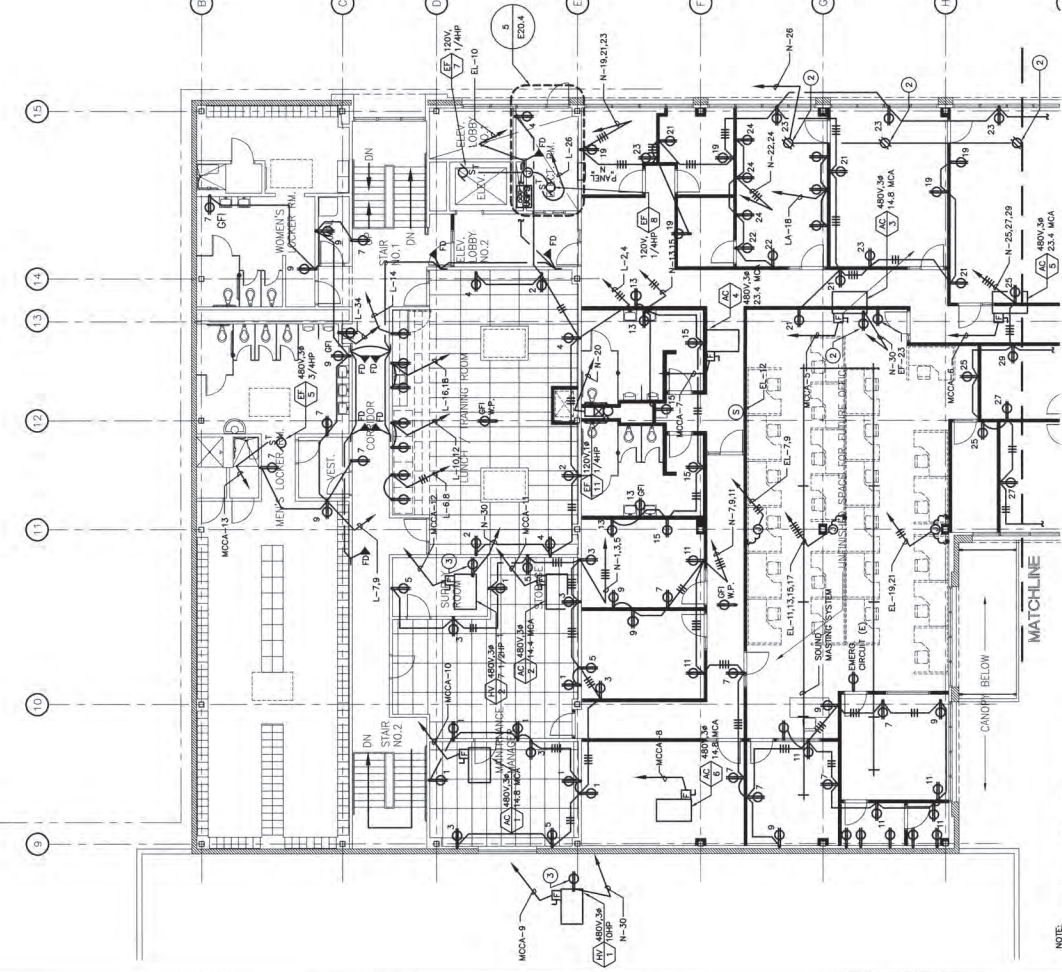
STV Incorporated
 1000 WEST 10TH AVENUE, SUITE 1405
 LOS ANGELES, CA 90017

CONSTRUCTION CHANGE TABLE		
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
1	4/7/00	SECOND FLOOR INTERIOR IMPROVEMENTS



NOTE:
 SEE MISC. SCHEDULES FOR SWITCH
 AND RECEPTACLE SCHEDULES.
 ALL ROOF MOUNTED DISCONNECTS
 SHALL BE WEATHERPROOF.

SECOND FLOOR POWER PLAN
 1/8"=1'-0"
 E12.3



- NOTE:
1. CONNECT TO RECEPTACLE RACKWAY.
 2. PROVIDE SURGE PROTECTABLE FLUSH IN CEILING FOR OVERHEAD PROJECTOR. VERIFY EXACT LOCATION WITH OWNER REPRESENTATIVE PRIOR TO INSTALLATION.
 3. WEATHERPROOF ENCLOSURE, ON ROOF, PER MECHANICAL CODE.



AS-BUILT
Contract No. BUS-44.3B
Date NOV. 2000

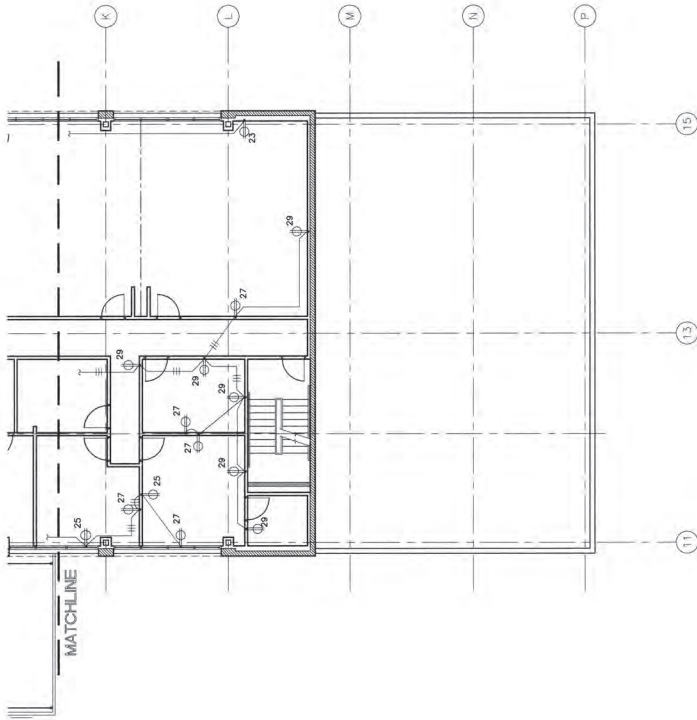
SCALE 1/8"=1'-0"
MTDB CONTRACT NO. BUS-44.3B
DRAWING NO. SHEET NO. E12.3 85
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
SECOND FLOOR POWER PLAN

MTDB
Metropolitan Transit Development Board
1225 Imperial Avenue, Suite 1000, San Diego, CA 92101-1466
DESIGNED BY S. CONNER
DRAWN BY K. SPRADLING
CHECKED BY M. NEDERHAUS
MTDB PROJ. ENG.

DATE 11/98
11/98
11/98
11/98

STV Incorporated
BUSINESS & RESIDENTIAL
LOS ANGELES, CA 90017

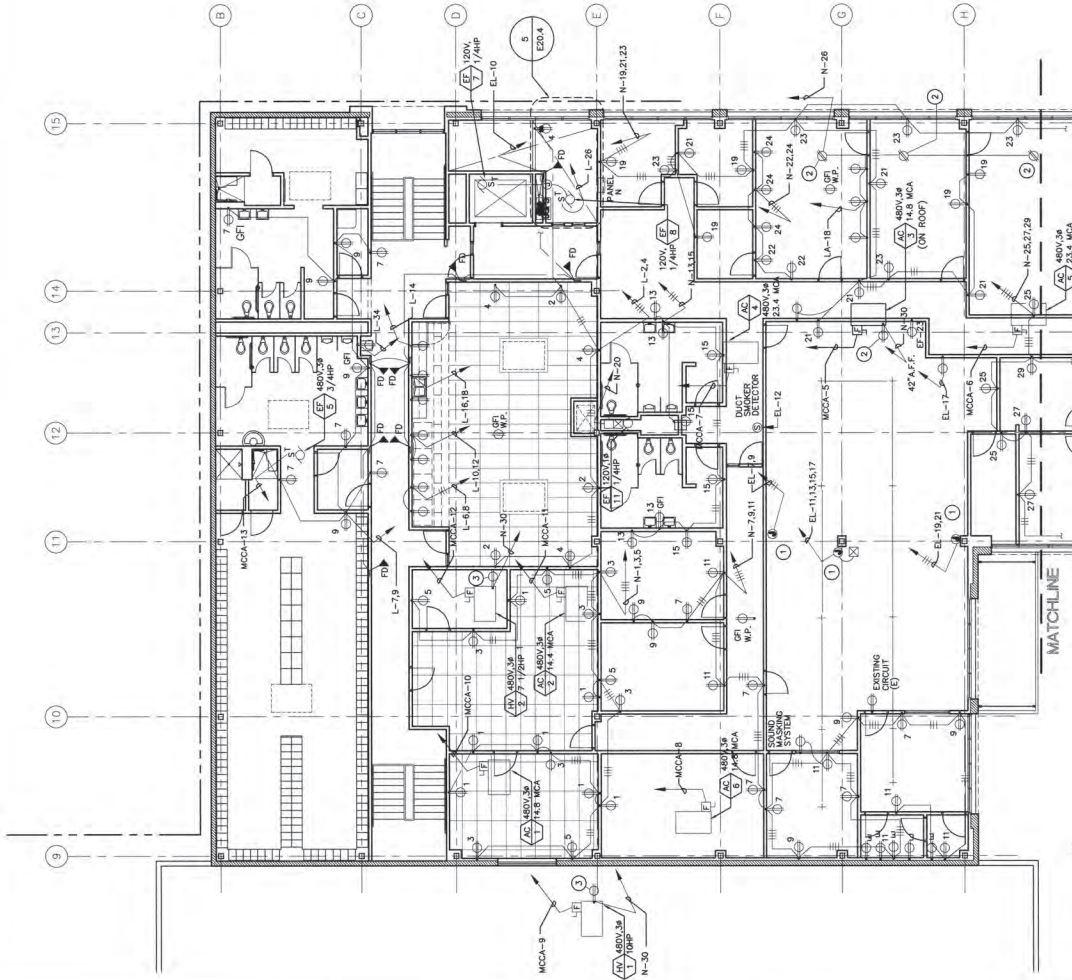
CONSTRUCTION CHANGE TABLE			
NO.	DATE	DESCRIPTION	BY
1	4/10/01	SECOND FLOOR INTERIM IMPROVEMENTS	
2	8/2/04	ADDED ELECT OUTLETS	



NOTE:
SEE MCC SCHEDULES FOR SWITCH
AND LIGHTING SYMBOLS.
ALL ROOF MOUNTED DISCONNECTS
SHALL BE WEATHERPROOF.

1
E12.3
1/8"=1'-0"

SECOND FLOOR POWER PLAN



- NOTE:
1. CONNECT TO RECEPTACLE RACEWAY.
 2. PROVIDE BUS/CLAMP RECEPTACLE FLUSH IN LOCATIONS OVERHEAD.
 3. PROVIDE RECEPTACLE FLUSH IN LOCATIONS WITH ONCE-THROUGH-ROOF PENETRATIONS.
 4. REPRESENTATIVE PRIOR TO INSTALLATION WITH ONCE-THROUGH-ROOF PENETRATIONS.
 5. WEATHER-ROOF ENCLOSURE ON ROOF PER MECHANICAL CODE.



AS-BUILT
Q. Alvarado
Contract No. BUS-443B
Date NOV. 2000

SCALE 1/8"=1'-0"
MTDB CONT. NO. BUS-443B
DRAWING NO. E13.1
SHEET NO. 86

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
GROUND FLOOR NORTH SIGNAL PLAN

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619)231-1466

DESIGNED BY S. CONNER
DRAWN BY K. SPRADLING
CHECKED BY M. NEDERHAUS
DATE 11/98

STV Incorporated
PROFESSIONAL ENGINEER
LOS ANGELES, CA 90017

CONSTRUCTION CHANGE TABLE	
CHANGE	DATE

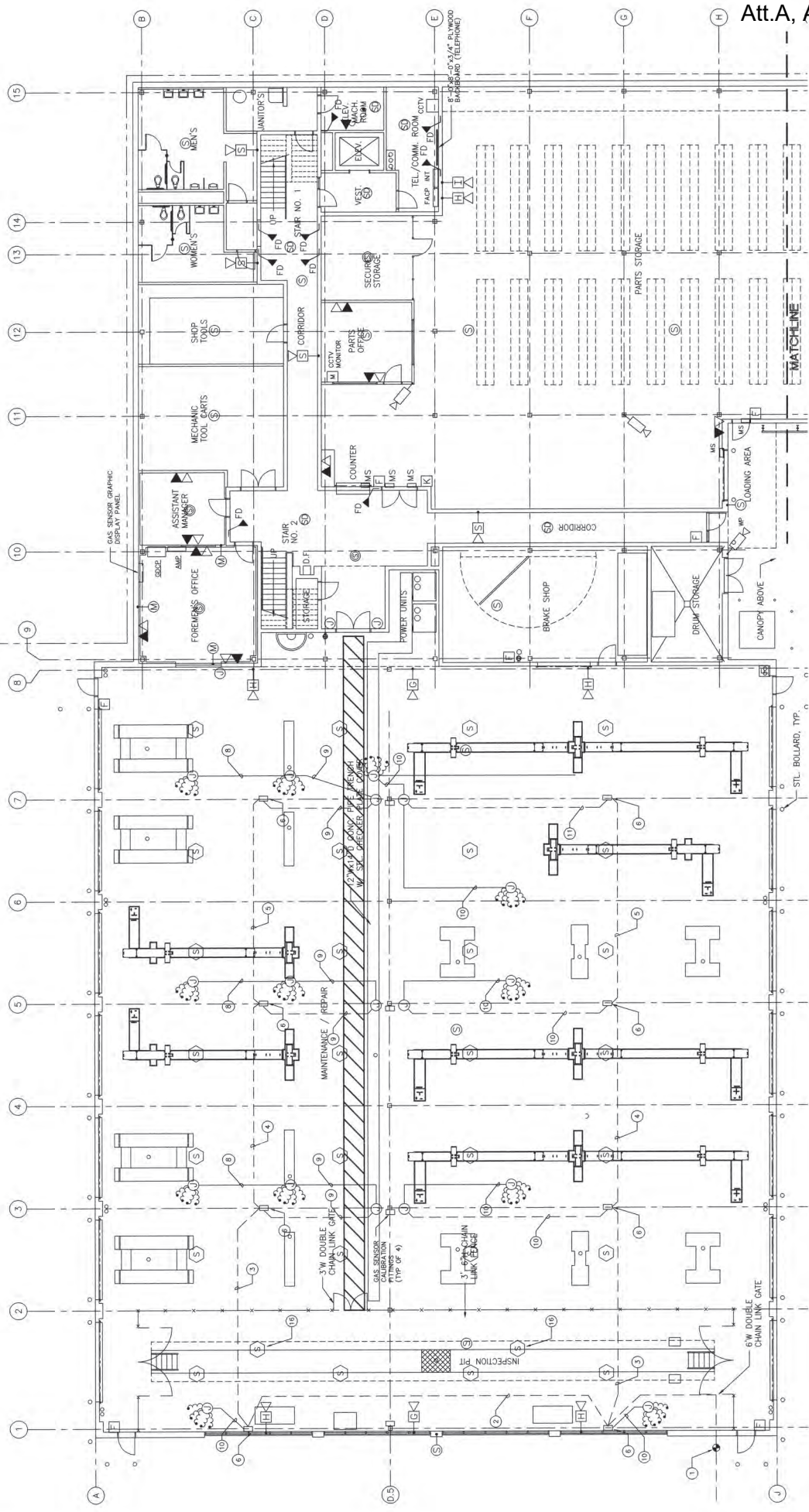
NOTE: FIRE ALARM SYSTEM AND DEVICES SHOWN ON THIS PLAN ARE FOR INFORMATION ONLY. THE FINAL PLANS AND SPECS FOR THE FIRE ALARM SYSTEM SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

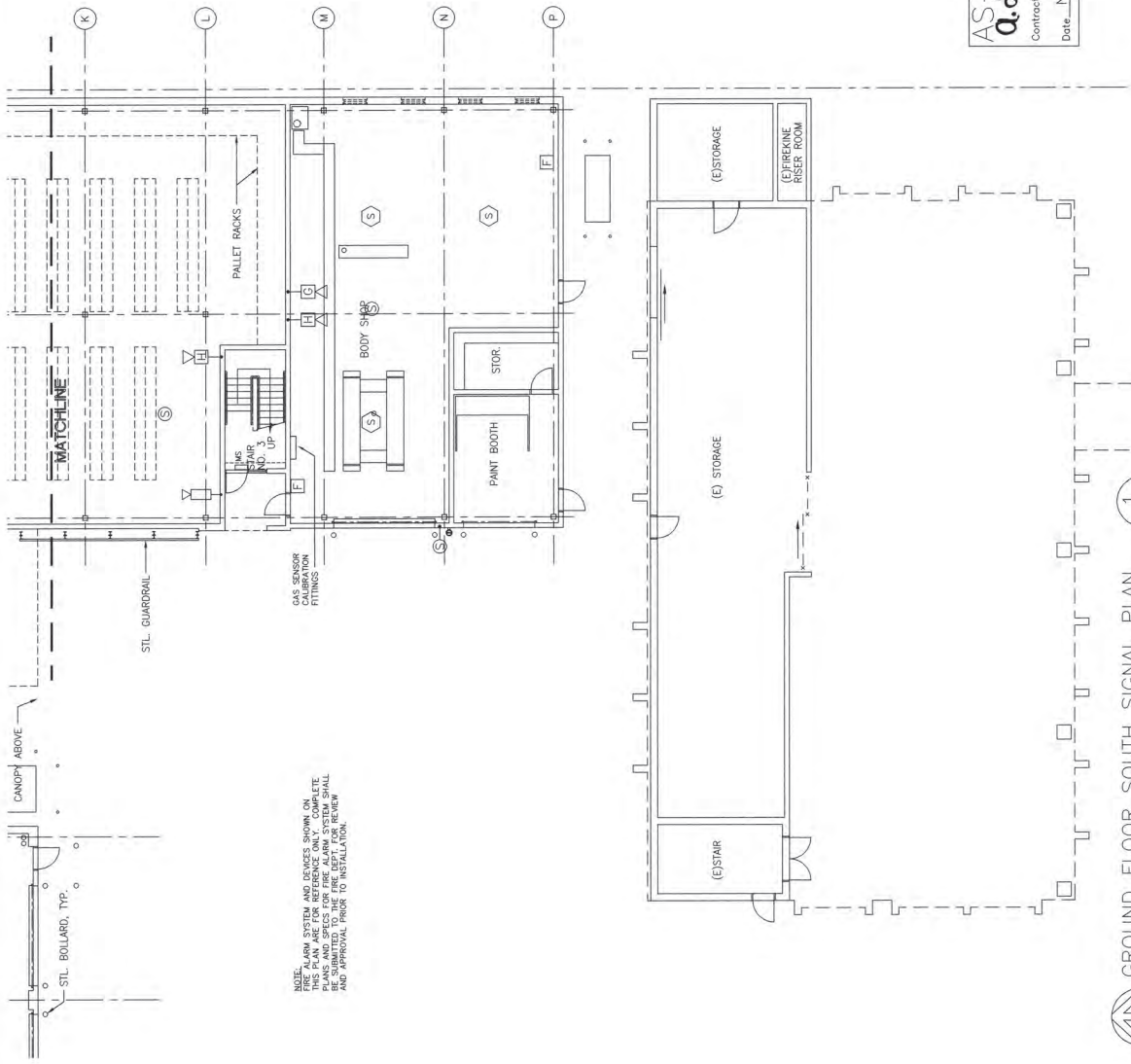
1
E13.1

GROUND FLOOR NORTH SIGNAL PLAN
1/8"=1'-0"



NOTE: SEE NOTES AND GENERAL NOTES ON SHEET E001






NOTE: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FIRE ALARM SYSTEM CODE. THIS PLAN IS FOR REFERENCE ONLY. COMPLETE PLANS AND SPECS FOR FIRE ALARM SYSTEM SHALL BE PROVIDED TO THE OWNER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

AS-BUILT
Contract No. BUS-443B
Date NOV. 23, 1998



At 16:10/17/24
BUS-443B
DRAWING NO. SHEET NO. 87

GROUND FLOOR SOUTH SIGNAL PLAN
1/8"=1'-0"
1
E13.2

CONSTRUCTION CHANGE TABLE		STV Incorporated		MTDB		IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY	
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE	DESIGNED BY S. CONNER	DATE 11/98	MTDB	SCALE 1/8"=30'	
			DRAWN BY K. SPRADLING	11/98		7/24	
			CHECKED BY M. NIEDERHAUS	11/98	Metropolitan Transit Development Board 1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466	BUS-443B	
			MTDB PROJ. ENG.			DRAWING NO. ET3.2	SHEET NO. 87



SCALE 1/8"=1'-0"
MTDB CONTR. NO. E13.3
DRAWING NO. SHEET NO. E13.3 88

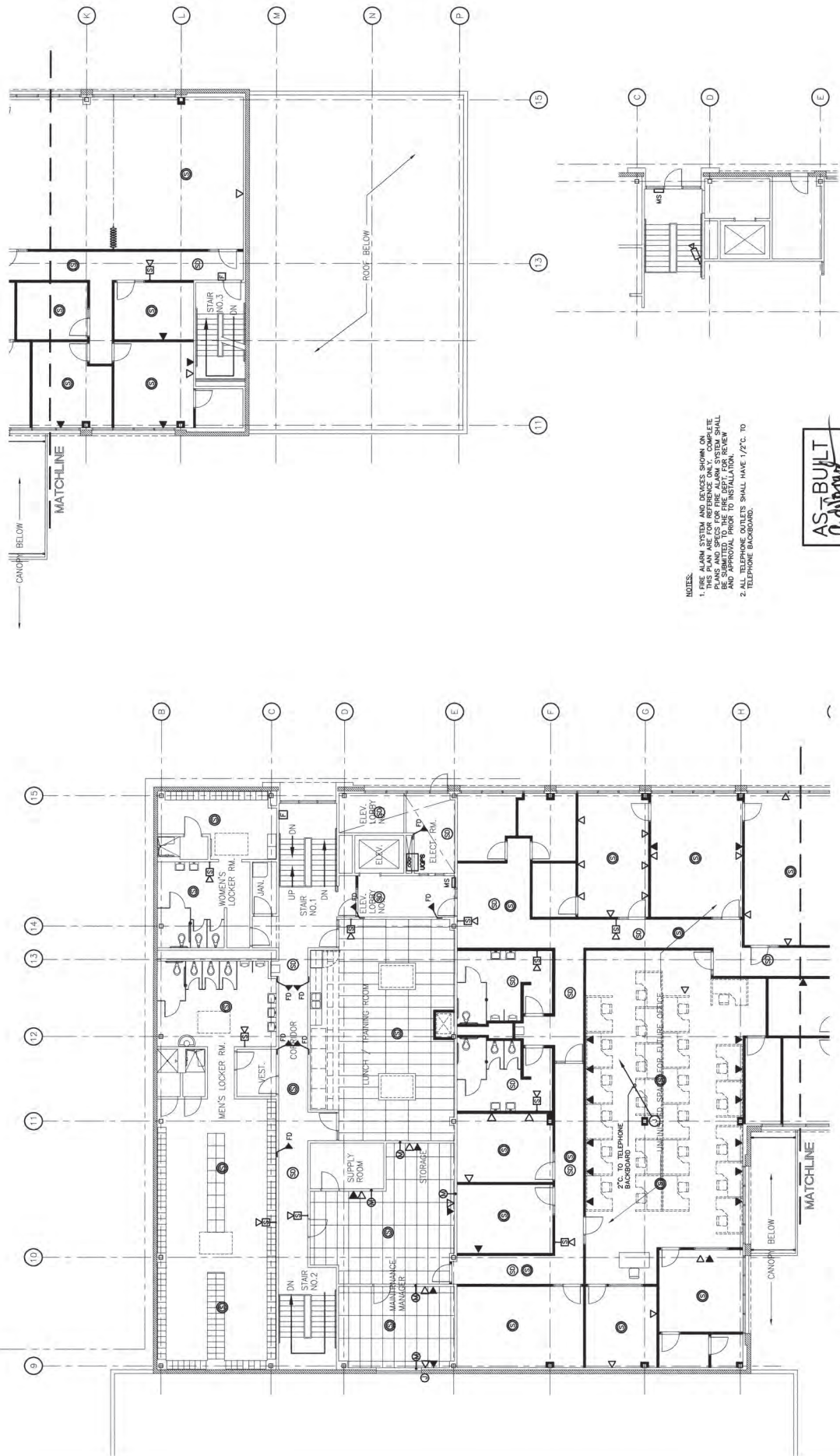
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
SECOND FLOOR SIGNAL PLAN

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7400 (619)231-1466

DESIGNED BY	M. NIEDERHAUS	DATE	6/00
DRAWN BY	K. SPRADLING	DATE	6/00
CHECKED BY	M. NIEDERHAUS	DATE	6/00
DATE	MTDB Phil Eng.		

STV Incorporated
1000 WEST 10TH STREET, SUITE 1400
LOS ANGELES, CA 90017

CONSTRUCTION CHANGE TABLE			
CHANGE	DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE	REASON FOR CHANGE
1	4/97	SECOND FLOOR INTERIOR IMPROVEMENTS	

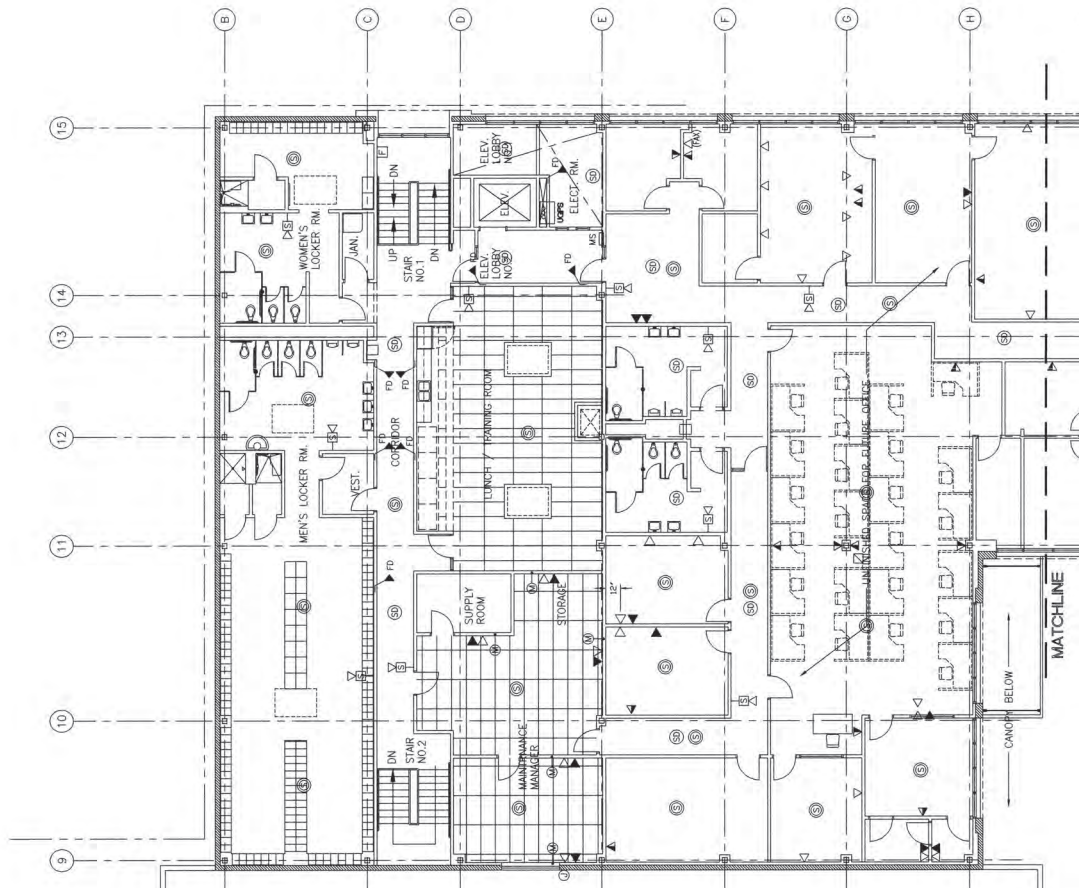


STREET LEVEL SIGNAL PLAN
1/8"=1'-0"
2
E13.3

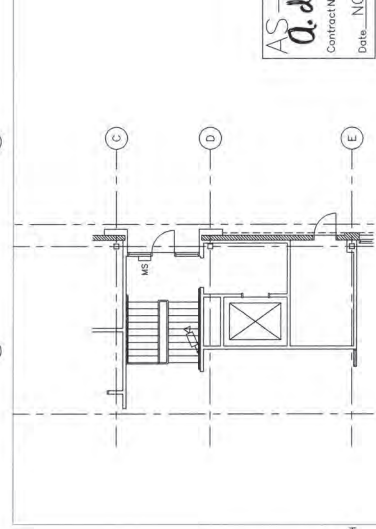
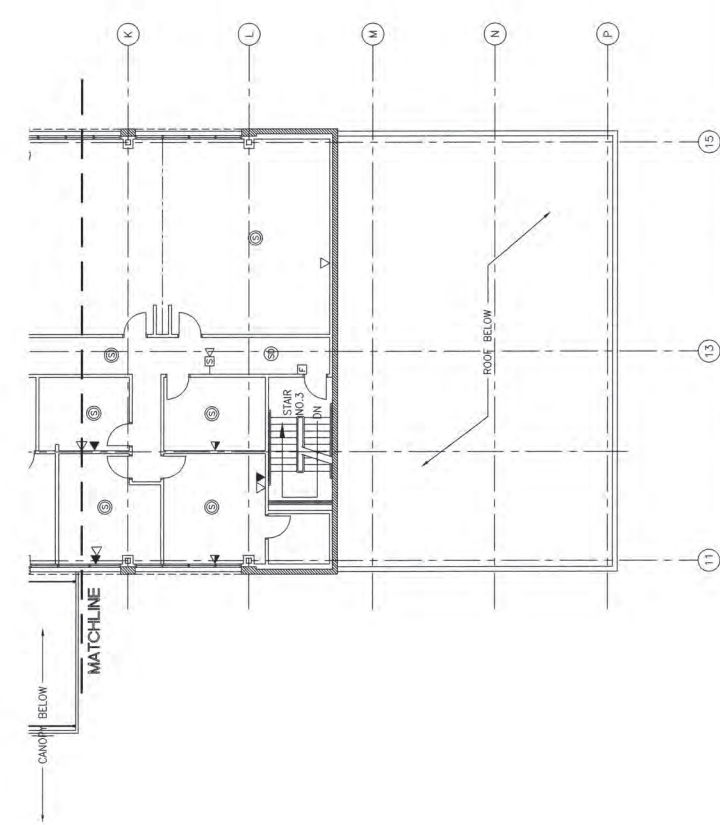
SECOND FLOOR SIGNAL PLAN
1/8"=1'-0"
1
E13.3

AS-BUILT
Contract No. BUS-443B
Date NOV. 2000

- NOTES:
1. FIRE ALARM SYSTEM AND DEVICES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL PURPOSES ONLY. THE FIRE ALARM SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) CODE AND APPROVED BY THE LOCAL FIRE DEPARTMENT.
 2. ALL TELEPHONE OUTLETS SHALL HAVE 1/2\"/>



SECOND FLOOR SIGNAL PLAN
1/8"=1'-0"
E13.3



STREET LEVEL SIGNAL PLAN
1/8"=1'-0"
E13.3

NOTE:
FIRE ALARM SYSTEM AND DEVICES SHOWN ON THIS PLAN ARE TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS. ALL DEVICES SHALL BE SUBMITTED TO THE FIRE DEPT. FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

1/2" STUBBED ABOVE CEILING.
1/2" STUBBED ABOVE CEILING.
1/2" STUBBED ABOVE CEILING.

TELEPHONE OUTLET AT A.F.F. UNLESS OTHERWISE NOTED WITH
TELEPHONE OUTLET AT A.F.F. UNLESS OTHERWISE NOTED WITH
COMPUTER DATA PORT AT A.F.F. UNLESS OTHERWISE NOTED WITH
1/2" STUBBED ABOVE CEILING.
1/2" STUBBED ABOVE CEILING.

CONSTRUCTION CHANGE TABLE SHEET NUMBERS REVISED OR ADDED THIS CHANGE DATE 8/2/00 REVISED TELEPHONE & DATA PORT OUTLETS		STV Incorporated ENGINEERS & ARCHITECTS 1000 S. GATEWAY AVENUE, SUITE 1400 LOS ANGELES, CA 90071		DESIGNED BY S. COANER DRAWN BY K. SPRADLING CHECKED BY M. NIEDERHAUS MTDB PRL. ENG.		MTDB Metropolitan Transit Development Board 1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7460 (619)231-1466		SCALE 1/8" = 1'-0" MTDB CONTRACT NO. BUS-443B DRAWING NO. E13.3 SHEET NO. 80		IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY SECOND FLOOR SIGNAL PLAN	
--	--	--	--	---	--	--	--	---	--	--	--

AS-BUILT
 A. d. d. d. d.
 Contract No. BUS-443B
 Date NOV. 2000



LIGHTING FIXTURE SCHEDULE

TYPE	FIXTURE	VOLTS	LAMPS	MOUNTING	DESCRIPTION	MFR. & CATALOG NO.
(A)	FLUOR	120	250W MH	REC SURF	HIGH BAY INDUSTRIAL W/ 250W T8 LIGHT & 250W DOWNLIGHT 20" A.F.F.	HOLOPHANE #45250WXP08
(B)	FLUOR	120	250W MH	REC SURF	SAME AS FIXTURE TYPE "A" INDUSTRIAL W/ 250W QUARTZ	HOLOPHANE #45250WXP08-ER
(C)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(D)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(E)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(F)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(G)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(H)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(I)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(J)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(K)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(L)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(M)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(N)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(O)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(P)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(Q)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(R)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(S)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(T)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(U)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(V)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(W)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(X)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(Y)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10
(Z)	FLUOR	120	250W MH	REC SURF	2-LAMP INDUSTRIAL FLUORESCENT	LITHONIA #471032/2775EB10

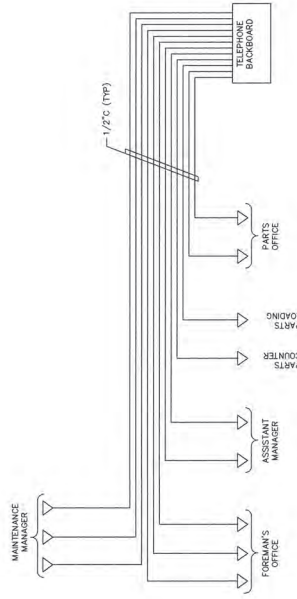
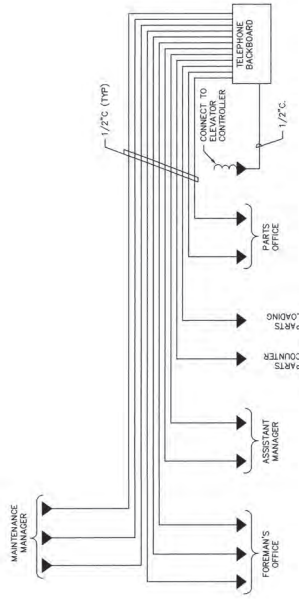
NOTES

1. PROVIDE EXISTING UNDERGROUND CABLE FROM DIVISION 16, ELECTRICAL, TO REMOTE ISLAND HEAD UNIT WITH 1/2" FLEX CONDUIT.
2. PROVIDE NEW 1/2" (4) 3 TSP #18.
3. PROVIDE NEW 3/4" (4) 3 TSP #18.
4. PROVIDE NEW 3/4" (4) 3 TSP #18.
5. PROVIDE NEW 3/4" (4) 3 TSP #18.
6. PROVIDE REMOTE ISLAND HEAD UNIT (BUILT WITH 1/2" FLEX CONDUIT) MOUNT AT 4'-6" AFT ON EXISTING 1/2" FLEX CONDUIT.
7. CONNECT EACH FLEX CONDUIT WITH 1/2" FLEX CONDUIT AND EACH PULSE METER WITH 1/2" FLEX CONDUIT WITH 2#18. TYPICAL ALL LOCATIONS. FLEX CONDUIT & PULSE METER PROVIDED UNDER DIVISION 15.
8. PROVIDE 3/4" (4) 3 TSP #18.
9. PROVIDE 1/2" (4) 3 TSP #18.
10. PROVIDE 3/4" (4) 3 TSP #18.
11. PROVIDE 1/2" (4) 3 TSP #18.
12. NOT USED.
13. NOT USED.
14. NOT USED.
15. PROVIDE GAS SENSORS IN PIT.

GENERAL NOTES

1. COORDINATE INSTALLATION OF FLEET WATCH SYSTEM WITH S & A SYSTEM, INC.
2. MODIFY SOFTWARE IN EXISTING FLEET WATCH CONTROLLED CSD, LOCATED IN BUILDING 4, TO ACCEPT NEW ISLAND HEAD UNITS, FLEX CONDUITS AND PULSE METERS.

RISER DIAGRAM - TELEPHONE



RISER DIAGRAM - DATA

CONSTRUCTION CHANGE TABLE
DATE SHEET NUMBERS REVISED OR ADDED THIS CHANGE



STV Incorporated
DESIGNERS & ENGINEERS
1445
LOS ANGELES, CA 90017

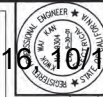
DESIGNED BY
S. COOPER
DATE 11/98
DRAWN BY
K. SPRADLING
CHECKED BY
M. NIEDERHAUS
DATE 11/98
MTDB PROJ. ENG.

MTDB
Metropolitan Transit Development Board
1235 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619) 331-1466

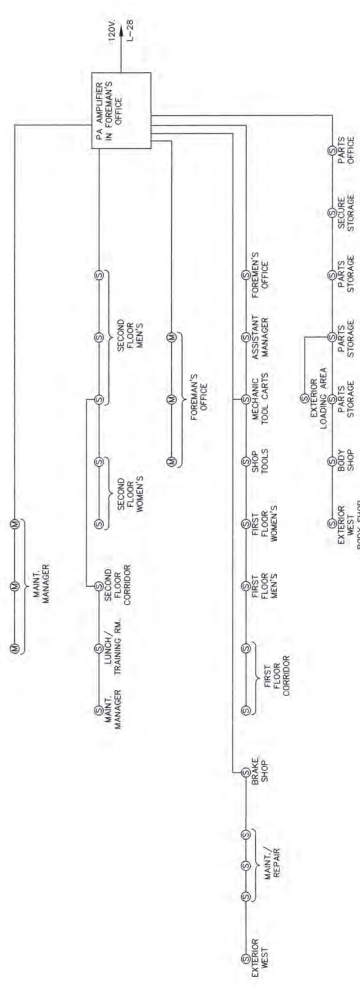
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
FIXTURE SCHEDULE &
RISER DIAGRAMS

SCALE
NO. 1
MTDB CONTR. NO.
BUS-443B
DRAWING NO.
E20.1
SHEET NO.
89

AS-BUILT
Contract No. BUS-443B
Date NOV. 2000

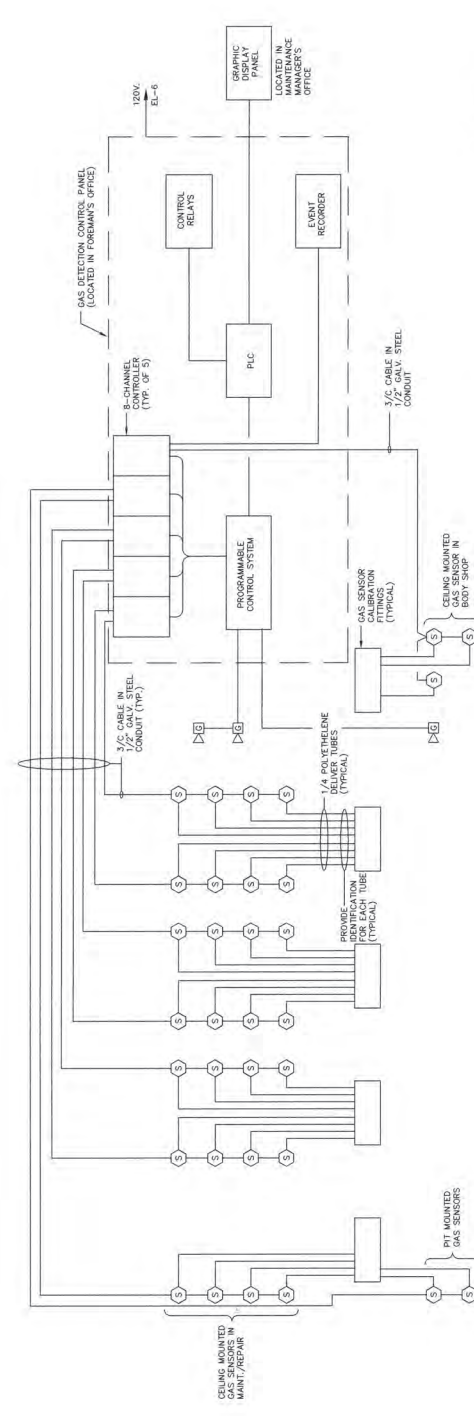


At 16, 10/17/24



RISER DIAGRAM - P.A. SYSTEM

1
E20.2



RISER DIAGRAM - CNG. DETECTION SYSTEM

2
E20.2

NOTE: CONTRACTOR SHALL SUBMIT COMPLETE PLANS AND SPECIFICATIONS FOR THE CNG DETECTION SYSTEM TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. PROVIDE PERMIT NUMBER.

CNG DETECTION SYSTEM NOTES:

- CONTRACTOR SHALL SUBMIT COMPLETE PLANS AND SPECIFICATIONS FOR THE CNG DETECTION SYSTEM TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. PROVIDE PERMIT NUMBER.

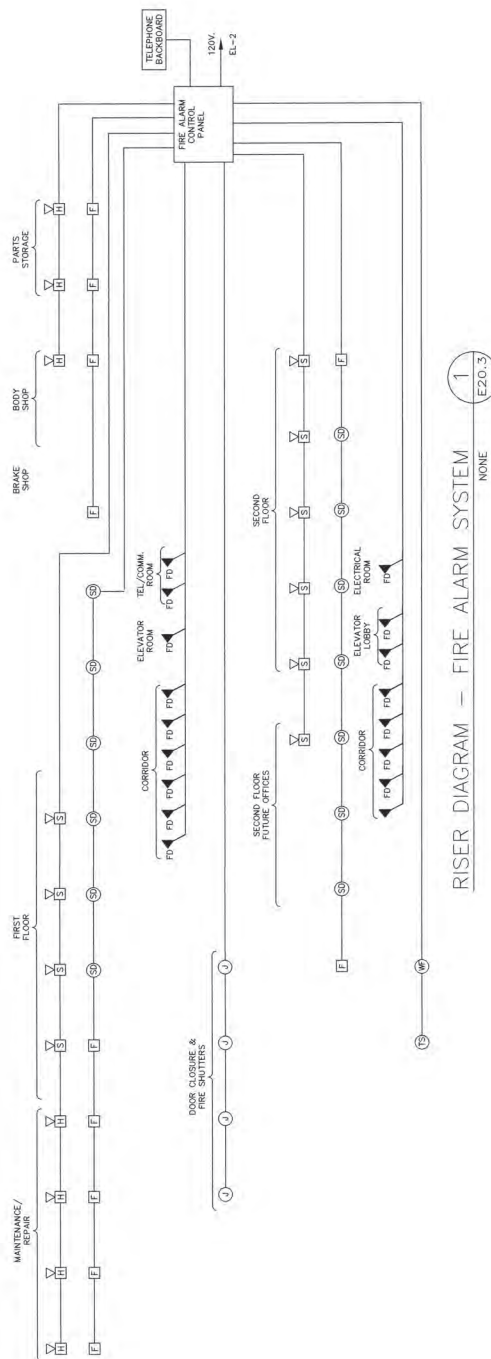
- SEQUENCE OF OPERATION
- LOW LEVEL ALARM (40K LEL) -
 - SOUND ALL GAS ALARM HORNS (95dB) AND STROBES
 - TURN ON ALL GAS EXHAUSTION EXHAUST FANS IN MAINTENANCE/REPAIR AND BODY SHOP
 - TURN OFF ALL REGULAR EXHAUST FANS IN MAINTENANCE/REPAIR AND BODY SHOP
 - ACTIVATE SELECTED ROLL UP DOORS TO OPEN POSITION (DOORS ON EMERGENCY POWER)
 - HIGH LEVEL ALARM (40K LEL) -
 - SHUNT TRIP ALL CIRCUIT BREAKERS ON CIRCUITS TO MAINTENANCE/REPAIR AND BODY SHOP

AS-BUILT
a.d.b.a.
Contract No. BUS-443B
Date NOV. 2000



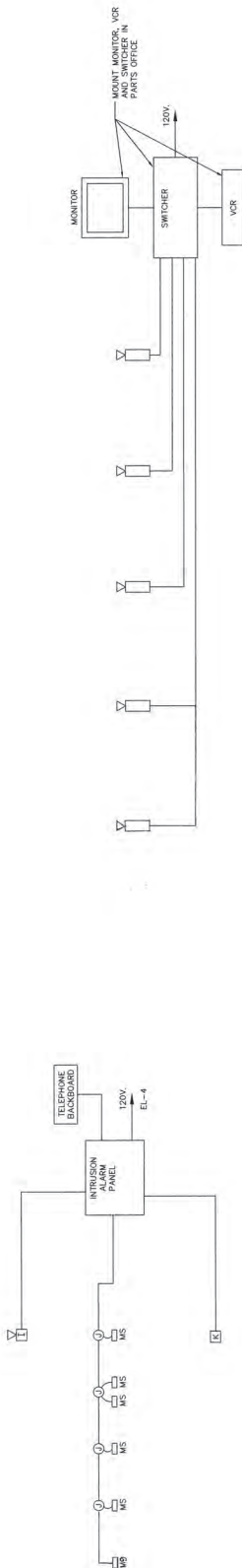
CONSTRUCTION CHANGE TABLE		STV Incorporated		MTDB		IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY	
CHANGE	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE	DRAWING NO.	SHEET NO.
		S. CONNER	11/98	S. CONNER	11/98	BUS-443B	E20.2
		K. SPRADLING	11/98	K. SPRADLING	11/98	BUS-443B	E20.2
		M. NIEDERHAUS	11/98	M. NIEDERHAUS	11/98	BUS-443B	E20.2
		MTDB PRL ENG.		MTDB PRL ENG.		BUS-443B	E20.2

NOTE: FIRE ALARM SYSTEM AND DEVICES SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY. COMPLETE PLANS AND SPECS FOR FIRE ALARM SYSTEM SHALL BE PROVIDED TO THE CONTRACTOR FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.



RISER DIAGRAM - FIRE ALARM SYSTEM

1
E20.3



RISER DIAGRAM - INTRUSION ALARM SYSTEM

2
E20.3

RISER DIAGRAM - CCTV SYSTEM

3
E20.3

AS-BUILT
Contract No. BUS-443B
Date NOV. 2003



SCALE
MTDB CONTR. NO.
BUS-443B
DRAWING NO. SHEET NO.
E20.3 91

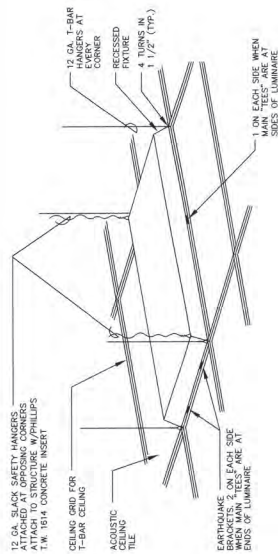
IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
RISER DIAGRAMS

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-7490 (619)231-1466

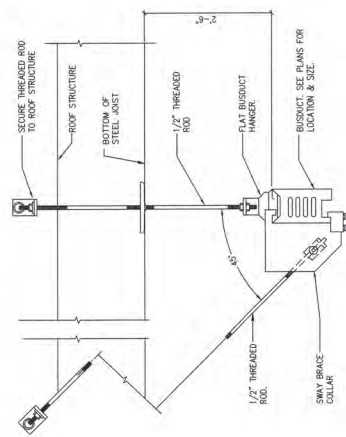
DESIGNED BY DATE
DRAWN BY 11/98
CHECKED BY 11/98
MTDB PRL ENG.

STV Incorporated
ENGINEERS & PLANNERS
LOS ANGELES, CA 90017

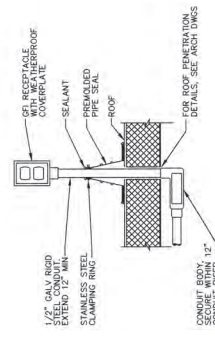
CONSTRUCTION CHANGE TABLE	
NO.	DATE



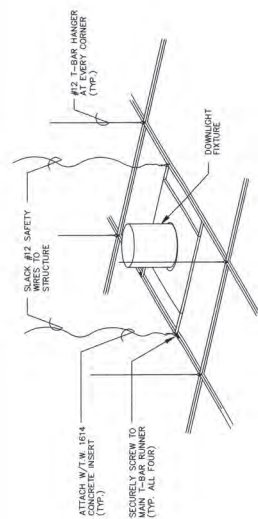
SEISMIC RESTRAINT SUPPORT DETAIL	1	E20.4
NONE		



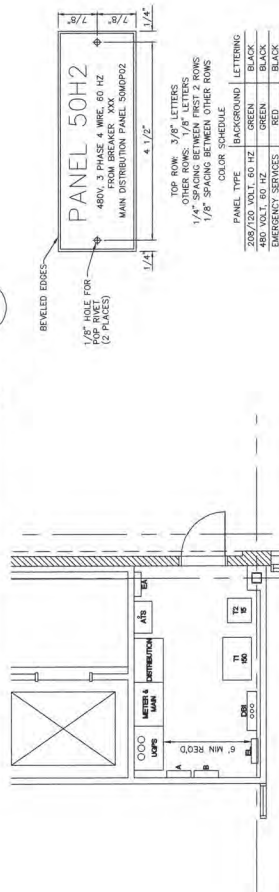
BUS DUCT SUPPORT DETAIL	4
NONE	E20.4



RECEPTACLE AT ROOF DETAIL	8
NONE	E20.4

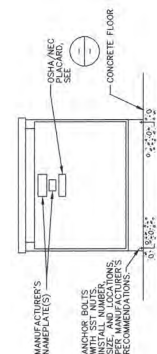


SEISMIC RESTRAINT SUPPORT DETAIL	2	E20.4
	NONE	

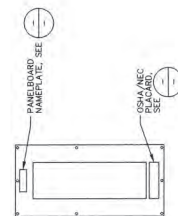


NOTE: PANELS A,B & EL SHALL BE LOCATED TO NOT ENCROACH WITHIN SDG&E REQUIRED WORKING SPACE IN FRONT OF JIGPS

ELECTRICAL ROOM ENLARGED PLAN



TRANSFORMER DETAIL	9
NONE	E20.4



TYP. PANELBOARD DOOR	10
NONE	E20.4



TOP ROW: 3/8" LETTERS
OTHER ROWS: 1/8" LETTERS
1/4" SPACING BETWEEN FIRST 2 ROWS
1/8" SPACING BETWEEN OTHER ROWS
COLOR SCHEDULE

PANEL TYPE	BACKGROUND	LETTERING
208/120 VOLT, 60 HZ	GREEN	BLACK
480 VOLT, 60 HZ	GREEN	BLACK
EMERGENCY SERVICES	RED	BLACK

REQUIRED DATA

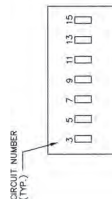
FIRST LINE: PANEL DESIGNATION
 SECOND LINE: PHASE, VOLTAGE, FREQUENCY
 THIRD & FOURTH LINES: POWER SOURCE & BREAKER

PANELBOARD NAMEPLATE DETAIL

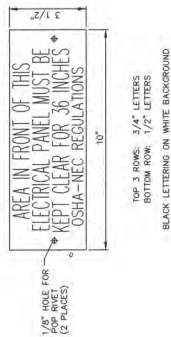
6

NONE

E20.4



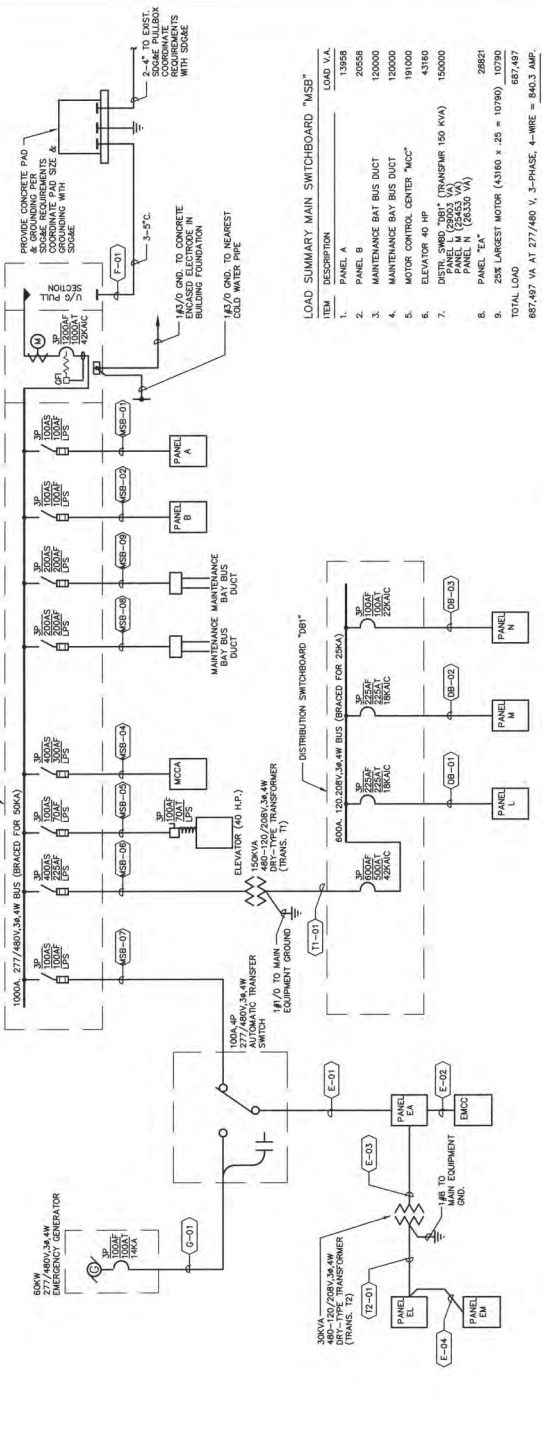
MAINTENANCE BAY SWITCHES	NONE
1	1
2	1
3	1
4	1
5	1
6	1
7	1
8	1
9	1
10	1
11	1
12	1
13	1
14	1
15	1
16	1
17	1
18	1
19	1
20	1
21	1
22	1
23	1
24	1
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88	1
89	1
90	1
91	1
92	1
93	1
94	1
95	1
96	1
97	1
98	1
99	1
100	1



OSHA/NEC PLCARD DETAIL	7	E20.4
NONE		

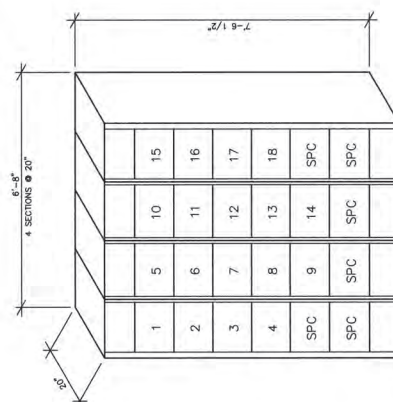
FEEDER SCHEDULE

NO.	CONDUIT QUANTITY	CONDUIT SIZE	FROM	TO
(F-01)	3	5"	BY POWER CO.	MAIN SWITCHBOARD "MSB"
(MSB-01)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "A"
(MSB-02)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "B"
(MSB-03)	1	2 1/2"	MAIN SWITCHBOARD "MSB"	MOTOR CONTROL CENTER "MCC"
(MSB-04)	1	1"	MAIN SWITCHBOARD "MSB"	ELEVATOR
(MSB-05)	1	2"	MAIN SWITCHBOARD "MSB"	TRANS. T1
(MSB-06)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	AUTOMATIC TRANSFER SWITCH
(MSB-07)	1	2"	MAIN SWITCHBOARD "MSB"	BUS DUCT
(MSB-08)	1	2"	MAIN SWITCHBOARD "MSB"	BUS DUCT
(MSB-09)	1	2 1/2"	MAIN SWITCHBOARD "MSB"	PANEL "L"
(MSB-10)	1	2 1/2"	MAIN SWITCHBOARD "MSB"	PANEL "M"
(MSB-11)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "N"
(MSB-12)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	AUTOMATIC TRANSFER SWITCH
(MSB-13)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EA"
(MSB-14)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EB"
(MSB-15)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EC"
(MSB-16)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "ED"
(MSB-17)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EE"
(MSB-18)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EF"
(MSB-19)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EG"
(MSB-20)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EH"
(MSB-21)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EI"
(MSB-22)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EJ"
(MSB-23)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EK"
(MSB-24)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EL"
(MSB-25)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EM"
(MSB-26)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EN"
(MSB-27)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EO"
(MSB-28)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EP"
(MSB-29)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EQ"
(MSB-30)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "ER"
(MSB-31)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "ES"
(MSB-32)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "ET"
(MSB-33)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EU"
(MSB-34)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EV"
(MSB-35)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EW"
(MSB-36)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EX"
(MSB-37)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EY"
(MSB-38)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "EZ"
(MSB-39)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FA"
(MSB-40)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FB"
(MSB-41)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FC"
(MSB-42)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FD"
(MSB-43)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FE"
(MSB-44)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FF"
(MSB-45)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FG"
(MSB-46)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FH"
(MSB-47)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FI"
(MSB-48)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FJ"
(MSB-49)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FK"
(MSB-50)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FL"
(MSB-51)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FM"
(MSB-52)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FN"
(MSB-53)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FO"
(MSB-54)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FP"
(MSB-55)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FQ"
(MSB-56)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FR"
(MSB-57)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FS"
(MSB-58)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FT"
(MSB-59)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FU"
(MSB-60)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FV"
(MSB-61)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FW"
(MSB-62)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FX"
(MSB-63)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FY"
(MSB-64)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "FZ"
(MSB-65)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GA"
(MSB-66)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GB"
(MSB-67)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GC"
(MSB-68)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GD"
(MSB-69)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GE"
(MSB-70)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GF"
(MSB-71)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GG"
(MSB-72)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GH"
(MSB-73)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GI"
(MSB-74)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GJ"
(MSB-75)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GK"
(MSB-76)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GL"
(MSB-77)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GM"
(MSB-78)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GN"
(MSB-79)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GO"
(MSB-80)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GP"
(MSB-81)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GQ"
(MSB-82)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GR"
(MSB-83)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GS"
(MSB-84)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GT"
(MSB-85)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GU"
(MSB-86)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GV"
(MSB-87)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GW"
(MSB-88)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GX"
(MSB-89)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GY"
(MSB-90)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "GZ"
(MSB-91)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HA"
(MSB-92)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HB"
(MSB-93)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HC"
(MSB-94)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HD"
(MSB-95)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HE"
(MSB-96)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HF"
(MSB-97)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HG"
(MSB-98)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HH"
(MSB-99)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HI"
(MSB-100)	1	1 1/4"	MAIN SWITCHBOARD "MSB"	PANEL "HJ"

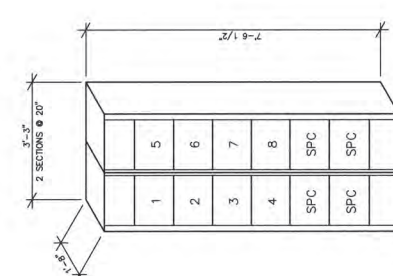


ITEM	DESCRIPTION	LOAD V.A.
1.	PANEL A	13958
2.	PANEL B	20558
3.	MAINTENANCE BAY BUS DUCT	120000
4.	MAINTENANCE BAY BUS DUCT	120000
5.	MOTOR CONTROL CENTER "MCC"	191000
6.	ELEVATOR 40 HP	43160
7.	DISTR. SWD "DBT" (TRANSFORMER 150 KVA)	150000
8.	PANEL "EA"	28801
9.	225 LARGEST MOTOR (43160 x 25 = 10790)	10790
TOTAL LOAD		667,487
	667,487 VA AT 277/480 V, 3-PHASE, 4-WIRE = 840.3 AMP.	

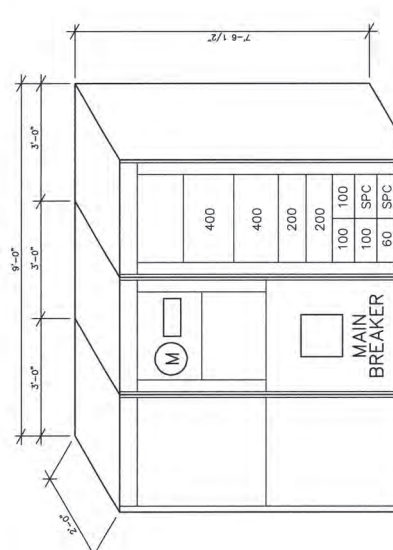
SINGLE LINE DIAGRAM
NONE
E30.1



MCCA ELEVATION
NONE
E30.1



EMCC ELEVATION
NONE
E30.1



MSB ELEVATION
NONE
E30.1

Att.A, AI 16-10-17-24

CONSTRUCTION CHANGE TABLE	
DATE	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
4/17/20	SECOND FLOOR INTERIOR IMPROVEMENTS

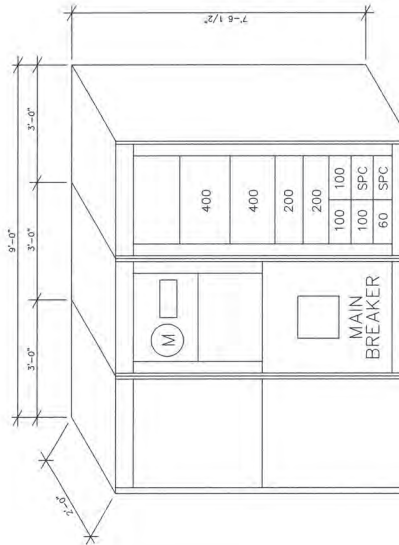
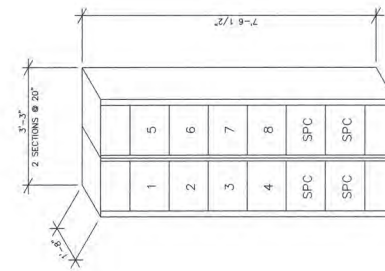
STV Incorporated
1000 WEST 10TH STREET
LOS ANGELES, CA 90017

MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7400 (619)231-1466

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
SINGLE LINE DIAGRAM
E30.1

SCALE	NO.	MTDB CONTROL NO.	DRAWING NO.	SHEET NO.
		BUS-443B	E30.1	93

NO.	QUANTITY	CONDUIT SIZE	CONDUCTORS (Each Conduit)	FROM	TO
F-01	3	5"	BY POWER CO.	PAD MOUNT TRANS. MAIN SWITCHBOARD "MSS"	MAIN SWITCHBOARD "MSS"
KBS-01	1	1 1/4"	4#2, 1#B GND.	MAIN SWITCHBOARD "MSS"	PANEL A
KBS-02	1	1 1/4"	4#2, 1#B GND.	MAIN SWITCHBOARD "MSS"	PANEL B
KBS-04	1	2 1/2"	4#250MCM, 1#4	MAIN SWITCHBOARD "MSS"	MOTOR CONTROLS CENTER MUCA
KBS-05	1	1"	3#4, 1#B GND.	MAIN SWITCHBOARD "MSS"	ELEVATOR
KBS-06	1	2"	3#4/O, 1#4 GND.	MAIN SWITCHBOARD "MSS"	TRANS. T1
KBS-07	1	1 1/4"	4#2, 1#B GND.	MAIN SWITCHBOARD "MSS"	AUTOMATIC TRANSFER SWITCH
KBS-08	1	2"	4#5/O, 1#4 GND.	MAIN SWITCHBOARD "MSS"	BUS DUCT
06-01	1	2 1/2"	4#4/O, 1#4 GND.	DIST. SWITCHBOARD "DIST"	PANEL L
06-02	1	2 1/2"	4#4/O, 1#4 GND.	DIST. SWITCHBOARD "DIST"	PANEL M
06-03	1	1 1/4"	4#2, 1#B GND.	DIST. SWITCHBOARD "DIST"	PANEL N
06-01	1	1 1/4"	4#2, 1#B GND.	EMERGENCY GENERATOR SWITCH	AUTOMATIC TRANSFER SWITCH
E-01	1	1 1/4"	4#2, 1#B GND.	AUTOMATIC TRANSFER SWITCH	PANEL EA
E-02	1	1 1/4"	3#2, 1#B GND.	PANEL EA	PANEL EMCC
E-03	1	3/4"	3#6, 1#10 GND.	PANEL EA	TRANS. T2
E-04	1	1"	4#4, 1#B GND.	PANEL EL	PANEL EM
T1-01	2	2 1/2"	4-250MCM, 1#2 GND.	TRANS. T1	DIST. SWITCHBOARD "DIST"
T2-01	1	1 1/4"	4#2, 1#B GND.	TRANS. T2	PANEL EL



AS-BUILT
A. duval
Contract No. BUS-443B
DATE NOV. 2000

MSB ELEVATION	4
NONE	E30.1

EMCC ELEVATION	3	E30.1
NONE		

MCCA ELEVATION	2
NONE	E30.1

DESIGNED BY DREW KAWNER	DATE 1/98
CHECKED BY K. SPRADLING	1/98
CHECKED BY M. NEUBERHAL	1/98
MTDB PRL, INC.	

STV Incorporated
ENGINEERS & PLANNERS
1055 WILSHIRE BLVD, SUITE 1455
LOS ANGELES, CA 90024

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY

SINGLE LINE DIAGRAM

SCALE	DATE	MTDB CONTRACT NO.	SHEET NO.
	7/24	BUS-443B	93

MOUNTING SURFACE (SEE INSTRUCTIONS)		VOLTAGE 480/277V PHASE 3 WIRE 4		PANEL (NORMAL POWER)		LOCATION ELECTRIC ROOM																								14,000		AC 3W 100A BUS M.L.O.		MAIN																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
LOCATION		WATTAGE		WATTAGE		WATTAGE																								14,000		AC 3W 100A BUS M.L.O.		MAIN																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
6A	4B	4C	4D	4E	4F	4G	4H	4I	4J	4K	4L	4M	4N	4O	4P	4Q	4R	4S	4T	4U	4V	4W	4X	4Y	4Z	4AA	4AB	4AC	4AD	4AE	4AF	4AG	4AH	4AI	4AJ	4AK	4AL	4AM	4AN	4AO	4AP	4AQ	4AR	4AS	4AT	4AU	4AV	4AW	4AX	4AY	4AZ	4BA	4BB	4BC	4BD	4BE	4BF	4BG	4BH	4BI	4BJ	4BK	4BL	4BM	4BN	4BO	4BP	4BQ	4BR	4BS	4BT	4BU	4BV	4BW	4BX	4BY	4BZ	4CA	4CB	4CC	4CD	4CE	4CF	4CG	4CH	4CI	4CJ	4CK	4CL	4CM	4CN	4CO	4CP	4CQ	4CR	4CS	4CT	4CU	4CV	4CW	4CX	4CY	4CZ	4DA	4DB	4DC	4DD	4DE	4DF	4DG	4DH	4DI	4DJ	4DK	4DL	4DM	4DN	4DO	4DP	4DQ	4DR	4DS	4DT	4DU	4DV	4DW	4DX	4DY	4DZ	4EA	4EB	4EC	4ED	4EE	4EF	4EG	4EH	4EI	4EJ	4EK	4EL	4EM	4EN	4EO	4EP	4EQ	4ER	4ES	4ET	4EU	4EV	4EW	4EX	4EY	4EZ	4FA	4FB	4FC	4FD	4FE	4FF	4FG	4FH	4FI	4FJ	4FK	4FL	4FM	4FN	4FO	4FP	4FQ	4FR	4FS	4FT	4FU	4FV	4FW	4FX	4FY	4FZ	4GA	4GB	4GC	4GD	4GE	4GF	4GG	4GH	4GI	4GJ	4GK	4GL	4GM	4GN	4GO	4GP	4GQ	4GR	4GS	4GT	4GU	4GV	4GW	4GX	4GY	4GZ	4HA	4HB	4HC	4HD	4HE	4HF	4HG	4HH	4HI	4HJ	4HK	4HL	4HM	4HN	4HO	4HP	4HQ	4HR	4HS	4HT	4HU	4HV	4HW	4HX	4HY	4HZ	4IA	4IB	4IC	4ID	4IE	4IF	4IG	4IH	4II	4IJ	4IK	4IL	4IM	4IN	4IO	4IP	4IQ	4IR	4IS	4IT	4IU	4IV	4IW	4IX	4IY	4IZ	4JA	4JB	4JC	4JD	4JE	4JF	4JG	4JH	4JI	4JJ	4JK	4JL	4JM	4JN	4JO	4JP	4JQ	4JR	4JS	4JT	4JU	4JV	4JW	4JX	4JY	4JZ	4KA	4KB	4KC	4KD	4KE	4KF	4KG	4KH	4KI	4KJ	4KK	4KL	4KM	4KN	4KO	4KP	4KQ	4KR	4KS	4KT	4KU	4KV	4KW	4KX	4KY	4KZ	4LA	4LB	4LC	4LD	4LE	4LF	4LG	4LH	4LI	4LJ	4LK	4LL	4LM	4LN	4LO	4LP	4LQ	4LR	4LS	4LT	4LU	4LV	4LW	4LX	4LY	4LZ	4MA	4MB	4MC	4MD	4ME	4MF	4MG	4MH	4MI	4MJ	4MK	4ML	4MN	4MO	4MP	4MQ	4MR	4MS	4MT	4MU	4MV	4MW	4MX	4MY	4MZ	4NA	4NB	4NC	4ND	4NE	4NF	4NG	4NH	4NI	4NJ	4NK	4NL	4NM	4NO	4NP	4NQ	4NR	4NS	4NT	4NU	4NV	4NW	4NX	4NY	4NZ	4OA	4OB	4OC	4OD	4OE	4OF	4OG	4OH	4OI	4OJ	4OK	4OL	4OM	4ON	4OO	4OP	4OQ	4OR	4OS	4OT	4OU	4OV	4OW	4OX	4OY	4OZ	4PA	4PB	4PC	4PD	4PE	4PF	4PG	4PH	4PI	4PJ	4PK	4PL	4PM	4PN	4PO	4PP	4PQ	4PR	4PS	4PT	4PU	4PV	4PW	4PX	4PY	4PZ	4QA	4QB	4QC	4QD	4QE	4QF	4QG	4QH	4QI	4QJ	4QK	4QL	4QM	4QN	4QO	4QP	4QQ	4QR	4QS	4QT	4QU	4QV	4QW	4QX	4QY	4QZ	4RA	4RB	4RC	4RD	4RE	4RF	4RG	4RH	4RI												
SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE


[illegible][illegible]

CONSTRUCTION CHANGE TABLE	
ITEM	SHEET NUMBERS REVISED OR ADDED THIS CHANGE
00	SECOND FLOOR INTERIOR IMPROVEMENTS
 STV Incorporated 11500 WILSHIRE BLVD., SUITE 1400 LOS ANGELES, CA 90017	

MOUNTING SURFACES (watts included)		VOLTAGE 480/277V PHASE 3 WIRE 4		PANEL B		(NORMAL POWER)		LOCATION ELECTRIC ROOM	
				AC SYM 100A BUS 100A/2P		14,000		MAN	
LOCATION		WATTAGE		LOCATION		WATTAGE		LOCATION	
		ea. mb. ec.		ea. mb. ec.		ea. mb. ec.		ea. mb. ec.	
PIT LIGHTING	1180	4	120	1	A 2	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2065	8	240	1	A 2	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2360	8	240	1	C 1	6	20	1	—
MAINTENANCE BAY LIGHTING	2950	10	120	7	A 8	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2065	7	120	9	B 10	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2860	10	120	13	A 1	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2360	8	120	13	A 4	20	1	—	SPARE
MAINTENANCE BAY LIGHTING	2065	7	120	15	B 16	20	1	—	SPARE
BODY SHOP LIGHTING	2501	15	120	17	C 18	20	1	—	SPARE
SPARE	—	—	—	18	B 20	20	1	—	SPARE
SPARE	—	—	—	19	D 21	20	1	—	SPARE
SPARE	—	—	—	20	B 24	20	1	—	SPARE
SPARE	—	—	—	21	A 26	20	1	—	SPARE
SPARE	—	—	—	22	C 26	20	1	—	SPARE
SPARE	—	—	—	23	B 30	20	1	—	SPARE
SPARE	—	—	—	24	C 30	20	1	—	SPARE
SPARE	—	—	—	25	A 32	20	1	—	SPARE
SPARE	—	—	—	26	C 32	20	1	—	SPARE
SPARE	—	—	—	27	B 34	20	1	—	SPARE
SPARE	—	—	—	28	C 34	20	1	—	SPARE
SPARE	—	—	—	29	B 36	20	1	—	SPARE
SPARE	—	—	—	30	C 36	20	1	—	SPARE
SPARE	—	—	—	31	A 38	20	1	—	SPARE
SPARE	—	—	—	32	C 38	20	1	—	SPARE
SPARE	—	—	—	33	B 40	20	1	—	SPARE
SPARE	—	—	—	34	C 40	20	1	—	SPARE
SPARE	—	—	—	35	B 42	20	1	—	SPARE
SPARE	—	—	—	36	C 42	20	1	—	SPARE
SPARE	—	—	—	37	A 44	20	1	—	SPARE
SPARE	—	—	—	38	C 44	20	1	—	SPARE
SPARE	—	—	—	39	B 46	20	1	—	SPARE
SPARE	—	—	—	40	C 46	20	1	—	SPARE
SPARE	—	—	—	41	A 48	20	1	—	SPARE
SPARE	—	—	—	42	C 48	20	1	—	SPARE
SPARE	—	—	—	43	B 50	20	1	—	SPARE
SPARE	—	—	—	44	C 50	20	1	—	SPARE
SPARE	—	—	—	45	A 52	20	1	—	SPARE
SPARE	—	—	—	46	C 52	20	1	—	SPARE
SPARE	—	—	—	47	B 54	20	1	—	SPARE
SPARE	—	—	—	48	C 54	20	1	—	SPARE
SPARE	—	—	—	49	B 56	20	1	—	SPARE
SPARE	—	—	—	50	C 56	20	1	—	SPARE
SPARE	—	—	—	51	A 58	20	1	—	SPARE
SPARE	—	—	—	52	C 58	20	1	—	SPARE
SPARE	—	—	—	53	B 60	20	1	—	SPARE
SPARE	—	—	—	54	C 60	20	1	—	SPARE
SPARE	—	—	—	55	A 62	20	1	—	SPARE
SPARE	—	—	—	56	C 62	20	1	—	SPARE
SPARE	—	—	—	57	B 64	20	1	—	SPARE
SPARE	—	—	—	58	C 64	20	1	—	SPARE
SPARE	—	—	—	59	B 66	20	1	—	SPARE
SPARE	—	—	—	60	C 66	20	1	—	SPARE
SPARE	—	—	—	61	A 68	20	1	—	SPARE
SPARE	—	—	—	62	C 68	20	1	—	SPARE
SPARE	—	—	—	63	B 70	20	1	—	SPARE
SPARE	—	—	—	64	C 70	20	1	—	SPARE
SPARE	—	—	—	65	B 72	20	1	—	SPARE
SPARE	—	—	—	66	C 72	20	1	—	SPARE
SPARE	—	—	—	67	A 74	20	1	—	SPARE
SPARE	—	—	—	68	C 74	20	1	—	SPARE
SPARE	—	—	—	69	B 76	20	1	—	SPARE
SPARE	—	—	—	70	C 76	20	1	—	SPARE
SPARE	—	—	—	71	A 78	20	1	—	SPARE
SPARE	—	—	—	72	C 78	20	1	—	SPARE
SPARE	—	—	—	73	B 80	20	1	—	SPARE
SPARE	—	—	—	74	C 80	20	1	—	SPARE
SPARE	—	—	—	75	A 82	20	1	—	SPARE
SPARE	—	—	—	76	C 82	20	1	—	SPARE
SPARE	—	—	—	77	B 84	20	1	—	SPARE
SPARE	—	—	—	78	C 84	20	1	—	SPARE
SPARE	—	—	—	79	B 86	20	1	—	SPARE
SPARE	—	—	—	80	C 86	20	1	—	SPARE
SPARE	—	—	—	81	A 88	20	1	—	SPARE
SPARE	—	—	—	82	C 88	20	1	—	SPARE
SPARE	—	—	—	83	B 90	20	1	—	SPARE
SPARE	—	—	—	84	C 90	20	1	—	SPARE
SPARE	—	—	—	85	A 92	20	1	—	SPARE
SPARE	—	—	—	86	C 92	20	1	—	SPARE
SPARE	—	—	—	87	B 94	20	1	—	SPARE
SPARE	—	—	—	88	C 94	20	1	—	SPARE
SPARE	—	—	—	89	B 96	20	1	—	SPARE
SPARE	—	—	—	90	C 96	20	1	—	SPARE
SPARE	—	—	—	91	A 98	20	1	—	SPARE
SPARE	—	—	—	92	C 98	20	1	—	SPARE
SPARE	—	—	—	93	B 100	20	1	—	SPARE
SPARE	—	—	—	94	C 100	20	1	—	SPARE
SPARE	—	—	—	95	A 102	20	1	—	SPARE
SPARE	—	—	—	96	C 102	20	1	—	SPARE
SPARE	—	—	—	97	B 104	20	1	—	SPARE
SPARE	—	—	—	98	C 104	20	1	—	SPARE
SPARE	—	—	—	99	B 106	20	1	—	SPARE
SPARE	—	—	—	100	C 106	20	1	—	SPARE
SPARE	—	—	—	101	A 108	20	1	—	SPARE
SPARE	—	—	—	102	C 108	20	1	—	SPARE
SPARE	—	—	—	103	B 110	20	1	—	SPARE
SPARE	—	—	—	104	C 110	20	1	—	SPARE
SPARE	—	—	—	105	A 112	20	1	—	SPARE
SPARE	—	—	—	106	C 112	20	1	—	SPARE
SPARE	—	—	—	107	B 114	20	1	—	SPARE
SPARE	—	—	—	108	C 114	20	1	—	SPARE
SPARE	—	—	—	109	B 116	20	1	—	SPARE
SPARE	—	—	—	110	C 116	20	1	—	SPARE
SPARE	—	—	—	111	A 118	20	1	—	SPARE
SPARE	—	—	—	112	C 118	20	1	—	SPARE
SPARE	—	—	—	113	B 120	20	1	—	SPARE
SPARE	—	—	—	114	C 120	20	1	—	SPARE
SPARE	—	—	—	115	A 122	20	1	—	SPARE
SPARE	—	—	—	116	C 122	20	1	—	SPARE
SPARE	—	—	—	117	B 124	20	1	—	SPARE
SPARE	—	—	—	118	C 124	20	1	—	SPARE
SPARE	—	—	—	119	B 126	20	1	—	SPARE
SPARE	—	—	—	120	C 126	20	1	—	SPARE
SPARE	—	—	—	121	A 128	20	1	—	SPARE
SPARE	—	—	—	122	C 128	20	1	—	SPARE
SPARE	—	—	—	123	B 130	20	1	—	SPARE
SPARE	—	—	—	124	C 130	20	1	—	SPARE
SPARE	—	—	—	125	A 132	20	1	—	SPARE
SPARE	—	—	—	126	C 132	20	1	—	SPARE
SPARE	—	—	—	127	B 134	20	1	—	SPARE
SPARE	—	—	—	128	C 134	20	1	—	SPARE
SPARE	—	—	—	129	B 136	20	1	—	SPARE
SPARE	—	—	—	130	C 136	20	1	—	SPARE
SPARE	—	—	—	131	A 138	20	1	—	SPARE
SPARE	—	—	—	132	C 138	20	1	—	SPARE
SPARE	—	—	—	133	B 140	20	1	—	SPARE
SPARE	—	—	—	134	C 140	20	1	—	SPARE
SPARE	—	—	—	135	A 142	20	1	—	SPARE
SPARE	—	—	—	136	C 142	20	1	—	SPARE
SPARE	—	—	—	137	B 144	20	1	—	SPARE
SPARE	—	—	—	138	C 144	20	1	—	SPARE
SPARE	—	—	—	139	B 146	20	1	—	SPARE
SPARE	—	—	—	140	C 146	20	1	—	SPARE
SPARE	—	—	—	141	A 148	20	1	—	SPARE
SPARE	—	—	—	142	C 148	20	1	—	SPARE
SPARE	—	—	—	143	B 150	20	1	—	SPARE
SPARE	—	—	—	144	C 150	20	1	—	SPARE
SPARE	—	—	—	145	A 152	20	1	—	SPARE
SPARE	—	—	—	146	C 152	20	1	—	SPARE
SPARE	—	—	—	147	B 154	20	1	—	SPARE
SPARE	—	—	—	148	C 154	20	1	—	SPARE
SPARE	—	—	—	149	B 156	20	1	—	SPARE
SPARE	—	—	—	150	C 156	20	1	—	SPARE
SPARE	—	—	—	151	A 158	20	1	—	SPARE
SPARE	—	—	—	152	C 158	20	1	—	SPARE
SPARE	—	—	—	153	B 160	20	1	—	SPARE
SPARE	—	—	—	154	C 160	20	1	—	SPARE
SPARE	—	—	—	155	A 162	20	1	—	SPARE
SPARE	—	—	—	156	C 162	20	1	—	SPARE
SPARE	—	—	—	157	B 164	20	1	—	SPARE
SPARE	—	—	—	158	C 164	20	1	—	SPARE
SPARE	—	—	—	159	B 166	20	1	—	SPARE
SPARE	—	—	—	160	C 166	20	1	—	SPARE
SPARE	—	—	—	161	A 168	20	1	—	SPARE
SPARE	—	—	—	162	C 168	20	1	—	SPARE
SPARE	—	—	—	163	B 170	20	1	—	SPARE
SPARE	—	—	—	164	C 170	20	1	—	SPARE
SPARE	—	—	—	165	A 172	20	1	—	SPARE
SPARE	—	—	—	166	C 172	20	1	—	SPARE
SPARE	—	—	—	167	B 174	20	1	—	SPARE
SPARE	—	—	—	168	C 174	20	1	—	SPARE
SPARE	—	—	—	169	B 176	20	1	—	SPARE
SPARE	—	—	—	170	C 176	20	1	—	SPARE
SPARE	—	—	—	171	A 178	20	1	—	SPARE
SPARE	—	—	—	172	C 178	20	1	—	SPARE
SPARE	—	—	—	173	B 180	20	1	—	SPARE
SPARE	—	—	—	174	C 180	20	1	—	SPARE
SPARE	—	—	—	175	A 182	20	1	—	SPARE
SPARE	—	—	—	176	C 182	20	1	—	SPARE
SPARE	—	—	—	177	B 184	20	1	—	SPARE
SPARE	—	—	—	178	C 184				

[illegible]

LOCATION		WATTS		(NORMAL POWER)																WATTS		LOCATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
EXHAUST FAN EF-2		6A	6B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	1O	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1AB	1AC	1AD	1AE	1AF	1AG	1AH	1AI	1AJ	1AK	1AL	1AM	1AN	1AO	1AP	1AQ	1AR	1AS	1AT	1AU	1AV	1AW	1AX	1AY	1AZ	1BA	1BB	1BC	1BD	1BE	1BF	1BG	1BH	1BI	1BJ	1BK	1BL	1BM	1BN	1BO	1BP	1BQ	1BR	1BS	1BT	1BU	1BV	1BW	1BX	1BY	1BZ	1CA	1CB	1CC	1CD	1CE	1CF	1CG	1CH	1CI	1CJ	1CK	1CL	1CM	1CN	1CO	1CP	1CQ	1CR	1CS	1CT	1CU	1CV	1CW	1CX	1CY	1CZ	1DA	1DB	1DC	1DD	1DE	1DF	1DG	1DH	1DI	1DJ	1DK	1DL	1DM	1DN	1DO	1DP	1DQ	1DR	1DS	1DT	1DU	1DV	1DW	1DX	1DY	1DZ	1EA	1EB	1EC	1ED	1EE	1EF	1EG	1EH	1EI	1EJ	1EK	1EL	1EM	1EN	1EO	1EP	1EQ	1ER	1ES	1ET	1EU	1EV	1EW	1EX	1EY	1EZ	1FA	1FB	1FC	1FD	1FE	1FF	1FG	1FH	1FI	1FJ	1FK	1FL	1FM	1FN	1FO	1FP	1FQ	1FR	1FS	1FT	1FU	1FV	1FW	1FX	1FY	1FZ	1GA	1GB	1GC	1GD	1GE	1GF	1GG	1GH	1GI	1GJ	1GK	1GL	1GM	1GN	1GO	1GP	1GQ	1GR	1GS	1GT	1GU	1GV	1GW	1GX	1GY	1GZ	1HA	1HB	1HC	1HD	1HE	1HF	1HG	1HH	1HI	1HJ	1HK	1HL	1HM	1HN	1HO	1HP	1HQ	1HR	1HS	1HT	1HU	1HV	1HW	1HX	1HY	1HZ	1IA	1IB	1IC	1ID	1IE	1IF	1IG	1IH	1II	1IJ	1IK	1IL	1IM	1IN	1IO	1IP	1IQ	1IR	1IS	1IT	1IU	1IV	1IW	1IX	1IY	1IZ	1JA	1JB	1JC	1JD	1JE	1JF	1JG	1JH	1JI	1JJ	1JK	1JL	1JM	1JN	1JO	1JP	1JQ	1JR	1JS	1JT	1JU	1JV	1JW	1JX	1JY	1JZ	1KA	1KB	1KC	1KD	1KE	1KF	1KG	1KH	1KI	1KJ	1KK	1KL	1KM	1KN	1KO	1KP	1KQ	1KR	1KS	1KT	1KU	1KV	1KW	1KX	1KY	1KZ	1LA	1LB	1LC	1LD	1LE	1LF	1LG	1LH	1LI	1LJ	1LK	1LL	1LM	1LN	1LO	1LP	1LQ	1LR	1LS	1LT	1LU	1LV	1LW	1LX	1LY	1LZ	1MA	1MB	1MC	1MD	1ME	1MF	1MG	1MH	1MI	1MJ	1MK	1ML	1MM	1MN	1MO	1MP	1MQ	1MR	1MS	1MT	1MU	1MV	1MW	1MX	1MY	1MZ	1NA	1NB	1NC	1ND	1NE	1NF	1NG	1NH	1NI	1NJ	1NK	1NL	1NM	1NO	1NP	1NQ	1NR	1NS	1NT	1NU	1NV	1NW	1NX	1NY	1NZ	1OA	1OB	1OC	1OD	1OE	1OF	1OG	1OH	1OI	1OJ	1OK	1OL	1OM	1ON	1OO	1OP	1OQ	1OR	1OS	1OT	1OU	1OV	1OW	1OX	1OY	1OZ	1PA	1PB	1PC	1PD	1PE	1PF	1PG	1PH	1PI	1PJ	1PK	1PL	1PM	1PN	1PO	1PP	1PQ	1PR	1PS	1PT	1PU	1PV	1PW	1PX	1PY	1PZ	1QA	1QB	1QC	1QD	1QE	1QF	1QG	1QH	1QI	1QJ	1QK	1QL	1QM	1QN	1QO	1QP	1QQ	1QR	1QS	1QT	1QU	1QV	1QW	1QX	1QY	1QZ	1RA	1RB	1RC	1RD	1RE	1RF	1RG	1RH	1RI	1RJ	1RK	1RL	1RM	1RN	1RO	1RP	1RQ	1RR	1RS	1RT	1RU	1RV	1RW	1RX	1RY	1RZ	1SA	1SB	1SC	1SD	1SE	1SF	1SG	1SH	1SI	1SJ	1SK	1SL	1SM	1SN	1SO	1SP	1SQ	1SR	1SS	1ST	1SU	1SV	1SW	1SX	1SY	1SZ	1TA	1TB	1TC	1TD	1TE	1TF	1TG	1TH	1TI	1TJ	1TK	1TL	1TM	1TN	1TO	1TP	1TQ	1TR	1TS	1TT	1TU	1TV	1TW	1TX	1TY	1TZ	1UA	1UB	1UC	1UD	1UE	1UF	1UG	1UH	1UI	1UJ	1UK	1UL	1UM	1UN	1UO	1UP	1UQ	1UR	1US	1UT	1UU	1UV	1UW	1UX	1UY	1UZ	1VA	1VB	1VC	1VD	1VE	1VF	1VG	1VH	1VI	1VJ	1VK	1VL	1VM	1VN	1VO	1VP	1VQ	1VR	1VS	1VT	1VU	1VV	1VW	1VX	1VY	1VZ	1WA	1WB	1WC	1WD	1WE	1WF	1WG	1WH	1WI	1WJ	1WK	1WL	1WM	1WN	1WO	1WP	1WQ	1WR	1WS	1WT	1WU	1WV	1WW	1WX	1WY	1WZ	1XA	1XB	1XC	1XD	1XE	1XF	1XG	1XH	1XI	1XJ	1XK	1XL	1XM	1XN	1XO	1XP	1XQ	1XR	1XS	1XT	1XU	1XV	1XW	1XX	1XY	1XZ	1YA	1YB	1YC	1YD	1YE	1YF	1YG	1YH	1YI	1YJ	1YK	1YL	1YM	1YN	1YO	1YP	1YQ	1YR	1YS	1YT	1YU	1YV	1YW	1YX	1YY	1YZ	1ZA	1ZB	1ZC	1ZD	1ZE	1ZF	1ZG	1ZH	1ZI	1ZJ	1ZK	1ZL	1ZM	1ZN	1ZO	1ZP	1ZQ	1ZR	1ZS	1ZT	1ZU	1ZV	1ZW	1ZX	1ZY	1ZZ																																																																																																																																																																																												
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MTDB

IMPERIAL BUS

MTDB
Metropolitan Transit Development Board
 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7400 (619)231-1465

DESIGNED BY	DATE
M. NIEDERHAUS	6/90
DRAWN BY	6/90
K. SPADUNG	
CHECKED BY	6/90
M. NIEDERHAUS	
MTDB PROJ. ENG.	

AS-BALT Q. 443B Contract No. BUS-443B Date NOV. 2000	16 10 17 24	PROFESSIONAL ENGINEER * WASHINGTON STATE NO. 10000 EXPIRATION DATE 12-31-99 SEAL	M/TBE CONTRACT NO. BUS-443B DRAWING NO. SHEET NO. E30.2 94
SCALE	16 10 17 24	M/TBE CONTRACT NO. BUS-443B DRAWING NO. SHEET NO. E30.2 94	16 10 17 24

AS-BUILT
Contract No. BUS-44.3B
Date: NOV. 2000



SCALE
MTDB CONT. NO.
BUS-44.3B
DRAWING NO. SHEET NO.
E30.2
MPS DOCS & PLANS INC. 10/17/24

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE FACILITY
ELECTRICAL PANEL SCHEDULES

MTDB
Metropolitan Transit Development Board
1225 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619)231-1466

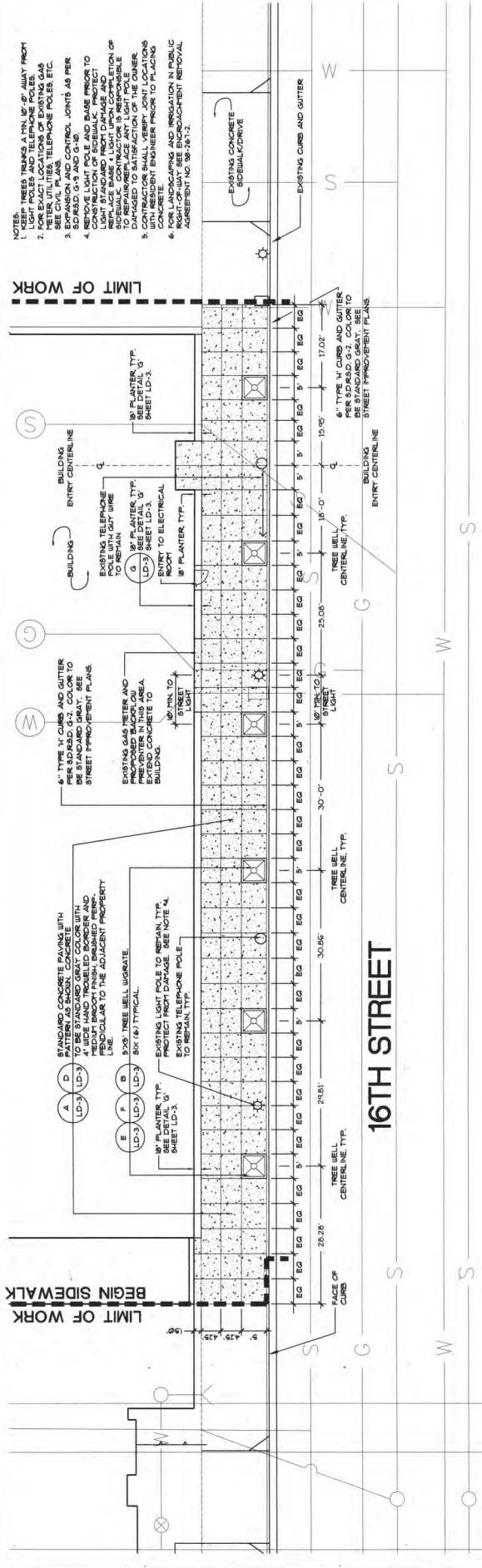
DESIGNED BY
S. COOPER
DATE
11/98
DRAWN BY
K. SPADLING
CHECKED BY
M. NEDERHAUS
MTDB PROJ. ENG.

STV Incorporated
10000 WILSON BOULEVARD
LOS ANGELES, CA 90024

CONSTRUCTION CHANGE TABLE
DATE
SHEET NUMBERS REVISED OR ADDED THIS CHANGE

PANEL B (NORMAL POWER)												
LOCATION: ELECTRIC ROOM												
LOCATION	WATTAGE	BA	AB	BC	CA	CB	CC	CD	DD	DE	EE	FF
SPARE	1180	4	120	1	2	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	7	120	3	8	20	1	1	1	1	1	1
SPARE	2085	10	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	13	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	16	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	19	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	22	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	25	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	28	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	31	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	34	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	37	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	40	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	43	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	46	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	49	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	52	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	55	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	58	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	61	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	64	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	67	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	70	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	73	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	76	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	79	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	82	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	85	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	88	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	91	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	94	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	97	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	100	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	103	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	106	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	109	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	112	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	115	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	118	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	121	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	124	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	127	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	130	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	133	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	136	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	139	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	142	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	145	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	148	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	151	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	154	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	157	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	160	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	163	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	166	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	169	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	172	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	175	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	178	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	181	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	184	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	187	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	190	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	193	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	196	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	199	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	202	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	205	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	208	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	211	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	214	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	217	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	220	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	223	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	226	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	229	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	232	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	235	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	238	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	241	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	244	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	247	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	250	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	253	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	256	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	259	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	262	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	265	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	268	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	271	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	274	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	277	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	280	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	283	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	286	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	289	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	292	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	295	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	298	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	301	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	304	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	307	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	310	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	313	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	316	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	319	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	322	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	325	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	328	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	331	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	334	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	337	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	340	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	343	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	346	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	349	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	352	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	355	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	358	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	361	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	364	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	367	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	370	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	373	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	376	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	379	120	3	8	20	1	1	1	1	1	1
MAINTENANCE BAY LIGHTING	2085	382	120	3	8	20	1	1	1	1		

[illegible]



- NOTES:
1. KEEP TREES TRUNKS A MIN. 10'-0" AWAY FROM BUILDING.
 2. FOR EXACT LOCATIONS OF EXISTING GAS, WATER, UTILITIES, TELEPHONE POLES, ETC.
 3. EXPANSION AND CONTROL JOINTS AS PER SD/ASD, G-9 AND G-10.
 4. REMOVE LIGHT POLE AND BASE PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR LIGHT STANDARD PROTECT FROM DAMAGE AND LIGHT STANDARD PROTECT FROM DAMAGE AND LIGHT STANDARD PROTECT FROM DAMAGE.
 5. CONTRACTOR SHALL VERIFY JOINT LOCATIONS AND PROVIDE PROTECT FROM DAMAGE.
 6. FOR LANDSCAPING AND IRRIGATION IN PUBLIC AREAS, CONTRACTOR SHALL OBTAIN NECESSARY AGREEMENT NO. 28-14-1.

NOTE:
SEE DWG. LD-3 FOR DETAILS. SEE SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

PRIVATE CONTRACT
IMPROVEMENT PLAN FOR:

16 TH STREET
SAN DIEGO TRANSIT, IMPERIAL AVE DIVISION - BUS MAINTENANCE FACILITY
CITY OF SAN DIEGO, CALIFORNIA
SHEET 1 OF 13 SHEETS
DATE: 4/28/19

DESCRIPTION	BY	APPROVED	DATE
ORIGINAL	ELP		10/19/19
1837-6285			10/19/19
197-1723			10/19/19
29557-7-D			10/19/19

SCALE: 1"=10'-0"
MTDB CONTRACT NO. BUS-443B
DRAWING NO. SHEET NO. LD-1 99

AS-BUILT



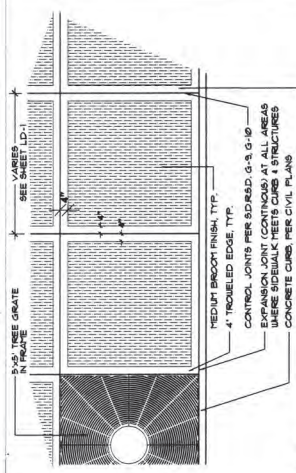
MTDB
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619)231-1466

DESIGNED BY	DATE
DRW BY	4/20/19
CHECKED BY	DATE
SM	4/20/19

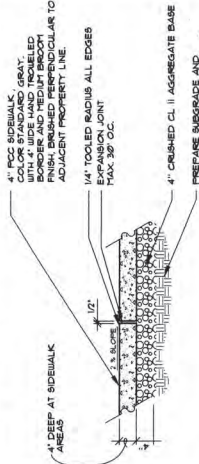


EARTH TECH
9875 BUSINESS PARK DRIVE, SAN DIEGO, CA 92131
TEL: (619) 555-1200

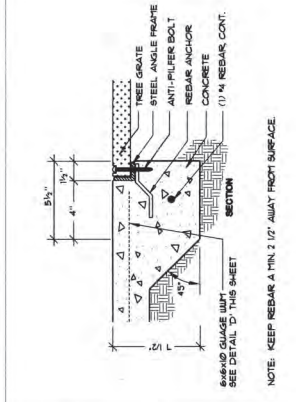
EST/201
Extrude Land Planning
1000 Camino del Rio South, Suite 200, San Diego, CA 92108
TEL: (619) 555-1200



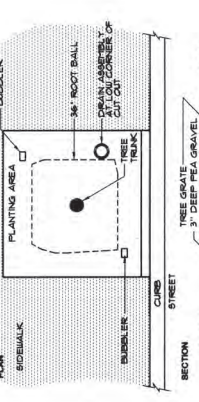
A CONCRETE WALK DETAIL
SCALE: NTS.



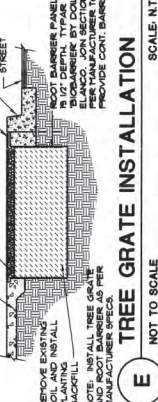
B TREE GRATE ATTACHMENT
SCALE: NTS.



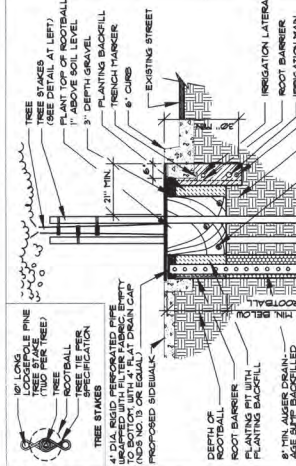
C TREE PLANTING IN TREE GRATE
SCALE: NTS.



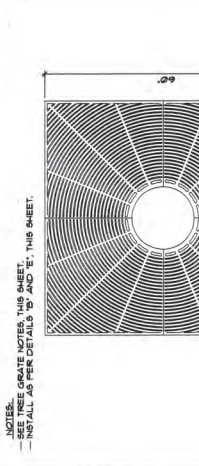
D CONCRETE PAVING (NON-VEHICULAR)
SCALE: NTS.



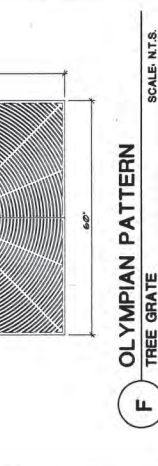
E TREE GRATE INSTALLATION
SCALE: NTS.



F OLYMPIC PATTERN
SCALE: NTS.



G 18" PLANTER SECTION
SCALE: NTS.



H TREE GRATE PATTERN
SCALE: NTS.

PRIVATE CONTRACT
DRAWING/PLANTING/CONSTRUCTION DETAILS FOR:

16 TH STREET
SAN DIEGO TRANSIT, IMPERIAL AVE DIVISION - BUS MAINTENANCE FACILITY
CITY OF SAN DIEGO, CALIFORNIA
PROJECT NO. 98-267
SHEET 8 OF 13 SHEETS

DATE: 1/28/19

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 1/28/19

DESCRIPTION: [Blank]
BY: [Blank]
DATE: [Blank]
FILMED: [Blank]
ORIGINAL: [Blank]
DATE: [Blank]

AS-BUILT
CONTRACT NO. 98-267
DATE: 1/28/19
DATE COMPLETED: 2/28/19

1897-62283
1897-62283
1897-62283
1897-62283

29557-9-0

IMPERIAL AVENUE DIVISION
BUS MAINTENANCE

SCALE: NTS

MTDB CONTRACT NO.
BUS-4438

LANDSCAPE CONSTRUCTION
DETAILS AND PLANTING
LEGEND, DETAILS AND NOTES

DRAWING NO. SHEET NO.
JD-3 101

MTDB

Metropolitan Transit Development Board

1235 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619) 231-1466

DESIGNED BY: [Signature]
DATE: 4/20/99

DRAWN BY: [Signature]
DATE: 4/20/99

CHECKED BY: [Signature]
DATE: 4/20/99

MTDB PROJ. ENG.

ESTRADA

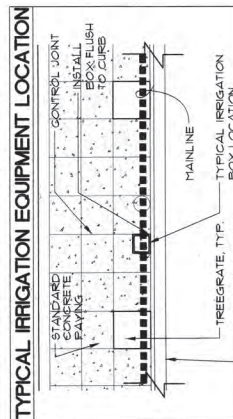
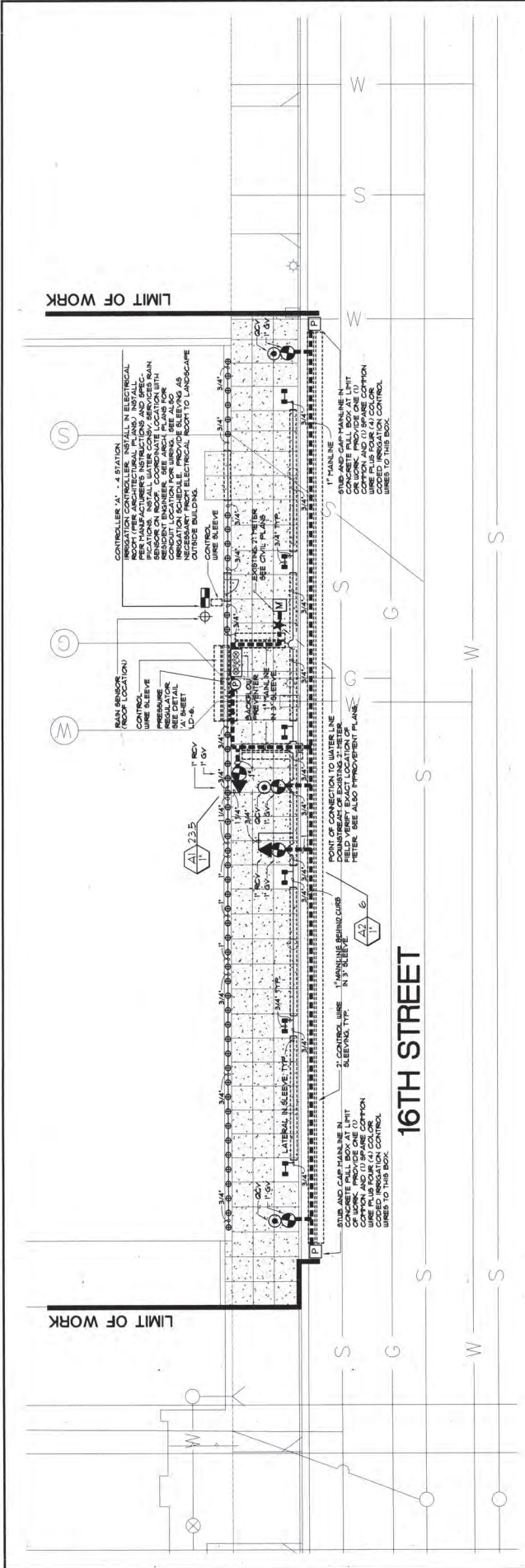
Land Planning

3000 La Jolla Village Drive, Suite 200
San Diego, CA 92161
TEL: (619) 584-5610

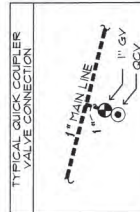
EARTHTECH

9675 BUSINESS PARK AVENUE, SUITE 100, SAN DIEGO, CA 92131
TEL: (619) 534-5610

AS-BUILT



POINT OF CONNECTION AT STA. 12+05, 16TH STREET
P.O.C. DESIGNATION
ELEVATION
STATIC PRESSURE
WATER METER (EXISTING) 2" AT
BACK FLOW
PEAK FLOW
CONTROLLER TYPE
STATIONS AVAILABLE
STATIONS USED
WATER AGENCY



- NOTES:**
BACKFLOW PREVENTER, VALVES, QUICK COUPLERS, ETC. TO BE INSTALLED IN SIDEWALK AREA OUT OF STREET. INSTALL VALVES AND BACKFLOW PREVENTER IN CONCRETE SIDEWALK AREA AS PER DETAILS. SEE TABLE SHEET FOR FURTHER INFORMATION. PROVIDE SLEEPING AS NECESSARY. FOR LANDSCAPING AND IRRIGATION IN PUBLIC RIGHT-OF-WAY, SEE 26-13.2. AGGREGATE NO. 98-26-13.2

NOTE:
SEE SHEETS LD-6 AND LD-7 FOR
FRIGATION DETAILS, LEGEND AND
NOTES

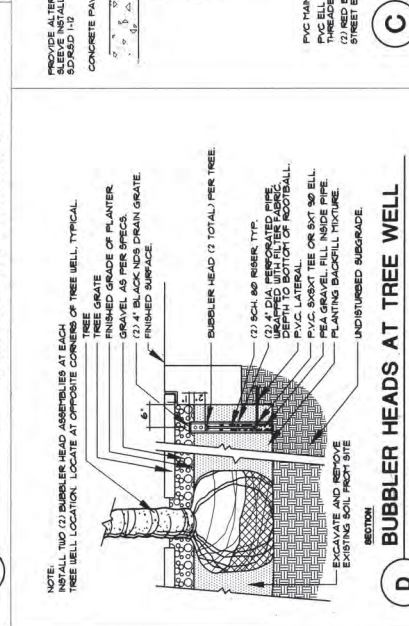
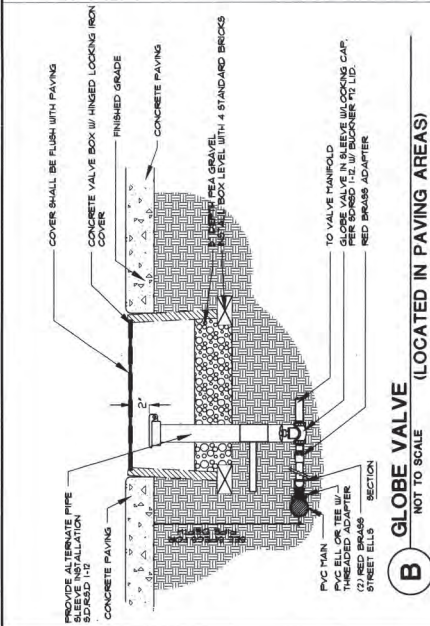
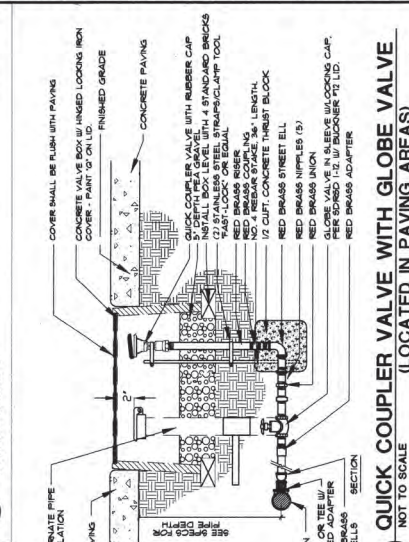
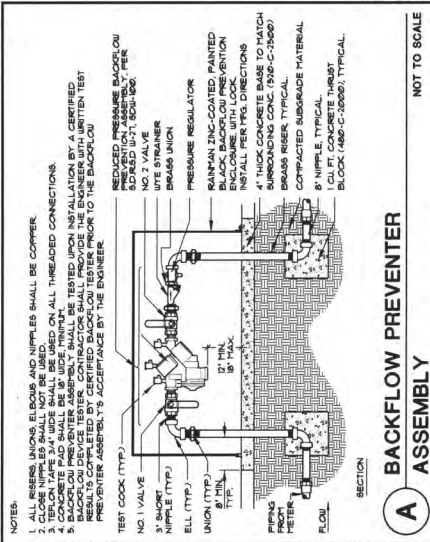
PRIVATE CONTRACT
IRRIGATION PLAN FOR:





10 MAY 000000Z

[illegible]

SERIAL AVENUE DIVISION MAINTENANCE FACILITY	SCALE	1"=10'-0"	
	MIDB CONTRACT NO.	BUS-443B	
	DRAWING NO.	SHEET NO.	
LANDSCAPE IRRIGATION PLAN	LD-5	103	

AS-BUILT

[illegible]

   	IMP BUS	
		90 (619)231-1466

MTDB  **Metropolitan Transit Development Board**
1255 Imperial Avenue, Suite 1000, San Diego, Ca. 92101-74

DESIGNED BY	DATE
TRN	4/20/99
DRAWN BY	4/20/99
TRN	4/20/99
CHECKED BY	4/20/99
SM	
MTDB PRJ. ENG.	

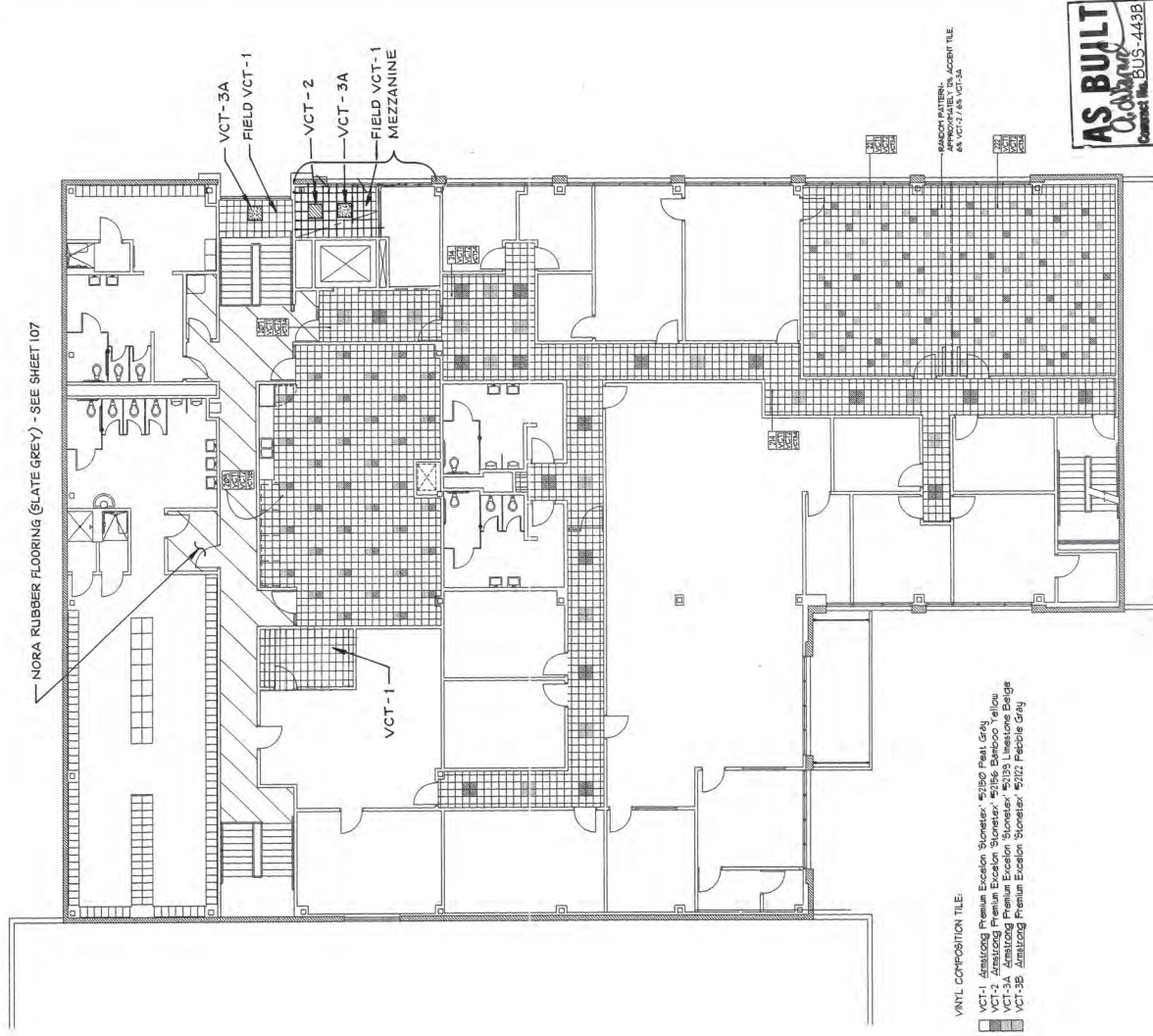
The seal of the State of Tennessee is a circular emblem. It features a central shield with a plow, a sheaf of wheat, and a cotton plant. Above the shield is a banner with the text "AGRICULTURE". The shield is flanked by two stars. The outer ring of the seal contains the text "RECEIVED LANDSCAPE PROTECT" at the top and "STATE OF TENNESSEE" at the bottom, separated by two stars.

Edinburg
 10000 Hwy 170, Suite 1000
 Edinburg, TX 78541
 956-385-1111
 Fax: 956-385-1112
 E-mail: info@edincorp.com
 Web: www.edincorp.com

EARTHTECH
 1115 SAN DIEGO, CA 92131
 TEL. (619) 551-5610

AS-BUILT

SHEET 901 10/17/16	07/14/2016 1:35:00 DATE PROJECT NO.	1255 IMPERIAL AVENUE, SUITE 1000 SAN DIEGO, CA 92101	1010 UNIVERSITY AVENUE, SUITE C103 SAN DIEGO, CA 92109 (619) 297-1201 FAX (619) 297-1932
	1/8" = 1'-0" SCALE TUN VERTICAL ALIGNMENT	IMPERIAL AVENUE DIVISION BUS MAINTENANCE FACILITY	COOPER ROBERTS BENNETT COMMERCIAL DESIGN SPACE PLANNING



AS BUILT
A. J. J. J.
Contract No. BUS-443B
Date NOV. 2000

CORRIDOR
VESTIBULE
MEN'S LOCKER ROOM
WOMEN'S LOCKER ROOM
JANITOR
CORRIDOR
LUNCH/TRAINING ROOM
STORAGE
OFFICE
OFFICE
CORRIDOR
OFFICE
STORAGE
OFFICE
COMPUTER CLASSRM
STORAGE
OFFICE
DRIVERS ROOM
DRIVERS CLASSRM
OFFICE
OFFICE
OFFICE
OFFICE
STORAGE
OPEN OFFICE
OFFICE
OFFICE
OFFICE
STORAGE
OFFICE
CONFERENCE
CORRIDOR
OFFICE
OFFICE
WOMEN'S RR
MEN'S RR

EPOXY COATING SYSTEM

EXHIBIT B (Cost Breakdown)



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$55,651.19	\$0.00	\$0.00	\$55,651.19
02	Existing Conditions	\$1,624.12	\$0.00	\$0.00	\$1,624.12
07	Thermal And Moisture Protection	\$8,100.12	\$0.00	\$0.00	\$8,100.12
23	Heating, Ventilating, And Air-Conditioning (HVAC)	\$367,258.62	\$0.00	\$13,885.18	\$381,143.80
26	Electrical	\$34,602.57	\$0.00	\$3,287.67	\$37,890.24
Line Count: 26				Proposal Total:	\$484,409.47

The Percentage of Non Pre-Priced on this Proposal:

0.0%



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

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Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

01 General Requirements \$55,651.19

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000027	Laborer	Installation	36.00	\$74.04	HR	0.9645	\$2,570.82
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

User Note: Labor time to deal with the existing bird netting
2 hours per unit x 2 men

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total:	\$2,570.82
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2	012220000027	Laborer	Installation	18.00	\$74.04	HR	0.9645	\$1,285.41
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Added	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

User Note: Additional Time to remove and reinstall existing Trane Controls attached to each unit. No programming etc., just removing and re-installing on new units

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total:	\$1,285.41
--------	------------

3	012220000080	Engineer	Installation	67.00	\$127.50	HR	0.9645	\$8,239.24
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

Contractor Comments: V:3.3-Design curbs for new PU's (Budget)

Total:	\$8,239.24
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4	012223000063	30' Electric, Scissor Platform Lift	Installation	4.00	\$1,164.80	MO	0.9645	\$4,493.80
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Clarified, 3.4 Clarification Requested, 3.3 Added	Demo:	0.000000	\$0.00	MO	0.9645	\$0.00
Includes Labor No Includes Equipment No Includes Materials Yes								

Owner Comments: V:3.4-Is this 4 lifts for one month? Confirm or revise platform lift duration qty to match project duration.

Contractor Comments: V:3.3-2 for 1 month, Electrician, HVAC, Roofer etc. two times (1 for PU and another 1 for Heaters)
V:3.5-No, this is 2 for each move in. 1st move in for heaters and 2nd move in for Package units.

Total:	\$4,493.80
--------	------------



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

5	012223000931	75 To 80 Ton Lift, Cable Controlled Lattice Boom, Truck Mounted Mechanical Crane With Full-Time Operator	Installation	2.00	\$8,500.46	WK	0.9645	\$16,397.39
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added	Demo:	0.000000	\$0.00	WK	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials Yes								

Contractor Comments: V:3.3-Loading on and off (1 week for PU and another Week for Heaters)

							Total:	\$16,397.39
6	012223001331	13 CY Rear Dump Truck With Full-Time Truck Driver	Installation	2.00	\$5,287.91	WK	0.9645	\$10,200.38
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added	Demo:	0.000000	\$0.00	WK	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials Yes								

User Note: 1 wk for Heaters and 1 week for Pu's (collection and haul off)

Item Note:

							Total:	\$10,200.38
7	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Installation	4.00	\$715.07	EA	0.9645	\$2,758.74
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Clarified, 3.4 Clarification Requested, 3.3 Added	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

Owner Comments: V:3.4-If 4 lifts total, at least 2 lifts should be able to fit on one truck bed.

Contractor Comments: V:3.3-2 scissors lifts two times (1 for PU and another 1 for Heaters)
V:3.5-I agree, 2 will come in a trip.
I beleive you put the number of pieces being delivered because each item has to be delivered, IE loaded, tied down, unloaded etc.

								Total:	\$2,758.74
--	--	--	--	--	--	--	--	---------------	-------------------



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

8	017113000010	70 To 100 Ton Lift Move On/Off Cost, Hydraulic Crane	Installation	2.00	\$1,335.50	EA	0.9645	\$2,576.18
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

User Note: Crane move on (2 moves)

Item Note: Includes delivery and pickup.

Total:								\$2,576.18
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9	017136000005	>4 To 8 Hours On Site, Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or Asphalt	Installation	2.00	\$1,951.92	EA	0.9645	\$3,765.25
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
Includes Labor No Includes Equipment No Includes Materials Yes								

Contractor Comments: V:3.3-(1 for PU and another for Heaters)

Total:								\$3,765.25
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10	017413000003	Collect Existing Debris And Load Into Truck Or Dumpster	Installation	90.00	\$21.83	CY	0.9645	\$1,894.95
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Added</i>	Demo:	0.000000	\$0.00	CY	0.9645	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

User Note: Misc Debris x 9 units

Item Note: Per CY of debris removed.

Total:								\$1,894.95
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11	017419000036	General Refuse	Installation	18.00	\$44.52	TON	0.9645	\$772.91
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Added</i>	Demo:	0.000000	\$0.00	TON	0.9645	\$0.00
Includes Labor No Includes Equipment No Includes Materials Yes								

User Note: Estimated 9 units

Item Note:

Total:								\$772.91
--------	--	--	--	--	--	--	--	----------



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

12	017419000046	Hauling With 10 To 12 CY Dump Truck, Up To 15 Miles	Installation	6.00	\$120.29	EA	0.9645	\$696.12
Accepted		<i>History: 4.0 Accepted, 3.7 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

Contractor Comments: V:3.7-Changed to a more applicable truck volume.

User Note: 90 CY / 13CY truck = 6 loads

Item Note: Each first 15 miles per trip

								Total:	\$696.12
--	--	--	--	--	--	--	--	---------------	-----------------

02 Existing Conditions									\$1,624.12
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
13	024119130180	Drill 4" Diameter Core In >6" To 8" Brick/Concrete Block	Installation	18.00	\$93.55	EA	0.9645	\$1,624.12
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Modified, 3.3 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

Owner Comments: V:3.4-Field confirmed gas stub outs at all units can still be utilized, but will need new stub outs for high voltage and low voltage lines. 9 units x 2 each = 18

Contractor Comments: V:3.3-3 Cores per unit, 9 total units so 27 estimate

								Total:	\$1,624.12
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07 Thermal And Moisture Protection									\$8,100.12
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
14	070513000002	Up To 1 SQ, Mobilization Of Crew For Small Quantity Of Roof Work	Installation	9.00	\$933.14	EA	0.9645	\$8,100.12
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

Contractor Comments: V:3.3-9 units

								Total:	\$8,100.12
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23 Heating, Ventilating, And Air-Conditioning (HVAC)									\$381,143.80
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
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Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

15	230110910006	>1,000' To 2,000', Up To 1-1/2" Diameter Pipe, Purge Gas Systems	Installation	9.00	\$1,335.38	EA	0.9645	\$11,591.77
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: 9 units

Item Note:

							Total:	\$11,591.77
16	233113230003	Galvanized Steel Welded Duct	Installation	900.00	\$16.66	LB	0.9645	\$14,461.71
Accepted	History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added		Demo:	900.000000	\$7.30	LB	0.9645	\$6,336.77
	Includes Labor Yes Includes Equipment Yes Includes Materials Yes							

User Note: 100lbs estimated per unit (9 units)

Item Note:

								Total:	\$20,798.48
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Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

17	237423130014	400 KW, 10 HP, 10,000 CFM Make-up Air Unit, Electric	Installation	3.00	\$35,504.04	EA	0.9645	\$102,730.94
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>	Demo:	3.000000	\$812.07	EA	0.9645	\$2,349.72

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: "like" per submittals

Item Note:

								Total:	\$105,080.66
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18	237423130014	For Welded Exterior Waterproof Casing, Double-Wall, With Insulation, Add	MOD: 0204	Installation	3.00	\$10,245.18	EA	0.9645	\$29,644.43
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>							

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

								Total:	\$29,644.43
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19	237423130014	For Equipment Base Roof Curb, Add	MOD: 0206	Installation	3.00	\$4,397.41	EA	0.9645	\$12,723.91
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>							

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

								Total:	\$12,723.91
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20	238113130013	15 Ton Single Package Cooling, Vertical Wall Unit, Air To Air Type With Electric Heat	Installation	6.00	\$33,887.31	EA	0.9645	\$196,105.86
Accepted		<i>History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added</i>	Demo:	6.000000	\$898.34	EA	0.9645	\$5,198.69

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: "like" per submittals

Item Note:

								Total:	\$201,304.55
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26 Electrical									\$37,890.24
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MTS DOC NO. PWG324.0-21, MTSJOC324-13 Page 7 of 9

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Combined Report

Print Date: 04/05/2023 07:59:40 AM PST

A-73



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
21	260120910003	Lock Out/Tag Out Breaker Or Motor Starter	Installation	9.00	\$19.77	EA	0.9645	\$171.61
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Modified, 3.4 Accepted, 3.3 Retained, 3.2 Removed, 3.1 Accepted, 3.0 Accepted, 2.1 Accepted, 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	EA	0.9645	\$0.00

Includes Labor Yes Includes Equipment Yes Includes Materials No

Owner Comments: V:3.2-Proposal pending revision based on latest HVAC equipment changes.

Contractor Comments: V:3.3-Retained

Total: \$171.61

22	260533132405	3/4" Flexible Liquid Tight Non-Metallic Conduit	Installation	54.00	\$4.03	LF	0.9645	\$209.89
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Modified, 3.4 Accepted, 3.3 Retained, 3.2 Removed, 3.1 Accepted, 3.0 Accepted, 2.1 Accepted, 2.0 Accepted, 1.1 Added	Demo:	40.000000	\$1.15	LF	0.9645	\$44.37

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:3.2-Proposal pending revision based on latest HVAC equipment changes.

Contractor Comments: V:3.3-Retained

V:3.5-Changed to 6' per units, 9 units

User Note: Changed to 6' per units, 9 units

Item Note:

Total: \$254.26

23	260533132421	3/4" Liquid Tight Non-Metallic 90 Degree Angle Connector	Installation	18.00	\$15.66	EA	0.9645	\$271.87
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Modified, 3.4 Accepted, 3.3 Retained, 3.2 Removed, 3.1 Accepted, 3.0 Accepted, 2.1 Accepted, 2.0 Accepted, 1.1 Added	Demo:	18.000000	\$3.46	EA	0.9645	\$60.07

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:3.2-Proposal pending revision based on latest HVAC equipment changes.

Contractor Comments: V:3.3-Retained

V:3.5-Changed to 2 per units, 9 units

User Note: Change to 2 per units, 9 total

Item Note:

Total: \$331.94



Price Proposal Detail Report

By Division

Version: 4.0

Approved

Proposal Value: \$484,409.47

Approved Date: March 28, 2023

Job Order: MTSJOC324-13

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

24	260923000091	60 Amperes, 3 Pole, NEMA 4 Enclosure, Electrically Held, Combination Lighting Contactor With Fused Disconnect Switch	Installation	9.00	\$2,457.83	EA	0.9645	\$21,335.19
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Modified, 3.4 Accepted, 3.3 Retained, 3.2 Removed, 3.1 Accepted, 3.0 Accepted, 2.1 Accepted, 2.0 Accepted, 1.1 Added	Demo:	9.000000	\$138.97	EA	0.9645	\$1,206.33

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:3.2-Proposal pending revision based on latest HVAC equipment changes.

Contractor Comments: V:3.3-Retained
V:3.5-Change 8 to 9 units

Total: \$22,541.52

25	262419000752	Class 1, Type A, Size 2 FVNR Starters With Fusible Disconnect	Installation	9.00	\$1,299.41	EA	0.9645	\$11,279.53
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Added	Demo:	9.000000	\$201.42	EA	0.9645	\$1,748.43

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: 9 new disconnects

Item Note:

Total: \$13,027.96

26	262813000103	60 Amp, 600 Volt AC, 200 kAmp I.R., Class J Bolted Fuse	Installation	24.00	\$57.65	EA	0.9645	\$1,334.48
Accepted		History: 4.0 Accepted, 3.7 Accepted, 3.6 Accepted, 3.5 Accepted, 3.4 Accepted, 3.3 Retained, 3.2 Removed, 3.1 Accepted, 3.0 Accepted, 2.1 Accepted, 2.0 Accepted, 1.1 Added	Demo:	24.000000	\$9.87	EA	0.9645	\$228.47

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:3.2-Proposal pending revision based on latest HVAC equipment changes.

Contractor Comments: V:3.3-Retained

Total: \$1,562.95

Proposal Total: \$484,409.47

Div The Percentage of Non Pre-Priced on this Proposal: 0.0%

EXHIBIT C (Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 3/30/2023

Job Order Contracting

Contract #: PWG324.0-21
Job Order #: MTSJOC324-13
Job Order Title: IAD RAM HVAC Replacement
Location: RAM Building
Contractor: ABC General Inc.
Subcontractors: Comfort Mechanical
the doctor of electricity

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Comfort Mechanical 10740 Kenney St, #404 Santee, CA 92071	695913	HVAC		\$278,000.00	57.39%
the doctor of electricity 41815 Hawthorne Street, Murrieta, CA 92562	517763	Electrician		\$9,800.00	2.02%

CONSTRUCTION CHANGE ORDER

Project Name: **IAD RAM HVAC REPLACEMENT**

Date: **9/23/24**

To: **MTS**
From (Contractor): **ABC General Contractor, Inc.**

Contract Number: **MTSJOC324-13**
CCO Number: **01**
Description of Work
Fieldwork Directive Issued:

This CCO is prepared in accordance with and incorporates Section Changes and Extra Work of the Contract Documents and consists of:
 additional costs for roof curb modifications, field welding, and inspection to accommodate new heating units.

A. Contractor Cost Proposal

CCO 01

\$ 95,441.84

\$ 95,441.84

Subtotal A: \$ 95,441.84

B. Subcontractors Costs

\$ -

Subtotal B: \$ -

C. Contractor Credits
Subtotal C: \$ -

Total = (A + B + C)
Total: \$ 95,441.84

Original Contract value:

\$ 484,409.47

Adjustment by Change Order No. **X** through Change Order **X** (if applicable)

\$ -

Adjustment by this Change Order

\$ 95,441.84

New Contract Amount

Total:

\$ 579,851.31

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

by 187 days

Original Completion Date:

10/28/23

Adjustment by Change Order No. **X** through Change Order **X** (if applicable)

0

Adjustment by this Change Order

187

New Completion Date

5/2/24

Milestones Affected:

Contractor

Date:

MTS Chief Executive Officer

Date:

EXHIBIT A
(Scope of Work)

DRAFT



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 9/23/2024

Job Order Contracting

To:	From:
Contract No:	PWG324.0-21
Job Order No:	MTSJOC324-13.01
Job Order Title:	IAD RAM HVAC Replacement
Location:	RAM Building 100 16th Street San Diego, CA 92101
Brief Scope of Work:	Additional cost for roof curb modifications, field welding, and inspection to accommodate new heating units.

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.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

EXHIBIT B
(Cost Breakdown)

DRAFT



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$76,965.24	\$0.00	\$0.00	\$76,965.24
07	Thermal And Moisture Protection	\$4,768.37	\$0.00	\$0.00	\$4,768.37
08	Openings	\$317.72	\$0.00	\$0.00	\$317.72
23	Heating, Ventilating, And Air-Conditioning (HVAC)	\$1,740.32	\$11,650.19	\$0.00	\$13,390.51
Line Count: 19				Proposal Total:	\$95,441.84

The Percentage of Non Pre-Priced on this Proposal:

12.2%

DRAFT



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

01 General Requirements \$76,965.24

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000006	Carpenter	Installation	80.00	\$87.52	HR	0.9645	\$6,753.04
Accepted		History:	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

User Note: Carpenter time to cut access in drywall ceilings as needed for welding access, then patch lids, texture and paint.2 men 1 week

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total: \$6,753.04

2	012220000006	Carpenter	Installation	240.00	\$87.52	HR	0.9645	\$20,259.13
Accepted		History:	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

User Note: Framing on new house keeping pads into existing wood sub structure as needed per plans. Low production process as not a new build out. 6 men 1 week

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total: \$20,259.13

3	0122200000027	Laborer	Installation	80.00	\$74.04	HR	0.9645	\$5,712.93
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

Owner Comments: V:1.2-Draft

User Note: Labor (Comfort) time to investigate controls and facility to install the temporary controls requested by MTS on the (3) HU's 1 week for comfort

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total: \$5,712.93

4	0122200000033	Painter, Structural Steel	Installation	32.00	\$69.26	HR	0.9645	\$2,137.64
Accepted		History:	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials No								

User Note: Painting of structural (metal) upgrades exposed in work bays (2 men 2 days)

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total: \$2,137.64



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

5	012220000041	Roofer, Composite	Installation	80.00	\$76.91	HR	0.9645	\$5,934.38
Accepted		History:	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials No				

User Note: Roofers to reroof new wood sub structure in for new HVAC's

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

							Total:	\$5,934.38
--	--	--	--	--	--	--	--------	------------

6	012220000047	Structural Steel Worker	Installation	96.00	\$92.27	HR	0.9645	\$8,543.46
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials No				

Owner Comments: V:1.2-Draft

User Note: Onsite Welders to Weld new structural anchors
6 men x 3 days

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

							Total:	\$8,543.46
--	--	--	--	--	--	--	--------	------------

7	012220000073	Fire Watch Laborer	Installation	144.00	\$74.04	HR	0.9645	\$10,283.27
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	HR	0.9645	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials No				

Owner Comments: V:1.2-Draft

User Note: Fire watch during onsite welding
6 men for 3 days

Item Note: Fire watchers shall be required whenever welding or cutting is performed in locations where other than a minor fire might develop, or any of the following conditions exist: (1) Appreciable combustible material, in building construction or contents, closer than 35 feet (10.7 m) to the point of operation. (2) Appreciable combustibles are more than 35 feet (10.7 m) away but are easily ignited by sparks. (3) Wall or floor openings within a 35-foot (10.7 m) radius expose combustible material in adjacent areas including concealed spaces in walls or floors. (4) Combustible materials are adjacent to the opposite side of metal partitions, walls, ceilings, or roofs and are likely to be ignited by conduction or radiation.

							Total:	\$10,283.27
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

8	012223000025	45' Engine Powered, Articulating (Up/Over) Boom Man Lift With Platform	Installation	3.00	\$398.26	DAY	0.9645	\$1,152.37
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				
		Owner Comments: V:1.2-Draft						
		User Note:	Used by the onsite Welders to Weld new structural anchors x3 days					
		Item Note:						
Total:								\$1,152.37
9	012223000061	30' Electric, Scissor Platform Lift	Installation	6.00	\$266.24	DAY	0.9645	\$1,540.73
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				
		Owner Comments: V:1.2-Draft						
		User Note:	Used by the onsite Welders to Weld new structural anchors 2x3 days					
		Item Note:						
Total:								\$1,540.73
10	012223000154	Up To 2,000 CFM, Portable Negative Air Machine	Installation	12.00	\$77.35	DAY	0.9645	\$895.25
Accepted		History:	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				
		User Note:	Fresh air machines (4) during welding (3 days)					
		Item Note:						
Total:								\$895.25



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

11	012223000961	10,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator	Installation	7.00	\$1,513.54	DAY	0.9645	\$10,218.67
Accepted		<i>History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials Yes								
Owner Comments: V:1.2-Draft								

User Note: 1 day to remove demo, 1 day to lift new wood, 1 day for new Roofing, 1 day for generated debris and final day to lift custom pans after fabrication (5 days total)

Item Note:

Total: \$10,218.67

12	012223001300	3 Ton Capacity, 12' To 16' Bed, 4 x 2 Flat Bed Truck With Full-Time Truck Driver	Installation	6.00	\$278.83	DAY	0.9645	\$1,613.59
Accepted		<i>History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
Includes Labor No Includes Equipment No Includes Materials Yes								
Owner Comments: V:1.2-Draft								

User Note: Welding Truck used by the onsite Welders to Weld new structural anchors 2x3 days

Item Note:

Total: \$1,613.59

13	012223001327	6 CY Rear Dump Truck With Full-Time Truck Driver	Installation	2.00	\$995.74	DAY	0.9645	\$1,920.78
Accepted		<i>History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	0.9645	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials Yes								
Owner Comments: V:1.2-Draft								

User Note: Remove demo'd roofing

Item Note:

Total: \$1,920.78

07 Thermal And Moisture Protection								\$4,768.37
Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

14	070513000002	Up To 1 SQ, Mobilization Of Crew For Small Quantity Of Roof Work	Installation	0.00	\$933.14	EA	0.9645	\$0.00
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Accepted

History:

Demo:

0.000000

\$0.00

EA

0.9645

\$0.00

Includes Labor No Includes Equipment No Includes Materials No

								Total:	\$0.00
--	--	--	--	--	--	--	--	--------	--------

15	076213000034	20 Gauge, 0.04" Thick, Galvanized Steel Flashing	Installation	372.00	\$10.63	SF	0.9645	\$3,813.98
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Accepted

History:

Demo:

0.000000

\$3.19

SF

0.9645

\$0.00

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Large Pans After Pans enlarged unit curbs
147x177
108x132
107x122

Item Note:

								Total:	\$3,813.98
--	--	--	--	--	--	--	--	--------	------------

16	076213000034	For Up To 100, Add	MOD: 0001 Installation	372.00	\$2.66	SF	0.9645	\$954.39
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Accepted

History:

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: 3 Small pans

Item Note:

								Total:	\$954.39
--	--	--	--	--	--	--	--	--------	----------

08 Openings								\$317.72
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
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17	083113000015	24" x 24" Stainless Steel Access Door With Cam Latch	Installation	1.00	\$329.41	EA	0.9645	\$317.72
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Accepted

History:

Demo:

0.000000

\$47.53

EA

0.9645

\$0.00

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Installed in Restroom for access

Item Note:

								Total:	\$317.72
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* Includes Price Changes due to Construction Task Catalog update

Page 6 of 7

Price Proposal Combined Report

Print Date: 09/23/2024 07:33:08 AM PST

B-10



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$95,441.84

Approved Date: September 13, 2024

Job Order: MTSJOC324-13.01

Job Order Name: IAD RAM HVAC Replacement

Location: RAM Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services.

23 Heating, Ventilating, And Air-Conditioning (HVAC)	\$13,390.51
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
18	230923530339	Modulating Lon Communicating Humidity Control Programmable Heat/Cool Heat Pump Or Conventional Unit Thermostat (Honeywell T7350M)	Installation	3.00	\$601.46	EA	0.9645	\$1,740.32
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Clarified, 1.4 Accepted, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$11.87	EA	0.9645	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								
Owner Comments: V:1.2-Draft								
Contractor Comments: V:1.3-Proposal Incorrectly Submitted								
User Note: 3 Thermostats for the HU's; temporary controls requested by MTS on the (3) HU's								
Item Note:								
							Total:	\$1,740.32

19	Non-PrePriced Item	Trane Controls Assessment		1.00	\$11,650.19		1.0000	\$11,650.19
Accepted		History: 1.1 Added, 1.2 Clarification Requested, 1.3 Clarified, 1.4 Modified, 1.5 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00		1.0000	\$0.00
Includes Labor No Includes Equipment No Includes Materials No								
Owner Comments: V:1.2-Draft								
Contractor Comments: V:1.3-Proposal Incorrectly Submitted								
User Note: Trane Controls Assessment Quote: 209796 Quote: 209794 Quote: 206024 Quote: 206023 Invoice: 314105731 (Investigating)								
Item Note:								
							Total:	\$11,650.19

Proposal Total:								\$95,441.84
Div	The Percentage of Non Pre-Priced on this Proposal:							12.2%

EXHIBIT C
(Subcontractor Listing)

DRAFT

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Att.B, AI 16, 10/17/24



Subcontractor Report

Date: 9/23/2024
Job Order Contracting

Contract #: PWG324.0-21
Job Order #: MTSJOC324-13.01
Job Order Title: IAD RAM HVAC Replacement
Job Order Value: \$95,441.84
Location: RAM Building
Contractor: ABC General Inc.
Subcontractors: Bondurant Construction
Comfort Mechanical
Harborside Construction Inc
Permier Roofing of California
the doctor of electricity
Titan Steel
Tranee

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	Participation %
Bondurant Construction 2474 Valley Mill Rd., El Cajon, CA 92020	936474	Carpenter	No Certification	\$18,000.00	18.86%
Comfort Mechanical 10740 Kenney St, #404 Santee, CA 92071	695913	HVAC	No Certification	\$2,387.00	2.50%
Harborside Construction Inc 2010 Garrison Way, El Cajon, CA 92019	730817	Laborer	No Certification	\$15,902.50	16.66%
Permier Roofing of California 9134 Olive Drive, Spring Valley, CA 91977	874943	Roofing	No Certification	\$17,235.00	18.06%
the doctor of electricity 41815 Hawthorne Street, Murrieta, CA 92562	517763	Electrician	No Certification	\$7,094.50	7.43%
Titan Steel 955 VERNON WAY, El Cajon, CA 92020	537924	Welding	No Certification	\$11,048.78	11.58%
Tranee 3565 Corporate Court, San Diego, CA 92123	1066318	Controls Software	No Certification	\$11,650.19	12.21%

Summary

Certification Name	Value	% Subcontracted
No Certification	\$83,317.97	87.30%
Total	\$83,317.97	87.30%



Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Procurement of Bus Benches – 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. B0772.0-24 (in substantially the same format as Attachment A), with Tolar Manufacturing Company, Inc. (Tolar), to manufacture and deliver bus benches for a five (5) year period, for a total contract cost of \$639,485.49.

Budget Impact

The total contract cost is estimated to be \$639,495.49 inclusive of 7.750% CA Sales Tax. The project will be funded by the Bus Bench Administration Operating Budget 912010-575150.

Contract Term	Amount
YEAR 1 (11/1/24 to 10/31/25)	\$94,766.13
YEAR 2 (11/1/25 to 3/31/26)	\$98,375.75
YEAR 3 (11/1/26 to 3/31/27)	\$102,308.63
YEAR 4 (11/1/27 to 3/31/28)	\$107,426.75
YEAR 5 (11/1/28 to 3/31/29)	\$112,922.00
Subtotal (inclusive of tax)	\$515,799.26
As-Needed Spares (inclusive of tax)	\$123,686.23
Grand Total	\$639,485.49

DISCUSSION:

As documented in MTS's Transit Amenities Policy, MTS provides benches, shelters, and/or other amenities at certain bus stops and transit centers. Installation of a bench or shelter depends on the physical characteristics of the individual bus stop, as well as other criteria related ridership, community need, and compliance with the Americans with Disabilities Act (ADA). For bus stop benches, MTS purchases the benches directly and then procures a contractor to install, maintain, and sell advertising on the benches. Today's proposed action relates to the purchase of additional benches to give MTS the capacity to replace existing



benches that have reached the end of their useful life or been damaged, and to expand the number of stops with these amenities.

MTS solicited proposals from qualified proposers for the manufacture and delivery of up to an estimated amount of three hundred fifty (350) bus benches, including anti-sleeping / laying down (seat delineators) seats, feet with anchors and back rest to accommodate advertising and branding opportunities. The benches 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 through ways, and comply with all ADA requirements.

On June 24, 2024, MTS issued a Request for Proposal (RFP) for Bus Benches on PlanetBids. MTS received a total of four (4) proposals on the due date of August 6, 2024, from the following firms:

Proposer	Firm Disadvantage Business Enterprise (DBE) or Small Business (SB) Certification
Decona ApS	N/A
LNI Custom Manufacturing, Inc.	N/A
Paris Site Furnishings @ Outdoor Fitness	N/A
Tolar Manufacturing Company, Inc.	N/A

Decona ApS was deemed non-responsive as they did not submit the required forms or a technical proposal. The remaining 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 of the Firm or Individual	30%
2. Work Plan: Design and Fabrication	30%
3. Cost and Price	<u>40%</u>
Total	100%

The following tables illustrates the initial scores of the proposers:

PROPOSER	TOTAL COST	COST SCORE	AVG TECH SCORE	TOTAL AVG TOTAL SCORE (TOTAL POSSIBLE: 100)	RANKING
Tolar	\$520,917.38	40.00	48.00	88.00	1
Paris Site Furnishings @ Outdoor Fitness	\$554,125.93	37.60	27.60	65.20	2
LNI Custom Manufacturing, Inc.	\$1,113,758.41	18.71	19.80	38.51	3

As a result of the initial review, Tolar was the highest ranked firm and Paris Site Furnishings @ Outdoor Fitness and LNI Custom Manufacturing, Inc. were deemed outside of the competitive range. MTS requested additional information from Tolar regarding their non-anchored bench solution for non-concrete locations. After receiving and reviewing the information, the evaluation committee did not rescore. After negotiations, staff was able to reduce Tolar's proposal for the bus benches by \$5,118.13, resulting in a revised total cost proposal of \$639,485.49. However, staff added as-needed funds (\$123,686.23) to this contract for estimated spare parts for the contract term. In comparison to MTS's Independent Cost Estimate (ICE) in the amount of \$665,701.94, for both bus benches and spare parts, 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	\$639,485.49	40.00	48.00	88.00	1

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. B0772.0-24 (in substantially the same format as Attachment A), with Tolar, to manufacture and deliver bus benches for a five (5) year period, for a total contract cost of \$639,485.49.

/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. B0772.0-24
B. Scope of Work
C. Cost Form



**Metropolitan
Transit
System**

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0772.0-24
BUS BENCHES**

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 Executive Vice-President
Name 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 five (5) years effective November 1, 2024 through October 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$639,485.49 without the express written consent of MTS.

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



5. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. GENERAL OVERVIEW

The San Diego Metropolitan Transit System (“MTS”) is soliciting proposals from qualified proposers for the manufacture and delivery of up to an estimated amount of three-hundred fifty (350) bus benches, including anti-sleeping / laying down (seat delineators) seats, feet with anchors and back rest to accommodate advertising and branding opportunities. The benches 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 resultant contract to manufacture and deliver an estimated amount of 350 new benches during a five (5) year period.

The coordinated street furniture program for MTS shall be of the highest of standards, improve and maintain safe pedestrian through ways, and comply with all Americans with Disabilities Act requirements.

5.2. MTS 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 (MOU) 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 benches with and without advertising has been broken out for the communities within the City of San Diego.

Bus bench installation, maintenance, and advertising services are excluded from this RFP. These services will be provided under a separate agreement. The successful Proposer will be required to deliver benches to 1695 Main Street, San Diego, CA 92113, or other locations to be determined by MTS.

Areas served by MTS include a wide variety of climates and weather conditions. MTS desires that responders propose bench 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 territory is included as Attachment 2.

5.3. GENERAL OBJECTIVES

- 5.3.1. Expansion and replacement of existing benches with new, modern, and more durable benches, aesthetically similar to the current bus bench inventory MTS currently has deployed.
- 5.3.2. Include both sidewalk-mounted and unimproved (set down) bench type designs.
- 5.3.3. Benches shall be viewed as improving the streetscape for the communities in which they are placed and not just an amenity for transit users.
- 5.3.4. Benches 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.
- 5.3.5. Benches will use materials best suited for the varied environmental conditions in which they will be placed.
- 5.3.6. Benches shall include advertising space to accommodate industry standard bench advertising that maximizes impressions by passing motorists and pedestrians.
- 5.3.7. Benches shall include seat delineator features.
- 5.3.8. Benches shall comply with the latest Americans with Disabilities Act (ADA) standards, currently the Department of Justice ADA Standards (2010), Section 810.3.
- 5.3.9. The bench platform will feature a rolled process at the rear to meet the bench back.
- 5.3.10. Both anchored ad and non-ad benches shall contain an aluminum channel advertising frame or approved equal. This channel shall be secured with tamper resistant fasteners and protected by a powder coat process which includes light sand, cleaning, pretreat, and topcoat. The powder coat shall act as a barrier between any dissimilar metals, minimizing opportunities for rust.
- 5.3.11. Non-anchored ad benches shall be heavy or stable enough to prevent movement caused by everyday use, potential vandalism or theft when placed on dirt, grass, or any other type of laydown area where mounting is not feasible. Units must be easily transportable ideally without the use of heavy lifting machinery (i.e. forklift). If the weight of the option being proposed requires heavy machinery to install, the proposer must provide and include how this procedure would take place and what additional machinery is required to perform the final installation. The bench may have removeable legs and assembled onsite. These non-anchored ad benches do not have to be constructed of metal.

5.3.12. Benches shall be built to the more exact specifications as they are further described in sub-section 5.4 below.

5.4. SCOPE OF WORK

5.4.1. Bus Bench Design

Proposers will provide MTS with a bench design that meets the requirements set forth in this Scope of Work. Details should include overall design, all materials for structure fabrication methods, assembly and framing details, parts lists, and field installation instructions.

The following are general descriptions based on bench procurements of other transit properties. MTS will rely on the Proposer to specify materials and construction methods based on best practices.

Benches shall be compatible with other MTS street furniture. MTS will consider benches constructed of any material that meets the following criteria:

- Aesthetically pleasing
- Emits low heat
- Accommodates advertising
- Anchors to the ground (except the non-anchored model)
- Includes seat delineator bars
- Graffiti resistant finish

5.4.2. Materials, Construction Methods, and Installation Hardware

- MTS will consider all appropriate materials.
- All metal components shall be welded in accordance with AWS D1.2 and performed by certified welders.
- Benches shall be prefabricated and shipped in one piece.
- All hardware and ground anchors necessary for site installation are to be prepackaged in complete kits for each individual bench. All anchors shall be stainless steel.

5.4.3. ADA Compliance

The Contractor shall be required to comply with all provisions of the American with Disabilities Act (ADA) and its implementing regulations. In general, all benches manufactured by the contractor shall comply with all ADA provisions.

5.4.4. Management Reports

The Contractor shall provide an Implementation Schedule to include:

- Shop Drawings
 - Initial drawings
 - Timeline for approval

- Final drawings
- Fabrication Inspections
- Fabrication Schedule
- Delivery Schedule

5.4.5. Bench Quantities, Prices, Spare Parts, and Prototype Bench

Following contract execution and prior to shipment, the selected successful proposer shall provide one full scale bus bench with advertising as a prototype for inspection and acceptance by MTS or its representative. If the bench is not acceptable, MTS will furnish a letter of non-acceptance detailing the deficiencies within 30 days. The selected successful proposer shall not produce additional benches until the prototype bench is approved and accepted by MTS.

5.4.7. Product Liability

All materials and workmanship shall be guaranteed to be free of defects and UV deterioration for a minimum of five 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.

The selected successful proposer will submit a Quality Control Plan within ten (10) days of receiving the Notice to Proceed for review and acceptance by MTS. The plan will include, but not be limited to, shop procedures for fabrication, welding, coatings, qualifying welders, testing and handling of the benches. Fabrication shall adhere to the CALTRANS Standard Specification for structures and coatings.

5.5. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order (PO) 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.

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

5.7. [NOT APPLICABLE] BUY AMERICA

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

5.9. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

5.10. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up to date for that period.

5.11. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to 1695 Main Street, San Diego, CA 92113 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery. Contractor shall indicate delivery date on the Cost Proposal Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified. Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS. Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance.

Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS) and resubmit for inspection and testing (if necessary).

5.12. EXPEDITING

The goods furnished under this Agreement shall be subject to expediting by MTS. MTS shall be afforded free access to Contractor's shops, factories, or places of business, and those of Contractor's suppliers, for expediting purposes. As required by MTS, Contractor shall supply schedules, unpriced copies of purchase orders and progress reports for MTS's use in expediting.

5.13. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

RETURN THIS FORM WITH YOUR BID

	CA Sales Tax (7.75%)	\$ 8,122.00
	Total (Year 5)	\$ 112,922.00

CONTRACT TERM	TOTALS
YEAR 1	\$ 94,766.13
YEAR 2	\$ 98,375.75
YEAR 3	\$ 102,308.63
YEAR 4	\$ 107,426.75
YEAR 5	\$ 112,922.00
GRAND TOTAL (YEARS 1-5)	\$ 515,799.26

Read General Provisions below carefully. They are a part of your proposal.

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 bench including delivery and freight.

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

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.



		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 Bench 25661-00 Anchored and Non-Anchored	ea																
Bench Seat 26556-00	ea	3	\$ 950.00	\$ 2,850.00	5	\$ 975.00	\$ 4,875.00	10	\$ 1,000.00	\$ 10,000.00	10	\$ 1,025.00	\$ 10,250.00	10	\$ 1,050.00	\$ 10,500.00	
Rear Back Frame 26573-00	ea	3	\$ 675.00	\$ 2,025.00	5	\$ 700.00	\$ 3,500.00	10	\$ 725.00	\$ 7,250.00	10	\$ 750.00	\$ 7,500.00	10	\$ 775.00	\$ 7,750.00	
Seat Delineators 20189-00	ea	6	\$ 80.00	\$ 480.00	10	\$ 90.00	\$ 900.00	10	\$ 100.00	\$ 1,000.00	10	\$ 110.00	\$ 1,100.00	10	\$ 120.00	\$ 1,200.00	
End Legs - 26563-00	ea	3	\$ 130.00	\$ 390.00	5	\$ 140.00	\$ 700.00	10	\$ 150.00	\$ 1,500.00	10	\$ 160.00	\$ 1,600.00	10	\$ 170.00	\$ 1,700.00	
Spiral Anchor Ground 18" - INSAGA-18 (4-pack)	ea	10	\$ 86.00	\$ 860.00	15	\$ 91.00	\$ 1,365.00	15	\$ 96.00	\$ 1,440.00	25	\$ 101.00	\$ 2,525.00	50	\$ 106.00	\$ 5,300.00	
Non-Advertising Bench 25725-00	ea																
Bench Seat and Back 26616-00	ea	1	\$ 1,350.00	\$ 1,350.00	2	\$ 1,390.00	\$ 2,780.00	3	\$ 1,430.00	\$ 4,290.00	4	\$ 1,470.00	\$ 5,880.00	5	\$ 1,510.00	\$ 7,550.00	
Seat Delineators 20189-00	ea	3	\$ 80.00	\$ 240.00	5	\$ 90.00	\$ 450.00	3	\$ 100.00	\$ 300.00	4	\$ 110.00	\$ 440.00	5	\$ 120.00	\$ 600.00	
End Legs -26563-00	ea	1	\$ 130.00	\$ 130.00	2	\$ 140.00	\$ 280.00	3	\$ 150.00	\$ 450.00	4	\$ 160.00	\$ 640.00	5	\$ 170.00	\$ 850.00	
		Subtotal		\$ 8,325.00			\$ 14,850.00			\$ 26,230.00			\$ 29,935.00			\$ 35,450.00	
		TAX		\$ 645.19			\$ 1,150.88			\$ 2,032.83			\$ 2,319.96			\$ 2,747.38	
		Yr1 Total =		\$ 8,970.19	Yr2 Total =		\$ 16,000.88	Yr3 Total =		\$ 28,262.83	Yr4 Total =		\$ 32,254.96	Yr5 Total =		\$ 38,197.38	
														Grand Total =			\$ 123,686.23



**Metropolitan
Transit
System**

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Wireless Voice Communications Network Agreement with San Diego County – Imperial County
Regional Communications Systems (RCS) – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. G1893.0-16 with RCS (in substantially the same format as Attachment A) to add an additional one hundred thirty (130) radio connections to the RCS network for a total of three-hundred seventy-five (375), in the amount of \$202,982.00 through June 30, 2026.

Budget Impact

The total cost of this amendment shall not exceed \$202,982.00 and the total cost of this contract shall be increased to \$1,635,607.95 over the 10 year and 3-month term of the agreement (April 1, 2016 to June 30, 2026).

Contract year	# of months	maximum # of radios	Monthly Cost	Maximum Annual / Pro- Rata RCS Radio Cost
4/1/2016 to 3/31/2017	12	70	\$ 76.07	\$ 63,898.80
4/1/2017 to 3/31/2018	12	70	\$ 76.07	\$ 63,898.80
4/1/2018 to 3/31/2019	12	70	\$ 76.07	\$ 63,898.80
4/1/2019 to 3/31/2020	12	70	\$ 76.07	\$ 63,898.80
4/1/2020 to 3/31/2021	12	70	\$ 76.07	\$ 63,898.80
4/1/2021 to 9/30/2021	6	70	\$ 76.07	\$ 31,949.40
10/1/2021 to 3/31/2022	6	245	\$ 77.07	\$ 113,292.90
4/1/2022 to 3/31/2023	12	245	\$ 77.07	\$ 226,585.80
4/1/2023 to 3/31/2024	12	245	\$ 77.07	\$ 226,585.80
4/1/2024 to 10/31/2024	7	245	\$ 77.07	\$ 132,175.05
11/1/2024 to 3/31/2025	5	375	\$ 78.07	\$ 146,381.25
4/1/2025 to 3/31/2026	12	375	\$ 78.07	\$ 351,315.00
4/1/2026 to 6/30/2026	3	375	\$ 78.07	\$ 87,828.75
TOTAL				\$ 1,635,607.95



These expenses are funded by the operations budgets for San Diego Transit Corp, For Hire Vehicle Administration, and the Transit Security and Passenger Safety Department based on the number of radios each department uses.

DISCUSSION:

The RCS system is a wireless voice communications system used by law enforcement, fire departments and other emergency service providers in San Diego and Imperial Counties to communicate using wireless radios throughout the region. MTS Transit Security and Passenger Safety Department's previous communications system consisted of Very High Frequency (VHF) Analog Voice/Steer system with Motorola XPR 7350e handheld radios. The former system was substandard in a number of ways: low power, static, dead spots (weak or no reception) in numerous areas, not secure, insufficient battery life and no ability to communicate directly with law enforcement agencies when working in various jurisdictions (San Diego Police, San Diego Sheriff's Department, Chula Vista Police Department, La Mesa Police Department, El Cajon Police Department, National City Police Department). These issues highlighted not only enormous obstacles in conducting routine operations during non-critical information exchange, but also represented an incredible safety issue for our Code Compliance Inspectors (CCI) and contract Transit Systems Security (TSS).

RCS is a reliable system managed by the San Diego RCS. Beginning in 2021, the Transit Security and Passenger Safety Department increased its use of RCS radios, which immediately improved the ability of our field personnel to communicate effectively and reliably with the communications center as well as their partners in the field. The ongoing use of this system will ensure the continued efficient and effective communication between all security partners.

On March 17, 2016 (Agenda Item (AI) 7), the Board approved a five-year contract with RCS from April 1, 2016 to March 31, 2021 with a limit of 70 radios. The agreement was later extended to March 31, 2022. The RCS agreement is quantity based and the number of radios MTS actually uses/activates determines the annual cost. On September 16, 2021 (AI 24), the Board approved Amendment No. 3 to the RCS agreement, increasing MTS's radio allotment to 245 radios and extending the contract term to June 30, 2026.

The monthly cost for each RCS radio is subject to change by RCS on an annual basis. The rate for all radios under the agreement is increasing from \$77.07 to \$78.07 beginning with proposed Amendment No. 4 (effective November 1, 2024). MTS currently has the right to use 245 radios, a cost of \$226,585.80 annually. With the hiring of additional Security personnel, MTS needs to increase its radio allotment to maintain and improve operations.

Today's proposed action would authorize MTS to increase its radio count to 375. The excess capacity will allow for continued expansion of the radio system without needing to modify the contract. MTS will only be charged for the number of active radios.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc No. G1893.4-16 to add an one hundred thirty (130) radio connections to the RCS network for a total of three-hundred seventy-five (375) for an amendment amount of \$202,982 through June 30, 2026.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G1893.4-16

**San Diego County – Imperial County
Regional Communications System (RCS)**

Customer Agreement

**RCS
San Diego County Sheriff's Office
5595 Overland Avenue, Suite 101
San Diego, CA 92123-1206**

(858) 694-3663 (Phone)

This Customer Agreement (referred to herein as Agreement) for use of the San Diego County – Imperial County Regional Communications System (referred to herein as RCS) is made this

_____ **of** _____, _____ (To be filled in by Clerk of the Board).
Day Month Year

The Agreement is between the County of San Diego, a political subdivision of the State of California, acting by and through its Sheriff's Office, referred to herein as COUNTY, and **San Diego Metropolitan Transit System** referred to herein as CUSTOMER.

Recitals

Witness that whereas:

- A COUNTY has constructed a wireless voice communications network, RCS, that provides a high degree of coverage throughout San Diego and Imperial Counties for the purpose of improving public safety and public service communications and interoperability.
- B CUSTOMER desires to pay the COUNTY for use of the RCS for the purpose of supporting the delivery of public safety and/or public services and other purposes that have been approved by the NextGen RCS Board of Directors (referred to herein as RCS BOD) and COUNTY.
- C As cited on the Next Gen RCS Agreement Recital Number 9.3, RCS BOD is responsible for making recommendations concerning the approval of customer contracts and rates for the NextGen RCS services.
- D Nothing in this Agreement is intended to lessen CUSTOMER's authority over and responsibility for events occurring within its jurisdiction.
- E This agreement supersedes all previous RCS customer agreements.

NOW THEREFORE, it is mutually agreed by and between the parties as follows:

1. ***Recitals:***

The Recitals identified above are incorporated to this Agreement.

2. ***System Operation:***

The COUNTY shall provide a wireless radio communications network for CUSTOMER's use.

3. ***Governance:***

In entering this Agreement, CUSTOMER acknowledges that use of the RCS will be controlled by the COUNTY. CUSTOMER further understands that customers are precluded from serving in any official capacity in respect to COUNTY administration, management or operation.

4. ***Monthly Fees for RCS Use:***

CUSTOMER agrees to pay the COUNTY \$78.07 per radio, per month, as may be modified by Section 6, for radios which CUSTOMER places in service on the RCS network.

5. ***Establishment of Initial Talk Group and Initial Programming:***

COUNTY agrees to establish an initial talk group and initial programming of CUSTOMER radios for operation on the RCS included with the monthly fee.

6. ***Monthly Fee Changes:***

The monthly fee for RCS operational costs will be reviewed and set annually as recommended by the RCS BOD and approved by COUNTY. The COUNTY reserves the right to increase the monthly customer fee at a time other than the annual review if RCS network conditions warrant. Monthly fee changes will be effective 60 calendar days following written notice to CUSTOMER.

7. ***Payment of Fees:***

COUNTY agrees to provide a timely and detailed invoice to CUSTOMER on a monthly basis for the radios that were programmed for RCS use for the preceding month. (The charge for radios programmed for use will be prorated based on the number of days the radio is programmed for use on the RCS.) CUSTOMER agrees to submit full payment for RCS invoices, payable to, **County of San Diego - RCS** within 30 calendar days of invoice date. COUNTY reserves the right to apply a ten percent (10%) surcharge to CUSTOMER for late payment.

8. ***Radios:***

CUSTOMER agrees to provide and use only RCS authorized radios. COUNTY agrees to provide CUSTOMER with specifications, including brands and models, of radios and associated equipment that is authorized for use on the RCS. CUSTOMER agrees to submit equipment specifications to RCS staff prior to purchase to ensure RCS compatibility.

9. ***Radio Limit:***

CUSTOMER is not authorized to exceed **375** radios using the RCS without approval of the RCS BOD and COUNTY.

10. ***Authorized Uses:***

CUSTOMER agrees to use the RCS Network and any radios operating on the network solely for the purpose of supporting the delivery of public safety or public services unless the use is approved by the RCS BOD. CUSTOMER further understands that the use of the RCS Network for any other purpose(s) will result in the CUSTOMER's radios being disconnected from the network.

11. ***Radio Programming:***

COUNTY provides initial programming free of charge. Additions, deletions and modifications may be assessed an additional charge as determined by COUNTY.

12. ***Prohibition from Selling RCS Service:***

CUSTOMER is prohibited from selling or transferring service on the RCS network to another agency or entity without prior approval of the COUNTY.

13. ***Training:***

CUSTOMER agrees to provide its users with approved RCS training. CUSTOMER also agrees to use only COUNTY authorized trainers, curriculum, and training materials to provide RCS training. CUSTOMER understands and agrees that there may be a cost associated with obtaining this training.

14. ***Radio Maintenance:***

CUSTOMER is responsible for maintenance and repair of its radio equipment. CUSTOMER agrees to provide repaired radios to COUNTY Wireless Services Division staff for inspection prior to reuse.

15. ***Confidentiality of Radio Programming:***

The RCS considers programming of RCS radios confidential. CUSTOMER may not divulge RCS programming in any way to a non-RCS entity or person. CUSTOMER radios may only be programmed by Sheriff's staff. CUSTOMER is prohibited from reprogramming RCS radios, including copying programming from one radio to another or in disseminating RCS radio programming in any other manner.

16. ***Cost of Connection to RCS:***

Unless otherwise determined by separate agreement, the division point between RCS Network responsibility and CUSTOMER responsibility is the RCS designated network connection termination jack located in the designated RCS facility. CUSTOMER shall bear the expense of integrating, connecting and maintaining dispatch center radios, control station radios, or similar in-building radio, computer or other electronic equipment to the RCS Network, including the cost of telecommunications lines or microwave connections.

17. ***Network Access Priority:***

The COUNTY will make the final determination regarding the level of access priority CUSTOMER radios have to the RCS Network.

18. ***Coverage:***

This agreement does not guarantee radio coverage or service levels. Service may be interrupted or unavailable due to environmental conditions, governmental regulations or orders, system capacity limitations and/or failures.

19. ***Term of Agreement:***

The Agreement will expire on June 30, 2026.

20. ***Agreement Modification; Entire Agreement:***

This Agreement may only be amended in writing with the approval of the COUNTY and the CUSTOMER. Prior to processing an amendment, a recommendation shall be obtained from the RCS BOD. This Agreement constitutes the entire agreement of the parties and any previous oral or written agreements are superseded by this Agreement.

21. ***Termination of Agreement:***

Either party may terminate this Agreement by providing no less than a sixty-day written notice of intent to terminate to the other party.

22. ***Grievance Procedure:***

CUSTOMER has the right to submit a written grievance to the RCS BOD for resolution of any network performance, radio configuration or network administration issue that has not been satisfactorily resolved through other means. A CUSTOMER grievance will be adjudicated by the RCS BOD at the earliest possible date. The RCS BOD decision is final. The RCS grievance procedure does not preclude CUSTOMER from seeking legal relief after exhaustion of the grievance procedure.

23. ***Defense and Indemnity:***

1. Claims Arising From Sole Acts or Omissions of County

The County of San Diego (County) hereby agrees to defend and indemnify the CUSTOMER its agents, officers and employees (hereinafter collectively referred to in this paragraph as 'CUSTOMER', from any claim, action or proceeding against CUSTOMER, arising solely out of the acts or omissions of County in the performance of this Customer Service Agreement for Radio Services. At its sole discretion, CUSTOMER may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve County of any obligation imposed by this Agreement. CUSTOMER shall notify County promptly of any claim, action or proceeding and cooperate fully in the defense.

2. Claims Arising From Sole Acts or Omissions of CUSTOMER

The CUSTOMER hereby agrees to defend and indemnify the County of San Diego, its agents, officers and employees (hereafter collectively referred to in this paragraph as 'County') from any claim, action or proceeding against County, arising solely out of the acts or omissions of CUSTOMER in the performance of this Agreement. At its sole discretion, County may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve CUSTOMER of any obligation imposed by this Agreement. County shall notify CUSTOMER promptly of any claim, action or proceeding and cooperate fully in the defense.

3. Claims Arising From Concurrent Acts or Omissions

The County of San Diego ("County") hereby agrees to defend itself, and the CUSTOMER hereby agrees to defend itself, from any claim, action or proceeding arising out of the concurrent acts or omissions of County and CUSTOMER. In such cases, County and CUSTOMER agree to retain

their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in paragraph 5 below.

4. Joint Defense

Notwithstanding paragraph 3 above, in cases where County and CUSTOMER agree in writing to a joint defense, County and CUSTOMER may appoint joint defense counsel to defend the claim, action or proceeding arising out of the concurrent acts or omissions of CUSTOMER and County. Joint defense counsel shall be selected by mutual agreement of County and CUSTOMER. County and CUSTOMER agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in paragraph 5 below. County and CUSTOMER further agree that neither party may bind the other to a settlement agreement without the written consent of both County and CUSTOMER.

5. Reimbursement and/or Reallocation

Where a trial verdict or arbitration award allocates or determines the comparative fault of the parties, County and CUSTOMER may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

Points of Contact for Agreement:

Point of Contact RCS:

Gayda Cher S. Pia
Sheriff's Program Coordinator
Regional Communications System
San Diego County Sheriff's Office
5595 Overland Ave Suite 101
San Diego, CA 92123-1206

Tel. (858) 694-3836
Email: gayda.pia@sdsheriff.org

Point of Contact Customer:

Tim Curran
Director of Transit Security and Passenger
Safety
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Tel No: (619) 595-4940
Email: Timothy.Curran@sdmts.com

Regional Communications System
Customer Agreement
San Diego Metropolitan Transit System

IN WITNESS WHEREOF, the parties hereto do affix their signatures.

APPROVAL:
RCS Board of Directors



Graham Mitchell, City Manager
RCS BOD Chair

Date: 10/10/2024

APPROVAL:
County of San Diego

Andrew Potter
Clerk of the Board of Supervisors

Date: _____

Approved as to form and legality:
Office of the County Counsel

Mark Day, Senior Deputy

Date: _____

APPROVAL:
San Diego Metropolitan Transit System

Signature

Print Name

Title

Date: _____

END OF AGREEMENT



Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Kearny Mesa Division (KMD) Fire Alarm System 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. MTSJOC324-59 under MTS Doc. PWG324.0-21 (in substantially the same format as Attachment A), with ABC General Contractor, Inc. (ABCGC), in the amount of \$239,943.36 for the replacement of the existing fire alarm control panel and extension of the existing fire alarm system at KMD to meet current code requirements.

Budget Impact

The total contract cost of this service is estimated to be \$239,943.36. 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 \$4,223.00. This project will be funded by San Diego Transit Corporation (SDTC) Maintenance Operating Budget account 331014-571142.

DISCUSSION:

The existing fire alarm control panel that services KMD was believed to be installed in 1987 and is past its useful service life. The panel's maintenance and repairability has become increasingly difficult over time with reduced sourcing of replacement parts. By extension, the fire alarm system requires the addition and replacement of devices (strobes, horns, pull stations, etc.) for compatibility with a new control panel and compliance with current code standards.

The scope of work includes a removal and replacement of the existing fire alarm control panel and/or replacement of the fire alarm system devices with all needed wiring. The contractor will provide shop drawings detailing work to be completed with all devices to be removed, replaced, or added with their associated locations. The contractor will provide fire watch when the system is taken offline and perform startup testing and commissioning of the new system to ensure proper function.



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 October 6, 2020, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide JOC building and facilities construction services that primarily consists of repair, remodeling, or other repetitive work, and general building and facility contracting services. These services include, but are not limited to, demolition, maintenance, and modification of existing buildings and facilities, as well as any required incidental professional and technical services. Nine (9) bids were received, and MTS determined that ABCGC was the lowest responsive and responsible bidder. On December 10, 2020 (Agenda Item (AI) 11), the MTS Board authorized the CEO to execute MTS Doc. No. PWG324.0-21 with ABCGC for General Building Construction Services.

Today's proposed action would issue a work order to ABCGC under this JOC master agreement. Pricing for this work order was reviewed and determined to be fair and reasonable. ABCGC and their subcontractors Johnson Controls Fire Protection LP and Harborside Construction, Inc. will provide all materials, labor, and equipment for the replacement of the existing fire alarm system at KMD. Work is expected to be completed by December 2024.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC324-59 under MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A), with ABCGC, in the amount of \$239,943.36 for the replacement of the fire alarm control panel and extension of the existing fire alarm system at KMD to meet current code requirements.

/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 MTSJOC324-59



**Metropolitan
Transit
System**

Att.A, AI 19, 10/17/24

**JOB ORDER CONTRACT
WORK ORDER**

PWG324.0-21
CONTRACT NUMBER

MTSJOC324-59
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: ABC General Contractor, Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113

(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 247-7113

Authorized person to sign contracts: Travis Brozowski President
Name Title

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

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$239,943.36

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



EXHIBIT A (Scope of Work)



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 9/24/2024

Job Order Contracting

To:

From:

Contract No: PWG324.0-21
Job Order No: MTSJOC324-59
Job Order Title: KMD Fire Alarm System Replacement
Location: KMD
4630 Ruffner Rd.
San Diego, CA 92101

Brief Scope of Work:

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.

SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

A) GENERAL

The Kearny Mesa Division ("KMD") Fire Alarm System Replacement project generally consists of the replacement of the existing Fire Alarm Control Panel ("FACP") including startup testing and manual provisioning as well as extension of the existing fire alarm system to current code through as needed replacement and addition of fire alarm system components.

All work is to occur at the Kearny Mesa Division ("KMD") located at 4630 Ruffner Street, San Diego 92111. Work is to occur during normal working hours approximately 7:00AM-4:00PM.

B) STAGING

Contractor is to keep and store all materials within a predesignated laydown area. Size and location of the laydown area is to be coordinated with the MTS Project Manager. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc. All deliveries to the site shall be coordinated through the MTS Project Manager. Only vehicles necessary for that day's controlling activities may be parked onsite adjacent to the work area.

C) TEMP FACILITIES

Contractor may use convenience outlets if available onsite for minor temp power used in relation to the construction. All other needs for construction water are the responsibility of the contractor. The contractor is to provide their own temporary restrooms and wash facilities as needed.

D) SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within a 24-hour operating bus maintenance facility. Key personnel will be granted badges for access.

E) WASTE

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

F) SCHEDULE AND SEQUENCING

All work shall be completed within 56 calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available and the work can proceed without stoppages.

G) DETAILED SCOPE OF WORK:

Within Buildings 100, 200, 300, and 400 of KMD, Contractor shall upgrade the existing fire alarm system to reach full code compliance. This will require, at minimum, removal and replacement of the existing fire alarm control panel and addition and/or replacement of fire alarm system devices with all needed wiring. Contractor shall also replace existing exterior fire devices with blank covers.

Prior to material procurement, Contractor shall submit for MTS approval, product data, maintenance data, and standard manufacturer warranty for all system components and appurtenances. Also prior to material procurement, contractor shall provide shop drawings for MTS approval. Within 30 days of completion of the system upgrade and startup, Contractor shall provide MTS with as-built drawings in the form of updated shop drawings and system training.

Contractor shall provide fire watch at all times that the system is taken out of service.

Following completion of system upgrade, contractor shall perform commissioning and startup testing of all devices and components per standard manufacturer practice to ensure full system function. A report of startup testing results shall be furnished to MTS Project Manager.

All work shall be completed within 56 calendar days from issuance of Notice to Proceed. The work shall commence once all material is available and the work can proceed without stoppages.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

San Diego Metropolitan Transit System

1255 Imperial Ave,
San Diego, California 92101

Notice to Proceed

NTP Issued Date:

Job Order Contracting

To:

From:

Contract #: PWG324.0-21
Job Order #: MTSJOC324-59
Job Order Title: KMD Fire Alarm System Replacement
Location: KMD
4630 Ruffner Rd.
San Diego, CA 92101

Construction Complete Date:

The value of this Job Order is: \$239,943.36

If you have any questions, please contact the undersigned.

Project Authorization

Date

San Diego Metropolitan Transit System

1255 Imperial Ave,
San Diego, CA 92101

Job Order Authorization

Date: 9/24/2024

Job Order Contracting

Project Information	Job Order #:	MTSJOC324-59	Location #:	23
	Project:			
	Job Order Title:	KMD Fire Alarm System Replacement		
	Location:	KMD 4630 Ruffner Rd. San Diego, CA 92101		
Contract Information	Contractor Contract #:	PWG324.0-21		
	Vendor:	ABC General Inc. 1941 Friendship Dr., Suite F, El Cajon, CA 92020		
Project Costs	Price Proposal:	\$239,943.36		
Schedule	Project Duration:			
	Construction Started			
	Construction Complete:			

Sign below to approve this Job Order

Project Authorization

Date

EXHIBIT B
(Cost Breakdown)



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$36,195.52	\$0.00	\$0.00	\$36,195.52
21	Fire Suppression	\$100,353.91	\$0.00	\$14,132.99	\$114,486.90
26	Electrical	\$11,890.75	\$0.00	\$3,406.24	\$15,296.99
28	Electronic Safety And Security	\$70,635.96	\$0.00	\$3,327.99	\$73,963.95
Total		\$219,076.14	\$0.00	\$20,867.22	\$239,943.36
Line Count: 15				Proposal Total:	\$239,943.36

The Percentage of Non Pre-Priced on this Proposal:

0.0%



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

01 General Requirements								\$36,195.52
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000073	Fire Watch Laborer	Install	336.00	\$74.04	HR	1.1579	\$28,805.59

Accepted

History: 1.1 Added, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

User Note: Fire Watch, Johnson Control estimated

Item Note: Fire watchers shall be required whenever welding or cutting is performed in locations where other than a minor fire might develop, or any of the following conditions exist: (1) Appreciable combustible material, in building construction or contents, closer than 35 feet (10.7 m) to the point of operation. (2) Appreciable combustibles are more than 35 feet (10.7 m) away but are easily ignited by sparks. (3) Wall or floor openings within a 35-foot (10.7 m) radius expose combustible material in adjacent areas including concealed spaces in walls or floors. (4) Combustible materials are adjacent to the opposite side of metal partitions, walls, ceilings, or roofs and are likely to be ignited by conduction or radiation.

Total: \$28,805.59

Division 01 General Requirements Total: \$28,805.59

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
2	012223000059	25' Electric, Scissor Platform Lift	Install	12.00	\$412.67	WK	1.1579	\$5,733.97

Accepted

History: 1.1 Added, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: 2 for 6 weeks

Total: \$5,733.97

Division 01 General Requirements Total: \$5,733.97



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
3	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Install	2.00	\$715.07	EA	1.1579	\$1,655.96

Accepted

History: 1.1 Added, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials No

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

Total: \$1,655.96

Division 01 General Requirements Total: \$1,655.96

21 Fire Suppression	\$114,486.90
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
4	212216000370	Explosion Proof Alarm Horn, Alarm Devices, Industrial Fire Control System (Ansul 65947)	Install	33.00	\$2,626.33	EA	1.1579	\$100,353.91

Accepted

History: 1.1 Added, 2.0 Accepted

Demo: 33.00 \$369.87 EA 1.1579 \$14,132.99

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: "Like" Per provide Johnson Controls plans

Total: \$114,486.90

Division 21 Fire Suppression Total: \$114,486.90

26 Electrical	\$15,296.99
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
5	260519160047	4 Conductors, #14 AWG, 600 Volt, XLP (XHHW-2), Copper, Stranded, Power Cable, Installed In Conduit	Install	6.00	\$1,711.54	MLF	1.1579	\$11,890.75
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	6.00	\$490.29	MLF	1.1579	\$3,406.24
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: to 54 new devices throughout

"Like" Per provide Johnson Controls plans

Total: \$15,296.99

Division 26 Electrical Total: \$15,296.99

28 Electronic Safety And Security	\$73,963.95
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
6	284621170153	Horn-Strobe (15, 30, 75, Or 110 cd Output, High Or Low dB Output), White (EST3 G1-HDVM)	Install	25.00	\$113.11	EA	1.1579	\$3,274.25
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	25.00	\$29.66	EA	1.1579	\$858.58
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: "Like" Per provide Johnson Controls plans

Total: \$4,132.83

Division 28 Electronic Safety And Security Total: \$4,132.83

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
7	284621170266	Hazardous Location Horns (EST3 888D-N5)	Install	15.00	\$803.14	EA	1.1579	\$13,949.34
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	15.00	\$29.66	EA	1.1579	\$515.15
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: "Like" Per provide Johnson Controls plans

Total: \$14,464.49

Division 28 Electronic Safety And Security Total: \$14,464.49



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
8	284621170776	Wall Mounted High Multi-Candela Horn/Strobe (Siemens HS-HMC-R)	Install	16.00	\$159.20	EA	1.1579	\$2,949.40
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	16.00	\$29.61	EA	1.1579	\$548.57
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: "Like" Per provide Johnson Controls plans

Total: \$3,497.97

Division 28 Electronic Safety And Security Total: \$3,497.97

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
9	284621170989	NFS2-3030 CPU For Intelligent Fire Alarm Control Panel (Notifier CPU2-3030D)	Install	1.00	\$3,907.15	EA	1.1579	\$4,524.09
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	1.00	\$394.79	EA	1.1579	\$457.13
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: "Like" Per provide Johnson Controls plans

Total: \$4,981.22

Division 28 Electronic Safety And Security Total: \$4,981.22

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
10	284621170992	Supports Installation Of Optional ACM-Series Annunciator In Same Cabinet, Black, 120 Volt AC, Intelligent Fire Alarm Control Panel (Notifier NFS-320C)	Install	1.00	\$4,141.64	EA	1.1579	\$4,795.60
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	1.00	\$394.79	EA	1.1579	\$457.13
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: "Like" Per provide Johnson Controls plans

Total: \$5,252.73

Division 28 Electronic Safety And Security Total: \$5,252.73



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
11	284621171385	Six Zone Intelligent Addressable 2-Wire Detector Monitor Module (Notifier NZM-100-6)	Install	5.00	\$593.48	EA	1.1579	\$3,435.95
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	5.00	\$19.74	EA	1.1579	\$114.28
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: "Like" Per provide Johnson Controls plans

Total: \$3,550.23

Division 28 Electronic Safety And Security Total: \$3,550.23

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
12	284621171523	Standalone Firefighter Telephone System (Notifier NFC-FFT)	Install	1.00	\$1,793.85	EA	1.1579	\$2,077.10
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	1.00	\$39.48	EA	1.1579	\$45.71
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: "Like" Per provide Johnson Controls plans

Item Note: Includes onboard SLC supports up to 24 monitor modules, built-in handset, black.

Total: \$2,122.81

Division 28 Electronic Safety And Security Total: \$2,122.81

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
13	284621171659	Program And Test >20 To 50 Fire Alarm Devices	Install	6.00	\$2,000.00	EA	1.1579	\$13,894.80
Accepted		History: 1.1 Added, 2.0 Accepted						
Includes Labor No Includes Equipment No Includes Materials Yes								

Total: \$13,894.80

Division 28 Electronic Safety And Security Total: \$13,894.80



Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$239,943.36

Approved Date: September 23, 2024

Job Order: MTSJOC324-59

Job Order Name: KMD Fire Alarm System Replacement

Location: KMD 4630 Ruffner Rd. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
14	284621171675	Multi-Loop Addressable Fire Alarm Control/Communicator System (Silent Knight 5820XL)	Install	1.00	\$1,409.92	EA	1.1579	\$1,632.55
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	1.00	\$118.44	EA	1.1579	\$137.14
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: "Like" Per provide Johnson Controls plans

Total: \$1,769.69

Division 28 Electronic Safety And Security Total: \$1,769.69

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
15	284621171789	Red, 100 dB, 24 Volt DC, Class I, Div 1, Groups C, D, NEMA 4X, Multitone Horn (Cooper EP109206-002)	Install	5.00	\$3,472.30	EA	1.1579	\$20,102.88
Accepted		History: 1.1 Added, 2.0 Accepted	Demo:	5.00	\$33.56	EA	1.1579	\$194.30
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

User Note: "Like" Per provide Johnson Controls plans

Total: \$20,297.18

Division 28 Electronic Safety And Security Total: \$20,297.18

Proposal Total: \$239,943.36

Div The Percentage of Non Pre-Priced on this Proposal: 0.0%

EXHIBIT C
(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 9/23/2024
Job Order Contracting

Contract #: PWG324.0-21
Job Order #: MTSJOC324-59
Job Order Title: KMD Fire Alarm System Replacement
Job Order Value: \$239,943.36
Location: KMD
Contractor: ABC General Inc.
Subcontractors: Harborside Construction Inc
JOHNSON CONTROLS FIRE PROTECTION LP

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	Participation %
Harborside Construction Inc 2010 Garrison Way, El Cajon, CA 92019	730817	Fire Watch	No Certification	\$30,000.00	12.50%
JOHNSON CONTROLS FIRE PROTECTION LP 3568 RUFFIN ROAD SOUTH, SAN DIEGO, CA 92123		Mechanical	No Certification	\$161,307.34	67.23%

Summary

Certification Name	Value	% Subcontracted
No Certification	\$191,307.34	79.73%
Total	\$191,307.34	79.73%



Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Right-of-Entry (ROE) Engineering Services – 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 WOA355-AE-43 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A), with Psomas, in the amount of \$1,158,311.73 to perform ROE engineering review services for a period of thirty (30) months to support the MTS Land Management Department.

Budget Impact

The total cost of this contact is estimated to be \$1,158,311.73. The project will be funded by the Land Management Operating Budget account 791010-571140.

DISCUSSION:

A ROE permit is required whenever a third-party requests to perform work within, across or adjacent to MTS's ROW. Consultant services are needed to provide MTS with specific technical expertise during the processing of these ROE permits to ensure the work of other parties does not negatively impact MTS infrastructure, assets or operations. Under this work order, the consultant shall provide as-needed general engineering design review services, including: a) technical reviews of ROE permit request and plan reviews, b) ROE coordination with MTS staff and/or permittees, c) tracking permit submittals received, hours spent on review of each individual permit submittal, providing comments back to permittee and MTS, and d) field inspection services to ensure compliance with MTS approved plans.

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

On May 12, 2022 (Agenda Item (AI) 10), seven (7) firms were selected to perform various A&E services as part of MTS's On-Call panel. For projects requiring A&E Services, work orders will be issued to these firms.

On June 21, 2024, MTS requested proposals from the firms in Categories A and B to provide proposals for the requested services.

On August 9, 2024, MTS received a total of one (1) proposal from Psomas (the other on-call firms that received the solicitation chose not to submit a proposal).

On August 13, 2024, MTS issued a post bid survey to attempt to ascertain why the other on-call firms did not provide proposals for the project. MTS did not receive any responses to this request. Thus, and after reviewing the scope of services, MTS staff determined that the solicitation, as issued, did not contain language that would have restricted participation, and proceeded with evaluation of the single proposal from Psomas.

On May 20, 2024, a selection committee consisting of MTS staff evaluated the proposal received using the following criteria:

Criteria	Points
Project Team	25
Project Team Capabilities	25
Project Understanding and Approach	40
Schedule	10
Total Possible Score	100

During the initial evaluation, the committee awarded Psomas a total score of 91.00 points and deemed the firm to be qualified to perform the services.

Based on the level of effort and proposed classifications, Psomas' initial cost proposal in the amount of \$1,158,311.73 was determined to be fair and reasonable. The Independent Cost Estimate (ICE) for these services was \$1,371,038.98.

For the project, Psomas will utilize the following subcontractors:

Subcontractor Firm Name	Firm Classification	Dollar Value of Subcontract
RailPros	None	\$1,048,052.88
Conekt2 Inc DBA C2 Group	Small Business (SB)	\$21,222.94

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA355-AE-43 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A), with Psomas, in the amount of \$1,158,311.73 to perform ROE engineering review services for a period of thirty (30) months to support the MTS Land Management Department.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Executed Work Order WOA355-AE-43



Metropolitan Transit System

October 17, 2024

MTS Doc. No. PWL355.0-22
Work Order No. WOA355-AE-43

Mrs. Sarah Curran, PE
Vice President
Psomas
401 B Street, Suite 1600
San Diego, CA 92101

Dear Mrs. Curran:

Subject: WORK ORDER WOA355-AE-43 TO MTS DOC. NO. PWL355.0-22, RIGHT-OF-ENTRY
ENGINEERING (ROE) PLAN REVIEWS

This letter shall serve as our agreement for Work Order WOA355-AE-43 to MTS Doc. No. PWL355.0-22, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work Order shall provide general engineering design review services to review ROE permit requests. Services shall be performed in accordance with the attached Scope of Services (Attachment A and A1)

SCHEDULE

The Schedule for this Work Order shall be in effect from December 5, 2024 through June 30, 2027.

PAYMENT

Payment shall be based on actual costs in the amount of \$1,158,311.73 (Attachment B). The Work Order amount 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,

Accepted:

Sharon Cooney
Chief Executive Officer

Sarah Curran, Vice President
Psomas

Date: _____

Attachments: Attachment A, Scope of Services
Attachment A1, Consultant's Proposal
Attachment B, Negotiated Fee Proposal

ATTACHMENT A
SCOPE OF SERVICES

DRAFT

TITLE: Right-of-Entry Engineering (ROE) Plan Reviews **WOA #:** WOA355-AE-43

I. PROJECT DESCRIPTION

San Diego Metropolitan Transit System (MTS) is the owner of multiple railroad rights-of-way, light rail trolley stations, and bus transit centers in southern San Diego County. For a detailed map of these locations, please refer to Exhibit A, Regional Transit Map. A ROE permit is required when an outside party wants to perform work within MTS Right-of-Way (ROW), cross the MTS ROW, or work within MTS fee owned property, MTS Bus Transit Centers, San Diego and Arizona Eastern freight rail yards, or adjacent to MTS ROW that may impact MTS operations. MTS receives an average of 20 permit requests per month and issues an average of 12 permits per month. Many ROE permit requests may adversely impact the MTS ROW or MTS fee property and require engineering analysis and review before a ROE permit is approved.

The purpose of this work order is to provide as-needed general engineering design review services to review ROE permit requests. These services must comply with MTS construction standards, American Railway Engineering and Maintenance of Way Association (AREMA) standard specifications, California Public Utilities Commission (CPUC) regulations, Manual on Uniform Traffic Control Devices (MUTCD) guidelines, and MTS, SDTI and SD&IV Operations and safety policies. Specific details regarding these services are provided in the scope of work outlined below.

II. SCOPE OF WORK

The scope of work shall consist of the following tasks and deliverables:

Task 1 – Project Management and ROE Coordination

- 1.1 Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.
- 1.2 Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.
- 1.3 Provide coordination and oversight of subconsultant(s).
- 1.4 To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house QA/QC review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

Task 2 – Technical Reviews

- 2.1 Perform technical engineering reviews of right-of-entry permit applications, including but not limited to civil or structural review of track, roadway, drainage design plans, railroad signal and public street signal plans, communication and fiber optic plans, trenching and shoring plans, construction work plans, traffic control plans, stormwater and erosion control plans, geotechnical reports, and other documents submitted by permit applicants and provided to the consultant.

- 2.2 Provide a technical review comment log which can track comments and responses from permittee. One permit application may require multiple plan submissions between MTS and permittee, the comment log tracking will ensure all comments are addressed.
- 2.3 Coordinate meetings with MTS and/or Permittees as needed to discuss a specific project and/or right-of-way matters

Task 3 – Construction Inspection Services

- 3.1 Provide construction inspection services, as needed, to include but are not limited to:
- Attend job walks and/or perform inspections for fiber optic line installation, jack and bore work, trench and shoring, street improvement, etc.
 - Confirm permittee is adhering to approved work plans and verify that construction crews are complying with MTS safety regulations.
 - Provide detailed inspection reports to MTS.

Task 4 – Tracking and Invoicing

- 4.1 Following each review, the Consultant shall submit an invoice to MTS within two (2) days, detailing all staff hours and associated charges.
- 4.2 Consultant shall provide a monthly invoice summarizing the total hours spent on reviews for that month, with individual review invoices attached.

III. PERIOD OF PERFORMANCE

Consultant shall provide the services from December 5, 2024 through June 30, 2027.

IV. DELIVERABLES

Consultant deliverables for Tasks 2 and 3 will vary per project. Tasks 1 and 4 deliverables are due monthly.

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
1) Project Management and Coordination	NTP – contract end
2) Technical Reviews	NTP – contract end
3) Construction Inspection Services	NTP – contract end
4) Tracking and Invoicing	NTP – contract end

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
Monthly Invoices	First Monday of each month

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

- PDF files of permittee plans and specifications, as submitted to MTS.
- MTS construction notes and guidelines which are available on the MTS Right of Entry website. Please click [here](#) to visit the website.

- MTS Trolley and Regional System Map (Attachment A)

VII. SPECIAL CONDITIONS

MTS is in the process of procuring a cloud-based software system to streamline/automate the Permit and Plan Review Acceptance (PRA) process, minimize data entry and to automate portions of the right of entry permit workflow. MTS intends to purchase the software and once in use, the selected consultant will be expected to incorporate the new software platform into the work plan for providing services under this contract. Software training will be provided by MTS.

The new software tool will not change the primary scope of work associated with this contract; technical reviews and construction inspections will still be the primary purpose of the contract. It is anticipated the software tool may streamline comment tracking, invoice tracking, and file sharing.

VIII. MTS ACCEPTANCE OF SERVICES:

Consultant and/or subconsultants shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide MTS an invoice the first Monday of every month detailing the project assignments, employee classification and number of review hours accumulated for each assignment for the preceding month. If Firm provides service(s) or work product(s) which are found to be unacceptable by MTS' Project Manager due to Firms and/or Firms subcontractors negligence, Firm shall be required to make revisions to said service(s) and/or work product(s) at no additional cost to MTS.

Firm 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

During the term of the work order, the consultant shall be compensated on a time and materials basis. There shall be no escalation of rates or fees allowed.

Administrative hours billed by consultant for contract oversight are capped at 5% of the total hours billed for the duration of the work order.

XII. ADDITIONAL INFORMATION

- 1) Consultant will have a single point of contact for invoicing and will provide MTS with a cost breakdown for all staff time, including administrative costs for each plan review (cost breakdown will be attached to all monthly invoices).
- 2) As needed, the Consultant will work with MTS to create invoice templates that help streamline the invoice process and work with MTS's internal processes.

XIII. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☒ No

Attachments: Exhibit A, Regional Transit Map (Attached Separately on PlanetBids)

ATTACHMENT A1
CONSULTANT'S PROPOSAL

DRAFT

Right-of-Entry Engineering (ROE) Plan Reviews

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Psomas/RailPros Team's current and completed
third-party projects reviewed for MTS

WOAXXX-AE-43 | 08.09.24

PSOMAS



PSOMAS

Balancing the Natural and Built Environment

August 9, 2024

Steve Augustyn, Contract Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Subject: Right-of-Entry Engineering (ROE) Plan Reviews - WOAXXX-AE-43

Dear Mr. Augustyn and Members of the Selection Committee:

Third-party construction projects on Metropolitan Transit System's (MTS) Right-of-Way can significantly impact daily transit operations and present risks to assets and safety. Third-party plan reviews and permit coordination play a vitally important role in maintaining safety and operations and protecting MTS's investment in transit infrastructure.

RailPros, a key subconsultant under our current On-Call A&E Engineering Services contract has been involved with the development and refinement of MTS's Right-of-Entry Engineering (ROE) Plan Reviews Program since 2010. The team we present in this proposal is the same team that has been serving MTS in the exclusive role of ROE consultant under our current On-Call contract. This ROE team is poised to continue their work to provide continuity of professional, efficient, and expert support to MTS.

The Psomas/RailPros Team provides MTS with these benefits:

Continuity

- ▶ RailPros has exclusively provided ROE permitting review to MTS for more than 14 years
- ▶ Our fully cross-trained staff understands all facets of the ROE process, and additional support staff from Psomas and RailPros have been integrated into the team

Expertise

- ▶ No other firm has the intimate knowledge of MTS's ROE Program that RailPros possesses; this presents a tangible benefit to MTS to help facilitate the upcoming implementation of third-party automation software
- ▶ Our team includes licensed professional engineers and staff who understand the design and construction of rail facilities and how to protect MTS's interests
- ▶ We have unparalleled knowledge of the MTS Trolley system and its operations

401 B Street
Suite 1600
San Diego, CA 92101
Tel 619.691.2800
www.Psomas.com

August 9, 2024

Page 2 of 2

Efficiency

Process - Throughout their engagement on the ROE Program, RailPros has provided continuous process improvements, including:

- ▶ Developed guidelines, a checklist, and sample plans (available on MTS's website) for applicant contractors
- ▶ Evolved communication from email-based to a dedicated SharePoint site to provide transparency and real-time review capability
- ▶ Developed and implemented an MTS ROE Training Program for all new team members, including Psomas technical staff
- ▶ Continued focus on reduced project management costs through a more efficient, well-defined distribution of time

The Right Staff, When You Need Us

Psomas/RailPros brings a depth of experience providing On-Call A&E Services to MTS. We know that services of this type are very dynamic, with fluctuating workloads that sometimes require flexibility in staff resourcing and expertise. Our team is focused on providing qualified, crossed-trained staff at the appropriate time to complete any task within schedule and budget. We are local and knowledgeable professionals who understand MTS's performance requirements and have delivered consistently through current and previous MTS A&E On-Call Contract Work Orders.

We are excited to begin the next chapter of our partnership with MTS not only to protect your assets and interests, but to continue to help evolve the ROE Program through continuity, expertise, efficiency, and innovation. We acknowledge receipt of Addendum 1 released on July 9, 2024, and Addendum 2 released on July 23, 2024.

Respectfully,

P S O M A S



Sarah Curran, PE, QSD
Vice President/Contract Manager

1 Project Team

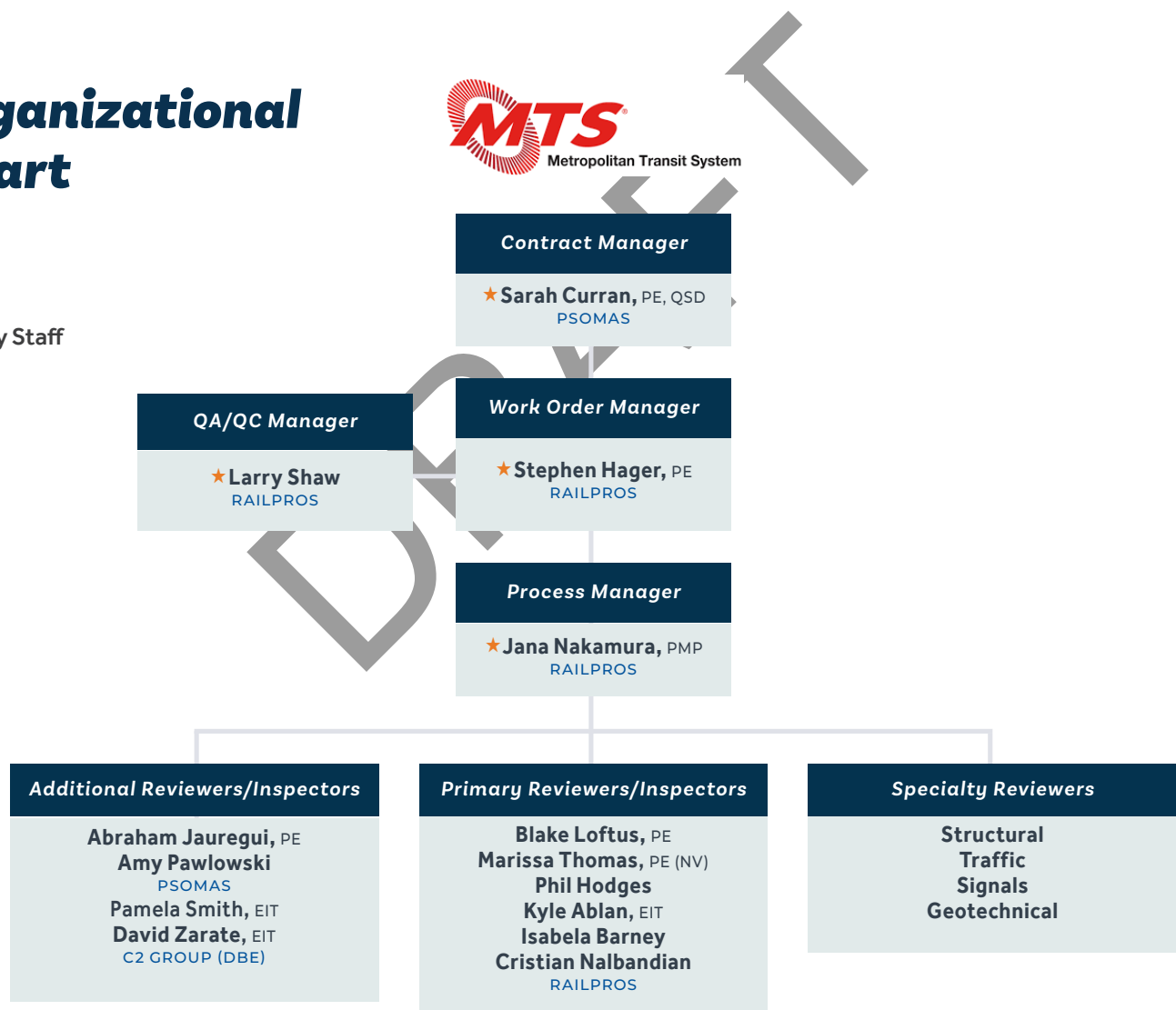
MTS has retained RailPros to perform ROE Engineering Plan Review services over the course of multiple General Engineering Services contracts. Throughout the lifetime of these services, RailPros has introduced innovations to standardize and streamline the review and project tracking processes, including a standardized review checklist that is periodically updated to meet MTS's evolving needs; a SharePoint website to store review materials and track all third-party projects; and an internal system for assigning tasks to staff and tracking task progress.

Psomas' reviewers and inspectors will provide additional capacity, if needed, as well as an independent review team for projects that may present a conflict of interest with RailPros. C2 Group will round out the team as a DBE subconsultant providing review and inspection support services.

The proposed project team shown below provides long-term and deep knowledge of MTS's ROE program combined with additional resources to support the program and MTS's DBE goals.

Organizational Chart

★ Key Staff



1A. Qualifications and Experience of Each Team Member

Team Member/Role	Qualifications	Experience
★ Sarah Curran, PE, QSD Contract Manager - Psomas	<input checked="" type="checkbox"/> BS/Civil Engineering/University of Vermont <input checked="" type="checkbox"/> CA/Professional Engineer/Civil/69620 <input checked="" type="checkbox"/> 22 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ MTS On-Call Engineering Services ▶ MTS VMS Signage Replacement ▶ MTS CPD Modular Building Feasibility Study
★ Stephen Hager, PE Work Order Manager - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/California Polytechnic State University, San Luis Obispo <input checked="" type="checkbox"/> CA/Professional Engineer/91672 <input checked="" type="checkbox"/> 7 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ MTS On-Call Engineering Services ▶ SANDAG On-Call AE Services (LOSSAN) Corridor Program
★ Jana Nakamura, PMP Process Manager - RailPros	<input checked="" type="checkbox"/> BS/Psychology/University of Washington <input checked="" type="checkbox"/> Project Management Professional (PM)/2102497 <input checked="" type="checkbox"/> 10 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ NCTD On-Call Civil Engineering ▶ SANDAG On-Call AE Services (LOSSAN) Corridor Program
★ Larry Shaw QA/QC Manager - RailPros	<input checked="" type="checkbox"/> BS/Environmental Sciences/California Polytechnic State University, San Luis Obispo <input checked="" type="checkbox"/> 35 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ SANDAG On-Call AE Services (LOSSAN) Corridor Program ▶ LOSSAN Rail Corridor Agency Program Management Services ▶ NCTD On-Call Civil and Rail Engineering
Blake Loftus, PE Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/University of Pittsburgh <input checked="" type="checkbox"/> CA/Professional Engineer/92828 <input checked="" type="checkbox"/> 10 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ SANDAG On-Call AE Services (LOSSAN) Corridor Program
Marissa Thomas, PE (NV) Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/San Diego State University <input checked="" type="checkbox"/> NV/Professional Engineer/029962 <input checked="" type="checkbox"/> 12 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ TxDOT Hebbbronville Crossing ▶ TxDOT WA 6 - Crossings Feasibility Study
Phil Hodges Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil and Environmental Engineering/University of Alabama <input checked="" type="checkbox"/> 17 years of experience	<ul style="list-style-type: none"> ▶ SANDAG On-Call AE Services (LOSSAN) Corridor Program ▶ NCTD On-Call Civil Engineering ▶ Metrolink State of Good Repair - Orange Sub Rail Replacements
Kyle Ablan, EIT Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/UC Irvine <input checked="" type="checkbox"/> CA/Engineer-in-Training/173467 <input checked="" type="checkbox"/> 3 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews ▶ MTS Beyer Boulevard Track Rehabilitation and Slope Repair ▶ LA Metro Chatsworth Metrolink Station ADA Improvements
Isabela Barney Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/San Diego State University <input checked="" type="checkbox"/> 3 years of experience	<ul style="list-style-type: none"> ▶ Camarillo ADA Station Improvements ▶ Camarillo Station Pedestrian Undercrossing ▶ City of Santa Clarita Via Princessa Undercrossing
Christian Nalbandian Primary Reviewer/Inspector - RailPros	<input checked="" type="checkbox"/> BS/Civil Engineering/California Polytechnic State University, Pomona <input checked="" type="checkbox"/> 2 years of experience	<ul style="list-style-type: none"> ▶ SJRRRC Madera Station Design ▶ TxDOT WA6 Crossing Feasibility Study
Abraham Jauregui, PE Additional Reviewer/Inspector - Psomas	<input checked="" type="checkbox"/> MS/Structural and Earthquake Engineering/San Francisco State University <input checked="" type="checkbox"/> AS/Civil Engineering/ Universidad Autónoma de Baja California, Mexicali, Baja California, Mexico <input checked="" type="checkbox"/> CA/Professional Engineer/Civil/93205 <input checked="" type="checkbox"/> 13 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews (RailPros training) ▶ MTS On-Call Engineering Services ▶ MTS VMS Signage Replacement
Amy Pawlowski Additional Reviewer/Inspector - Psomas	<input checked="" type="checkbox"/> 5 years of experience	<ul style="list-style-type: none"> ▶ MTS ROE Engineering Plan Reviews (RailPros training) ▶ Foothill Transit Mt SAC Transit Center ▶ Vista Canyon Multi-Modal Center (Metrolink)
Pamela Smith, EIT Additional Reviewer/Inspector - C2Group	<input checked="" type="checkbox"/> BS/Civil Engineering/California State University, Sacramento <input checked="" type="checkbox"/> CA/Engineer-in-Training/117955 <input checked="" type="checkbox"/> 28 years of experience	<ul style="list-style-type: none"> ▶ Southern California Edison, SCE Charge Ready ▶ California Department of General Services, A/E Services for EVSE Projects ▶ Edison Energy, Engineering and Design Services for EV Transportation Infrastructure
David Zarate, EIT Additional Reviewer/Inspector - C2Group	<input checked="" type="checkbox"/> BS/Civil Engineering/San Diego State University <input checked="" type="checkbox"/> CA/Engineer-in-Training/126555 <input checked="" type="checkbox"/> 15 years of experience	<ul style="list-style-type: none"> ▶ California Department of General Services, A/E Services for EVSE Projects ▶ Edison Energy, Engineering and Design Services for EV Transportation Infrastructure ▶ Pacific Gas & Electric, EV Charge Network, EV Fleet Ready, EV Fast Charge, EVIP Programs

 **Years of Experience:** 22

 **Time Commitment:** 15%

 **Years of Experience:** 7

 **Time Commitment:** 30%



Sarah Curran, PE, QSD

Contract Manager

Sarah has 22 years of experience. As Contract Manager for the current ROE Engineering Plan Reviews task, she will continue to oversee all project contract elements, maintain the project schedule, monitor invoices, and track budgets. In addition, she will oversee Psomas' technical reviewers/inspectors and identify any additional resources as needed to support project reviews.



Stephen Hager, PE

Work Order Manager

As Project Manager for the current ROE Engineering Plan Reviews task, Stephen oversees the team as they perform engineering reviews on submitted project documents and perform project inspections once they enter construction. Stephen started working on this project as a Reviewer in 2017, later rising to Senior Review Engineer, and finally Project Manager.

In the course of his work on this and other MTS projects, Stephen has become highly familiar with the MTS system - possessing an almost "savant" understanding - and responded to multiple incidents that required an engineering assessment, and developed an example plan and guidelines to aid permit applicants/permittees in the preparation of plan sets. Stephen now manages a team of more than a dozen engineers from several disciplines who perform all plan reviews and inspections.

Stephen's responsibilities include providing initial and recurrent training to all team members, quality control on all reviews and inspection reports before they are submitted to MTS, interfacing with MTS staff, managing invoicing, and other project management responsibilities, including:

- ▶ Preparing and updating permit review guidelines/permit application checklist
- ▶ Standardizing permit plan requirements
- ▶ Providing guidance to permit applicants
- ▶ Performing technical reviews of permit applications (review of project plans, specifications, and reports)
- ▶ Facilitating field meetings with applicants, MTS, and other governing agencies to verify compliance with MTS requirements
- ▶ Facilitating comment resolution meetings with applicants and MTS to clarify review comments and provide solutions
- ▶ Performing inspections of projects under construction within or adjacent to MTS ROE
- ▶ Overseeing and advising the other members of the RailPros plan review team
- ▶ Performing quality control checks on RailPros technical reviews and inspection reports
- ▶ Communicating and coordinating with MTS for process updates

Greatest Accomplishment:

"Continuously improving and adapting our processes to provide expedient, consistent, and quality reviews every time. Our team of over a dozen reviewers is well-versed in the review process and ROE requirements that are unique to MTS."

Greatest Challenge:

"Working with the City of San Diego to find a feasible approach to replacing aging water and sewer mains adjacent to the trolley tracks in the Commercial Street ROW. We worked closely with the City and their design team to verify that they would protect MTS's rail infrastructure and prevent prolonged interruptions to trolley and freight train service."


 **Years of Experience:** 10

 **Time Commitment:** 35%

"RailPros have completed all tasks on time and they have managed to keep up with all workload that I have sent their way. Overall, RailPros has done a great job and I would very much recommend them to any rail agency for any right of way and railroad engineering matters."

Monica Coria,
Former MTS Right-of-Way Engineer - Permits

 **Years of Experience:** 35

 **Time Commitment:** 20%



Jana Nakamura,
PMP

Process Manager

Jana serves as the Process Manager specializing in Project Controls for the current MTS ROE Engineering Plan Reviews task. She is the "engine" responsible for managing and coordinating all application documents, comment logs, and document distribution between stakeholders for the ROW review process.

These reviews have been the main focus for Jana since joining the firm in 2019, with specific focus on the process and administrative aspects of the program. Her experience and knowledge in project and program management led her to develop more streamlined communication with the internal team, as well as the utilization of technological applications beyond email. Jana's role has helped the reviewing engineers do what they do best - providing engineering services and technical expertise to MTS and their stakeholders.

Jana's responsibilities include driving the review process and training all team members alongside Stephen, including:

- ▶ Serving as the main point of contact for MTS and applicants
- ▶ Application intake, document control, and organization
- ▶ Assigning tasks to reviewers
- ▶ Tracking review progress
- ▶ Maintaining communications between stakeholders to enhance clarity
- ▶ Developing monthly and final invoice summaries
- ▶ Creating and periodically updating standard operating procedures and workflows
- ▶ Coordinating with contractors on field inspections



Larry Shaw
QA/QC Manager

As RailPros' San Diego Area Manager, Larry oversees the RailPros' ROE Engineering Plan Reviews, SANDAG LOSSAN Corridor Management, and NCTD On-Call Rail and Civil Teams. He possesses broad experience working with regional and federal government agencies, transit and transportation agencies, and municipalities. Larry excels in building and managing complex teams to effectively address client needs and meet project expectations. He is adept at review and delivery of project performance metrics, including milestone deliverables, schedule and budget, and he possesses excellent process management, implementation and client management abilities.

Greatest Challenge:

"One of the challenges is serving not only MTS but the third-party applicants. The goal has always been to move projects through the review process as efficiently as possible, in turn saving the applicants time and money. RailPros recognized that some applicants were unfamiliar with the ROE Engineering plan review process that resulted in many resubmittals and above average time spend on them. Helping to simplify the plan review/permit process by providing applicants with information on the MTS website has been a top priority and RailPros provided a sample plan and other requirements that are currently on the website."

Result:

"This has since resulted in more complete submittal packages from the applicant according to plan review expectations that were clearly conveyed, along with a decreased number of resubmittals."

2 Project Team Capabilities

2A. Management, Coordination, and Scheduling Abilities

Management

ROE Engineering Plan Review support follows a process-oriented approach with four distinct elements:

1. The first key element for successfully completing this task involves **process management and the ability to adjust to varying conditions** including project type and input quantity. For example, each permit submittal application is going to be unique and the number of applications received per month can vary dramatically. To address this, RailPros has established and implemented a clearly defined process guideline that trains all team members producing qualified staff with a full understanding of how to determine project needs, and how the review process works. In addition, RailPros always maintains a level of trained and qualified staff sufficient to account for variations in the quantity of reviews received, to maintain specified timelines.

2. The second key element of ROE permit engineering support is **maintaining proper technical expertise in a variety of engineering disciplines** including civil, traffic, structural, signal, and geotechnical for permit plan reviews. RailPros has multiple staff within each discipline and other team members include Psomas and C2 Group for areas not covered in-house, which currently includes geotechnical engineering, and who are all properly trained and equipped with the tools needed to successfully perform their jobs. In addition, a majority of projects being reviewed, once they are approved and move into construction phase, will require field inspection to check for compliance with the approved permit. To maintain continuity with each project, the engineer who performed the review will also perform field inspections.

3. The third key element for successful completion of this task is **maintaining quality control, communication, and schedule**. Quality control is applied to key steps throughout the entire review process and products are not allowed to move forward without approval. A full breakdown of the Quality Control process can be found in Section 2C on page 7. In addition, varying conditions can occur throughout

any given review; therefore, communication is essential in keeping all stakeholders informed of any changes or variation to the process and will keep the project moving forward.

4. The final key element is **process innovation**. RailPros is continually striving to implement tools to enhance the efficiency of the review process. Examples of current enhancements include development of the SharePoint platform that houses the Project Tracker reflecting review status, and the dashboard showing specific key performance indicators month over month. For example, in 2023 we reviewed an average of 17.42 projects per month, and, of those, we averaged two new projects per month. If desired, MTS has the opportunity to adopt the third-party software as part of this new work order.

Coordination

Coordination is a major aspect of the ROE plan reviews with the Process Manager taking the lead. With many reviews in different stages going on at any given time, coordination is of utmost importance. Some of our key innovations directly related to enhanced communication have already been discussed and, in addition, also rely upon the following:

- ▶ Camaraderie and open communication among the team members
- ▶ Dependable project management software
- ▶ Enhanced visibility into review assignments and where they are in the workflow

Scheduling

Coordination and scheduling go hand-in-hand with the Process Manager also overseeing the schedule as it relates to production and coordination, driving the process forward to meet our review time standards. This includes coordination with in-house disciplines and the incoming/outgoing reviews and other materials. RailPros draws on our nimbleness to handle varying degrees of workload and urgency, including:

- ▶ Maintaining a weekly availability log for each primary reviewer
- ▶ Assigning a main point of contact for each discipline to distribute work as appropriate

- ▶ Utilizing the planner feature to schedule tasks to individual reviewers containing all pertinent review information as well as the due date
- ▶ Task visibility and oversight to project owners, to include the Work Order Manager and Process Manager

Additional scheduling information can be found in Section 4.

2B. Ongoing Projects and Team Commitments

The table below provides additional information to quantify our team's time commitment to this Work Order Assignment (WOA) and details regarding other ongoing project commitments. Our proposed key staff are already working on this project, as are other members of the team; they will continue to meet or exceed their current time dedicated to MTS for ROE Engineering Plan Reviews support.

Key Personnel	Time Commitment to this WOA	Contract Role	Client/Agency	Project Name	CMIT.
Sarah Curran, PE, QSD	15%	Contract Manager	San Diego MTS City of Coronado SDUSD Sub to HPI US GSA	A&E As-Needed Services Engineering As-Needed Marshall Elementary WSM San Luis Land Port of Entry	25% 15% 15% 10%
Stephen Hager, PE	30% (continuing commitment)	Work Order Manager	San Diego MTS Union Pacific Railroad SANDAG LOSSAN Agency	ROE Engineering Plan Reviews Industrial Track Design Program Management Program Management	30% 50% 10% 10%
Jana Nakamura, PMP	35% (continuing commitment)	Process Manager	San Diego MTS SANDAG FivePoint SJRRRC SJJPA	ROE Engineering Plan Reviews LOSSAN Corridor Program Marine Way Grade Separation Elk Grove Double Track Madera HSR Station	35% 15% 10% 10% 10%
Larry Shaw	20%	QA/QC Manager	SANDAG LOSSAN Agency City of Menifee City of La Mesa	Program Management LOSSAN Corridor/Beyer Blvd LOSSAN Corridor Program Management Scott Road Improvements La Mesa Station Access Improvements PSR	20% 20% 15% 10% 15%

2C. Quality Assurance and Quality Control

This team is committed to satisfying MTS and stakeholder quality expectations on our work products. We will continue to meet and exceed quality expectations by using qualified staff to originate and check work products in accordance with our Design Quality Plan (DQP), following accepted design requirements and having products verified by an independent quality manager. We are committed to listening to client and stakeholder feedback and continually improving our training and procedures to increase satisfaction with our products. RailPros' DQP is based on applicable elements of the FTA Quality Management System Guidelines for planning and design projects. It outlines responsibilities and procedures for quality control of work products consistent with industry standards. Under the current contract for performing ROE services, they have established a Work Order-specific Project DQP which is based on their corporate Standard Design Quality Plan. The Work Order-specific plan addresses the unique quality needs for that particular Work Order and will be re-evaluated and revised as necessary based on the new Work Order.

2D. Cost Management

Cost management for the ROE Engineering Plan Reviews is rather unique due to its as-needed nature, however the three foundational elements for controlling a project's scope, budget and schedule still apply.

Our experience over many years of plan reviews has yielded expertise in quickly determining the scope of each review and assigning it to appropriate staff to fit within the typical budget and schedule. This has been made possible in part by our meticulous collection of data over the years documenting the timeline and level of effort for each review. We have input data starting in 2019 into our dashboard which graphically displays the data to accurately reflect trends. This allows us to monitor, make comparisons, identify potential risks, and arrange for any necessary adjustments to a review's level of effort.

Review costs are partially a function of the applicant's/permittee's responsiveness to the review comments. In addition to providing the greatest level of clarity possible in its comments, RailPros keeps track of comments that the applicant/permittee is struggling to address. To reduce prolonged or repetitive reviews, RailPros will initiate comment resolution meetings to assist the applicant/permittee in addressing the comments. Effective use of comment resolution meetings can be more cost-effective than conducting multiple subsequent reviews.

For larger-scale projects or for those that have been requested by MTS or the applicant/permittee, RailPros can provide project cost estimates which break down the costs by task, level of effort and assigned personnel. These estimates are based upon past data and experience, and as the review process progresses, both RailPros and MTS can track and control costs against this estimate.

Another aspect of cost management comes from the coordination between the Project Manager and the assigned accounting staff on a monthly basis to review and evaluate project costs prior to submitting the monthly invoice. In addition, because MTS requires a custom project cost breakdown for their internal billing process, the Project Manager will work with both the assigned accounting staff and the Process Manager to prepare the cost breakdown and check for continuity with the monthly invoice.

Ultimately our aim is to control costs with an eye out for potential savings, constantly looking for ways to improve the process, and incorporate tools to help with efficiency. Our goal is to always provide reasonable and realistic estimates that help us stay consistent while providing the best service and cost efficiency to both MTS and applicants/permittees.

2E. Staff Availability and Commitment

The Psomas/RailPros team brings a depth of experience providing On-Call A/E Services to MTS. We are focused on providing the qualified staff at the appropriate time to complete each task within the requested schedule and budget. Psomas and RailPros have the human and physical resources sufficient to perform the required services. We will perform timely completion of all deliverables specified in each Work Order, with sufficient personnel and requisite disciplines, licenses, skills, experience, and equipment to complete the services as required. We will deliver the resources and appropriate staff with the right skills and experience to meet the requirements of the requested services. This strength and flexibility, combined with a proven MTS track record of Work Order responsiveness, will support MTS's upcoming Programs.

Our team is organized and capable of fulfilling all on-call engineering services that you may require. The key staff identified in our Organization Chart include senior engineers and technical specialists to oversee the overall contract and individual Work Orders. Our Contract and Work Order Manager are supported by specialists with expertise to support this contract. We have a proven track record of responsiveness and effective coordination and communication, and we provide redundancy in our organization chart to address the peaks and valleys inherent in on-call, Work Order assignments.

3 Project Understanding/Approach



PROJECT STORY

A sinkhole opened up underneath the MTS Trolley Tracks at the 69th Street Crossing in Encanto on a Sunday evening. MTS's Maintenance of Way Department called Project Manager Stephen Hager around 9:00 pm to request emergency engineering support. Stephen was on site within 30 minutes and remained on site for several hours to assess the damage, recommend emergency repairs, and contact the City of San Diego's contractor to make those repairs.

3A. Demonstrated Knowledge and Abilities

The following major programs for MTS and Metrolink represent a comprehensive overview of RailPros' knowledge and ability to provide ROE Engineering Plan Review services; other third-party ROE plan review clients include Norfolk Southern Railroad, Denver Transit Operators, UPRR, and Santa Cruz Regional Transportation Commission.

MTS ROE Engineering Plan Reviews

As the provider of Right-of-Entry Engineering Support to MTS for over 14 years (including the last year under the current Psomas As-Needed contract), RailPros and its staff are highly familiar with the Scope of Work and MTS's needs. MTS's ROE Engineering Permit program exists to safeguard MTS property, right of way, infrastructure, bus and trolley operations, and other assets while allowing access for outside third-party entities with a legitimate need to perform activities within these areas. Applicants for an ROE Permit are required to submit an application fee and detailed project documents specifying their proposed activities. When the proposed activities involve construction, MTS requires engineering reviews to be performed. Some applications may propose modifications directly to MTS infrastructure or property boundaries, while others involve third-party assets that encroach into MTS property, right of way, or in other areas that affect MTS trolley or bus operations. Because of limited in-house engineering staff availability, MTS relies on its engineering consultant, RailPros, to provide the engineering expertise needed to perform these reviews.

As part of multiple master contracts, RailPros has been providing the following services since 2010:

- ▶ Permit review guidelines/permit application checklist
- ▶ Standardization of permit plan requirements
- ▶ Coordination/guidance to permit applicants
- ▶ Technical review of permit applications (review of application forms, project plans, and project related documents including calculations, traffic control plans, work plan, and construction schedule)
- ▶ Coordinating and facilitating technical review meetings with applicants, MTS, and other governing agencies to verify compliance with MTS requirements
- ▶ Providing monthly permit updates to MTS
- ▶ Managing comment log for permit processing
- ▶ Administrative support (maintaining permit tracking log, packaging and submitting approved plans, and preparing monthly summarized invoices for permit applicant billing)
- ▶ Scheduling, coordinating, and performing field inspections including preparing and submitting inspection reports (RailPros inspectors are available 24/7 and respond to emergency situations concerning permit work)

RailPros has managed and performed reviews on over 290 permits over the past 14 years. During this time, RailPros has:

- ▶ Standardized permit review guidelines
- ▶ Developed a reviewer training program



PROJECT STORY

The Bayshore Bikeway project, which included coordination among multiple disciplines, MTS, SANDAG, and other stakeholders involved a lengthy review process. RailPros representatives were present in many meetings to provide crucial input on behalf of MTS, making sure standards were followed, as well as protection of MTS infrastructure and public safety.

- ▶ Developed complete process Standard Operating Procedures (SOPs) to maintain properly qualified staff
- ▶ Prepared permit applicant assistance documents, including a list of basic application package requirements, a sample plan, and work plan guidelines, which were posted on MTS's permit application web page. These were prepared to help eliminate excessive first submittal comments.

Metrolink On-Call Right of Entry Support (Flagging, Inspection, Training, Right of Entry and Information Technology Services)

Since 2018, RailPros has served as Metrolink's flagging, inspection, and training contractor, successfully delivering over 600 task orders. Most recently, RailPros was awarded a three-year, \$41 million contract to replace the MS274B-18 contract, expanding our services to include information technology and ROE services to support SCRRA's overall rehabilitation program throughout Metrolink's rail system.

Our Real Estate and ROE management team guides third-party projects through the seven-step, ROE permitting process - from the time a request for Right-of-Entry is submitted to the moment on-site work begins, including:

- ▶ Application intake and engineering plan review
- ▶ Submit approvals to member Agencies and confirm license or easement has been granted
- ▶ Coordinate the flagging, construction inspection, and signal marking field services
- ▶ Document project close-out
- ▶ Establish and provide all reports required monthly by SCRRA

Right-of-Entry Services

RailPros utilizes its online application system with a specific domain and customization for SCRRA ROE applications, allowing third-party applicants to be continuously updated on the status of their request. RailPros manages the application and engineering review process, secures Metrolink approvals as needed, and executes the final ROE document on behalf of Metrolink. Services include:

Technology Integration: RailPros developed a customized Total Right-of-Way Management program with an online application system with a specific domain for SCRRA Right-of-Entry applications at zero cost to SCRRA. Implementing advanced technologies and digital tools to improve efficiency and productivity.

Right-of-Way Access and Right-of-Entry Enforcement: Local municipalities, utilities (gas, electric, and water) and third-party contractors that previously believed they had the right to access and work on the right-of-way.

3B. How to Address and Complete Services

The ROE Engineering Permit program is an ongoing project that requires a high degree of efficiency, adaptability, and repeatability. MTS may receive initial requests for plan reviews, permit applications, or permit amendments at any time and at any phase in a third-party project's life cycle. RailPros will call upon its experienced staff to deliver its services in a consistent, timely, and cost-effective manner. The ROE Plan Reviews team has flexible workloads, meaning that the RailPros staff resources assigned at any given time may be scaled up or down to meet the varying demand for reviews.

1. Project Management and ROE Coordination

RailPros will provide project management services required for the performance of its engineering services. This will include providing monthly invoices to Psomas, providing monthly progress reports for active projects that are under review or being inspected, and administering the RailPros team in the performance of the services. Internal meetings will be held to ensure that RailPros' staff is kept up-to-date on process updates and to ensure that staff resources are being appropriately assigned. RailPros will train new staff on an as-needed basis in the event of staff turnover or increasing plan review workload.

RailPros will coordinate and communicate with MTS staff on an as-needed basis to ensure that the process is running smoothly and to discuss changes/improvements to the process. RailPros will also work with MTS staff to schedule periodic project update meetings. RailPros understands that MTS's system is interconnected with and interdependent on other municipal, transit agency, planning agency, and railroad stakeholders and will assist MTS in coordinating with these stakeholders when requested. RailPros will coordinate with Psomas and other subconsultants on Psomas' team for invoicing, project coordination, and any applicable technical assistance when needed.

All plan reviews, inspection reports, invoices, and other deliverables will go through a rigorous in-house QA/QC process before they are sent to MTS. This process will be performed by the most experienced RailPros staff and will ensure that all invoices are accurate, MTS standards are enforced, engineering concerns are identified, and review/inspection reports are done in a neat, consistent manner.

2. Technical Reviews

After receiving a new submittal from MTS, RailPros will take inventory of the documents received and determine which engineering disciplines need to review the documents. RailPros has a staff of licensed professional engineers who will oversee and/or perform each review with the assistance of engineers in training. These engineers have a wide range of backgrounds including general civil, track, structures, traffic, hydraulics and hydrology, and railroad signals. These disciplines will be supplemented by Psomas when Geotechnical or other engineering expertise is required.

The review process includes reviewing and redlining all pertinent documents and logging all comments in a comment review log that is continuously updated throughout the review process. RailPros will make comments that cover three key areas: standard "checklist" items (i.e., ensuring that plans include the MTS construction notes and other required labels and symbology), any engineering/constructability issues that may negatively impact MTS, and any comments provided by MTS staff. Comments will be made with an understanding of the current lifecycle phase of the third-party project, the degree of impact that the project will have to MTS, and the level of experience (or lack thereof) that the applicant/permittee has with working on or around MTS property or railroads. Review comments will be provided to the permittee/applicant after approval by MTS. Upon the permittee/applicant's resubmittal, RailPros will perform a second review to backcheck the comments from the previous review and generate new comments if necessary. This process will repeat until all comments are satisfied. If necessary, RailPros will hold comment resolution meetings with MTS and the applicant/permittee to ensure that comments are understood and to help the applicant/permittee adjust their design to satisfy engineering concerns and meet MTS's requirements. Once all comments are satisfied, RailPros will stamp the final documents with an approval stamp and send back to MTS.

3. Construction Inspection Services

After third-party projects are reviewed and approved for an ROE permit, it is often necessary to monitor the projects during construction. This ensures that construction is proceeding in accordance with the approved plans, specifications, work plans, etc., and that no damage or disruptions are being caused to MTS.

RailPros will identify critical phases of construction and submit a proposed list of inspections along with an inspection cost estimate to MTS at the time that a project reaches final approval. Upon approval by MTS, RailPros will perform spot inspections during these critical construction phases and provide written inspection reports to MTS with photos showing the site conditions. Occasionally, unusual conditions in the field such as damage to buried utilities or track may require RailPros to perform an emergency inspection on short notice. RailPros will also attend pre-construction meetings at the request of MTS to ensure that the permittees understand MTS's requirements for track monitoring, provide notifications for upcoming inspections, and know how to respond if unusual conditions arise.

4. Tracking and Invoicing

Due to the large number of third-party projects that may be in the review phase at any given time, a process-driven approach is necessary. RailPros will track projects throughout the review process with updates made each time a submittal is received, review is started and completed, and review documents are sent out. Review documents will be archived and easily accessible to MTS through this project tracker system. A single channel of communication between MTS and RailPros will be provided to ensure that updates are sent and received in a timely manner without confusion. RailPros employs trained project controls personnel who will maintain the project tracker, upload documents, communicate with MTS, and assign tasks to RailPros staff internally.

In addition to providing invoices for its services, RailPros will provide a monthly cost breakdown of all labor costs and other direct costs. This cost breakdown will apportion RailPros' engineering and administrative costs among each of the active projects so that MTS can accurately invoice each project for the actual costs incurred. In addition, when each project is returned to MTS following a review, RailPros will include a cost breakdown with the reviewed documents so that MTS can immediately invoice the applicant for review costs. RailPros' inspection reports will also include a breakdown of labor and mileage costs. Through this cost breakdown and invoicing process, MTS can keep the ROE Permit Process cost-neutral to the agency.

3C. Innovative Approach

RailPros' extensive knowledge and experience has been demonstrated through repeatable processes and other project controls, and at the heart of it is our people, from technical reviewers to process and project controls specialists. As RailPros is familiar with the ongoing nature of the program, we provide support for MTS following a structured methodology that employs our standard review framework for each project from start to finish. This method has proven effective in a myriad of ways and has contributed to the depth of our knowledge. The key innovations to this methodology have been described in Section 2. The last element that is key are the process workflows that are documented in the form of standard operating procedures.

This documentation reflects the entire engineering review process as well as the processing, administrative and invoicing steps, all of which are accessible to MTS and the review team, and all of which are used in the training process for new reviewers.

RAILPROS		Project/Subject: MTS ROE Engineering Review Process			
Document Type/File Location:	Revision Date:	Revision Level:	Original Version:	Author(s):	Title:
Standard Operation Procedure (SOP)	01/01/24	4	Aug 2017	Stephen Hager, Jana Nakamura	Process for Reviewers

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While this provides general guidelines, this process also allows for flexibility to accommodate the diversity in projects and other varying conditions as we have seen through our tenure on this program. As with any effective program, periodic review is conducted, and process improvements are implemented while keeping the team abreast. RailPros, with our extensive knowledge of the ROE program, stands ready to assist the selected software provider.

4 Schedule

4A. Proposed Schedule

With our fully trained on-call staff, RailPros is highly responsive and able to accommodate the workload and demands of the ROE plan reviews. As mentioned, our reviewers are familiar with and can meet timeframe targets while maintaining flexibility dependent on the level of effort that each different project requires, whether it is a large bikeway project or a smaller pole relocation project.

With an average of 15 projects under review per month, most reviews are completed in our standard review time of one week, depending on complexity.

Tools to help keep on schedule include the Project Tracker, task assignments and notifications, and communication with MTS if timeframes need to be extended or any other circumstances require above average review time.

4B. Local Resources

The MTS ROE Plan Reviews program benefits from dedicated core team members and the various expertise and availability of engineers in the civil, structural, traffic and signals departments, mainly working out of RailPros' San Diego office. As part of our staffing plan, all engineers in the San Diego office have been trained, as well as a minimum of three reviewers from the other disciplines. We have an excellent team ready to support any and all right-of-entry plan review needs, with many of our reviewers having worked together on multiple projects throughout Southern California and many other areas across the United States.

5 DBE Subcontractor Utilization Plan

Psomas maintains a general philosophy of promoting diversity within our corporate culture, as well as with our teaming partners. With respect to the Right-of-Entry Engineering (ROE) Plan Reviews project, Psomas proposes to utilize the services of C2 Group, a Disadvantaged Business Enterprise (DBE), California Small Business Enterprise (SBE), and Woman-Owned Business Enterprise (WBE).



A Resumes

SARAH K. CURRAN, PE, QSD

Contract Manager – Psomas



REGISTRATION

2006/CA/Professional Engineer/Civil/69620

2023/AZ/Professional Engineer/Civil/78564

EDUCATION

2002/BS/Civil Engineering/University of Vermont, Cum Laude

CERTIFICATIONS

Qualified SWPPP Developer/California Stormwater Quality Association/69620

PROFESSIONAL AFFILIATIONS

California's Coalition for Adequate School Housing (CASH)

ACE Mentor Program

Design Build Institute of America

Urban Land Institute

EXPERIENCE

With Psomas for 9 years; with other firms for 13 years

Sarah Curran has 22 years of civil engineering experience including consulting for public works, transit, and educational facilities. Her diverse project experience and client base is supported by her ability to identify and commit needed resources to projects requiring a wide range of expertise. As Contract Manager, Sarah will work closely with the MTS Project Manager and Stephen Hager, Work Order Manager, to manage the project contract elements, and maintain the project schedule.

Experience

MTS ROE Plan Reviews – San Diego, CA: As Contract Manager, Sarah is providing oversight for this project with RailPros as part of Psomas' On-Call contract with San Diego Metropolitan Transit System. The services to be provided by Psomas may include preliminary engineering, alternatives analysis, project renderings, feasibility studies, project management, value engineering, risk analysis, cost estimating, specifications writing, and schedule development. Additionally, Psomas will provide constructability reviews, plan checking, permit support services, and design support during construction.

MTS On-Call Engineering Services – San Diego, CA: As Contract Manager, Sarah is providing oversight for this project. Psomas has been selected as a consultant to provide architectural and engineering (A&E) services on an "on-call, as needed" basis for the development and construction of various projects for the Metropolitan Transit System (MTS) for a five-year contract. The majority of the work focuses on engineering design services for transportation projects such as light rail, heavy rail, bus rapid transit, transit facility modifications, bridge and retaining wall repairs, bus stops and sidewalk improvements, and related facilities. Ongoing tasks include a Phase 1 Environmental Site Assessment, Signal Upgrades at two key trolley line intersections, and Right of Entry plan check services. Psomas is currently scoping a planning study for an MTS bus facility and a study/PS&E for VMS signage replaces and on the Orange, Blue and Green Trolley Lines; both projects anticipated to be awarded to Psomas via the as-needed rotation.

MTS VMS Signage Replacement – San Diego, CA: Psomas provided project management and coordination services as well as structural services for the MTS variable message sign (VMS) project. This project consisted of review of the proposed VMS units; on-site review of the existing sign supports, power and network connections; plans, technical specifications, and estimates for the attachment and integration of VMS units to the existing sign supports

and information network. The scope of this project included 52 Stations along the Orange, Blue, and Green MTS Trolley lines.

MTS Copley Park Division Planning and Lighting Study – San Diego, CA: As Contract Manager, provided oversight of surveying, engineering and project management services to support the overall planning study. The study provided alternatives for the replacement of the existing modular building to a location outside of the old Miramar South Landfill. The study considered existing site constraints, operational impacts, and programmatic space requirements. A conceptual site lighting plan study and photometric analysis were also prepared to understand alternatives for replacement or renovation of existing leaning light poles at the facility site.

City of San Diego 5th Avenue Pedestrian Promenade Feasibility Study – San Diego, CA: Principal-In-Charge to prepare and analyze alternatives to transform 5th Avenue into a pedestrian accessible promenade. The study identifies infrastructure upgrades needed to support each alternative, including stormwater, accessibility, traffic and landscape improvements. Psomas provided existing condition base mapping, engineering, and project management services to support the overall study, with subconsultants to support the landscape and project outreach components. The project included Stakeholder Group meeting facilitation, report and cost estimate development.

Otay Mesa Land Port of Entry Expansion and Modernization – Otay Mesa, CA: Team Leader for the \$137 million modernization and expansion of the Otay Mesa Land Port of Entry, the busiest commercial port in California. The project includes the expansion of pedestrian-processing facilities, construction of new buildings, new surface and structured parking, and improvements to commercial vehicle circulation by expanding the commercial truck inspection areas onto an adjacent 10-acre site. Psomas provided a wide variety of engineering services, including traffic, pavement design, infrastructure, stormwater management, multi-agency coordination and permitting services.

San Luis Land Port of Entry – San Luis, AZ: Principal-In-Charge for the \$228 million Design-Build project for modernization and expansion of the San Luis 1 Land Port of Entry in San Luis, Arizona. Existing site facilities will be renovated and expanded to reduce waiting times and increase capacity for pedestrians and cross-border vehicular travelers. The project includes both on-site and off-site design work site, utility, pavement, signal, demolition, and grading improvements. The team is coordinating design efforts through the U.S. General Services Administration (GSA) and is coordinating additional design submittals through the City of San Luis, Yuma County, and the US Bureau of Reclamation (USBR).

**EDUCATION**

BS, Civil Engineering, California Polytechnic State University, San Luis Obispo

REGISTRATIONS

Registered Professional Engineer –

- California No. C 91672

PROFESSIONAL AFFILIATIONS

Member, ASCE

President of the Board of Directors, Pacific Southwest Railway Museum Association

"As a lifelong San Diego resident and daily MTS transit rider, I take immense pride in providing the best service possible to the team at MTS. Our team is always looking out for MTS' best interests, and we look forward to continuing to serve for many years into the future."

STEPHEN HAGER, PE

WORK ORDER MANAGER

SUMMARY OF QUALIFICATIONS

Mr. Stephen Hager is a registered Civil Engineer in the State of California and serves as a Project Engineer and Project Manager with over **seven** years of experience. Stephen specializes in track design and has extensive experience with geometric design, track grading and drainage, plan production, and cost estimating. His design experience also encompasses highway-rail grade crossings, train horn Quiet Zone improvements, railroad stations, roadways and sidewalks, bus stops, and bus/light rail maintenance facilities. He is experienced with both Autodesk AutoCAD/Civil 3D and Bentley MicroStation/InRoads design software.

Stephen has provided services across the country for multiple railroad and public agency clients including BNSF Railway; Union Pacific Railroad; San Diego Metropolitan Transit System (MTS); North County Transit District (NCTD); Southern California Regional Rail Authority (SCRRA/MetroLink); LA Metro, Sonoma-Marín Area Rail Transit (SMART); San Diego Association of Governments (SANDAG); San Bernardino County Transportation Authority (SBCTA); Port Authority Trans-Hudson (PATH); the Town of Windsor; City of Oceanside; and City of King City. He is currently providing design services for numerous owners of industrial tracks across the western United States.

Stephen also serves as the Project Manager for Right-of-Way Engineering Services that RailPros provides to MTS. He manages a team of over a dozen engineers who perform engineering reviews on all third-party construction projects submitted to MTS in pursuit of a Right of Entry (ROE) Permit. Stephen's team reviews plans and other pertinent documents for conformity with MTS plan requirements and for potential impacts to MTS infrastructure and real estate. The team also performs field inspections of behalf of MTS once the projects move to construction. In addition to managing the team, Stephen performs quality control on all reviews and inspection reports before they are submitted to MTS. He has extensive knowledge of the MTS rail system and the greater Southern California rail network. Stephen also has extensive knowledge of railroad operations and has experience as a locomotive engineer, conductor, brakeman, and rules instructor.

PROJECT EXPERIENCE**Right-of-Entry Engineering Plan Reviews, MTS, San Diego, CA**

RailPros has been providing engineering support for the San Diego Metropolitan Transit System's Right-of-Entry (ROE) permitting program since 2010. Stephen started working on this project as a Reviewer in 2017, later rising to Senior Review Engineer, and finally Project Manager. In the course of his work on the project, Stephen has become highly familiar with the MTS system, responded to multiple incidents that required an engineering assessment, and developed an example plan and guidelines to aid permit applicants/permittees in the preparation of plan sets.

Stephen now manages a team of more than a dozen engineers from several disciplines who perform all plan reviews and inspections. Stephen's responsibilities include providing initial and recurrent training to all team members, quality control on all reviews and inspection reports before they are submitted to MTS, interfacing with MTS staff, managing invoicing, and other project management responsibilities.

STEPHEN HAGER, PE (cont'd)

Any time a developer, municipality, utility company, or other third-party wishes to perform construction on or near MTS railroad right of way or facilities, the third-party must apply for an ROE Permit. RailPros performs engineering reviews on the submitted project documents, and performs inspections of these projects once they enter construction. RailPros also provides additional as-needed engineering support to MTS when emergency and/or unforeseen situations arise; most recently when a water main broke and a sinkhole opened beneath the tracks, Stephen performed emergency field assessments on both occasions. Throughout the lifetime of the project, RailPros has introduced innovations to standardize and streamline the review and project tracking processes, including a standardized review checklist that is periodically updated to meet MTS's evolving needs; a SharePoint website to store review materials and track all third-party projects; and an internal system for assigning tasks to staff and tracking task progress.

On-Call Engineering Services, Multiple Projects, MTS, San Diego, CA

As part of an On-Call Engineering Services contract, RailPros provides public works engineering; public works facilities and structures design; preliminary engineering; alternative analysis; feasibility studies; utilities, drainage and grading, development of PS&E; plan checking; preparation of environmental documents; structural inspections; right-of-way assistance; surveying; traffic design, geotechnical engineering; and various biological and cultural services.

- *Orange Line Terminal Courthouse Station:* As a designer, Stephen performed design work and plan preparation, including curb and gutter plans and profiles; typical sections for road and track; station amenity layouts; detailing utility investigation erosion control; and assisted with the procurement process for special trackwork. During construction, Stephen provided design support including responding to RFIs, approving material submittals, and redesigning a portion of the track alignment to adjust for unexpected conditions found in the field.
- *KMD Bus Wash Blowers Project:* Stephen served as Designer for the performance-based design for a new blow dryer rack as an addition to the existing bus wash facility at the MTS Kearny Mesa Division Bus Maintenance Facility.
- *KMD Bay 18 Lift Improvements:* Stephen served as a Designer for performance-based design for new mobile bus lifts and the removal of existing built-in hydraulic lifts.
- *Bus Stop ADA Improvements:* This project involved the improvement of 28 street-style bus stops in the City and County of San Diego to meet California ADA compliance. Stephen performed design services for both phases.

LOSSAN Corridor Program Management, SANDAG, San Diego, CA

RailPros serves as SANDAG's Program Manager for the portion of the San Luis Obispo-Los Angeles-San Diego (LOSSAN) Corridor in San Diego County. RailPros helps SANDAG oversee 21 LOSSAN Corridor rail improvement projects from planning, environmental clearance through final design and construction. Stephen has multiple support roles for the team, including creating, maintaining, and updating the corridor's engineering standard plans. Stephen's rail engineering and operational expertise have been used to identify and correct constructability and operational problems with multiple planned projects on the corridor. Stephen also performs engineering peer reviews as a member of the rail design team.

Fenton Parkway Grade Crossing Conceptual Design, San Diego State University, San Diego, CA (Project Engineer, 2019 - Ongoing)

Stephen served as Project Engineer to create a conceptual design for a new at-grade crossing for the extension of Fenton Parkway across the MTS Trolley Green Line in Mission Valley. A roadway constructed as part of the proposed SDSU West Development will run alongside the Green Line and tie into the Fenton Parkway extension just south of the proposed grade crossing. The proposed grade crossing with its associated pedestrian crossings will require reconfiguring the adjacent Fenton Parkway trolley station. As part of the same project, Stephen laid out several proposed trolley track alignments through the proposed SDSU West Development to show that the planned MTS Trolley Purple Line will be compatible with the planned trolley line.



JANA NAKAMURA, PMP PROCESS MANAGER

SUMMARY OF QUALIFICATIONS

Ms. Jana Nakamura is a certified Project Management Professional with over 10 years of experience spanning various industries. She serves as a Project Controls Specialist and Process Manager, focused on implementing and maintaining project and document control systems for a series of projects and programs.

PROJECT EXPERIENCE

Right-of-Entry Engineering Plan Reviews, MTS, San Diego, CA

Jana serves as the Process Manager specializing in Project Controls responsible for managing and coordinating all application documents, comment logs, and document distribution between stakeholders for the ROW review process. Her responsibilities include logging of applications; assigning tasks to reviewers; tracking review progress; maintaining communications between stakeholders to enhance clarity; developing monthly and final invoice summaries; and issuing field inspection schedules.

LOSSAN Corridor, Program Management, San Diego Association of Governments (SANDAG), San Diego, CA

Jana serves as Project Controls Specialist for this \$800 million rail improvement project with 21 locations in San Diego County. Her duties include facilitating coordination between project managers; resolving program-wide complications; tracking previous complications on projects and applications towards newer projects; and scheduling with Primavera to visualize conflicts between projects. Jana also performs budget tracking and management; preliminary project reports on new projects; and consults and coordinates with other consultants. She organizes project files, compiling data from multiple projects, performs data analysis, and presents it in easily understandable formats, as required.

Rail improvements projects under this contract include:

- Batiquitos Lagoon Double Track
- Eastbrook to Shell Double Track
- Sorrento to Miramar Double Track Phase 2
- San Dieguito Lagoon Double Track and Platform

On-Call Civil Engineering, North County Transit District (NCTD), San Diego, CA

CivilPros provides public works engineering; public works facilities and structures design; preliminary engineering; alternative analysis; feasibility studies; utilities, drainage and grading, development of PS&E; plan checking; preparation of environmental documents; structural inspections; right-of-way assistance; surveying; traffic design, geotechnical engineering; and various biological and cultural services. She provided Project Controls services for the following Task Order:

- Loma Alta Creek Condition Assessment and Permitting (2020 - 2021)
Jana documented existing conditions of Loma Alta Creek adjacent to the Escondido Subdivision SPRINTER track in the City of Oceanside. The assessment included investigation of scour and flooding hazards resulting from existing trash, vegetative debris, invasive (non-native) species of

EDUCATION

BA, Psychology, University of Washington

CERTIFICATIONS

Project Management Professional (PMP) No. 2102497

PROFESSIONAL AFFILIATIONS

Project Management Institute (PMI)

Toastmasters International

"Working downtown, I see MTS trolleys and buses every day. The MTS system is an important part of the San Diego cityscape that provides visitors and locals alike with convenient transportation, and each time I see that flash of red, I take pride in knowing that I play a part in serving the best interests of MTS and the community."

JANA NAKAMURA (CONT'D)

vegetation, native species of vegetation, sediment build-up, and/or deferred maintenance. Tasks included identification of locations of excessive vegetation presenting a fire or flood risk to track, bridges, culverts or other railroad infrastructure; identification of federal, state, and land/or local regulatory agencies and required regulatory permits; and identifying which conditions - trash, vegetative debris, invasive vegetation, native vegetation, or sediment - that could be cleared within Creek limits legally without the requirement of any regulatory permitting or mitigation. CivilPros delivered Existing Conditions Summary and Final Reports.

East Beyer Blvd Slope and Drainage Environmental Improvements, Final Design and Design Support During Construction, San Diego Association of Governments (SANDAG), San Diego, CA

Jana provides Project Controls duties for this task order to provide final design and design support during construction. Jana supports the project manager with document creation and management, including the organizational chart, schedule, and SharePoint site. Other duties include keeping documents up to date and compiling budget data into a comprehensive visual dashboard.

The existing slopes between the MTS rail line to the east and residential properties to the west were non-standard (steeper than 2:1) and were experiencing excessive erosion. Residents on the down slope side were being flooded from runoff of water and sediment. MTS rail line improvements included a three-foot walkway on the west side of rails which reduced available distances for slope improvements. In addition, access to an existing drainage inlet needed to be maintained. Slope improvements were achieved through a combination of 2:1 slope build out and retaining walls including both gravity and CIDH types. The design included a new maintenance road for access to the drainage inlet, and drainage control included the design of earthen swales, concrete ditch modifications to the existing inlet for more efficient flow. Through this design, the entire 1,300 feet of non-standard slope was brought into compliance (2:1 or flatter), and 95% of slope runoff was captured and prevented from entering residential properties. The project included preparation of 30%-100% design submittal packages for bid award, assistance in preparing IFB documents, conforming construction documents for award, and performing design support during construction.

Redlands Rail Passenger Program (RPRP), San Bernardino County Transportation Authority (SBCTA), Redlands, CA

RPRP is a nine-mile passenger rail service project between San Bernardino and Redlands. This project provides new transportation choices by implementing a new rail service consisting of five stations and three DMU vehicles. Jana served as Document Control Specialist for this important project. In this role, she reviewed, prepared, and processed clients' vendor invoices for the project lead's review and approval. Jana connected with team members to update the Federal Transit Administration (FTA) Monthly Progress Report – which also consisted of updating the program budget and expenditures. She maintained the RPRP document control email, filed necessary correspondences, and updated the internal tracking log. In addition, she prepared the monthly status report for RailPros' monthly invoice submittal.

LRV Upper Platforms Buildings A, C and C1-East, San Diego Metropolitan Transit System (MTS), San Diego, CA

Jana served as Project Controls Specialist for this task order project with MTS to design maintenance platforms. Jana was responsible for managing and coordinating all submitted documents from stakeholders and guiding the review process, including logging of requests for information and submittals; assigning tasks to reviewers; tracking review progress; coordinating follow-up meetings; and issuing the final responses to stakeholders.

Oceanside Transit Center Design and Construction Support of Breeze Bus Washes, North County Transit District (NCTD), Oceanside, CA

Jana provides Project Controls support during the bidding and construction for the replacement of the Bus Wash Systems at the West Division BREEZE Operations Facility located in Oceanside, CA and the East Division BREEZE Operations Facility located in Escondido, CA. Jana is responsible for managing and coordinating all submitted documents from stakeholders including RFIs and submittals, progress tracking, task assignments to reviewers, and stakeholder coordination.



EDUCATION

BS, Environmental Sciences,
California Polytechnic State
University, San Luis Obispo

PROFESSIONAL AFFILIATIONS

Board Member, Construction
Management Association of
America, San Diego Chapter

LARRY SHAW QA/QC

SUMMARY OF QUALIFICATIONS

Mr. Larry Shaw has over 35 years of experience in the transportation industry. He possesses broad experience in principal management; project team leadership; strategic planning; construction management and inspection; construction plans and documentation development; constructability review and quality assurance; environmental investigations; and business development. He has worked with municipalities; regional and federal government agencies; water; sanitation and utility districts; special jurisdictions; and private developers and corporations. Larry excels in building and managing complex teams to effectively address client needs and meet project expectations. He is adept at review and delivery of project performance metrics, including milestone deliverables, schedule and budget, and he possesses excellent process management, implementation and client management abilities.

Larry also served as a Senior Vice President of a successful civil engineering firm. In that role, he helped develop the team's capabilities and diversify the Southern California region's three offices to focus more on public works clients. As Public Segment Leader, he was responsible for developing strategic marketing plans to capture public agency contracts and to motivate technical managers and staff. Additionally, he built a construction management practice and led teams on numerous significant public works improvement construction projects. Larry has recent experience working with SANDAG LOSSAN Corridor Management Team, MTS Capital Projects Team and NCTD Engineering Department. As a San Diego resident for 28 years, Larry is very familiar with these local stakeholders and others in the transportation industry.

PROJECT EXPERIENCE

Right-of-Entry Permit Engineering Support, MTS, San Diego, CA

Larry serves as RailPros' Principal in Charge for two consecutive Work Order master contracts, providing oversight for the following services:

- Permit review guidelines/permit application checklist
- Standardization of permit plan requirements
- Coordination/guidance to permit applicants
- Technical review of permit applications (review of project plans and application forms)
- Facilitating field meetings with applicants, MTS, and other governing agencies to verify compliance with MTS requirements
- Meeting with MTS weekly for permit update reporting
- Comment log for permit applicants
- Administrative support (maintaining permit tracking log, packaging and submitting executed permits, and preparing monthly summarized invoices for permit applicant billing)

RailPros also performs third-party design reviews on MTS design projects that encroach on MTS ROW prepared by other consultants; we have managed and performed reviews on over 120 permits under this contract. Our staff has also managed and performed reviews on over 82 permits under other contracts for MTS in the past 12 years. Several process improvements have recently been

LARRY SHAW (cont'd)

introduced including providing (via the MTS website) sample design documents and a ROE permitting process checklist to help set the expectations of potential ROE applicants.

On-Call Architecture and Engineering Services (LOSSAN Corridor Program Management), San Diego Association of Governments (SANDAG), San Diego, CA

Larry serves as the Principal in Charge for the nearly \$2 billion, 60-mile long, 70% Capacity Enhancing LOSSAN Corridor program. The current program objective is to increase capacity in the corridor by 95% by 2035. Larry oversees the operation, which includes coordinating with SANDAG Project Managers to bring projects from concept through design, construction, and close-out. We help SANDAG develop corridor-wide solutions, tracking, and applying lessons learned on previous projects for future projects through peer review and revision to standard plans and criteria. He provides quality reviews and assists with peers reviews, regularly engages SANDAG leadership in performance/satisfaction meetings, and monitors required resource allocations to provide seamless levels of service. RailPros is involved in preparing a corridor-wide Primavera schedule to identify and assist with obtaining grants and funding needs, stakeholder coordination/review, and critical path items for design and permitting. We also perform budget tracking and management, preliminary project reports on new projects, and project estimating. RailPros consults and coordinates with design consultants and assists with environmental permitting and clearances. This contract currently consists of two Task Orders; one for four SB1-funded design projects and the other encompasses all 13 active projects, capital improvement projects, and project study reports for funding of up to eight future projects.

Program Management Consultant Services, LOSSAN Rail Corridor Agency, Southern California

Task Manager acting as an extension of staff for the San Diego Maintenance and Layover Facility design and construction and performing ICEs on four new maintenance and layover facilities along LOSSAN's 351-mile service area. Larry also prepared the scope of work for the RFP to select an On-Call Construction Management Consultant Services firm. RailPros will help with managing the growing responsibilities of the LOSSAN Agency and their capital program for the next three years (with a two-year optional extension). Hundreds of projects exist for capacity enhancements and customer improvements. These involve double tracking, stations, systems, layover facilities, equipment, and many maintenance projects. RailPros team will provide program management, technical, design, and construction oversight. RailPros staff is assisting LOSSAN Agency staff by providing specialized services as required to effectively implement capital and service improvements for the Pacific Surfliner and along the LOSSAN rail corridor. Services include providing document control, project management, and technical expertise on an as needed basis, assistance in the oversight of project implementation, administration and schedule, and project controls.

On-Call Civil and Rail Engineering, North County Transit District (NCTD), Oceanside, CA

Larry oversees RailPros staff and project stakeholders; project team development including subconsultant selection; preparation of project budgets, schedules, and approach; design oversight; progress reporting; project delivery; and project close-outs for various civil engineering services. Principal-In-Charge for both Rail and Civil On-Calls, services include project management of major capital project; development of track and bridge standards and specifications; coordination with local planning agencies and municipalities; public project reviews; public works engineering; public works facilities and structures design; preliminary engineering; alternative analysis; feasibility studies; utilities, drainage and grading, development of PS&E; plan checking; preparation of environmental documents; structural inspections; right-of-way assistance; surveying; traffic design, geotechnical engineering; and various biological and cultural services.

Task Order assignments to date include:

- Loma Alta Creek Condition Assessment Permitting
- Oceanside Transit Center Bus Bay Relocation
- Removal of Five (5) Underground Storage Tanks (USTs)
- Del Mar Bluffs ROW Fencing

**EDUCATION**

BS, Civil Engineering, University of Pittsburgh

REGISTRATIONS

Registered Professional Engineer –

- California No. 92828
- Virginia No. 0402058110

**BLAKE LOFTUS, PE
REVIEWER/INSPECTOR****SUMMARY OF QUALIFICATIONS**

Mr. Blake Loftus serves as Deputy Project Manager and Project Engineer with 10 years of engineering and construction industry experience. He is currently providing Program Management and Constructability Review services for the San Diego Association of Governments (SANDAG) on the LOSSAN Corridor program, field inspections for MTS on work performed within their right-of-way, technical reviews as part of the Metropolitan Transit System (MTS) right-of-entry permit process, and design assistance on roadway improvements for the City of Menifee.

He began his career as an assistant site superintendent for a general contractor on new construction and renovation work during summer breaks from college. Upon graduation, he served as Project/Senior Project Manager for structural rehabilitation projects from design through construction. Blake provided written reports to owners identifying deficiencies, provided recommendations for repair including associated cost estimates, prepared bid documents, and specifications, and bid the projects. Blake also performed construction management duties through close-out, including bi-monthly progress meetings to update the client on project status, on-site engineering consultation regarding hidden conditions, preparing and negotiating construction change orders, responding to contractor requests for information, reviewing construction submittals, and document management. He also performed quality control checks and inspections for adherence to project specifications and plans throughout construction.

PROJECT EXPERIENCE**Right-of-Entry Engineering (ROE) Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA**

As Engineering Plan Reviewer and Inspector for this \$946,000 project, Blake performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. Blake also performs field inspections when the contractor performs the permitted work to verify that the approved plans are adhered to, provides on-site engineering input to the contractor when unforeseen conditions are encountered, and develops inspection reports for MTS regarding the status of the work and impacts to MTS facilities. He responds to RFIs, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims. Blake performs MTS plan reviews, performed in accordance with MTS and AREMA standards and coordinated with engineers and contractors, helping deliver plan reviews quickly and with minimal delays.

LOSSAN Corridor Program Management, San Diego Association of Governments (SANDAG), San Diego, CA

Blake serves as Deputy Project Manager for the \$2 billion, 60-mile long, 70% Capacity Enhancing LOSSAN Corridor program, revived with Senate Bill 1 (SB1) funding in early 2018. The current program objective is to increase capacity in the corridor by 95% by 2035. Blake's duties include coordinating with SANDAG Project Managers to bring projects from concept through

BLAKE LOFTUS, PE (CONT'D)

design, construction, and close-out. He also helps the team develop corridor-wide solutions, tracking, and applying lessons learned on previous projects for future projects through peer review and revision to standard plans and criteria. He provides technical peer reviews and assists with funding applications. Blake is involved in preparing a corridor-wide Primavera schedule to identify and assist with obtaining grants and funding needs, stakeholder coordination/review, and critical path items for design and permitting. He also performs budget tracking and management, preliminary project reports on new projects, and project estimating. Blake consults and coordinates with design consultants and assists with environmental permitting and clearances.

Blake's in-depth knowledge of the LOSSAN projects from planning and design through construction gives him an unmatched understanding of each project. In recent years, he has been involved in every rail project, coordinated with all corridor stakeholders - NCTD, MTS, City of SD, City of Del Mar, Amtrak, BNSF, Caltrans, Coastal Commission, and resource agencies - and understands critical path items necessary to complete construction. Blake understands environmental concerns along the corridor and coordinates with resource agencies - anticipating sensitive construction activities and mitigating resource agency concerns in advance of construction.

Blake was the primary author of the San Dieguito to Sorrento Valley Double Track Project Study Report and cost estimate that SANDAG submitted to the California Transportation Commission (CTC) to secure \$300 million of initial project funding.

Blake is literally the only person who possesses this in-depth knowledge of LOSSAN projects from planning through project close-out. This contract currently consists of two Task Orders; and includes 17 projects - SB1-funded design projects, projects currently in construction/close-out, capital improvement projects, and project study reports for funding of up to eight future projects:

SB1 Funded Projects:

- Batiquitos Lagoon Double Track
- Eastbrook to Shell Double Track
- Sorrento to Miramar Double Track Phase 2
- San Dieguito Lagoon Double Track and Platform

Non-SB1 Funded Projects:

- San Onofre to Pulgas Double Track Phase 2
- Oceanside Transit Center Third Track
- Carlsbad Village Trench
- Poinsettia Station Improvements
- El Portal Undercrossing
- Chesterfield Drive Grade Crossing
- San Elijo Lagoon Double Track
- Del Mar Bluffs Stabilization 4
- Del Mar Bluffs Stabilization 5
- Sorrento Valley Double Track
- Bridge 257.2 Replacement
- Elvira to Morena Double Track
- San Diego River Bridge Double Track

San Onofre to Pulgas 2 Constructability Review, San Diego Association of Governments (SANDAG), Camp Pendleton, CA

RailPros was selected by SANDAG to perform a constructability review for the San Onofre to Pulgas 2 Project 100% PS&E plan set. During this review, a conceptual construction schedule was developed, and several items were identified for SANDAG consideration, including utility conflicts, material procurement, and construction phasing. As a result, SANDAG elected to redesign aspects of the project including bridge pile design and utility relocations. Bridge abutment foundations were redesigned to avoid conflicts with certain utilities. The SDG&E relocation was redesigned to go underground to improve project efficiency related to the phasing of pile installation. SANDAG also elected to engage a JOC contractor to perform utility relocations prior to the start of construction, reducing the chance of delays related to third party utilities.

Pacific Surfliner Bridge 257.2, CRISI Grant Application for Construction

To obtain funding for the \$13.8 million construction cost of Bridge 257.2 Bridge Replacement on the San Diego Subdivision of the LOSSAN Corridor, Blake prepared all required documentation for a grant application to the FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program.



MARISSA THOMAS, PE REVIEWER/INSPECTOR

SUMMARY OF QUALIFICATIONS

Ms. Marissa Thomas serves as a Project Manager and is an experienced and dedicated Civil Engineer with over 11 years of comprehensive experience in designing, planning, and overseeing various civil engineering projects. She consistently delivers high-quality projects on time and within budget, maintaining a strong focus on safety and regulatory compliance. Marissa possesses extensive expertise in stakeholder and utility coordination, as well as permit coordination, ensuring smooth project execution and strict adherence to regulatory standards.

PROJECT EXPERIENCE

Right-of-Entry Engineering (ROE) Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA

As Engineering Plan Reviewer and Inspector for this \$1 million+ project, Marissa performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. She also performs field inspections when the contractor performs the permitted work to verify that the approved plans are adhered to, provides on-site engineering input to the contractor when unforeseen conditions are encountered, and develops inspection reports for MTS regarding the status of the work and impacts to MTS facilities. Marissa responds to RFIs, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims.

Palomar Street Grade Separation Project, SANDAG/City of Chula Vista/MTS, Chula Vista, CA

This \$76.9 Million project aims to enhance safety and alleviate congestion through eliminating a rail crossing that has caused frequent delays for drivers and has been the site of 85 crashes over a 10-year period. Improvements include separating Palomar Street from the rail corridor to enhance safety for pedestrians, cyclists and other road users; adding bike lanes, an upgraded bus plaza, protected pedestrian facilities, and ADA-compliant features, and enhancing landscape and irrigation.

Leucadia Pedestrian Crossings and Quiet Zone Implementation Projects, City of Encinitas, CA (Deputy Project Manager, 2024 – Ongoing)

Engineering and coordination support services to develop two new at-grade pedestrian crossings (Grandview/Phoebe) in north Leucadia along the NCTD Coaster (LOSSAN) corridor that runs through the City. The project is anticipated to include coordination with City and Stakeholders, public outreach support, data collection, site evaluations, and development of conceptual plans and reports.

Centerville Crossings and Clark Drive Quiet Zone Qualification Safety Measures Project, City of Fremont, CA

Marissa served as Assistant Project Manager for engineering design and project management services for the development of safety improvements at multiple crossings within the City of Fremont. RailPros provided engineering design services and implementation of Quiet Zones at eight crossings within the City of Fremont through the City's Quiet Zone Project.

EDUCATION

BS, Civil Engineering, San Diego State University (May 2014)

REGISTRATIONS

Registered Civil Engineer –
• Nevada PE 029962

PROFESSIONAL AFFILIATIONS

ASCE (2012 - Present)
Women's Transportation Seminar (WTS)

- Committee Co-Chair (2024 - Present)
- Committee Chair (2021 - 2023)
- Committee Co-Chair (2019 - 2020)
- Committee Volunteer (2017 - 2018)

TYLin BUILD

- Founding Member and Team Member (2020 - 2024)

SDULYP (2010 - Present)

- Professional and Personal Development (PPD) Committee Volunteer (2024 - Present)
- NSBE (2010 - Present)

MARISSA THOMAS, PE (CONT'D)

The impacted roadways cross three separate UPRR subdivisions within the City, which service freight traffic as well as commuter trains operated by Altamont Commuter Express (ACE) and Capital Corridor. RailPros' scope included providing stakeholder coordination, conceptual and final design, and preparation of CPUC and FRA Quiet Zone documentation.

Camarillo Station ADA Project, VCTC, Camarillo, CA

Camarillo Station ADA Improvements project was the result of a settlement between the Department of Justice (DOJ) and the Client (VCTC) in which the Client was tasked to make the Camarillo Station readily ADA (Americans with Disabilities) accessible. The Client was tasked with providing an assessment report of non-compliant items and re-mediating those items by specific deadlines. The improvements would extend to both rail platforms, bus transit facilities, two parking lots, and accessible path from the Public Right of Way. The team is currently in design and is addressing all non-compliant items while collaborating with an adjacent City of Camarillo Underpass project, which is installing an underpass in lieu of the existing grade separated pedestrian bridge between the two rail platforms.

E. Cabrillo Blvd. UP Railroad Bridge Replacement Project, Santa Barbara County Association of Governments (SBCAG), Santa Barbara, CA

This project is comprised of two phases. In Phase 1, a single-lane roundabout will be constructed at the intersection of East Cabrillo Boulevard and Los Patos Way. The existing two-way, stop-controlled intersection will be replaced to enhance safety for pedestrians, bicyclists, and motorists. Features include crosswalks with traffic islands, new landscaping, and a striped pedestrian and bicycle trail. Construction for Phase 1 is funded and scheduled to begin in the near future. Phase 2 seeks funding for the Union Pacific Railroad (UPRR) Bridge replacement. The existing 44.75-foot bridge with a 29-foot underpass for E Cabrillo Blvd will be replaced by a 160-foot-long bridge with a 117.5-foot underpass. Additionally, the Los Patos Way Underpass will be retired.

TxDOT WA 6 Feasibility Study, TxDOT, Ward County, TX

Marissa was the Project Lead for two crossings for the TxDOT WA 6 Feasibility Study. The project aims to develop and analyze costs, benefits, and trade-offs of alternative schematic concepts for highway design modifications. The analysis included various alternatives to modify highway approaches and mitigate vertical curvature on the highway at the highway/rail grade crossing with no change to the rail elevation.

TxDOT WA 7, TxDOT, San Antonio, TX

Marissa is the Civil Lead for the TxDOT WA 7 for four locations. The project objective is to evaluate hump, traffic signalization modifications, and develop geometric and traffic signalization concept plans for various locations along the FM 78, which runs parallel to Union Pacific Railroad (UPRR) tracks east of 1604.

York/Josephine Railroad Grade Crossing, Denver Transit Operators (DTO), Denver, CO

The engineering design for this project includes complete support for utility repair/removal and reinstall to the City and County of Denver's 18" storm line located approximately eight feet below roadway surface with an approximate 70' run.

Canal Tie House, Barry, and Daman Substations, Chicago Transit Authority (CTA), Chicago, IL

Marissa provided Project Management Support for this \$113 Million project to construct a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing ridership demands as well as the power needed to support 5,000 and 7,000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues.

Woodstock Layover Yard Project, Metra, Chicago, IL

Metra is developing a railyard relocation and expansion project to improve operational efficiency and maximize safety, security, personal time, and customer convenience. Marissa served as Project Controls lead for the project that will consolidate operations across multiple existing yard locations to a larger, modern maintenance facility near Woodstock, Illinois. The project will increase Metra's current train service along the Union Pacific Northwest (UP-NW) Line, generate cost savings on equipment maintenance and replacement, bring new jobs to the area, and support anticipated growth in ridership.

**EDUCATION**

BS, Civil and Environmental Engineering, University of Alabama

REGISTRATIONS

Soil and Water Conservation Commission, Level 1A –

- Georgia No. 0000057455

PROFESSIONAL AFFILIATIONS

Member, Chi Epsilon Civil Engineering Honor Society

Member, Associated Builder and Contractors

**PHIL HODGES
REVIEWER/INSPECTOR****SUMMARY OF QUALIFICATIONS**

Mr. Phil Hodges is a highly-qualified railroad professional with over 17 years of experience. He has demonstrated his ability to manage capital projects across all modes, including locomotive and fleet overhauls, signal systems, communication systems, and track structures. He has assisted in planning, coordinating, prioritizing, and executing capital projects from inception to completion, as well as coordinating and planning new project start-ups and mobilization. He was also responsible for developing engineering estimates for proposed capital projects, coordinating work between multiple government agencies and contractors, and managing rail asset inventory including track infrastructure, bridges, culverts, and signal systems. Phil has analyzed rail wear trends and patterns to forecast maintenance work over the life of the project.

Phil is an experienced technical writer responsible for multiple rail plans including testing procedures, CWR plans, capital plans, engineering instructions, and fleet management. He is a subject matter expert on track geometry, velocity calculations, report analysis, and design engineering, and is also experienced in Primavera, AutoCAD, MicroStation, Trimble Business Center, and Trimble Pathfinder Office.

PROJECT EXPERIENCE**Right-of-Entry Engineering Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA**

As Engineering Plan Reviewer and Inspector for this \$1 million+ project, Phil performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. He also performs field inspections when the contractor performs the permitted work to verify that the approved plans are adhered to, provides on-site engineering input to the contractor when unforeseen conditions are encountered, and develops inspection reports for MTS regarding the status of the work and impacts to MTS facilities. He responds to RFI's, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims.

LOSSAN Corridor Program Management, San Diego Association of Governments (SANDAG), San Diego, CA

Phil is providing support for this \$2 billion, 60-mile long, Capacity Enhancing LOSSAN Corridor Program. He has been an invaluable resource when it comes to field and track operations. Phil provides engineering review and quality control for LOSSAN corridor double track projects, including Batiquitos Lagoon, Eastbrook to Shell, and Del Mar Bluffs Phases IV, V, and VI. His review support includes overall quality control of the civil, grading, and drainage portion of the plans including constructability; plan consistency; error detection; and value engineering.

The scope of services for this Program includes risk management; technical design reviews; grant funding support; program status reporting; cost estimating; program scheduling; document control; general program assistance to the SANDAG Team; and maintaining the LOSSAN engineering standard drawings and project management and design procedures manuals

PHIL HODGES (cont'd)

and design criteria. Prior to joining RailPros, Phil managed the track maintenance program which encompassed the entire SANDAG LOSSAN corridor.

North Spring Street Pedestrian Improvements, San Diego Metropolitan Transit System (MTS), San Diego, CA

RailPros was recently selected by MTS to perform Construction Management and Field Inspection services for this \$1 million City of La Mesa project that will provide improved pedestrian and bicycle access, completing system gaps in the pedestrian network. MTS requested that RailPros provide these services as added scope to our existing as-needed Right of Way Support Services contract because the crossing involves working inside of MTS right of way, adjacent to and within the track limits.

On-Call Civil Engineering, North County Transit District (NCTD), San Diego, CA

CivilPros provides public works engineering; public works facilities and structures design; preliminary engineering; alternative analysis; feasibility studies; utilities, drainage and grading, development of PS&E; plan checking; preparation of environmental documents; structural inspections; right-of-way assistance; surveying; traffic design, geotechnical engineering; and various biological and cultural services.

San Onofre to Pulgas 2 Constructability Review, San Diego Association of Governments (SANDAG), Camp Pendleton, CA

RailPros was selected by SANDAG to perform a constructability review for the San Onofre to Pulgas 2 Project 100% PS&E plan set. During this review, a conceptual construction schedule was developed, and several items were identified for SANDAG consideration, including utility conflicts, material procurement, and construction phasing. As a result, SANDAG elected to redesign aspects of the project including bridge pile design and utility relocations. Bridge abutment foundations were redesigned to avoid conflicts with certain utilities. The SDG&E relocation was redesigned to go underground to improve project efficiency related to the phasing of pile installation. SANDAG also elected to engage a JOC contractor to perform utility relocations prior to the start of construction, reducing the chance of delays related to third party utilities.

Metrolink State of Good Repair – Orange Sub Rail Replacements, Southern California Regional Rail Authority (SCRRA), Orange County, CA

As a Construction Manager on the RailPros SCRRA State of Good Repair (SOGR) team, Phil provided oversight on multiple key SOGR projects on the Orange Subdivision. He worked with the Contractor and the Inspection team to make sure projects were delivered per contract and in compliance with all applicable standards and regulations with minimal impacts to rail operations. These projects involved the upgrade of 115# rail to 136# rail on wood and concrete ties, and the installation on new fasteners, and insulated joint replacement. While onsite, Phil has monitored for strict compliance with SCRRA's CWR requirements and Track and Engineering Standards.

Quiet Zone Signalization, City of Oceanside, Oceanside, CA

Phil provides construction oversight, quality control, and coordination signalization for the Mission Avenue/Myers Street Intersection, part of seven multi-track at-grade crossings involving \$6 million in improvements including sidewalk modifications; pedestrian channelization and gates; median extensions; roadway modifications; driveway relocations, interconnected Queue-Cutter traffic signals, railroad signal warning device relocations, replacements and system modifications; and other safety measures for a quiet zone. The project involves several railroad operators (Coaster, Amtrak, Metrolink, and BNSF) as well as coordination with multiple stakeholders.

Capital Projects Engineer, NCTD, San Diego, CA

As Capital Projects Engineer, Phil was responsible for managing capital projects across all modes, including locomotive and fleet overhauls, signal systems, communication systems, and track structures. He assisted in planning, coordinating, prioritizing, and executing capital projects from inception to completion, as well as coordinating and planning new project start-ups and mobilization.

**EDUCATION**

BS, Civil Engineering, University of California, Irvine

CERTIFICATIONS

Registered Engineer-In-Training –

- California No. 173467

PROFESSIONAL AFFILIATIONS

Member, Chi Epsilon - Civil Engineering Honors Society

**KYLE ABLAN, EIT
CIVIL DESIGN****SUMMARY OF QUALIFICATIONS**

While attending the University of California, Irvine, Mr. Kyle Ablan began his career at the City of Anaheim Public Works Division as an Engineering design Intern, where he gained valuable experience producing plans and preparing projects for advertisement and bidding. Upon graduation, Kyle joined RailPros as Civil Designer where he applies his technical knowledge and CAD software experience to produce and design construction plans for various clients and public agencies around the country.

Kyle is proficient in both AutoCAD and Bentley (MicroStation) CAD software and has worked closely with project managers for both railroad and roadway projects. Kyle also serves as a plan reviewer and inspector for RailPros' Right-of-Entry services work for San Diego MTS, where he verifies that all construction activity on or near MTS Right-of-Way is compliant with MTS' safety protocol. Kyle is actively working toward obtaining his Civil Professional Engineering license; he passed the national Professional Engineering portion of the certification November of 2023 and is awaiting approval to take the California seismic and structural exams.

PROJECT EXPERIENCE**Right-of-Entry Engineering (ROE) Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA**

As Engineering Plan Reviewer and Inspector for this \$1 million+ project, Kyle performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. He also performs field inspections when the contractor performs the permitted work to verify that the approved plans are adhered to, provides on-site engineering input to the contractor when unforeseen conditions are encountered, and develops inspection reports for MTS regarding the status of the work and impacts to MTS facilities. He responds to RFIs, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims.

Beyer Boulevard Track Rehabilitation and Slope Repair, Metropolitan Transit System (MTS), San Diego, CA

As Drafter and Assistant Designer, Kyle utilizes CAD software to design construction plans that adhere to MTS and AREMA design standards under the supervision of the project manager. RailPros provided final track design, minor OCS and signaling work, slope and drainage improvements, and structural retaining walls for the MTS Blue line tracks (MT1 and MT2) between East Beyer Blvd Bridge and just south of the San Ysidro Freight Yard main entrance. The total length of trackwork includes approximately 2,800 track feet for the MT2 line and approximately 1,800 track feet for the MT1 line. The slope and drainage improvements covered approximately one acre with slope heights over 30 feet and drainage runs totaling over 1,300 feet. Design for this project was performed to address the following issues: worn 90-pound rail on degrading wood ties, fouled ballast, ballast containment system failure, no CPUC maintenance walk way clearance along track, inadequate slope support (steeper than 2:1), uncontrolled

KYLE ABLAN, EIT (cont'd)

slope drainage causing residential flooding, and maintaining vehicular access to existing drainage facility.

Fenton Parkway, San Diego State University (SDSU), San Diego, CA

As Drafter and Assistant Designer, Kyle utilizes CAD software to design construction plans that adhere to MTS, CPUC, and City of San Diego design requirements and standards under the supervision of the project manager. This project aims to connect Stadium Way (Street A) to Fenton Parkway via an east-west roadway aligned south of the trolley line and configured as a two-lane collector with a center-left-turn-lane, along with constructing an at-grade crossing of Fenton Parkway across the trolley and an intersection of Street A with Fenton Parkway that can accommodate a future extension. Additionally, as a separate City project, SDSU has also agreed to fund the environmental review, design, permitting, and construction of the Fenton Parkway Bridge, a two-lane, all-weather, at grade with the trolley crossing (with turn lane). The construction of Fenton Parkway Bridge will be part of the SDSU West Campus development and will be over the San Diego River at the south end of existing Fenton Parkway. The bridge will extend Fenton Parkway over the San Diego River to Camino Del Rio North, thus introducing a rare north-south roadway not subject to flooding.

Via Princessa Park Access Study Project, City of Santa Clarita, CA

Kyle served as Civil Designer, providing design and development of exhibit drawings to be included in the study package reflecting design concepts for an access roadway and pedestrian walkway, located under existing railroad tracks to a proposed City sports park. The design included roadway geometry, analysis of vertical curves and clearances based on City maintenance and emergency vehicle criteria; line of sight analysis; signing and striping; utility research and impacts; evaluation of impacts to an adjoining City-owned parking lot; undercrossing design based on SCRRRA standards; pedestrian design meeting ADA regulations; drainage including sump pump analysis; quantity take-offs; and cost estimates. This study was performed to assist the City of Santa Clarita in determining potential funding and scheduling needs for moving forward with park development.

Chatsworth Metrolink Station ADA Improvements, LA Metro

As a Civil Designer, Kyle provides services for this project relating to grading, layout, and ADA compliance. The improvements will include rail platforms, bus transit facilities, and two parking lots. Currently in Phase II design of civil improvements, the team is addressing all non-compliant items and collaborating with Metrolink's SCORE project, which is installing an underpass in lieu of the existing grade crossing between the two rail platforms. The goal of this phase is to address and correct non-compliant items to current standards within the allocated project budget. To achieve this, the team approaches the design with a "required" approach. The team was able to limit improvements to improve sidewalks only and avoiding curb and gutter removals where feasible (\$90K savings); collaborating with an adjacent project to avoid overlaps, which eliminated improvements to the grade crossing, walkways, and parking (\$200K savings); and clearly defining limits of improvements with the client – this expedited the design process and helped keep the project within budget.

Hebbronville State Highway 10 Improvement Project, Texas Department of Transportation (TxDOT), Hebbronville, Texas

Kyle is the Civil Lead on this project to improve State Highway 16's profile deficiency at the rail crossing. The highway's existing profile created a "hump" in which low clearance vehicles had the potential to get stuck on the tracks and sight stopping distance was limited below an acceptable level. Kyle assisted in design of the roadway profile improvement to lessen the steep grades into and out of the railroad crossing, as well as realigned the adjacent side streets to improve vehicle accessibility through the intersection and crossing. Kyle also coordinates with other project disciplines such as utility, drainage, and traffic to progress design submittals and produce effective construction plans.

Bell Mountain ADA Ramp Improvements, City of Menifee, CA

Kyle served as Civil Designer for plans, specifications, and cost estimates (PS&E) for this On-Call Task Order for improvements to six existing non-compliant pedestrian ramps adjacent to a senior center. Project design included site evaluation, grading, signing, and striping.

**EDUCATION**

BS, Civil Engineering, San Diego State University, San Diego, CA

**LAURA (ISABELA) BARNEY
REVIEWER/INSPECTOR****SUMMARY OF QUALIFICATIONS**

Ms. Laura (Isabela) Barney joined RailPros upon graduating from San Diego State University with a bachelors in civil engineering. Since joining RailPros she has assisted in the design of capital improvements projects ranging from road resurfacing to railroad grade crossings throughout Southern California and Texas. Isabela demonstrates numerous engineering skills such as fine grading, vertical and horizontal alignment, drainage, traffic control, etc while using both AutoCAD Civil 3D and Microstation. Isabela's responsibilities include adhering to client CAD standards, city and state design requirements, and ADA standards to generate quality plan sets that meet the project's design scope.

PROJECT EXPERIENCE**Right-of-Entry Engineering (ROE) Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA**

As Engineering Plan Reviewer for this \$1 million+ project, Isabela performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. Isabela performed field inspections during construction to verify that the approved plans are adhered to, records and updates MTS when unforeseen conditions are encountered by the contractor during construction, and develops inspection reports regarding the status of the work and impacts to MTS facilities. She responds to RFIs, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims.

Via Princessa Park Access Study Project, City of Santa Clarita, CA

Isabela produced retaining wall and pedestrian ramp profiles for the features adjacent to the underpass tunnel for the Via Princessa station. While designing the ramps, Isabela followed ADA standards. In addition, she developed the drainage layout which addressed the drainage needs for the project.

- ADA ramp details
- Retaining wall profiles
- Layout plan
- Stair details
- Drainage details
- Quantity take off and cost estimate (price revision)
- Drainage plan
- ADA ramp grading

Chatsworth Metrolink Station ADA Improvements, LA Metro, Los Angeles, CA

As a Design Engineer for this project, Isabela was involved in fine grading, ADA ramp design, and cost estimating. While generating the project plan set, Isabela designed pedestrian access features, grading details, and demolition layout.

Camarillo Metrolink Station Undercrossing, City of Camarillo, CA

Isabela was the Civil Designer for the ADA improvements project which includes fine grading of the station platform and parking lot. Isabela designed and relocated ped ramps, ADA parking stalls, and mini-high platforms.

**EDUCATION**

BS, Civil Engineering, California State University Cal Poly Pomona, Pomona, CA

**CHRISTIAN NALBANDIAN
REVIEWER/INSPECTOR****SUMMARY OF QUALIFICATIONS**

Mr. Cristian Nalbandian joined RailPros with a bachelor's in civil engineering from Cal Poly Pomona, a His senior project found him engaged in a year-long Highway Design Proposal along the I-215 corridor at Palm Ave. He designed vertical and horizontal alignments as well as water drainage and construction phasing plans. This project required compliance with AASHTO and Caltrans design standards and limitations while using AutoCAD Civil 3D. Cristian presented group findings to a panel of distinguished industry leaders from both private and public sectors. He has demonstrated 3D engineering design skills and the ability to create site layouts from concept through completion and is a proficient user of AutoCAD Civil 3D, MicroStation VISSIM, and Synchro. Cristian's experience includes projects within city/municipal environments, where he created geological, financial and, computation reports for local and regional engineering projects.

PROJECT EXPERIENCE**Right-of-Entry Engineering (ROE) Plan Reviews, Metropolitan Transit System (MTS), San Diego, CA**

As Engineering Plan Reviewer for this \$1 million+ project, Cristian performs MTS plan reviews in accordance with MTS and AREMA standards and coordinates with engineers and contractors, providing assistance to deliver plan reviews quickly and with minimal delays. He responds to RFIs, prepares submittals, reviews CCOs, and negotiates with the contractor to mitigate potential claims.

Santa Clarita Roller Rink, City of Santa Clarita, Santa Clarita, CA

Cristian was the Lead Civil Designer for a volleyball court, with a special focus on the drainage and grading. He created cross sections for the Roller Rink structure and grading. Promptly addressed and coordinated with different agencies to bring the project to completion.

Goleta Train Depot, City of Goleta, Goleta, CA

As a Lead Designer, Cristian addressed City comments and helped develop stormwater management plan for the station parking area. The stormwater management system included bio retention facilities, catch basins and green parking lot designs.

Madera Station Relocation Project, San Joaquin Regional Rail Commission (SJRRRC)/California High Speed Rail, Madera, CA

Cristian created concept designs and exhibits for a bike path, roundabout, and parking for the Madera California High Speed Rail Station connecting to the Madera Community college.

Lake Skinner Resurfacing Improvements, County of Riverside, Winchester, CA

Cristian provided parking Lot resurfacing and grading design, considering existing surface features and drainage. He created the parking lot striping plan and ADA-compliant parking stalls.

ABRAHAM JAUREGUI, PE

Additional Reviewer/Inspector – Psomas



REGISTRATION

2021/CA/Professional Engineer/Civil/93205

2022/WA/Professional Engineer/Civil/22006292

EDUCATION

2014/MS/Structural & Earthquake Engineering/ San Francisco State University, San Francisco

2011/AS/Civil Engineering/ Universidad Autónoma de Baja California, Mexicali, Baja California, México

CERTIFICATIONS

Fundamentals of Engineering (EIT) - Civil Based/National Council of Examiners for Engineering and Surveying

Principles and Practices of Engineering - Civil Engineering - Passed Exam 10/2020/National Council of Examiners for Engineering and Surveying

SKILLS

Spanish

CAD (Microstation & AutoCAD), SketchUp

Microsoft Works

Structural Analysis & Design

EXPERIENCE

With Psomas for 3 years; with other firms for 10 years

Abraham has 13 years of professional experience in public works design and construction. He has assisted with the development and design services on several transportation projects, including bridges, retaining walls, sound walls, street improvements, utility relocations, pedestrian/bicycle facilities, and pavement rehabilitation. He is familiar with California Department of Transportation (Caltrans), the U.S. Army Corps of Engineers, and various city standards.

Experience

MTS ROE Plan Reviews – San Diego, CA: Abraham is providing inspection services on this project with RailPros as part of Psomas' On-Call contract with San Diego Metropolitan Transit System. The services to be provided by Psomas may include preliminary engineering, alternatives analysis, project renderings, feasibility studies, project management, value engineering, risk analysis, cost estimating, specifications writing, and schedule development. Additionally, Psomas will provide constructability reviews, plan checking, permit support services, and design support during construction.

MTS On-Call Engineering Services – San Diego, CA: Abraham is providing inspection services for this project. Psomas has been selected as a consultant to provide architectural and engineering (A&E) services on an "on-call, as needed" basis for the development and construction of various projects for the Metropolitan Transit System (MTS) for a five-year contract. The majority of the work focuses on engineering design services for transportation projects such as light rail, heavy rail, bus rapid transit, transit facility modifications, bridge and retaining wall repairs, bus stops and sidewalk improvements, and related facilities. Ongoing tasks include a Phase 1 Environmental Site Assessment, Signal Upgrades at two key trolley line intersections, and Right of Entry plan check services. Psomas is currently scoping a planning study for an MTS bus facility and a study/PS&E for VMS signage replaces and on the Orange, Blue and Green Trolley Lines; both projects anticipated to be awarded to Psomas via the as-needed rotation.

MTS VMS Signage Replacement – San Diego, CA: Psomas provided project management and coordination services as well as structural services for the MTS variable message sign (VMS) project. This project consisted of review of the proposed VMS units; on-site review of the existing sign supports, power and network connections; plans, technical specifications, and estimates for the attachment and integration of VMS units to the existing sign supports and information network. The scope of this project included 52 Stations along the Orange, Blue, and Green MTS Trolley lines.

AMY PAWLOWSKI

Additional Reviewer/Inspector – Psomas



EXPERIENCE

With Psomas for 5 years

Experience

MTS ROE Plan Reviews – San Diego, CA: Amy is providing inspection services on this project with RailPros as part of Psomas' On-Call contract with San Diego Metropolitan Transit System. The services to be provided by Psomas may include preliminary engineering, alternatives analysis, project renderings, feasibility studies, project management, value engineering, risk analysis, cost estimating, specifications writing, and schedule development. Additionally, Psomas will provide constructability reviews, plan checking, permit support services, and design support during construction.

Mt. San Antonio College, Transit Center – San Diego, CA: Staff team for the conceptual and final design of a new Foothill Transit (FT) transit center on the Mt. San Antonio College Campus. The transit center will include 10 bus bays designed with dedicated electrical equipment, including transformers and charger/controllers in anticipation of future electric bus charging stations. The transit center will serve as a terminal destination for Mt. SAC students using mass transit, a transfer point for multiple FT routes, will provide layover facilities for FT buses, as well as including services for passengers such as bike parking, ticketing center, and bathrooms. The transit center will be located on the north side of Temple Avenue just west of Bonita Drive and will require construction of a new traffic signal to handle bus traffic. Psomas performed the traffic engineering study that forecasted traffic volumes, assessed traffic operations with and without the signal, and evaluated the applicable traffic signal warrants.

Vista Canyon Multi-Modal Center (Metrolink Station) – Santa Clarita, CA: Staff team for the new station comprised of approximately one mile of new railroad track, a center platform, and a grade separated pedestrian undercrossing allowing access to the platform. The project requires detailed coordination with a new development to the north and a new bus transit center to the east. The design team is following Metrolink's CADD standards for the project and is utilizing MicroStation and INROADS for plan production. Services also include drainage design, grading of rail and platform, utility coordination, permitting assistance for the City of Santa Clarita, preparation of final construction documents, and cost estimates.



PAMELA SMITH, EIT
ENGINEERING REVIEWER/INSPECTOR

Att. A, AI 20, 10/17/24 **C2 GROUP**

📍 San Diego, CA

Pam combines her extensive experience in construction and engineering design with a strategic focus on project compliance and quality assurance. Her deep understanding of engineering principles and construction processes enhances her ability to ensure adherence to design and permit requirements during the construction phases of various projects. She excels in conducting thorough field inspections to verify that construction activities comply with approved permits and engineering standards. Her expertise in transforming field-captured data into precise engineering designs and construction drawings underscores her ability to do engineering reviews and inspections.

EDUCATION

B.S., Civil Engineering
California State University, Sacramento

REGISTRATION

EIT, Engineer in Training #117955

AFFILIATIONS

American Society of Civil Engineers (ASCE)

SKILLS

- Client Engagement & Permitting
- Electric Vehicle Charging Building Permit Plan Set Designs
- Grading, Improvement, and Erosion Control Plan Preparation
- Hydrology & Water Quality Analysis
- ADA Engineering Compliance Review and Training

PROJECT EXPERIENCE

SOUTHERN CALIFORNIA EDISON (SCE) SCE CHARGE READY

Charge Ready is a large-scale program to design and build EV charging infrastructure across SCE's vast service territory, with a focus on commercial and fleet customers. Pam is a senior designer and project manager responsible for engineering design, client deliverables, coordination with field engineers, and permitting support for over-the-counter approvals, and project pre-requisite management. Pam's extensive experience in EVSE projects contributes to streamlining of efficiencies, continuity of deliverables, and lends itself to positive customer and stakeholder engagement.

CALIFORNIA DEPARTMENT OF GENERAL SERVICES (DGS)

PROFESSIONAL ARCHITECTURAL & ENGINEERING SERVICES FOR EVSE PROJECTS

Engineering design, permitting, and construction oversight of EVSE projects spans across southern California for DGS' diverse multi-agency customers focusing on workplace and fleet charging. As the senior designer and project manager, Pam is responsible for engineering design, client deliverables, coordination with field engineers, and permitting support for over-the-counter approvals, and project pre-requisite management. Pam's extensive experience with DGS and understanding of their internal organizational culture and structure coupled with her vast experience with workplace and fleet EVSE projects contributes to both project efficiencies and our long-term partnership with the DGS team as a trusted EVSE partner.

EDISON ENERGY ENGINEERING & DESIGN SERVICES FOR EV TRANSPORTATION INFRASTRUCTURE

Edison Energy's focus is on both public and private fleet electrification projects across the United States, from the preliminary engineering phase to the construction closeout and as-built phase. Pam's role in Edison Energy's fleet electrification projects involves comprehensive project management and engineering coordination supporting projects nationwide. She supports field investigations and survey data collection, ensuring accurate data for project planning. Additionally, Pam supports construction cost estimation, final engineering tasks in both civil and electrical domains, and permitting processes, including obtaining building permits.

PACIFIC POWER**EV TECHNICAL ASSISTANCE PROGRAM, FLEET MAKE-READY PROGRAM, & EV STANDARDS**

Spanning across the Pacific Northwest, the program scope includes site assessments, feasibility studies, fleet electrification studies, and customer outreach and engagement. In her role as senior engineering designer, Pam oversees various critical tasks such as field data capture and processing, conducting site assessments, and developing preliminary engineering designs. Her projects encompass a wide range, from light-duty to medium/heavy-duty and DCFC solutions. Additionally, Pamela provides support for Utility Interconnection Load Studies and contributes to construction cost estimating efforts. She has also been instrumental in the development of standards, designing program implementations, and fostering alignment among internal and external stakeholders for numerous Pacific Power programs.

ROCKY MOUNTAIN POWER GUIDELINES & STANDARDS DEVELOPMENT FOR EVSE

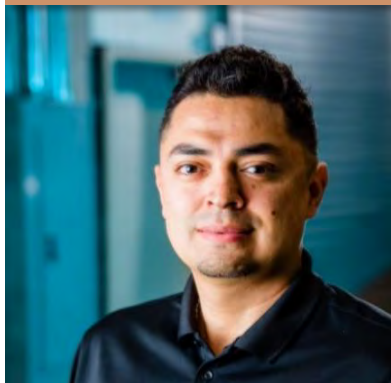
Scope included development of design standards and guidelines for EVSE infrastructure to support system planning, load forecasting, and their internal Electric Service Requirements. Pam contributed significantly to the EVSE Guidelines & Standards Development project. Her contributions included expertise in system planning and load diversification, as well as insights into load forecasting and demand management strategies. Pam played a crucial role in developing methodologies for equipment sizing and creating essential calculation tools and reference tables. She provided valuable input by reviewing and advising on the current Electric Service Request Manual, ensuring alignment with industry standards and best practices.

ARIZONA PUBLIC SERVICE (APS) TAKE CHARGE LEVEL 2 & DCFC PROGRAMS

Spanning across APS' territory, the scope included site assessments, engineering, project management, implementation design, customer onboarding, and construction management for commercial and residential projects. Pam was the senior engineering designer with high side/low side design responsibilities. Pam was responsible for engineering design, client deliverables, coordination with field engineers, and permitting support for over-the-counter approvals. During program implementation realignments, Pam provided oversight and training support for program contractors on ADA compliance/guidelines, design considerations, and customer-facing design deliverables to ensure continuity across deliverables and customer experience and support the streamlining of project approvals.

PACIFIC GAS & ELECTRIC (PG&E)**EV CHARGE NETWORK, EV FLEET READY, EV FAST CHARGE, EVIP (EMPLOYEE CHARGING) PROGRAMS**

Spanning across PG&E's vast Northern and Central California territory, the scope included site assessments, engineering, project management, and customer onboarding for residential, public, and fleet projects. Pam's responsibilities across PG&E's multiple EVSE programs included supporting the development and implementation of standardized templates for preliminary design packages, including AutoCAD design and drafting standards. Pam was responsible for design standard continuity and workflow efficiency and provided advisory support to PG&E's internal engineering team members to support continuity while incorporating best practices and key learnings for EVSE specific projects. Pam performed quality assurance/quality control reviews of preliminary design packages and was the senior technical advisor to engineering design teams on complex site layouts ensuring ADA compliance. Pam also supported feasibility reviews for cost analysis and constructability across projects for light duty, medium/heavy duty and DCFC. In addition, Pam supported customer engagement during field assessments aligning internal and external stakeholders for project considerations and contributing to lowering program attrition and meeting project timelines.



DAVID ZARATE, EIT

ENGINEERING REVIEWER/INSPECTOR

📍 San Diego, CA

With over 15 years of experience in civil engineering design, construction management, and inspection, Dave brings a wealth of field expertise to his role in engineering and infrastructure inspection. His comprehensive understanding of the planning and construction phases enables him to effectively ensure compliance and mitigate non-linear impacts. Dave excels in conducting detailed engineering reviews and field inspections to verify adherence to design and permit requirements during construction. His ability to collaborate with inspectors, contractors, design teams, project managers, clients, and stakeholders ensures continuous checks and balances for conformance with construction drawings, documents, and standards.

Att. A, AI 20, 10/17/24



EDUCATION

B.S., Civil Engineering
San Diego State University
San Diego, CA

REGISTRATIONS

EIT, Engineer in Training #126555

CERTIFICATIONS

Cybersecurity Challenge, Office of the Director of National Intelligence, 2019, 2020, and 2021
OSHA 30-Hour Safety

AFFILIATIONS

American Society of Civil Engineers (ASCE)

PROJECT EXPERIENCE

CALIFORNIA DEPARTMENT OF GENERAL SERVICES (DGS)

PROFESSIONAL ARCHITECTURAL & ENGINEERING SERVICES FOR EVSE PROJECTS

Engineering design, permitting, and construction oversight of EVSE projects spans across southern California for DGS' diverse multi-agency customers focusing on workplace and fleet charging. Dave worked as a designer and assistant project manager responsible for engineering design, client deliverables, coordination with field engineers, and permitting support for over-the-counter approvals, and project pre-requisite management. Dave's extensive experience with DGS while supporting engineering and site designs for utility EVSE programs continues to provide invaluable support for the client as they work with multiple utilities and jurisdictions across California for their EVSE initiatives.

EDISON ENERGY ENGINEERING & DESIGN SERVICES FOR EV TRANSPORTATION INFRASTRUCTURE

Edison Energy's focus is on both public and private fleet electrification projects across the United States, from the preliminary engineering phase to the construction closeout and as-built phase. Dave's role in Edison Energy's fleet electrification projects involves project management and engineering coordination for projects spanning across the nation. Dave supports field investigations and survey data collection, site feasibility assessments, customer engagement and education for design considerations and right-sizing of projects. Additionally, Dave supports design review, construction cost estimation, and civil and electrical final engineering tasks.

PACIFIC GAS & ELECTRIC (PG&E)

EV CHARGE NETWORK, EV FLEET READY, EV FAST CHARGE, EVIP (EMPLOYEE CHARGING) PROGRAMS

Spanning across PG&E's vast Northern and Central California territory, the scope included site assessments, engineering, project management, and customer onboarding for residential, public, and fleet projects. In his role as a lead field engineer, Dave's primary responsibilities involve assisting customers in scoping their EV charging projects. This includes educating them on site layouts and ensuring that the infrastructure is appropriately sized to meet operational needs. Dave delivered customized preliminary designs to clients, which include proposed connections to utility infrastructure. He also provides a written report summarizing the findings from site visits and detailing the technical content and layout of the proposed project.

ARIZONA PUBLIC SERVICE (APS) TAKE CHARGE LEVEL 2 & DCFC PROGRAMS (CONTINUED)

Spanning across APS' territory, the scope included site assessments, engineering, project management, implementation design, customer onboarding, and construction management for commercial and residential projects. Dave was a senior designer and lead field engineer in the program, from the initial program and process development through construction and commissioning. Projects extended through APS's service territory varied from private developments to municipality improvements. He was responsible for developing the standards and overseeing the Quality Control process of data collected in the field by LiDAR and drones by C2 through the development of base maps for C2's engineering team and relevant data within APS' GIS platform. He also served as an advisor and quality assurance to C2's data team by reviewing proposed database development models and Microsoft BI outputs.

PACIFIC POWER (PACIFICORP) EV CHARGING STATION PROGRAM TECHNICAL ASSISTANCE

Spanning across the Pacific Northwest, the program scope includes site assessments, feasibility studies, fleet electrification studies, and customer outreach and engagement. Dave was a senior designer and the lead field engineer responsible for implementing and training teams, including our client, to provide the technical site assessments that C2 produces using our various technologies. He also engaged customers in the field, provided a technical overview, and incorporated their thoughts into the final designs. Dave educated customers on the program's particulars, how grants and reimbursements worked, the funding and contracting process, and ways to optimize their infrastructure improvements in partnership with Pacific Power's goals to jump-start electrification infrastructure throughout their territories.

CITY OF SANTA ROSA, CA RESILIENT CITY RECOVERY FIRE REBUILD

In response to the October 2017 wildfires, the City of Santa Rosa contracted C2 Group to provide technologically progressive solutions to expedite rebuilding an estimated 3,000 homes over two years. Dave was the primary consulting staff GIS and project engineer supporting the City of Santa Rosa's internal GIS, Engineering, and IT departments. Dave worked day to day to solve problems associated with the integration of data being developed within CAD and being published to the various City portals, where the public accessed them to learn about their individual lot sizes, easements, set-back requirements, floor area ratios, and more to support permitting and reconstruction approvals. Dave was also the primary person responsible for updating individual parcels with brand new (georeferenced) ortho-imagery used as part of their home planning purposes and the old data used by insurance companies and FEMA to assess claim values.

SAN DIEGO GAS & ELECTRIC (SDG&E) SUNRISE POWERLINK PROJECT

The Sunrise Powerlink is a 2 Billion dollar, 117-mile long, high voltage power transmission line in San Diego County and Imperial County. Dave designed new access roads and pads for each tower site and assessed and improved existing access roads, construction yards, pull sites, and drainage facilities for each tower site. Dave performed site reviews and recommended field changes during construction to provide value engineering solutions while avoiding environmentally sensitive areas and construction obstacles. He also reviewed construction site clearances and tracked the project schedule (P6), corresponding with CPUC site clearances and work completed for contractor progress payments.



P S O M A S

**401 B Street
Suite 1600
San Diego, CA 92101**

619.691.2800

www.Psomas.com

ATTACHMENT B
NEGOTIATED FEE PROPOSAL

DRAFT

Work Order Estimate Summary

Att. A, AI 20, 10/17/24

MTS Doc. No. **PWL355.0-22**

Work Order No. **WOA355-AE-43**

Attachment: **B**

Work Order Title: **Right-of-Entry (ROE) Plan Reviews**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Project Management	\$ 374,409.48
2		Plan Reviews	\$ 783,902.25

Totals = **\$1,158,311.73**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Project Management and ROE Coordination	2,386.0	\$ 374,409.48
2		Technical Reviews	2,740.0	\$ 541,583.55
3		Construction Inspection Services	738.0	\$ 145,712.30
4		Tracking and Invoicing	880.0	\$ 96,606.40
5				

Totals = **6,744.0** **\$1,158,311.73**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Psomas	489.0	\$ 89,035.91
				RailPros	6,086.0	\$ 1,048,052.88
		X	X	Conekt2 Inc DBA C2 Group	169.0	\$ 21,222.94

Totals = **6,744.0** **\$1,158,311.73**

Att. A, Al 20, 10/17/24

Psomas/Psomas

Total Hours =

489

Total Costs =

\$89,035.91

Right-of-Entry (ROE) Plan Reviews

Attachment:

B

A-52

Work Order Estimate Summary

Att. A, AI 20, 10/17/24

Consultant/ Subconsultant: Psomas/Psomas

Work Order Title: FIRM - PSOMAS'IG4

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													
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)													
ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

Work Order Estimate
Summary

Att. A, AI 20, 10/17/24

Total Hours =

6,086

Total Costs =

\$1,048,052.88

Consultant/Subconsultant: Psomas/Railpros

Work Order Title: Right-of-Entry (ROE) Plan Reviews

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Area Manager	Contract Manager	Engineer 1	Engineer 2	Engineer 3	Engineer Senior	Engineer - Principal	Lead Structural Engineer	Project Controls - Senior	Project Controls	Total Hours	Totals
				\$ 353.62	\$ 350.64	\$ 96.30	\$ 166.36	\$ 125.21	\$ 200.30	\$ 277.35	\$ 314.62	\$ 109.78	\$ 100.95		
1	Task 1	Project Management and ROE Coordination													
	1.1	Invoicing, scheduling, monthly progress reports, admin		45			135	45	30	15		660		930	\$126,630.00
	1.2	Project Coordination with MTS and Stakeholders		60			60					396		516	\$74,671.68
	1.3	Coordination and oversight of subconsultants		30			30					60		120	\$22,186.20
	1.4	QA/QC on all deliverables. All reviewed documents will have a check box or signature page indicating review has been performed					360		60	60				480	\$88,548.60
Subtotals (Hours) =			N/A	135			585	45	90	75		1116		2,046	\$312,036.48
Subtotals (Costs) =				\$47,738.70			\$97,320.60	\$5,634.45	\$18,027.00	\$20,801.25		\$122,514.48		2,046	\$312,036.48
2	Task 2	Technical Reviews													
	2.1	Technical Reviews			48		120	512	418	658				1,756	\$367,123.14
	2.2	Technical Reviews Comment Log			12		30	128	102	162				434	\$90,586.66
	2.3	Coordinate meetings with MTS and/or Permittees					90	30	30	30		120		300	\$46,231.80
Subtotals (Hours) =			N/A		\$ 60.00		240	670	550	850		120		2,490	\$503,941.60
Subtotals (Costs) =					\$21,038.40		\$39,926.40	\$83,890.70	\$110,165.00	\$235,747.50		\$13,173.60		2,490	\$503,941.60
3	Task 3	Construction Inspection Services													
	3.1a)	Attend job walks and/or perform inspections	\$3,000.00				60	40	75	40				215	\$44,106.50
	3.1b)	Confirm permittee is adhering to approved work plans/verify compliance with MTS safety regulations						40	75	40				155	\$31,124.90
	3.1c)	Provide detailed inspection reports to MTS						75	150	75				300	\$60,237.00
Subtotals (Hours) =			N/A				60	155	300	155				670	\$135,468.40
Subtotals (Costs) =			\$3,000.00				\$9,981.60	\$19,407.55	\$60,090.00	\$42,989.25				670	\$135,468.40
4	Task 4	Tracking and Invoicing													
	4.1	Following each review, consultant shall submit an invoice to MTS within 2 days, detailing all staff hours and associated charges										720		720	\$79,041.60
	4.2	Provide monthly invoice summarizing total hours spent on reviews for that month, with individual review invoices attached (per Addendum 2)										160		160	\$17,564.80
Subtotals (Hours) =			N/A									880		880	\$96,606.40
Subtotals (Costs) =												\$96,606.40		880	\$96,606.40
Totals (Summary) =															
Total (Hours) =			N/A		135	60		885	870	940	1080	2116		6086	6086.00
Total (Costs) =				\$3,000.00	\$47,738.70	\$21,038.40		\$147,228.60	\$108,932.70	\$188,282.00	\$299,538.00	\$232,294.48			\$1,048,052.88
Percentage of Total (Hours) =			N/A		2%	1%		15%	14%	15%	18%	34.77%		100%	100%
Percentage of Total (Costs) =				0%	5%	2%		14%	10%	18%	29%	22.16%			100%
													Totals =	6,086	\$1,048,052.88

Work Order Estimate Summary

Att. A, AI 20, 10/17/24

Consultant/ Subconsultant: **Psomas/Railpros**

Work Order Title: **Right-of-Entry (ROE) Plan Reviews**

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	1	\$0.67					4,478	\$3,000.00				
2													
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = Subtotal = **\$3,000.00** Subtotal = Subtotal =

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											4,478	\$3,000.00
2													
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = Totals = **\$3,000.00**

Psomas/Conekt2 Inc DBA C2 Group

Att. A, AI 20, 10/17/24

Total Hours =	169
Total Costs =	\$21,222.94

Right-of-Entry (ROE) Plan Reviews

Attachment: B

[illegible]

Work Order Estimate Summary

Att. A, AI 20, 10/17/24

Consultant/ Subconsultant: Psomas/Conekt2 Inc DBA C2 Group

Work Order Title: =FIRM - PSOMAS'IG4

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													
2													
3				10									
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)													
ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3												10	
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	



**Metropolitan
Transit
System**

Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Light Rail Vehicle (LRV) Accident and Vandalism Repair Services – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment 2 to MTS Doc. No. L1531.0-20, with Carlos Guzman Inc., a Disadvantaged Business Enterprise (DBE), in the amount of \$2,646,172.00 (in substantially the same format as Attachment A) for a total of \$15,816,223.51.

Budget Impact

The total cost of this amendment is estimated to be \$2,646,172.00, and the total contract cost for the services is estimated to be \$15,816,223.51. The project will be funded by the LRV Maintenance Operating Budget account 350016-536100.

DISCUSSION:

San Diego Trolley Inc. (SDTI) operates a fleet of one hundred sixty-nine (169) LRVs and two (2) Historic Streetcars that provide public transportation throughout San Diego County. Occasionally, some of these vehicles are involved in accidents which can result in both minor damage such as dents and chipped paint, and sometimes major damage requiring extensive metal work. Vehicles also encounter vandalism related damage in and out of the car body such as spray painted and scratched graffiti on the painted surfaces of the car body as well as wear and tear from the operating environment and general use.

On April 16, 2020 (AI 6), the MTS Board approved MTS Doc. No. L1531.0-20 with Carlos Guzman for \$13,170,051.51 for a five (5) year term running from April 22, 2020 to April 21, 2025, for LRV accident and vandalism repair services. Since the initial MTS Board approval, MTS has issued Amendment 1 as summarized below:



Document No.	Description	Approval Date	Amount
L1531.0-20	Original Agreement	September 16, 2021	\$13,170,051.51
L1531.1-20	Clarifies the billing for fabrication of parts, no cost amendment	Within the CEO authority per MTS Policy 41	\$0.00
Subtotal Base and Amendment 1			\$13,170,051.51
L1531.2-20	Adding additional funding to the Agreement	Today's Board action	\$2,646,172.00
Subtotal Base, Amendment 1, and 2			\$15,816,223.51

The funding allocated to the original contract was based on estimated accident and vandalism repair services for the 5-year contract term, including historic usage and revenue miles anticipated. However, the need for accident and vandalism repair services has increased during the term of this contract beyond the original estimates. Increases in vandalism to the interior and exterior of the vehicles and an increase in accidents requiring body shop repairs have factored heavily into this increase. Additionally, as the LRVs age, road damage and wear and tear are frequently observed. It is MTS policy to address vandalism immediately so as not to encourage further acts of vandalism from occurring. MTS has also set a very high standard for the appearance of the fleet and work to maintain a state of good repair. Due to these conditions and in order to support ongoing repair work, additional funds are needed to meet MTS's repair service requirements for the rest of the contract term.

Based on staff's analysis, it recommends additional funds to support forecasted labor based on current conditions for the remainder of the contract term, a total increase of \$2,646,172.00. Hence, increasing the total contract value to \$15,816,223.51 as shown in the chart above.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment 2 to MTS Doc. No. L1531.2-20, with Carlos Guzman, Inc., a DBE, in the amount of \$2,646,172.00 (in substantially the same format as Attachment A) for a total of \$15,816,223.51.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Amendment MTS Doc. No. L1531.2-20



Metropolitan Transit System

Amendment 2

October 17, 2024

MTS Doc No. L1531.2-20

LIGHT RAIL VEHICLE (LRV) ACCIDENT AND VANDALISM REPAIR SERVICES

Carlos Guzman Inc.
John D. Guzman
COO
1619 E. Creston Street
Signal Hill CA, 90755

This shall serve as Amendment No.2 to the original agreement L1531.2-20 as further described below.

SCOPE

There shall be no changes to the scope of this agreement.

SCHEDULE

There shall be no changes to the schedule of this agreement.

PAYMENT

The contract amendment shall authorize additional as-needed funds not-to-exceed \$2,646,172.00. The total value of this contract, including this amendment, shall be in the amount of \$15,816,223.51 (\$13,170,051.51 current contract plus \$2,646,172.00 for amendment 2). 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

John D. Guzman, COO
Carlos Guzman Inc.

Date: _____





**Metropolitan
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Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Orange Line Improvement Project Phase 1 – Overhead Contact System (OCS) Assembly Kits – 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. L1683.0-24 (in substantially the same format as Attachment A), with Transit Innovations, LLC (Transit Innovations), for the purchase of Assembly Kits for Phase 1 of the Orange Line Improvement Project in the amount of \$377,731.63 (inclusive of 7.75% CA Sales Tax).

Budget Impact

The total contract cost is estimated to be \$377,731.63 (inclusive of CA sales tax) (Attachment C). This project 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 complete and staff is expected to advertise for construction within the next month.

The design process began in January 2023 after a work order to Pacific Railway Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE), 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 time 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	July 18, 2024 (AI 09)	\$6,691,924.99
6	OCS assembly kits	Today's agenda item	\$377,731.63
7	Unarmored signal cable	Est. Fall 2024	TBD
8	OCS poles	Est. Fall 2024	TBD

OCS Assembly Kits Procurement

The OCS Assembly kits are installed to hold messenger and contact wire at a certain height and to regulate the wire around curves. These parts transfer electricity to the pantograph of the train in order to produce train movement. Certain items of the assembly kits separate different sources of electricity as well as provide means for maintenance to physically isolate electricity from one location to the next. These are necessary parts for the Orange Line Improvement Project.

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

On August 19, 2024, staff issued an Invitation for Bids (IFB). A total of two (2) bids were received:

Firm Name	Firm Certification	Bid Amount
Transit Innovations	N/A	\$377,731.63
Blue Angel International LLC	Small Business (SB)	\$459,491.26

Based on the bid summary above, staff has determined Transit Innovations' price to be fair and reasonable and recommends executing the contract.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1683.0-24 (in substantially the same format as Attachment A), with Transit Innovations, for the purchase of Assembly Kits for Phase 1 of the Orange Line Improvement Project in the amount of \$377,731.63 (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. L1683.0-24
B. Scope of Work/Technical Specifications
C. Bid Form



**Metropolitan
Transit
System**

**STANDARD AGREEMENT
FOR
MTS DOC. NO. L1683.0-24
ASSEMBLY KITS**

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: Transit Innovations, LLC. Address: 269 S 1600 E
Layton UT 84040
City State Zip
 Form of Business: LLC
 (Corporation, Partnership, Sole Proprietor, etc.) Email: m.moos@transitinnovations.com
 Telephone: (801) 706-1202

Authorized person to sign contracts Matthias Moos President & Chief Manager
Name 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).

This is a one-time purchase. MTS expects delivery shall be completed within 18-weeks from the Notice to Proceed (NTP) issuance date.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$377,731.63 without the express written consent of MTS.

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



SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1. INTRODUCTION

The San Diego Metropolitan Transit System is looking for qualified manufacturers to submit bids for Overhead Contact System (OCS) materials as they are generally described below in this solicitation.

2. DESCRIPTION OF WORK

In general, the Work consists of manufacturing and delivering new, OCS. More specifically and detailed in the Specifications and Drawings, the Manufacturer shall supply complete packages for OCS Assemblies.

- A. Utilize OCS typical assembly arrangement drawings and bills of material provided in this procurement package as basis of design for drawing preparation.
- B. Prepare shop drawings as instructed by the various specification sections for review by MTS.
- C. Source and procure the required material per the approved shop drawings.
- D. Perform Quality Check and Quality Assurance of each product and verify material quantities.
- E. Label all materials with clear markings denoting part numbers, assembly numbers and drawing numbers as applicable.
- F. Assemble materials and package for shipping to assure that materials are delivered free from damage and defects.

The Manufacturer shall be responsible for all costs associated with the documentation, supply, delivery, and offloading of the OCS materials.

Work, including material, shall comply with all Federal, state, and local laws and regulations.

Material supplied by the Manufacturer shall comply with Section 4.3, Specifications. The Manufacturer shall submit documentation for proposed material that demonstrates compliance with the Specifications, including test documentation, for MTS approval prior to sourcing and/or procuring the material.

3. SPECIFICATIONS

Standard Specification Sections applicable to this procurement package.

- A. 34 23 36 OCS Steel Structures, Metal Fabrication, and Miscellaneous Metal
- B. 34 23 43 OCS Design Requirements
- C. 34 23 49 OCS Supporting Devices
- D. 34 23 63 OCS Insulators
- E. 34 23 66 OCS Section Insulator Assemblies
- F. 34 23 69 OCS Balance Weight Anchor Assemblies
- G. 34 23 73 OCS Fittings and Hardware
- H. 34 23 76 OCS Disconnect Switches

Some subsections of the Standard Specification Sections may pertain to elements of work that do not apply to this material procurement. These subsections cover Contractor field fabrication and installation of assemblies and shall be treated as information only.

4. DRAWINGS

1. OC-001, GENERAL NOTES, ABBREVIATIONS, LEGEND AND SYMBOLS
2. OC-002, WIRE PARTICULARS
3. OC-003, SECTIONALIZING PLAN
4. OC-004, WIRING SCHEMATIC - R02 INTERLOCKING
5. OC-005, WIRING SCHEMATIC - R12 INTERLOCKING
6. OC-006, WIRING SCHEMATIC – 62ND ST ENCANTO STATION
7. OC-007, WIRING SCHEMATIC - R18 INTERLOCKING
8. OC-100, EXISTING AND DEMOLITION OCS PLAN R02 CROSSOVER
9. OC-101, PROPOSED OCS PLAN R02 CROSSOVER
10. OC-102, EXISTING AND DEMOLITION OCS PLAN R12 CROSSOVER
11. OC-103, PROPOSED OCS PLAN R12 CROSSOVER
12. OC-104, EXISTING AND DEMOLITION OCS PLAN 62ND ENCANTO STATION
13. OC-105, PROPOSED OCS PLAN 62ND STREET ENCANTO STATION
14. OC-106, EXISTING AND DEMOLITION OCS PLAN R18 CROSSOVER
15. OC-107, PROPOSED OCS PLAN R18 CROSSOVER
16. OC-201, CANTILEVER ASSEMBLIES (SHEET 1 OF 2)
17. OC-202, CANTILEVER ASSEMBLIES (SHEET 2 OF 2)
18. OC-203, STEEL POLE DETAILS
19. OC-204, STEEL POLE FOUNDATION DETAILS
20. OC-205, TYPICAL DOWN GUY ANCHOR ASSEMBLY DETAILS
21. OC-206, TYPICAL DOWN GUY ANCHOR FOUNDATION DETAIL
22. OC-207, BALANCE WEIGHT ANCHOR ASSEMBLY
23. OC-208, FIXED TERMINATION ANCHOR ASSEMBLY
24. OC-209, TYPICAL HANGERS, WIRE SPLICE AND WIRE CROSS ASSEMBLIES
25. OC-210, TYPICAL MIDPOINT ANCHOR ASSEMBLY
26. OC-211, TYPICAL JUMPER ASSEMBLIES
27. OC-212, DISCONNECT SWITCH DETAILS
28. OC-214, TYPICAL ANCHOR BOLT DETAIL
29. OC-216, TYPICAL SECTION INSULATOR ASSEMBLY
30. OC-218, POLE BRACKETS
31. OC-220, CATENARY BILL OF MATERIALS

5. CODES AND STANDARDS

Applicable codes and standards as described in the specifications but not limited to:

- A. American Galvanizers Association (AGA)
- B. American Institute of Steel Construction, Inc. (AISC)
- C. American National Standards Institute (ANSI)
- D. American Welding Society, Inc. (AWS)
- E. American Society of Testing Materials (ASTM) Standards
- F. California Building Code (CBC)
- G. Federal Specifications (FS)
- H. National Association of Architectural Metal Manufacturers (NAAMM)
- I. Research Council on Structural Connections (RCSC)
- J. American Iron and Steel Institute (AISI)
- K. California Public Utilities Commission (CPUC)
- L. Institute of Electrical and Electronics Engineers (IEEE)
- M. National Electrical Code (NEC)
- N. National Electrical Manufacturers Association (NEMA)

6. SUBMITTALS

Manufacturer shall prepare and submit complete detailed OCS shop drawings for all OCS assemblies, components, and equipment, including a tabulated allocation of all parts for the OCS, which is based on the Contract Plans and described in these Specifications, within 30 calendar days of Notice to Proceed. Assemble and submit to the Engineer for acceptance a complete shop drawing package of OCS assembly drawings, OCS component drawings, and OCS sub-assembly drawings. Compile and submit a complete catalog of product data sheets for each component of assemblies and sub-assemblies. All drawings for load-carrying components must have an indication as to the component's load capacity. Installation torques must be shown for all components that have bolted fasteners.

Final Shop Drawings including a complete bill of materials shall be provided by the Manufacturer prior to fabrication. The Shop Drawings shall be prepared electronically in CADD format (AutoCAD) and PDF (11" x 17" in size).

7. OCS MATERIALS

The Manufacturer shall furnish all materials necessary to supply new OCS assemblies as described in the Contract Documents, Specifications and Drawings.

8. OCS MATERIALS PROVIDED BY OTHERS

Various materials not typically provided by OCS assembly suppliers are being provided by other MTS suppliers which are listed here below for reference only. The materials are called out on the project assembly drawings but are not required to be furnished by the Manufacturer:

1. 2" - Cantilever Pipe / Schedule 40 Seamless – HDG
2. 3/16 Stainless Steel Wire Rope - Type 316-7x19 (SZ18879)
3. 1/4" Stainless Steel Wire Rope - Type 316 7x19 (SZ25079)
4. 3/8" Stainless Steel Wire Rope - Type 302-304-7x19 (SF37579)
5. 1/2" Stainless Steel Wire Rope - Type 302-304-6x25 (SW5062506)
6. 350 kcmil Contact Wire Conductor
7. 500 kcmil Messenger Wire Conductor
8. 1/C - 500 kcmil Insulated 2kv Type RHH/RHW-2 Cable
9. 1/C-500 kcmil Soft Drawn Bare Class-H Rope-Lay Super Flex Cable
10. 2500 Amp Pole Mounted Disconnect Switch
11. 1/2" EHS 1x7 Guy Strand
12. 4/0 Bare 7-Strand Hard Drawn (Grounding for OCS Pole)
13. 1/2" Strand Vise
14. Johnny Ball Insulators
15. Wire Grip Dead End for 1/2" Cable

9. QUALITY ASSURANCE

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

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

10. INSPECTION

At MTS' discretion, all materials supplied shall be subject to inspection and testing at the Supplier's location by MTS, their representative, or other independent agencies to confirm compliance with the specifications prior to shipment to the project site. The Supplier shall provide the Inspector, without any charges, with all necessary facilities to examine the work in progress as well as the finished product.

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

Final inspection and testing of OCS assembly materials shall be performed upon receipt of all materials. Materials not meeting the requirements of the Contract Documents, Specifications and Drawings or damaged during shipping shall be subject to rejection and may be returned to the Supplier who shall be responsible for the expenses of handling and transport in both directions.

11. HANDLING AND DELIVERY

All OCS assembly components shall be handled carefully and delivered without damage. Packaging shall be performed to prevent rupture during transit and delivery. OCS assembly components shall not be dropped or struck sharply. Handling and delivery shall be in accordance with the accepted industry practice.

Small loose parts and miscellaneous hardware shall be delivered in secure boxes or packages, each weighing no more than 80 pounds. Items weighing more than 80 pounds or that present challenges to conventional handling shall be palletized.

All bundles, boxes, and other packaging shall be clearly marked with the following information.

- A. Manufacturer's name
- B. Shipping and delivery date
- C. Identification of items contained
- D. Number of pieces
- E. Gross weight

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

Delivery of all orders must be shipped in a timely manner. Delivery time below shall be from the date of receipt of the Shop Drawings Approval. Shop Drawings shall be submitted within 30 calendar days from NTP and there shall be a 2-week drawing review for each submittal or revision for MTS.

All orders shall be delivered completely within 180 calendar days from Shop Drawings Approval unless otherwise approved by MTS.

12. MEASUREMENT AND PAYMENT

The contract price paid shall include full compensation for furnishing all labor, materials, equipment, tools, and incidentals, and for doing all Work involved in manufacturing, supplying, delivering and off-loading the final products to a designated location in San Diego; including but not limited to submittals, shop drawings, work plans and the various components required for OCS assemblies, Cantilever: Light Push Off Assembly (201-1), Cantilever: Light Pull Off Assembly (201-5), Cantilever: OOR Pull Off

Assembly (201-8), Double Down Guy Anchor Assembly (205-2B), Balance Weight Anchor Assembly (207-1), Fixed Termination Anchor Assembly (208-1), Flexible Hanger Assembly (209-1A), Flexible Hanger Assembly (209-1B), Wire Cross Assembly (209-4), Full Feeding Jumper Assembly (211-3), Single Disconnect Switch Assembly (212-1), Section Insulator Assembly (216-1), Head Guy Bracket Assembly (218-1), Spreader Bracket Assembly (218-2) and Signal Power Support Assembly (218-3) as specified in this Specification, and as directed by MTS.

13. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

14. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

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

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

17. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

18. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure. Warranty shall also be stated for installation labor, materials, and method of adjustment.

19. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

20. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. MTS C Yard located at 1535 Newton Ave, San Diego CA, 92113 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

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

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS) and resubmit for inspection and testing (if necessary).

21. [NOT APPLICABLE] LIQUIDATED DAMAGES

22. 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.

L1683.0-24
Assembly Kits IFB
ATT 1 - Bid Form

**** Fill in the Green Cells ****

Estimated Quantity	Item Description	Unit Of Measure	Lead Time	Unit Price **	Total Price
7	Cantilever: Light Push Off Assembly (201-1)	Each	16 - 18 WEEKS	\$ 1,568.00	\$ 10,976.00
11	Cantilever: Light Pull Off Assembly (201-5)	Each	16 - 18 WEEKS	\$ 1,568.00	\$ 17,248.00
10	Cantilever: OOR Pull Off Assembly (201-8)	Each	16 - 18 WEEKS	\$ 2,236.00	\$ 22,360.00
7	Down Guy Anchor Assembly (205-2B)	Each	16 - 18 WEEKS	\$ 3,196.00	\$ 22,372.00
2	Balance Weight Anchor Assembly (207-1)	Each	16 - 18 WEEKS	\$ 25,063.00	\$ 50,126.00
4	Fixed Termination Anchor Assembly (208-1)	Each	16 - 18 WEEKS	\$ 4,986.00	\$ 19,944.00
250	Flexible Hanger Assembly (209-1A)	Each	16 - 18 WEEKS	\$ 93.00	\$ 23,250.00
100	Flexible Hanger Assembly (209-1B)	Each	16 - 18 WEEKS	\$ 143.00	\$ 14,300.00
10	Wire Cross Assembly (209-4)	Each	16 - 18 WEEKS	\$ 250.00	\$ 2,500.00
10	Full Feeding Jumper Assembly (211-3)	Each	16 - 18 WEEKS	\$ 958.00	\$ 9,580.00
9	Single Disconnect Switch Assembly (212-1)	Each	16 - 18 WEEKS	\$ 5,163.00	\$ 46,467.00
15	Section Insulator Assembly (216-1)	Each	16 - 18 WEEKS	\$ 6,799.00	\$ 101,985.00
4	Head Guy Bracket Assembly (218-1)	Each	16 - 18 WEEKS	\$ 1,305.00	\$ 5,220.00
3	Spreader Bracket Assembly (218-2)	Each	16 - 18 WEEKS	\$ 775.00	\$ 2,325.00
5	Signal Power Support Assembly (218-3)	Each	16 - 18 WEEKS	\$ 382.00	\$ 1,910.00
Delivery Cost (One-time cost & if applicable)					\$ -
Overall Total (Basis of Award)					\$ 350,563.00

Sales Tax 7.75% \$27,168.63

** Bidders should not include sales tax. MTS will add tax at purchase order issuance. **Grand Total \$377,731.63**

Costs must be all-inclusive including but not limited to labor, insurance, and all other related costs necessary to purchase and deliver the goods to MTS.

Lead times identify the date MTS can anticipate the receipt of the items. MTS reserves the right to consider the lead time in award.

In order to be considered responsive, Bidders must provide pricing on all the line items. Charges not described on the bid form will not be considered valid and MTS will not pay additional costs. Bidder accepts responsibility for accuracy and presentation of the above numbers and must complete the bid forms as provided. Failure to do so may deem the bid non-responsive.



Agenda Item No. 23

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Operations Budget Status Report for August 2024

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

This report summarizes the year-to-date operating results for August 2024 compared to the Fiscal Year (FY) 2025 budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the Operations, Administration, and Other Activities results for August 2024. Attachment A-2 details the August 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 August 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 August 2024, MTS's net-operating income favorable variance totaled \$2,260,000 (3.9%). Operations produced a \$2,035,000 (3.6%) favorable variance and the administrative/other activities areas were favorable by \$225,000 (10.3%).

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through August 2024 were \$16,432,000 compared to the year-to-date budget of \$16,189,000, representing a \$242,000 (1.5%) favorable variance. Year-to-date passenger revenue was favorable to budget by \$283,000 (2.2%) through August. Passenger revenue is up by \$1,087,000 (9.2%) versus the prior year while passenger levels were up by 1,863,000 (15.9%) passengers versus the prior year.



Other operating revenue was unfavorable by \$40,000 (-1.1%), primarily due to slightly unfavorable variances in interest revenue and advertising revenue.

Operating Expenses. Year-to-date combined expenses through August 2024 were \$72,545,000 compared to the budget of \$74,563,000 resulting in a \$2,018,000 (2.7%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$31,682,000, compared to a budgetary figure of \$32,867,000, producing a favorable variance of \$1,186,000 (3.6%). This is primarily due to favorable Security wages within Administration, favorable flagging wages within Trolley, favorable health and welfare costs for union employees, as well as favorable defined contribution pension plan costs for union Bus employees. The FY 2025 budget assumed a variety of increases to collective bargaining agreements for hourly Bus and Trolley employees and assumed the increases would be in effect at the start of the fiscal year; however, negotiations are on-going and favorable variances are expected in pension, healthcare, and wages, until new agreements go into effect.

Outside Services and Purchased Transportation. Total outside services through two months of the fiscal year totaled \$25,993,000, compared to a budget of \$25,988,000, resulting in an unfavorable variance of \$5,000 (0.0%).

Materials and Supplies. Total year-to-date materials and supplies expenses were \$3,524,000, compared to a budgetary figure of \$3,487,000, resulting in an unfavorable variance of \$36,000 (-1.0%). This is primarily due to unfavorable revenue vehicle parts and maintenance supplies within Bus Operations.

Energy. Total year-to-date energy costs were \$8,125,000, compared to the budget of \$8,989,000, resulting in a favorable variance of \$865,000 (9.6%). 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 \$1,723,000 compared to the budget of \$1,759,000, resulting in a favorable variance totaling \$36,000 (2.0%). This is primarily due to favorable claims payouts, recoveries, and legal costs within Administration.

General and Administrative. The year-to-date general and administrative costs were \$1,084,000 through August 2024, compared to a budget of \$1,064,000, resulting in an unfavorable variance of \$21,000 (-1.9%). This is primarily due to unfavorable Pronto credit card fees.

Vehicle and Facility Leases. The year-to-date vehicle and facilities lease costs were \$415,000 compared to the budget of \$408,000, resulting in an unfavorable variance of \$6,000 (-1.6%). This is primarily due to unfavorable radio tower lease costs within Bus Operations.

YEAR-TO-DATE SUMMARY

The August 2024, year-to-date net-operating income totaled a favorable variance of \$2,260,000 (3.9%). These factors include favorable variances in passenger revenue, personnel costs, energy, risk management, partially offset by unfavorable other operating revenue, outside services, materials and supplies, general and administrative, 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

**MTS
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2024
AUGUST 31, 2024
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 12,873	\$ 12,590	\$ 283	2.2%
Other Revenue	3,559	3,599	(40)	-1.1%
Total Operating Revenue	\$ 16,432	\$ 16,189	\$ 242	1.5%
Personnel costs	\$ 31,682	\$ 32,867	\$ 1,186	3.6%
Outside services	25,993	25,988	(5)	0.0%
Materials and supplies	3,524	3,487	(36)	-1.0%
Energy	8,125	8,989	865	9.6%
Risk management	1,723	1,759	36	2.0%
General & administrative	1,084	1,064	(21)	-1.9%
Vehicle/facility leases	415	408	(6)	-1.6%
Administrative Allocation	(0)	0	0	0.0%
Total Operating Expenses	\$ 72,545	\$ 74,563	\$ 2,018	2.7%
Operating Income (Loss)	\$ (56,113)	\$ (58,374)	\$ 2,260	3.9%
Total Non-Operating Activities	53	293	(240)	-81.8%
Income (Loss) before Capital Contributions	\$ (56,060)	\$ (58,080)	\$ 2,020	-3.5%

**OPERATIONS
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2024

AUGUST 31, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 12,873	\$ 12,590	\$ 283	2.2%
Other Revenue	87	125	(38)	-30.7%
Total Operating Revenue	\$ 12,960	\$ 12,715	\$ 244	1.9%
Personnel costs	\$ 26,106	\$ 26,907	\$ 801	3.0%
Outside services	21,173	21,388	216	1.0%
Materials and supplies	3,515	3,477	(37)	-1.1%
Energy	7,905	8,764	859	9.8%
Risk management	1,570	1,529	(41)	-2.7%
General & administrative	179	177	(2)	-1.0%
Vehicle/facility leases	345	340	(5)	-1.6%
Administrative Allocation	6,317	6,317	(0)	0.0%
Total Operating Expenses	\$ 67,109	\$ 68,900	\$ 1,791	2.6%
Operating Income (Loss)	\$ (54,150)	\$ (56,185)	\$ 2,035	3.6%
Total Non-Operating Activities	53	293	(240)	-81.8%
Income (Loss) before Capital Contributions	\$ (54,096)	\$ (55,891)	\$ 1,795	-3.2%

OPERATIONS

BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

COMPARISON TO BUDGET - FISCAL YEAR 2024

AUGUST 31, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 3,213	\$ 3,195	\$ 19	0.6%
Other Revenue	-	8	(8)	-
Total Operating Revenue	\$ 3,213	\$ 3,203	\$ 10	0.3%
Personnel costs	\$ 16,222	\$ 16,740	\$ 518	3.1%
Outside services	308	378	70	18.5%
Materials and supplies	1,331	1,301	(30)	-2.3%
Energy	1,290	1,490	200	13.4%
Risk management	574	612	38	6.2%
General & administrative	71	84	12	14.9%
Vehicle/facility leases	126	119	(7)	-6.2%
Administrative Allocation	975	975	0	0.0%
Total Operating Expenses	\$ 20,898	\$ 21,699	\$ 801	3.7%
Operating Income (Loss)	\$ (17,685)	\$ (18,496)	\$ 812	4.4%
Total Non-Operating Activities	-	115	(115)	-
Income (Loss) before Capital Contributions	\$ (17,685)	\$ (18,381)	\$ 697	-3.8%

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
AUGUST 31, 2024
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 5,469	\$ 5,372	\$ 97	1.8%
Other Revenue	87	117	(30)	-25.8%
Total Operating Revenue	\$ 5,555	\$ 5,488	\$ 67	1.2%
Personnel costs	\$ 9,716	\$ 10,026	\$ 310	3.1%
Outside services	1,773	1,863	91	4.9%
Materials and supplies	2,165	2,167	2	0.1%
Energy	5,094	5,445	351	6.4%
Risk management	981	902	(79)	-8.8%
General & administrative	106	89	(17)	-18.9%
Vehicle/facility leases	161	160	(1)	-0.6%
Administrative Allocation	4,842	4,842	0	0.0%
Total Operating Expenses	\$ 24,837	\$ 25,494	\$ 657	2.6%
Operating Income (Loss)	\$ (19,282)	\$ (20,006)	\$ 724	3.6%
Total Non-Operating Activities	-	125	(125)	-
Income (Loss) before Capital Contributions	\$ (19,282)	\$ (19,881)	\$ 599	-3.0%

OPERATIONS

BUS - CONTRACTED SERVICES (FIXED ROUTE)

COMPARISON TO BUDGET - FISCAL YEAR 2024

AUGUST 31, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 3,935	\$ 3,753	\$ 182	4.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 3,935	\$ 3,753	\$ 182	4.8%
Personnel costs	\$ 139	\$ 109	\$ (30)	-27.6%
Outside services	15,935	15,919	(17)	-0.1%
Materials and supplies	19	9	(10)	-102.6%
Energy	1,355	1,617	262	16.2%
Risk management	-	-	-	-
General & administrative	1	2	1	39.3%
Vehicle/facility leases	1	4	3	85.2%
Administrative Allocation	410	410	(0)	0.0%
Total Operating Expenses	\$ 17,860	\$ 18,070	\$ 209	1.2%
Operating Income (Loss)	\$ (13,926)	\$ (14,316)	\$ 391	2.7%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (13,926)	\$ (14,316)	\$ 391	-2.7%

OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2024
AUGUST 31, 2024
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 256	\$ 271	\$ (15)	-5.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 256	\$ 271	\$ (15)	-5.5%
Personnel costs	\$ 29	\$ 32	\$ 3	10.0%
Outside services	3,103	3,175	72	2.3%
Materials and supplies	-	-	-	-
Energy	165	211	46	21.8%
Risk management	15	15	0	0.3%
General & administrative	0	2	2	91.7%
Vehicle/facility leases	57	57	0	0.1%
Administrative Allocation	91	91	(0)	0.0%
Total Operating Expenses	\$ 3,461	\$ 3,583	\$ 123	3.4%
Operating Income (Loss)	\$ (3,204)	\$ (3,312)	\$ 108	3.3%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (3,204)	\$ (3,312)	\$ 108	-3.3%

**OPERATIONS
CORONADO FERRY**

COMPARISON TO BUDGET - FISCAL YEAR 2024

AUGUST 31, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	53	53	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 53	\$ 53	\$ -	0.0%
Operating Income (Loss)	\$ (53)	\$ (53)	\$ -	0.0%
Total Non-Operating Activities	53	53	-	0.0%
Income (Loss) before Capital Contributions	\$ -	\$ -	\$ -	-

**ADMINISTRATION
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2024
AUGUST 31, 2024
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,414	3,404	10	0.3%
Total Operating Revenue	\$ 3,414	\$ 3,404	\$ 10	0.3%
Personnel costs	\$ 5,480	\$ 5,847	\$ 367	6.3%
Outside services	4,819	4,589	(230)	-5.0%
Materials and supplies	9	10	1	9.9%
Energy	219	224	5	2.2%
Risk management	145	215	70	32.5%
General & administrative	900	879	(20)	-2.3%
Vehicle/facility leases	66	68	1	2.0%
Administrative Allocation	(6,320)	(6,320)	0	0.0%
Total Operating Expenses	\$ 5,319	\$ 5,512	\$ 193	3.5%
Operating Income (Loss)	\$ (1,904)	\$ (2,108)	\$ 204	9.7%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (1,904)	\$ (2,108)	\$ 204	-9.7%

**OTHER ACTIVITIES
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2024
AUGUST 31, 2024
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	58	70	(12)	-17.2%
Total Operating Revenue	\$ 58	\$ 70	\$ (12)	-17.2%
Personnel costs	\$ 95	\$ 113	\$ 17	15.5%
Outside services	1	11	10	91.7%
Materials and supplies	-	0	0	-
Energy	1	2	1	35.4%
Risk management	8	15	7	44.7%
General & administrative	6	7	2	22.8%
Vehicle/facility leases	3	1	(2)	-243.3%
Administrative Allocation	3	3	(0)	0.0%
Total Operating Expenses	\$ 117	\$ 151	\$ 34	22.3%
Operating Income (Loss)	\$ (59)	\$ (81)	\$ 22	-26.8%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (59)	\$ (81)	\$ 22	-26.8%



Agenda Item No. 24

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Paratransit and Minibus Fixed-Route Bus Services – Potential Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to add up to an additional \$1,365,000 annually to MTS Doc. No. B0703.8-19 (First Transit, Inc.) and MTS Doc. No. B0708.5.20 (Transdev, Inc.) for represented employee wage increases contingent upon Transdev successfully executing current outstanding collective bargaining agreement (CBA) negotiations.

Budget Impact

The total cost is estimated to be up to \$1,365,000 annually. The current First Transit contract base period expires June 30, 2026 with option periods extending through June 30, 2030. The Transdev contract base period expires June 30, 2027 with option periods extending through June 30, 2031.

DISCUSSION:

In line with public transit industry best practices, to sustain long-term operating efficiency and reduce long-term operating costs, MTS contracts with Transdev Inc. (Transdev),¹ to operate approximately 50% of our fixed route and all paratransit service bus operations. Services included in these contracts are South Bay, Central San Diego, East County, Rural Lifeline, Commuter Express, Minibus, Paratransit and Bus Rapid Transit (BRT). The services are operated out of MTS owned bus maintenance facilities (South Bay (Chula Vista), Copley Park (Kearny Mesa) and East County (El Cajon).

The two contracts include purchased transportation through fixed, mileage and hourly-based costs, general bus stop maintenance of over 4,277 bus stops, transit center power washing, standby bus support, special events support, trolley support services, rural bus fuel costs, fleet and facility maintenance and other miscellaneous pass-through costs as defined in the contract. These two contracts are divided by the types of service operated – Minibus and Paratransit vs Fixed Route and Commuter Express services. The Minibus and Paratransit Service contract's

¹ In 2023, Transdev acquired the First Transit, Inc. entity. For ease of reference, Transdev and First Transit are collectively referred to as "Transdev" in the remaining portions of this agenda item.



base term expires June 2026 (option years extend to June 2030), whereas the Fixed Route contract's base term expires June 2027 (option years extend to June 2031).

Between these two operating contracts, which are managed directly by Transdev, with direct oversight from MTS staff, there are twenty (20) unique CBA contracts represented by three unions – the ATU 1309, Teamsters 683, and Teamsters 542. These twenty (20) CBAs represent just over 1,000 employees including: bus drivers, road supervisors, window dispatchers, technicians, radio dispatchers, servicers, reservationists, route schedulers, office cleaners, bus stop field technicians, and mechanics. Each of these CBAs operate under different terms, conditions, and expiration dates that have been negotiated with each union.

Beginning in late 2021, many San Diego employers faced escalating challenges attracting and retaining qualified talent amid rising inflation, the region's inflated cost of living, and employment trends such as increased work from home opportunities and "The Great Resignation." MTS and its contractors were not immune to this and faced high frontline employee turnover and were having difficulty attracting applicants for frontline operations positions.

In 2021 through October 2022, MTS reviewed the current pay structure of frontline employees for both in-house and contracted operations. Through this evaluation, in 2023 and early 2024, it was determined that for MTS to remain competitive and address the growing gap in pay for these employees, equitable adjustments were needed. With prior Board approval, both MTS and a substantial portion of Transdev frontline employees were given market rate adjustments.

To further align with these previous findings, there is an additional adjustment necessary for a smaller subset of frontline, contracted employees who did not receive the adjustments with the prior adjustments in 2023 and 2024. In early September 2024, MTS reentered discussion with Transdev regarding how to address this issue. These discussions identified six (6) CBAs within both contracts that did not receive an equitable compensation increase aligned with previous study findings and MTS assistance.

MTS staff has completed an in-depth review of Transdev's proposed increases to ensure these values are not outside the normal wage escalations. MTS staff believes that these increases would ensure that current contractor wages would be more equitable and align with current industry compensation trends.

Recognizing these findings and through collaboration with Transdev, MTS staff is recommending that the MTS Board of Directors authorize the CEO to authorize an additional up to \$1,365,000 annually in contract increases to address outstanding wage discrepancies, under the condition that Transdev can successfully negotiate all remaining open CBA contracts. Once CBA negotiations between Transdev and each union are ratified, detailed Transdev contract amendments will be executed by the CEO within the authority granted in today's proposed action.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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



**Metropolitan
Transit
System**

PUBLIC COMMENT
AI 3-24, 10/17/2024
No. in Queue:2

CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #3-24. A paraphrased version of Truth's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](https://www.sdmts.com)

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.





**Metropolitan
Transit
System**

MTS STAFF USE ONLY

Public Comment

AI #: 24 Date: 10/17/24

No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.: 24

Name: SALVADOR ABRICA Telephone: 619-977-0025

Email: SABRICA@TEAMSTERS542.ORG

City of Residence: _____

Remark Subject: _____

Affiliated

Organization: TEAMSTERS LOCAL UNION NO. 542

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

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Agenda Item No. 25

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Fare Enforcement Diversion Program Modifications (Karen Landers)

RECOMMENDATION:

That the MTS Board of Directors revise the Fare Enforcement Diversion Program to:

- 1) Remove the On-the-Spot Payment Option;
- 2) Implement Online and Phone Payment Options for Diversion Program Reduced Fine;
and
- 3) Make the Diversion Program permanent.

Public Security Committee Recommendation

At its September 20, 2024 meeting (Agenda Item (AI) 5), the Public Security Committee voted 5 to 0 (Board Members: Montgomery Steppe, Dillard, Gonzalez, Rodriguez and Hall in favor) with Member Donovan absent, to recommend that the Board of Directors approve the staff recommendation.

Budget Impact

Current PRONTO system data analyses estimate that MTS lost between \$17 million and \$23 million in fare revenue between May 2022 and July 2024 as a result of fare evasion. The revenue impact has increased each year and is estimated at \$10 million to \$13 million for calendar year 2024. Removal of the on-the-spot one-way fare payment option is expected to reduce fare evasion and increase fare revenue collected by MTS.

DISCUSSION:

Program History and Board/Committee Action

On June 11, 2020 (AI 31), the MTS Board of Directors (Board) authorized staff to implement a Fare Enforcement Diversion Program as a 12-month pilot project (Diversion Program). The Diversion Program pilot period was extended an additional 12-months (July 29, 2021 (AI 18))



through August 31, 2022. Staff has continued the Diversion Program pilot since then, until the Board takes action to either disband the pilot or approve a permanent diversion program.

Reports on the Diversion Program, fare evasion rates, and potential program modifications have been discussed with the Board, Public Security Committee, and the Security and Passenger Safety Community Advisory Group over the past two years.

The revenue impact analysis that is discussed in this agenda item was presented to the Public Security Committee on June 7, 2024 as an informational item (AI 7). On June 20, 2024 (AI 22), the revenue analysis and a recommendation to modify the Diversion Program was presented to the Board for consideration and the Board voted 13-0 to refer the item back to the Public Security Committee to make a recommendation on the proposed changes to the Diversion Program. On September 20, 2024 (AI 5), today's Proposed Action was presented to the Public Security Committee with a request for a recommendation, consistent with the Board's direction from June 20, 2024. At that meeting, the Public Security Committee voted 5 to 0 (Committee Members: Montgomery Steppe, Dillard, Gonzalez, Rodriguez and Hall in favor) with Member Donovan absent, to recommend that the Board approve the proposed changes to the Fare Enforcement Diversion Program.

Key Features of the Diversion Program

Since September 2020, the Diversion Program has included the following key features:

Eligibility: All fare evasion violations are eligible, unless there was another violation (e.g., vandalism, assault, failure to comply) at the time of citation. No graduated offense levels with graduated penalties (e.g., first offense, second offense, etc.) are included because officers do not have the ability to efficiently check prior citation history while in the field.

Current Options to Resolve:

1. Option to Immediately Purchase One-Way Fare in lieu of citation.
2. Pay Reduced Fine within 120 days: \$25
 - Pay In-Person at Transit Store
 - Pay by Mail
3. Complete Community Service within 120 days: 3 Hours
4. Limited Appeal within 15 days: Proof of Paid Fare or Malfunctioning Ticket Vending Machine
 - If appeal granted, then citation dismissed
 - If appeal denied, option to pay fine or complete community service within original 120-day window
5. No Action Taken within 120 days: Citation transmitted to San Diego Superior Court for adjudication

The MTS website for the Diversion Program can be found here: <https://www.sdmts.com/rider-info/mts-security/diversion-program>

Proposed Diversion Program Modifications

Today's proposed action would be to modify the Diversion Program to eliminate Option 1 above (Option to Immediately Purchase One-Way Fare in lieu of citation).

Instead, all eligible fare evasion violations would receive a citation with the option to complete the Diversion Program within 120 days. To make the Diversion Program \$25 fine option more accessible and easier to pay, MTS will expand payment options to include payment by phone and online (in addition to the current Transit Store and payment by mail options).

Basis for Staff Recommendation

Using data provided by the PRONTO fare system, an analysis was conducted to determine the fare evasion rate, its impact on MTS's ability to collect fare revenue, and determine potential causes. As discussed below, staff has concluded that the Diversion Program's on-the-spot fare payment option, *when combined with the PRONTO system's fare capping structure*, has created a loophole that increased MTS fare evasion on the trolley from 3% to over 30%. This equates to an estimated fare revenue loss of between \$17 million and \$23 million over the last 27 months and is on track to be a loss of \$10 million to \$13 million over the next year.

The Diversion Program was introduced in September 2020. MTS switched from the Compass Card fare payment system to the PRONTO fare payment system effective October 2021. Before the PRONTO fare payment system was implemented, the agency's historical fare evasion rate hovered around 3%. However, beginning in 2022, after the PRONTO system had been implemented and data started being collected, the trolley fare evasion rate jumped to 22.47% and continued escalating. For 2024, the rate is at 32.48%¹. The PRONTO data fare evasion rate is corroborated by similar fare evasion rates during Special Enforcement Details conducted in late 2023 (31.45% evasion rate) and 2024 (23.29% evasion rate).²

¹ The detailed PRONTO Inspection App and Validation App data for May 2022 to August 2024 is shown in Attachment A. The evasion rate for January to July 2024 is 32.43%.

² A Special Enforcement Detail (SED) is a security detail where officers check every passenger for a fare in a closed environment where passengers are not able to avoid inspection.

Fare Evasion Historical Rates					
Trolley Only Evasion Rate; Ridership; Fare Revenue; Average Fare					
	Evasion Rate	Trolley Ridership	Trolley Fare Revenue	average fare (trolley only)	Notes
2011	2.85%	32,748,843	\$34,942,546	\$ 1.07	
2012	2.80%	34,584,186	\$35,506,620	\$ 1.03	
2013	2.70%	38,355,687	\$37,474,995	\$ 0.98	
2014	3.30%	39,673,658	\$40,597,465	\$ 1.02	
2015	2.75%	40,706,441	\$42,060,857	\$ 1.03	
2016	3.28%	38,134,339	\$39,563,831	\$ 1.04	
2017	3.07%	37,308,350	\$38,787,894	\$ 1.04	
2018	2.83%	37,121,156	\$40,442,451	\$ 1.09	
2019	2.79%	38,030,108	\$43,262,793	\$ 1.14	Fare Changes Implemented Sept 2019
2020	2.82%	21,726,038	\$23,552,977	\$ 1.08	COVID-19 Mar 2020; Diversion Program Implemented Sept 2020
2021	2.87%	23,484,905	\$20,128,376	\$ 0.86	PRONTO introduced Oct 2021 after free ride Sept; MidCoast opened Nov 2021
2022	22.47%	34,008,769	\$28,699,168	\$ 0.84	YOP Program introduced May 2022 (SANDAG pays fare revenue for YOP)
2023	29.13%	38,437,233	\$28,106,362	\$ 0.73	Gained 4.4 million riders but generated \$592K less revenue than in 2022
YTD 2024	32.48%	23,142,805	\$17,864,377	\$ 0.77	Jan-July 2024 revenue & ridership data; Jan-Aug Evasion Rate
Annualized 2024	32.48%	39,673,380	\$30,624,647	\$ 0.77	

Fare evasion on MTS bus routes has remained around 3% for the same May 2022 to August 2024 period.

To better understand why fare evasion is skyrocketing on the trolley, but not the bus, it is important to understand the following:

1. Barrier versus Barrier-Free Systems: on the bus, a passenger must tap their PRONTO card (i.e., pay their fare) as they board the bus. This is overseen by the bus operator who is seated next to the fare payment device. On the trolley, there is no fare payment turnstile or portal that must be tapped to enter the station or the vehicle. Instead, passengers are supposed to tap their PRONTO card or purchase a physical ticket at one of the validators/ticket vending machines installed throughout the station. Trolley passengers are only checked for their fare if they are encountered by an MTS officer. PRONTO and ridership data shows that only 3-6% of passengers are inspected for their fare each month. This means that over 94% of trolley passengers complete their ride without ever being asked to show proof of fare.³

2. Conversion from Pass Product Focus to Stored Value/Fare Capping: To understand why the PRONTO system turned the on-the-spot payment option into a loophole that encourages fare evasion, it is important to recall the differences in the old (Compass Card) and new (PRONTO) fare systems used by MTS.

³ For example, in calendar year 2023, the PRONTO inspection percentage compared to trolley ridership estimates was 4.34%. 1.6 million passengers were inspected, while over 36 million passengers were not inspected.

a. *Compass Card Fare System (2009 to August 2021)*: encouraged purchase of pass products in advance of rides. Passengers only earned discounts if they bought a day pass (\$6) or a monthly pass (\$72) in advance. It was more expensive for frequent passengers to pay \$2.50 for every trip segment.

b. *PRONTO Fare System (October 2021 to present)*: does not require the purchase of a pass product to earn the day or monthly pass discount. Fare capping allows a passenger to pay \$2.50 per trip segment,⁴ but to max out at the day pass or monthly pass rate. Since the implementation of PRONTO, pass product usage has decreased and use of stored value for the “pay as you go” fare capping method has increased. The “pay as you go” fare capping benefit achieves important equity goals that recognize not all individuals have the \$72 up front each month to purchase a monthly pass.

The PRONTO/On-the-Spot Payment Loophole

Under the PRONTO system fare capping method, MTS only gets paid for each transit ride if the passenger taps their card on every trip segment. Tapping the card deducts the \$2.50 one-way fare⁵ and then maxes out at the applicable maximum under the fare capping formula. If the passenger does not tap at every trip segment, then MTS does not get paid for that trip.⁶

When paired with the Diversion Program’s on-the-spot payment option, the data shows that more passengers are discovering a loophole: they can stay within MTS’s current rules and only pay their fare when/if they are approached by an MTS fare enforcement officer. If the fare inspection shows that the passenger has not paid their fare for that trip segment, the Diversion Program on-the-spot payment option allows them to simply pay at the time of inspection with no other consequence. If the worst consequence of being found without a fare upon inspection is that a passenger must buy that one-way fare, then there is no incentive for passengers to purchase a fare/tap before inspection.

Many passengers appear to have discovered that they can game the system by only paying the 3-6% of the time they are inspected, and not paying the other 94% of the time. Over 151,264 individual PRONTO accounts have taken advantage of the on-the-spot payment option over the May 2022 to August 2024 time period. However, 58,838 of those accounts have used that option more than once (and account for almost 92% of the fare evasion identified).

The monthly number of on-the-spot purchases/attempts has rapidly increased since May 2022:

Monthly # of On-the-Spot Purchases or Attempts	
Average May-Dec 2022	25,421
Average Jan-Dec 2023	37,873
Average Jan-Aug 2024	57,108

⁴ Passengers get a free transfer window of 2 hours for every one-way trip.

⁵ Passengers with a Senior/Disabled/Medicare (SDM) PRONTO Card would pay \$1.25 for a one-way fare.

⁶ Although a passenger may have “paid” MTS funds to deposit in their stored value PRONTO account, accounting principles do not allow MTS to recognize that revenue (for use to spend in an operating budget) until it has been used for a transit trip. Until then, it is required to be recognized on MTS’s balance sheet as a deposit held for a passenger’s future use. Further, if a passenger does not pay a fare by tapping on every trip, then they would not be required to deposit additional funds in their stored value account as often as if they paid 100% of the time.

Staff Recommendation

Based on the significant financial impact the rising fare evasion rate is having, especially as the agency is attempting to address its structural deficit, staff recommends closing the above loophole by eliminating the Diversion Program option to purchase a one-way fare on the spot during a fare enforcement stop. The rest of the Diversion Program would stay in place and offer fare evaders a non-court path to resolve the fare citation – by paying a significantly reduced fine or completing community service within a four-month period. The new program would be as follows:

1. Pay Reduced Fine within 120 days: \$25
 - Pay In-Person at Transit Store
 - Pay by Mail
 - *Pay by Phone (new option)*
 - *Pay Online (new option)*
2. Complete Community Service within 120 days: 3 Hours
3. Limited Appeal within 15 days: Proof of Paid Fare or Malfunctioning Ticket Vending Machine
 - If appeal granted, then citation dismissed
 - If appeal denied, option to pay fine or complete community service within original 120-day window
4. No Action Taken within 120 days: Citation transmitted to San Diego Superior Court for adjudication⁷

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. PRONTO Data Analysis – Inspection and Validation App May 2022 to August 2024

⁷ MTS staff also works with individuals who contact MTS after the 120-day deadline, but before a court hearing, to seek dismissal of a citation if diversion is completed before the court hearing date. For cases that have already been adjudicated by the court, and are therefore outside of MTS's jurisdiction, MTS works with a liaison at the Public Defender's Office/Homeless Court program (<https://www.homelesscourtprogram.org>) to connect the individual with resources that may provide post-conviction relief.

																Total - STORED VALUE	
	Average Fare (Systemwide)	Trolley Ridership	% of Ridership Inspected	Total Inspections Inspection App Total	Total Valid Fare (Properly Tapped) Inspection App Total Ok	% Total Valid Fare Inspection App Total Relative %	Total Valid Fare - Pass Products Inspection App Total Ok minus SV ok	% Total Valid Fare - Pass Products Inspection App Total Ok minus SV ok %	Total Stored Value - Valid Fare Inspection App Ok - Stored Value	% Total Stored Value - Valid Fare Inspection App - Ok SV Relative %	Total - NO VALID FARE Inspection App No Ticket Total	% Total - NO VALID FARE Inspection App - Relative % No Ticket	Total - NO VALID FARE STORED VALUE Inspection App - No Ticket SV	% Total - NO VALID FARE STORED VALUE Inspection App - No Ticket SV Relative %	PAYMENT ON- THE-SPOT Validation App - Ok - Stored Value		
May 2022	\$ 0.99	3,008,486	1.61%	48,326	32,469	67.19%	15,380	31.83%	17,089	35.36%	14,563	30.13%	10,082	20.86%	14,333		
June 2022	\$ 1.10	2,762,477	2.49%	68,683	46,772	68.10%	20,454	29.78%	26,318	38.32%	20,061	29.21%	14,462	21.06%	20,171		
July 2022	\$ 1.07	2,842,092	2.28%	64,783	44,197	68.22%	18,479	28.52%	25,718	39.70%	18,846	29.09%	14,082	21.74%	21,241		
August 2022	\$ 0.97	2,977,044	2.25%	66,835	45,504	68.08%	18,167	27.18%	27,337	40.90%	19,634	29.38%	14,975	22.41%	18,599		
September 2022	\$ 0.90	3,030,847	2.94%	89,161	60,118	67.43%	25,165	28.22%	34,953	39.20%	26,825	30.09%	20,540	23.04%	21,725		
October 2022	\$ 0.94	3,252,261	2.67%	86,926	59,474	68.42%	25,814	29.70%	33,660	38.72%	25,430	29.25%	19,566	22.51%	19,968		
November 2022	\$ 1.00	2,923,866	4.93%	144,007	98,648	68.50%	43,665	30.32%	54,983	38.18%	42,318	29.39%	33,260	23.10%	34,381		
December 2022	\$ 1.06	2,760,489	4.46%	123,252	80,947	65.68%	33,182	26.92%	47,765	38.75%	39,267	31.86%	30,874	25.05%	21,458		
January 2023	\$ 0.97	2,879,854	4.86%	140,053	93,677	66.89%	42,823	30.58%	50,854	36.31%	43,381	30.97%	34,565	24.68%	26,681		
February 2023	\$ 0.99	2,813,615	4.33%	121,823	79,449	65.22%	36,931	30.32%	42,518	34.90%	39,631	32.53%	31,029	25.47%	25,523		
March 2023	\$ 0.96	3,114,372	4.64%	144,566	94,078	65.08%	41,871	28.96%	52,207	36.11%	47,472	32.84%	36,860	25.50%	32,638		
April 2023	\$ 0.97	3,146,989	5.17%	162,719	104,886	64.46%	45,597	28.02%	59,289	36.44%	55,349	34.02%	44,010	27.05%	34,302		
May 2023	\$ 0.98	3,226,094	4.67%	150,703	91,572	60.76%	37,112	24.63%	54,460	36.14%	56,950	37.79%	43,977	29.18%	28,597		
June 2023	\$ 1.05	3,078,785	4.50%	138,600	79,389	57.28%	27,522	19.86%	51,867	37.42%	56,796	40.98%	43,297	31.24%	32,194		
July 2023	\$ 1.06	3,112,738	4.61%	143,639	87,442	60.88%	30,475	21.22%	56,967	39.66%	53,946	37.56%	42,707	29.73%	32,204		
August 2023	\$ 0.96	3,277,448	4.48%	146,714	86,117	58.70%	30,412	20.73%	55,705	37.97%	58,477	39.86%	46,627	31.78%	37,330		
September 2023	\$ 1.02	3,174,762	4.64%	147,152	85,137	57.86%	30,347	20.62%	54,790	37.23%	59,982	40.76%	47,365	32.19%	30,958		
October 2023	\$ 0.88	3,484,453	3.68%	128,084	71,688	55.97%	27,907	21.79%	43,781	34.18%	54,343	42.43%	39,627	30.94%	35,317		
November 2023	\$ 0.88	3,627,617	3.75%	136,045	76,264	56.06%	29,672	21.81%	46,592	34.25%	57,709	42.42%	41,325	30.38%	42,053		
December 2023	\$ 0.96	3,500,506	3.04%	106,517	59,959	56.29%	22,156	20.80%	37,803	35.49%	45,055	42.30%	33,420	31.38%	32,463		
January 2024	\$ 0.94	3,081,191	3.36%	103,598	57,603	55.60%	22,438	21.66%	35,165	33.94%	44,310	42.77%	33,017	31.87%	36,286		
February 2024	\$ 0.92	3,078,361	3.55%	109,270	58,325	53.38%	23,768	21.75%	34,557	31.63%	49,037	44.88%	35,316	32.32%	42,988		
March 2024	\$ 0.95	3,273,513	3.93%	128,512	69,651	54.20%	25,889	20.15%	43,762	34.05%	56,685	44.11%	42,121	32.78%	44,945		
April 2024	\$ 0.95	3,360,772	3.87%	130,069	70,557	54.25%	27,036	20.79%	43,521	33.46%	57,507	44.21%	42,013	32.30%	45,370		
May 2024	\$ 0.95	3,456,549	3.60%	124,526	67,348	54.08%	24,469	19.65%	42,879	34.43%	55,162	44.30%	41,614	33.42%	43,550		
June 2024	\$ 1.05	3,220,545	3.64%	117,321	65,692	55.99%	23,027	19.63%	42,665	36.37%	49,771	42.42%	38,940	33.19%	44,267		
July 2024	\$ 1.00	3,671,874	5.71%	209,777	124,878	59.53%	42,212	20.12%	82,666	39.41%	82,302	39.23%	65,246	31.10%	68,760		
August 2024		3,593,072	5.89%	211,618	122,715	57.99%	36,112	17.06%	86,603	40.92%	86,097	40.69%	69,611	32.89%	73,423		
Average May-Dec 2022	\$ 1.00	2,944,695	2.95%	86,497	58,516	67.70%	25,038	29.06%	33,478	38.64%	25,868	29.80%	19,730	22.47%	21,485		
Average Jan-Dec 2023	\$ 0.97	3,203,103	4.36%	138,885	84,138	60.45%	33,569	24.11%	50,569	36.34%	52,424	37.87%	40,401	29.13%	32,522		
Average Jan-Aug 2024	\$ 0.94	3,341,985	4.19%	141,836	79,596	55.63%	28,119	20.10%	51,477	35.53%	60,109	42.83%	45,985	32.48%	49,949		
Total May 2022- Aug 2024	\$ 0.98	88,730,672		3,493,279	2,114,556		828,082		1,286,474		1,316,906		1,010,528		961,725		
TOTAL 2023				1,666,615								May 22-Aug24 Jan-Jul24				28.18% 32.43%	
Average May-Dec 2022																25,421	
Average Jan-Dec 2023																37,873	
Average Jan-Aug 2024																57,108	

	<div>% Total - STORED VALUE PAYMENT ON- THE-SPOT <small>Validation App - Ok SV / Total Inspections</small></div>	<div>% Total - STORED VALUE PAYMENT ON THE SPOT <small>Validation App - Ok SV Relative %</small></div>	<div>Total - STORED VALUE INSUFFICIENT FUNDS ON- THE-SPOT <small>Validation App - ErrInsCr SV / Insuff Credit SV</small></div>	<div>% Total - STORED VALUE INSUFFICIENT FUNDS ON-THE- SPOT <small>Validation App - ErrInsCr SV / Total Inspections</small></div>	<div>% Total - STORED VALUE INSUFFICIENT FUNDS ON-THE- SPOT <small>Validation App - ErrInsCr SV Relative %</small></div>	<div>Total - Validation App</div>	<div>Total - Validation App (Ok)</div>	<div>Validation App Non-Stored Value</div>	<div>% Validation App Non- Stored Value</div>	<div>\$ Value of Fare Evasion - Stored Value <small>(Validation App Ok SV*Avg Fare)</small></div>	<div>Fare Revenue Impact of Fare Evasion <small>(value column X * (100/insp ratio)</small></div>
May 2022	29.66%	52.37%	3,156	6.53%	11.53%	27,367	22,613	9,878	36.09%	\$ 14,209	\$ 884,550
June 2022	29.37%	55.21%	4,122	6.00%	11.28%	36,534	30,617	12,241	33.51%	\$ 22,147	\$ 890,784
July 2022	32.79%	57.36%	3,956	6.11%	10.68%	37,028	23,270	11,831	31.95%	\$ 22,696	\$ 995,711
August 2022	27.83%	59.51%	3,602	5.39%	11.53%	31,251	26,205	9,050	28.96%	\$ 18,089	\$ 805,725
September 2022	24.37%	60.72%	3,865	4.33%	10.80%	35,779	30,418	10,189	28.48%	\$ 19,516	\$ 663,395
October 2022	22.97%	59.62%	3,979	4.58%	11.88%	33,494	28,009	9,547	28.50%	\$ 18,742	\$ 701,225
November 2022	23.87%	84.01%	4,661	3.24%	11.39%	40,925	34,381	1,883	4.60%	\$ 34,427	\$ 698,996
December 2022	17.41%	57.96%	4,152	3.37%	11.21%	37,022	31,081	11,412	30.82%	\$ 22,775	\$ 510,085
January 2023	19.05%	57.52%	5,067	3.62%	10.92%	46,382	39,390	14,634	31.55%	\$ 25,879	\$ 532,144
February 2023	20.95%	56.95%	4,444	3.65%	9.92%	44,818	38,779	14,851	33.14%	\$ 25,237	\$ 582,883
March 2023	22.58%	59.00%	5,411	3.74%	9.78%	55,321	47,846	17,272	31.22%	\$ 31,392	\$ 676,271
April 2023	21.08%	59.10%	5,238	3.22%	9.03%	58,038	50,861	18,498	31.87%	\$ 33,209	\$ 642,258
May 2023	18.98%	56.75%	4,941	3.28%	9.81%	50,389	43,738	16,851	33.44%	\$ 28,077	\$ 601,052
June 2023	23.23%	59.12%	5,384	3.88%	9.89%	54,457	47,219	16,879	31.00%	\$ 33,843	\$ 751,767
July 2023	22.42%	57.86%	6,117	4.26%	10.99%	55,657	47,357	17,336	31.15%	\$ 34,260	\$ 742,439
August 2023	25.44%	58.78%	6,204	4.23%	9.77%	63,510	55,226	19,976	31.45%	\$ 35,752	\$ 798,671
September 2023	21.04%	60.24%	4,789	3.25%	9.32%	51,393	45,117	15,646	30.44%	\$ 31,705	\$ 684,019
October 2023	27.57%	53.07%	5,235	4.09%	7.87%	66,551	59,404	25,999	39.07%	\$ 30,955	\$ 842,109
November 2023	30.91%	58.62%	6,218	4.57%	8.67%	71,741	63,248	23,470	32.71%	\$ 37,061	\$ 988,213
Deccember 2023	30.48%	60.45%	5,165	4.85%	9.62%	53,699	46,829	16,071	29.93%	\$ 31,111	\$ 1,022,406
January 2024	35.03%	60.84%	5,664	5.47%	9.50%	59,646	52,023	17,696	29.67%	\$ 34,235	\$ 1,018,209
February 2024	39.34%	60.12%	6,168	5.64%	8.63%	71,503	63,012	22,347	31.25%	\$ 39,584	\$ 1,115,176
March 2024	34.97%	61.35%	6,525	5.08%	8.91%	73,261	64,295	21,791	29.74%	\$ 42,578	\$ 1,084,562
April 2024	34.88%	59.94%	6,495	4.99%	8.58%	75,694	66,651	23,829	31.48%	\$ 43,102	\$ 1,113,673
May 2024	34.97%	61.34%	6,394	5.13%	9.01%	71,003	62,340	21,059	29.66%	\$ 41,373	\$ 1,148,403
June 2024	37.73%	61.36%	6,177	5.27%	8.56%	72,148	63,764	21,704	30.08%	\$ 46,480	\$ 1,275,919
July 2024	32.78%	62.82%	9,994	4.76%	9.13%	109,461	96,536	30,707	28.05%	\$ 68,760	\$ 1,203,555
August 2024	34.70%	64.05%	9,861	4.66%	8.60%	114,632	101,374	31,348	27.35%	\$ -	\$ -
Average May-Dec 2022	26.03%	60.85%	3,937	4.94%	11.29%	34,925	28,324	9,504	27.86%	\$ 21,575	\$ 730,688
Average Jan-Dec 2023	23.64%	58.12%	5,351	3.89%	9.63%	55,996	48,751	18,124	32.25%	\$ 31,540	\$ 722,654
Average Jan-Aug 2024	35.55%	61.48%	7,160	5.13%	8.86%	80,919	71,249	23,810	29.66%	\$ 39,514	\$ 994,937
Total May 2022- Aug 2024			152,984			1,598,704	1,057,589	379,177		\$ 710,580	\$ 19,346,323
TOTAL 2023											

Average May-Dec 2022

Average Jan-Dec 2023

Average Jan-Aug 2024



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Item 25, 10/17/2024

Fare Enforcement Diversion Program Modifications

Board of Directors

Fare Enforcement Diversion Program Pilot

Approved by MTS Board on June 11, 2020 for September 1, 2020 implementation; extended 12 months on July 29, 2021; *expired August 31, 2022; pilot continued indefinitely January 26, 2023*

- Eligibility: all fare evasion violations unless another violation was also cited (e.g., vandalism, assault, failure to comply)
- Current Options to Resolve:
 1. Immediately purchase fare (\$2.50 one-way) at ticket vending machine or on PRONTO Validation App.
 2. Receive MTS Citation:
 - a. Pay \$25 fine within 120 days;
 - b. 3 hours of community service within 120 days;
 - c. Appeal to MTS within 15 days; or
 - d. After 120 days: citation sent to court; may appear in court to respond

MTS Policy Goals

Ridership/Financial Impact of Fare Evasion: Reduction in fare revenues could result in significant budget deficit requiring service cuts or raising fares

- MTS facing a structural budget deficit of over \$78M each year (escalating to \$95M in FY 2029)
- Recent Data shows fare evasion is costing \$10M-\$13M per year

Goals of Diversion Program:

- Keep in place an incentive for riders to pay their transit fare (in advance)
 - DO NOT want to increase number of riders who “risk it” and ride without a fare
- Provide a non-criminal path for resolving citation
- More equitably and proportionally align the penalty with the actual violation

Fare Evasion Data & Financial Impact Analysis

Fare Evasion Rates – PRONTO Data

*Stored Value Evasion Rate
INCREASING*

*Pass Product Use
DECREASING*

*3-6% of passengers
inspected monthly (over
94% go unchecked)*

**for same period, fare
evasion on bus is ~3%*

PRONTO DATA

May - Dec 2022

2023

Jan-Aug 2024

Result of Fare Inspection - Individuals with PRONTO Cards	Percentage of All Inspections	Percentage of All Inspections	Percentage of All Inspections
Valid Fare (i.e. valid fare and it was tapped prior to using MTS service)	67.70%	60.45%	55.63%
Valid Fare - Pass Products (i.e. day pass, juror pass, college pass, SDM Regional Monthly Pass, Adult Regional Monthly Pass, etc)	29.06%	24.11%	20.10%
Valid Fare - Stored Value (i.e., PRONTO customers using Stored Value/Best Fare system)	38.64%	36.34%	35.53%
No Valid Fare - All (i.e. no funds on card or pass product loaded but not tapped prior to boarding)	29.80%	37.87%	42.83%
No Valid Fare - Stored Value (i.e. no stored value OR stored value but pass was not tapped prior to boarding and thus MTS has not received payment)	22.47%	29.13%	32.48%

Evasion Rates & Revenue Loss Estimates	May 22 - Dec 22	2023	Jan 24 - July/Aug 24	Total or Avg May 22 - July/Aug 24	Annualized 2024
Security Enforcement Details - Fare Evasion Rate (thru Aug 24)	n/a	31.45%	23.29%	26.67%	23.29%
Stored Value Customer Fare Evasion Rate <i>(PRONTO App Data thru Aug 24)</i>	22.47%	29.13%	32.48%	28.18%	32.48%
Estimated Revenue Loss <i>(based on SV Customer Evasion Rate * Trolley Fare Revenue)</i> thru July 24	\$ 4,401,727	\$ 6,678,740	\$6,357,505	\$17,437,972	\$ 10,898,579
Estimated Revenue Loss <i>(based on PRONTO On-the-Spot Payments * Average Fare *inspection ratio)</i> thru July 24	\$ 6,150,471	\$ 8,864,232	\$7,959,497	\$22,974,200	\$ 13,644,851

Individual PRONTO Card Analysis

39% of Passengers who used Buy-on-the-Spot option account for almost 92% of Fare Evasion

= 58,838 PRONTO accounts engaging in fare evasion on a regular basis
(*gaming the system because of PRONTO/Buy-on-the-Spot loophole*)

# of Validation App transactions on individual PRONTO cards (virtual and physical cards) May 2022 to August 2024			# of Buy-on-the-Spot Transactions	% of Fare Evasion
1	92,426	61.10%	92,426	8.29%
2-5	43,987	29.08%	1,022,283	91.71%
6-10	9,489	6.27%		
11-20	3,786	2.50%		
21-40	1,283	0.85%		
41-50	137	0.09%		
51+	156	0.10%		
TOTAL # PRONTO Accts	151,264	100.00%	1,114,709	100.00%
More than one Buy-on-the-Spot	58,838	38.90%	1,022,283	91.71%

Average Monthly On-the-Spot Payments

The monthly number of on-the-spot purchases/attempts has rapidly increased since May 2022:

- May-Dec 2022 -- 25,421
- Jan-Dec 2023 -- 37,873
- Jan-Aug 2024 -- 57,108

Public Security Committee Recommendation:

That the MTS Board of Directors:

- 1) Remove On-the-Spot Payment Option from Diversion Program
- 2) Implement online and phone payment options to make paying \$25 fine easier (currently only allows payment by check via mail or in person at the Transit Store)
→ *Consistent with similar parking/traffic ticket options*
- 3) Make Diversion Program permanent



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MTS STAFF USE ONLY
Public Comment
AI #: 25 Date: 10/17/24
No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.:

25

Name:

Manny Rodriguez

Telephone:

619-788-6425

Email:

mrodriguez@cityheightscdc.org

City of Residence:

San Diego

Remark Subject:

City Heights CDC

Affiliated

Organization:

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.



CALL – IN PUBLIC COMMENT

Fausto Surposa provided a public comment for agenda item #25. A paraphrased version of Fausto's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

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PUBLIC COMMENT
AI 25, 10/17/2024
No. in Queue:3

CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #25. A paraphrased version of Truth's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

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CALL – IN PUBLIC COMMENT

Leslie Bridges provided a public comment for agenda item #25. A paraphrased version of Leslie's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

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Agenda Item No. 26

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 17, 2024

SUBJECT:

Fiscal Year (FY) 2024 Annual Performance Monitoring and Operating Reports (Denis Desmond, Mike Wygant, and Brian Riley)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment," establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically.

Staff from the Planning and Scheduling Department will provide a summary of service performance for Fiscal Year 2024, including the status of ridership recovery from the COVID-19 pandemic. Also, staff from the Rail and Bus Operating Divisions will provide a summary of fiscal year 2024 service performance.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2024 Performance Monitoring Report
B. Historical Ridership by Route Table

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OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24	
	FY 2018	FY 2019				# Change	% Change
Urban Frequent	29,510,050	30,415,325	17,739,607	20,156,847	22,476,382	2,319,535	11.5%
Urban Standard	9,265,348	7,454,910	4,528,650	5,222,535	5,664,277	441,742	8.5%
Rapid	6,002,999	6,504,970	4,021,024	5,477,016	6,364,477	887,461	16.2%
Express	2,096,249	2,008,630	795,781	685,945	515,744	(170,201)	-24.8%
Circulator	670,006	821,636	482,904	526,347	554,504	28,157	5.3%
Premium/Rapid Express	283,135	281,240	79,098	102,064	105,696	3,632	3.6%
Rural	80,771	84,552	37,522	43,587	38,130	(5,457)	-12.5%
Fixed-Bus Subtotal	47,908,558	47,571,263	27,684,586	32,214,341	35,719,210	3,504,869	10.9%
Light Rail (Blue, Orange, Green)	36,979,119	37,274,030	29,737,401	36,046,304	39,648,454	3,602,150	10.0%
Light Rail (Silver)	16,082	19,727	2,098	1,056	1,031	(25)	-2.4%
Light Rail Subtotal	36,995,201	37,293,757	29,739,499	36,047,360	39,649,485	3,602,125	10.0%
ALL Fixed Route	84,903,759	84,865,020	57,424,085	68,261,701	75,368,695	7,106,994	10.4%
Demand-Resp. (MTS Access)	505,973	423,212	169,124	178,828	200,622	21,794	12.2%
Demand-Resp. (Access Taxi)	-	69,263	24,042	70,834	113,477	42,643	60.2%
Demand-Resp. Subtotal	505,973	492,475	193,166	249,662	314,099	64,437	25.8%
System	85,409,732	85,357,495	57,617,251	68,511,363	75,682,794	7,171,431	10.5%

NOTES: A healthy 10.5% increase overall from FY 2023 to FY 2024 indicates a continued rebound from pandemic-related ridership losses. Nearly every route category experienced a year-over-year increase. A notable exception was Express Bus routes, due to Express Route 950 being discontinued and replaced with Rapid Route 227 in mid-year.

Average Weekday Passengers

Route Categories	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24	
	FY 2018	FY 2019				# Change	% Change
Urban Frequent	96,883	99,521	56,836	64,672	72,624	7,952	12.3%
Urban Standard	31,423	25,567	15,293	17,693	19,308	1,615	9.1%
Rapid	19,823	21,678	13,051	18,378	21,290	2,912	15.8%
Express	7,623	7,247	2,727	2,294	1,756	(537)	-23.4%
Circulator	2,564	2,947	1,750	1,920	2,072	152	7.9%
Premium/Rapid Express	1,117	1,112	311	402	418	16	4.0%
Rural	319	334	148	172	151	(21)	-12.2%
Fixed-Bus Subtotal	159,751	158,406	90,116	105,530	117,619	12,089	11.5%
Light Rail (Blue, Orange, Green)	113,370	114,624	90,745	109,568	121,002	11,434	10.4%
Light Rail (Silver)	101	83	n/a	n/a	n/a	n/a	n/a
Light Rail Subtotal	113,471	114,706	90,745	109,568	121,002	11,434	10.4%
ALL Fixed Route	273,222	273,112	180,861	215,098	238,621	23,523	10.9%
Demand-Resp. (MTS Access)	1,815	1,523	572	630	713	83	13.1%
Demand-Resp. (Access Taxi)	-	231	83	242	403	161	66.5%
Demand-Resp. Subtotal	1,815	1,754	654	872	1,116	244	27.9%
System	275,037	274,866	181,515	215,970	239,737	23,766	11.0%

NOTES: The average weekday ridership figure tracks closely with the overall passenger trends. October 2023 was MTS' best ridership month since February 2020, with average weekday ridership at 93% of pre-pandemic levels.

Passengers per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24
	FY 2018	FY 2019				% Change
Urban Frequent	28.2	26.8	15.9	19.6	20.7	6.9%
Urban Standard	21.1	18.8	11.2	13.5	14.1	5.6%
Rapid	32.5	31.4	18.0	26.6	25.8	-4.7%
Express	25.1	25.4	11.7	12.8	12.3	-4.6%
Circulator	12.9	13.3	7.2	8.6	8.5	-1.7%
Premium/Rapid Express	24.3	24.0	11.1	13.8	14.4	4.9%
Rural	12.0	15.8	7.0	8.2	7.1	-15.7%
Fixed-Bus Subtotal	26.3	25.1	14.6	18.4	19.2	5.7%
Light Rail (Blue, Orange, Green)	215.4	216.7	139.6	155.7	170.8	10.8%
Light Rail (Silver)	23.6	21.6	16.5	18.5	19.0	2.8%
Light Rail Subtotal	214.6	215.7	139.5	155.7	170.7	10.8%
ALL Fixed Route	42.5	41.0	27.3	34.4	36.1	6.0%
Demand-Resp. (MTS Access)	2.0	2.0	1.5	1.7	1.5	-12.6%
Demand-Resp. (Access Taxi)	0.0	3.3	3.0	3.0	2.9	-2.7%
Demand-Resp. Subtotal	2.0	2.1	1.6	1.9	1.8	-6.8%
System	38.0	37.1	25.9	32.4	33.5	4.0%

Weekday Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24
	FY 2018	FY 2019				% Change
Urban Frequent	35.3	33.8	20.0	25.3	26.5	26.4%
Urban Standard	29.1	26.1	15.2	18.7	19.4	22.6%
Rapid	43.7	41.3	23.4	35.7	34.7	52.2%
Express	32.5	33.4	15.3	17.1	15.4	11.3%
Circulator	16.7	17.4	10.1	12.7	12.0	25.6%
Premium/Rapid Express	26.8	26.6	12.8	16.1	16.7	25.4%
Rural	15.8	15.8	9.9	12.2	10.5	22.5%
Fixed-Bus Subtotal	33.8	32.3	18.8	24.3	25.2	29.1%
Light Rail (Blue, Orange, Green)	258.0	260.9	165.5	185.2	204.3	11.9%
Light Rail (Silver)	39.1	23.6	n/a	n/a	n/a	n/a
Light Rail Subtotal	257.6	260.6	165.5	185.2	204.3	11.9%
ALL Fixed Route	52.9	51.1	33.9	43.5	45.3	28.6%
Demand-Resp. (MTS Access)	N/A	N/A	1.5	1.7	1.5	15.0%
Demand-Resp. (Access Taxi)	N/A	N/A	2.9	2.9	2.9	-1.0%
Demand-Resp. Subtotal	N/A	N/A	1.6	1.9	1.8	21.7%
System	52.9	51.1	31.6	40.1	40.8	27.0%

On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS' OTP goal is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Routes are continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Service Change Period					GOAL
	Sept. 2022	Jan. 2023	June 2023	Sept. 2023	Jan. 2024	
Urban Frequent	82.4%	82.0%	84.8%	85.3%	85.5%	85.0%
Urban Standard	84.8%	84.3%	87.6%	86.2%	86.8%	90.0%
Rapid	86.9%	86.5%	87.6%	88.2%	89.3%	85.0%
Express	91.7%	91.1%	92.2%	92.1%	92.0%	90.0%
Circulator	85.9%	85.0%	86.0%	86.3%	87.3%	90.0%
Premium/Rapid Express	90.5%	88.6%	90.7%	92.5%	90.7%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	95.8%	95.8%	95.7%	95.4%	92.8%	90.0%
Light Rail (Silver)	N/A	N/A	N/A	N/A	N/A	N/A
System	85.3%	85.0%	86.7%	86.9%	86.8%	

Preventable Accidents per 100,000 Miles

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2022	FY 2023	FY 2024
MTS Directly-Operated Bus	0.93	0.96	1.07
MTS Contracted Fixed-Route Bus	1.10	1.30	1.38
Demand-Resp. (Access & Taxi)	0.22	0.71	0.94
MTS Rail	0.08	0.05	0.14

Mean Distance Between Failures (MDBF)

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical failure of a vehicle that prevents the start or completion of a trip due to safety, because vehicle movement is limited, or because policy requires removal from service. The average age of each mode's fleet from year to year impacts the annual change in MDBF.

Operator	FY 2022	FY 2023	FY 2024	% Change	
				FY22 - FY23	FY23 - FY24
MTS Directly-Operated Bus	7,029	6,019	6,645	-14.4%	10.4%
MTS Contracted Fixed-Route Bus	10,022	6,765	6,051	-32.5%	-39.6%
Demand-Resp. (Access & Taxi)	44,658	47,519	54,314	6.4%	21.6%
MTS Rail	15,963	15,439	20,579	-3.3%	28.9%

Complaints per 100,000 Passengers

This metric utilizes data from MTS' Customer Resource Management system, which tracks our customer service contacts.

Operator	FY 2022	FY 2023	FY 2024	% Change	
				FY22 - FY23	FY23 - FY24
MTS Directly-Operated Bus	4.9	4.0	4.5	-17.5%	11.3%
MTS Contracted Fixed-Route Bus	9.8	10.4	8.6	5.8%	-17.0%
Demand-Resp. (Access & Taxi)	168.8	245.1	227.2	45.2%	-7.3%
MTS Rail	1.1	1.2	1.4	5.7%	17.9%
System	4.7	4.9	4.6	3.6%	-5.5%

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Revenue Hours

Operator	FY24 Budget	FY24 Actual	# Diff	% Diff
MTS Directly-Operated Bus	784,268	783,784	(484)	-0.1%
MTS Contracted Fixed-Route Bus	1,079,170	1,073,161	(6,009)	-0.6%
Demand-Resp (Access & Taxi)	142,557	172,158	29,601	20.8%
MTS Rail	706,167	668,844	(37,324)	-5.3%
System	2,712,162	2,685,710	(26,452)	-1.0%

NOTES: MTS Rail shows 'car' (not 'train') revenue hours and miles for budget and actual.

Revenue Miles

Operator	FY24 Budget	FY24 Actual	# Diff	% Diff
MTS Directly-Operated Bus	9,070,213	9,052,237	(17,976)	-0.2%
MTS Contracted Fixed-Route Bus	11,344,096	11,297,726	(46,370)	-0.4%
Demand-Resp (Access & Taxi)	2,866,694	3,267,530	400,836	14.0%
MTS Rail	12,981,281	12,156,157	(825,124)	-6.4%
System	36,262,284	35,773,650	(488,634)	-1.3%

Scheduled In-Service Hours (Weekly Total)

Operator	June 2023	June 2024	# Diff	% Diff
MTS Directly-Operated Bus	11,615	12,152	537	4.6%
MTS Contracted Fixed-Route Bus	15,443	16,775	1,331	8.6%
MTS Rail	3,834	3,827	(7)	-0.2%
System	30,892	32,754	1,862	6.0%

Scheduled In-Service Miles (Weekly Total)

Operator	June 2023	June 2024	# Diff	% Diff
MTS Directly-Operated Bus	169,784	176,559	6,775	4.0%
MTS Contracted Fixed-Route Bus	212,702	231,341	18,638	8.8%
MTS Rail	82,078	82,029	(49)	-0.1%
System	464,564	489,929	25,365	5.5%

Scheduled Weekday Peak-Vehicle Requirement

This figure is the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of service that have been scheduled.

Operator	June 2023	June 2024	# Change FY23 - FY24
MTS Directly-Operated Bus	185	197	12
MTS Contracted Fixed-Route Bus	281	288	7
MTS Rail	114	114	0

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2023	June 2024	% Change FY23 - FY24
MTS Directly-Operated Bus	14.6	14.5	-0.5%
MTS Contracted Fixed-Route Bus	13.8	13.8	-0.2%
MTS Rail	21.5	21.5	0.0%

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	June 2023	June 2024	% Change FY23 - FY24
MTS Directly-Operated Bus	88.3%	88.0%	-0.4%
MTS Rail	98.2%	98.2%	0.0%

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	June 2023	June 2024	% Change FY23 - FY24
MTS Directly-Operated Bus	76.7%	75.6%	-1.4%
MTS Rail (Layover Included)	83.7%	83.7%	0.0%

Farebox Recovery

This metric measures the percent of total operating cost recovered through fare revenue. The Transportation Development Act (TDA) has a requirement of 31.9 percent system-wide for fixed-route services (excluding regional routes which have a 20% requirement).

Operator	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24 % Change
	FY 2018	FY 2019				
MTS Directly-Operated Bus	29.3%	22.5%	14.1%	16.9%	16.8%	-0.3%
MTS Contracted Fixed-Route Bus	49.8%	36.0%	17.1%	23.0%	21.6%	-6.0%
MTS Rail	49.6%	51.6%	24.7%	21.3%	22.2%	4.0%
ALL Fixed Route	36.2%	35.8%	18.7%	20.2%	20.2%	0.2%
Demand-Resp (Access & Taxi)	12.9%	14.8%	6.5%	7.8%	7.5%	-3.8%
System	34.4%	34.3%	18.2%	19.7%	19.6%	-0.5%

NOTES: The TDA's minimum farebox recovery percentages have been suspended through 2026, due to pandemic impacts on ridership. High inflation on the cost side and lower fare revenue on the income side continue to put a strain on this metric.

Subsidy Per Passenger

This metric is the amount of public subsidy required to provide service for each unlinked passengers boarding (measured as total operating cost minus fare revenue, divided by total passengers). MTS' goal is to improve route-category average year-over-year.

Route Categories	Pre-Pandemic		FY 2022	FY 2023	FY 2024	FY23 - FY24 % Change
	FY 2018	FY 2019				
Urban Frequent	\$ 2.26	\$ 2.34	\$ 5.30	\$ 4.74	\$ 4.47	-5.7%
Urban Standard	\$ 2.11	\$ 2.60	\$ 6.32	\$ 5.66	\$ 5.63	-0.5%
Rapid	\$ 2.72	\$ 2.82	\$ 6.26	\$ 4.54	\$ 4.64	2.2%
Express	\$ 3.87	\$ 3.72	\$ 10.06	\$ 10.60	\$ 10.98	3.6%
Circulator	\$ 3.08	\$ 3.05	\$ 8.45	\$ 7.62	\$ 8.51	11.7%
Premium/Rapid Express	\$ 4.27	\$ 4.83	\$ 18.45	\$ 16.03	\$ 15.51	-3.3%
Rural	\$ 8.49	\$ 8.43	\$ 24.76	\$ 23.99	\$ 28.29	17.9%
Fixed-Bus Subtotal	\$ 2.39	\$ 2.54	\$ 5.86	\$ 5.09	\$ 4.89	-3.8%
Light Rail (Blue, Orange, Green)	\$ 1.07	\$ 1.05	\$ 2.62	\$ 2.73	\$ 2.64	-3.3%
Light Rail (Silver)	\$ 18.42	\$ 20.67	\$ 28.84	\$ 28.80	\$ 30.11	4.6%
Light Rail Subtotal	\$ 1.08	\$ 1.06	\$ 2.62	\$ 2.74	\$ 2.64	-3.3%
ALL Fixed Route	\$ 1.82	\$ 1.89	\$ 4.18	\$ 3.84	\$ 3.71	-3.5%
Demand-Resp. (MTS Access)	\$ 34.62	\$ 36.26	\$ 67.73	\$ 60.84	\$ 69.60	14.4%
Demand-Resp. (Access Taxi)	\$ -	\$ 19.94	\$ 31.25	\$ 34.36	\$ 33.61	-2.2%
Demand Response Subtotal	\$ 34.62	\$ 33.97	\$ 63.19	\$ 53.33	\$ 56.60	6.1%
System	\$ 2.01	\$ 2.07	\$ 4.38	\$ 4.02	\$ 3.93	-2.4%

NOTES: After a major spike caused by the pandemic, MTS' subsidy per passenger has been falling every year since FY 2021 due to increasing ridership. Similar to the farebox recovery, high inflation on the cost side and lower fare revenue on the income side continue to put a strain on this metric.

FY 2024 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS													TITLE VI MONITORING									
Route	Cat	Jurisdiction (#SD Dist.)	Annual Passengers	FY23-24 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route ^	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
Blue	LRT	3,8,NC,CV	24,389,986	11.5%	75,160	203.8	\$ 2.85	\$ 0.75	\$ 2.09	26.5%	102,479	2,230,429	Blue	✓	90%	92%	15 min.	7.5	15	3.00	0%	No
Orange	LRT	3,4,8,9,LG,LM,EC	6,631,168	6.1%	20,523	133.7	\$ 4.34	\$ 0.75	\$ 3.58	17.4%	44,294	888,778	Orange	✓	90%	91%	15 min.	15	15	3.00	0%	No
Green	LRT	2,3,7,9,LM,EC,ST	8,627,300	8.8%	25,319	137.1	\$ 4.23	\$ 0.75	\$ 3.48	17.8%	54,769	1,199,360	Green		90%	92%	15 min.	15	15	3.00	0%	No
Silver	LRT	3	1,031	(2.4%)	-	19.0	\$ 30.55	\$ 0.44	\$ 30.11	1.4%	808	5,928	Silver		90%	100%	15 min.	30	30	3.00	0%	No
1	Frq	3,7,9,LM	811,259	14.6%	2,591	19.6	\$ 4.14	\$ 1.25	\$ 2.89	30.2%	41,481	378,315	1	✓	85%	90%	15 min.	15	15	1.50	0%	No
2	Frq	3	565,968	5.6%	1,822	18.2	\$ 8.20	\$ 1.09	\$ 7.11	13.2%	31,098	244,667	2		85%	93%	15 min.	12	15	1.50	0%	No
3	Frq	3,4,8,9	981,093	18.5%	3,249	18.9	\$ 3.71	\$ 1.32	\$ 2.40	35.4%	51,964	410,899	3	✓	85%	55%	15 min.	12	12	1.50	0%	No
4	Std	3,4,8,9	585,628	15.9%	1,878	23.8	\$ 6.27	\$ 0.92	\$ 5.35	14.7%	24,179	259,591	4	✓	85%	96%	30 min.	30	30	1.50	0%	No
5	Frq	3,4,8,9	444,857	14.3%	1,513	19.7	\$ 3.47	\$ 1.21	\$ 2.25	35.0%	22,611	173,496	5	✓	85%	89%	15 min.	12	12	1.50	0%	No
6	Frq	3,7	228,268	(7.0%)	691	15.0	\$ 9.96	\$ 1.13	\$ 8.83	11.4%	15,250	130,440	6		85%	93%	15 min.	15	15	1.50	0%	No
7	Frq	3,4,9	1,878,990	8.5%	5,645	28.9	\$ 5.16	\$ 0.98	\$ 4.18	19.0%	65,620	509,054	7	✓	85%	74%	15 min.	10	10	1.50	0%	No
8	Frq	2,3	585,573	14.5%	1,622	17.2	\$ 8.66	\$ 1.16	\$ 7.50	13.4%	33,879	351,792	8		85%	70%	15 min.	20	20	1.50	0%	No
9	Frq	2,3	244,269	(6.0%)	676	13.9	\$ 10.70	\$ 1.05	\$ 9.65	9.8%	17,537	157,243	9		85%	98%	15 min.	20	20	1.50	0%	No
10	Frq	2,3,4,9	946,336	8.7%	3,135	23.6	\$ 6.31	\$ 1.16	\$ 5.15	18.4%	39,989	349,326	10	✓	85%	73%	15 min.	12	15	1.50	0%	No
11	Frq	3,9	476,948	2.0%	1,535	15.2	\$ 9.79	\$ 1.21	\$ 8.58	12.3%	31,647	311,834	11		85%	67%	15 min.	15	15	1.50	0%	No
12	Frq	3,4,8,9	931,964	9.5%	3,046	21.7	\$ 6.88	\$ 0.87	\$ 6.01	12.7%	42,440	415,708	12	✓	85%	93%	15 min.	7.5/15	15	1.50	0%	No
13	Frq	4,7,9,NC	1,768,897	18.7%	5,861	30.6	\$ 4.88	\$ 0.95	\$ 3.93	19.4%	57,891	578,803	13	✓	85%	93%	15 min.	12	12	1.50	0%	No
14	Circ	7,9,LM	44,447	19.7%	176	6.9	\$ 11.94	\$ 1.12	\$ 10.82	9.4%	6,444	65,112	14		90%	97%	60 min.	60	60	1.00	0%	No
18	Circ	3,7	15,178	18.2%	60	5.8	\$ 14.28	\$ 1.34	\$ 12.93	9.4%	2,624	39,612	18		90%	93%	60 min.	30	30	1.00	0%	No
20	Exp	3,5,6,7	373,818	3.8%	1,240	10.9	\$ 13.72	\$ 1.14	\$ 12.58	8.3%	34,373	651,457	20	✓	90%	95%	30 min.	15/30	30	1.50	0%	No
25	Circ	6,7	49,386	31.0%	195	8.0	\$ 10.39	\$ 1.12	\$ 9.27	10.8%	6,242	78,260	25		90%	87%	60 min.	60	60	1.00	0%	No
27	Std	2,6	246,489	15.6%	756	11.9	\$ 6.57	\$ 1.26	\$ 5.31	19.1%	20,784	182,050	27		85%	96%	30 min.	30	30	1.50	0%	No
28	Std	2,3	237,862	10.7%	774	19.4	\$ 3.13	\$ 1.10	\$ 2.03	35.1%	12,334	83,837	28		85%	88%	30 min.	15/30	30	1.50	0%	No
30	Frq	1,2,3	1,141,886	12.3%	3,483	20.1	\$ 7.44	\$ 1.22	\$ 6.21	16.4%	56,933	719,143	30		85%	84%	15 min.	15	15	1.50	0%	No
31	Std	1,6	82,332	6.6%	325	17.3	\$ 8.61	\$ 1.25	\$ 7.36	14.6%	4,752	58,868	31		85%	59%	30 min.	30	-	1.50	0%	No
35	Frq	2,3	321,640	1.0%	964	16.4	\$ 3.26	\$ 1.34	\$ 1.91	41.3%	19,678	117,952	35		85%	86%	15 min.	15	15	1.50	0%	No
41	Frq	1,6,7	776,659	2.3%	2,693	21.3	\$ 7.02	\$ 1.09	\$ 5.92	15.6%	36,742	464,776	41		85%	93%	15 min.	7.5/15	15	1.50	0%	No
43	Frq	2,6	431,740	100.0%	1,376	17.6	\$ 8.47	\$ 1.02	\$ 7.45	12.0%	24,605	248,959	43	✓	85%	94%	15 min.	15	15	1.50	0%	No
44	Frq	2,3,6,7	769,401	12.6%	2,535	22.4	\$ 6.65	\$ 0.98	\$ 5.67	14.7%	34,219	357,180	44	✓	85%	96%	15 min.	7.5/15	15	1.50	0%	No
60	Exp	1,3,4,6,9	51,925	(6.6%)	205	15.4	\$ 9.66	\$ 1.19	\$ 8.47	12.3%	3,366	58,954	60	✓	90%	12%	30 min.	20/30	-	1.50	0%	No
83	Circ	3	17,222	22.1%	68	5.4	\$ 15.37	\$ 1.34	\$ 14.03	8.7%	3,213	25,846	83		90%	87%	60 min.	60	60	1.00	0%	No
84	Circ	2	13,989	12.2%	55	4.7	\$ 17.56	\$ 1.42	\$ 16.14	8.1%	2,998	35,435	84		90%	98%	60 min.	60	60	1.00	0%	No
88	Circ	3,7	80,323	(9.2%)	270	11.1	\$ 5.78	\$ 1.37	\$ 4.41	23.7%	7,249	50,867	88		90%	98%	60 min.	30	30	1.00	0%	No
105	Std	1,2,3,6	192,843	0.2%	688	12.8	\$ 11.68	\$ 0.99	\$ 10.69	8.5%	15,119	181,877	105		85%	84%	30 min.	30	30	1.50	0%	No
110	Exp	3,6	19,782	12.1%	78	10.2	\$ 14.64	\$ 1.24	\$ 13.39	8.5%	1,944	40,030	110	✓	90%	100%	30 min.	20/30	-	1.50	0%	No
115	Std	7,9,LM,EC	196,573	3.5%	696	11.8	\$ 9.04	\$ 1.04	\$ 8.00	11.5%	16,728	195,517	115		85%	93%	30 min.	30	30	1.50	0%	No
120	Frq	3,6,7	486,418	0.6%	1,584	14.6	\$ 10.25	\$ 1.15	\$ 9.10	11.2%	33,457	346,608	120	✓	85%	78%	15 min.	15/30	15/30	1.50	0%	No
201/202^	Rpd	1	2,482,109	1.2%	8,898	58.9	\$ 2.53	\$ 1.36	\$ 1.17	53.9%	42,419	385,272	201/202^	✓	85%	92%	15 min.	5	10	1.50	0%	No
204^	Rpd	1	67,905	(3.6%)	268	16.6	\$ 8.98	\$ 1.31	\$ 7.67	14.6%	4,087	28,389	204^		85%	99%	15 min.	30	30	1.50	0%	No
215^	Rpd	3,9	1,411,658	11.1%	4,273	25.4	\$ 5.89	\$ 1.06	\$ 4.83	18.0%	55,691	537,180	215^	✓	85%	72%	15 min.	10	15	1.50	0%	No
225^	Rpd	3,8,CV	568,724	14.8%	1,817	15.2	\$ 10.98	\$ 1.33	\$ 9.65	12.1%	37,462	722,591	225^	✓	85%	92%	15 min.	15	30	1.50	0%	No
227	Rpd	8,IB	516,379	N/A	1,665	16.9	\$ 8.45	\$ 0.97	\$ 7.47	11.5%	30,675	530,938	225^	✓	85%	85%	15 min.	15	30	1.50	0%	No

FY 2024 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS												TITLE VI MONITORING										
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY23-24 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route ^	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
235^	Rpd	3,5,6,9,Esc	1,136,605	9.8%	3,653	17.4	\$ 8.56	\$ 1.15	\$ 7.41	13.4%	65,272	1,538,157	235^		85%	88%	15 min.	15	15	1.50	0%	No
237^	Rpd	1,6	181,097	19.2%	716	15.4	\$ 9.66	\$ 1.29	\$ 8.37	13.3%	11,760	144,906	237^	✓	85%	97%	15 min.	15	-	1.50	0%	No
280	RpEx	3,5,Esc	50,400	0.7%	199	13.3	\$ 22.46	\$ 3.14	\$ 19.32	14.0%	3,787	118,991	280		90%	99%	30 min.	15	-	1.00	0%	No
290	RpEx	3,5	55,296	6.4%	219	15.5	\$ 15.26	\$ 3.23	\$ 12.03	21.2%	3,562	88,752	290		90%	99%	30 min.	10	-	1.00	0%	No
701	Frq	CV	326,254	10.1%	1,171	16.2	\$ 5.67	\$ 1.00	\$ 4.68	17.6%	20,220	208,309	701	✓	85%	77%	15 min.	15	15	1.50	0%	No
704	Std	CV	342,715	17.4%	1,206	16.3	\$ 5.85	\$ 1.19	\$ 4.66	20.3%	21,018	225,410	704	✓	85%	91%	30 min.	30	30	1.50	0%	No
705	Std	CV,NC,Cty	166,061	13.1%	598	14.9	\$ 5.39	\$ 1.20	\$ 4.19	22.2%	11,166	100,709	705	✓	85%	91%	30 min.	30/60	30/60	1.50	0%	No
707	Std	CV	93,672	13.7%	370	13.7	\$ 6.45	\$ 1.04	\$ 5.42	16.0%	6,843	68,153	707	✓	85%	91%	30 min.	30	30	1.50	0%	No
709	Frq	CV	629,720	17.8%	2,244	20.7	\$ 4.71	\$ 1.12	\$ 3.60	23.7%	30,483	335,035	709	✓	85%	86%	15 min.	7.5/15	15	1.50	0%	No
712	Frq	CV	504,488	16.2%	1,793	23.1	\$ 3.98	\$ 1.00	\$ 2.97	25.2%	21,855	225,812	712	✓	85%	90%	15 min.	15	15	1.50	0%	No
815	Frq	EC	281,414	7.2%	926	19.6	\$ 3.42	\$ 1.32	\$ 2.09	38.7%	14,416	105,852	815		85%	96%	15 min.	15	15	1.50	0%	No
816	Std	EC,Cty	93,793	14.3%	371	10.7	\$ 9.22	\$ 1.15	\$ 8.07	12.5%	8,804	94,749	816		85%	87%	30 min.	30	30	1.50	0%	No
832	Std	ST	35,867	13.6%	127	13.4	\$ 6.82	\$ 1.09	\$ 5.73	15.9%	2,683	28,025	832		85%	91%	30 min.	60	60	1.50	0%	No
833	Std	EC,ST	71,732	33.0%	241	9.8	\$ 8.44	\$ 1.14	\$ 7.30	13.5%	7,356	73,119	833		85%	95%	30 min.	35-45	35-45	1.50	0%	No
834	Std	ST	21,874	5.2%	86	9.0	\$ 10.31	\$ 1.06	\$ 9.24	10.3%	2,421	24,703	834		85%	70%	30 min.	60	60	1.50	0%	No
838	Std	Cty	101,651	(3.9%)	292	9.8	\$ 8.40	\$ 1.36	\$ 7.04	16.2%	10,363	155,751	838		85%	26%	30 min.	60	60	1.50	0%	No
848	Std	EC,Cty	243,578	11.7%	805	15.4	\$ 5.75	\$ 1.20	\$ 4.54	20.9%	15,787	153,603	848		85%	94%	30 min.	30	30	1.50	0%	No
851	Circ	LM,Cty	55,503	23.4%	219	15.9	\$ 6.70	\$ 0.87	\$ 5.83	12.9%	3,499	40,675	851	✓	90%	86%	60 min.	60	60	1.00	0%	No
852	Std	4,9,LM	226,043	12.5%	720	12.2	\$ 6.77	\$ 1.17	\$ 5.60	17.3%	18,615	168,525	852	✓	85%	72%	30 min.	30	30	1.50	0%	No
854	Std	7,LM	52,285	55.7%	207	9.0	\$ 11.11	\$ 1.12	\$ 9.99	10.1%	5,925	65,151	854		85%	99%	30 min.	30/60	30/60	1.50	0%	No
855	Std	LM,Cty	184,966	18.4%	644	20.4	\$ 4.23	\$ 0.91	\$ 3.32	21.5%	9,113	85,933	855	✓	85%	89%	30 min.	30	30	1.50	0%	No
856	Std	4,9,LG,Cty	413,132	10.7%	1,482	18.4	\$ 5.43	\$ 1.10	\$ 4.33	20.2%	22,550	246,511	856	✓	85%	91%	30 min.	30	30	1.50	0%	No
864	Std	EC,Cty	252,895	6.1%	800	16.8	\$ 4.78	\$ 1.30	\$ 3.48	27.1%	15,082	132,630	864		85%	94%	30 min.	30	30	1.50	0%	No
872	Std	EC	34,989	19.7%	138	10.4	\$ 5.94	\$ 1.28	\$ 4.66	21.6%	3,383	22,755	872		85%	90%	30 min.	30	30	1.50	0%	No
874/875	Std	EC	244,239	5.8%	820	14.2	\$ 6.18	\$ 1.32	\$ 4.86	21.3%	17,192	165,250	874/875		85%	84%	30 min.	30	30	1.50	0%	No
888	Rural	EC,Cty	734	(6.9%)	7	1.2	\$ 208.32	\$ 8.11	\$ 200.21	3.9%	546	17,520	888									
891	Rural	EC,Cty	299	21.5%	6	0.9	\$ 285.09	\$ 9.04	\$ 276.05	3.2%	324	8,991	891									
892	Rural	EC,Cty	235	1.3%	5	0.7	\$ 349.46	\$ 8.94	\$ 340.51	2.6%	324	8,615	892									
894	Rural	EC,Cty	36,862	(12.9%)	146	9.0	\$ 24.95	\$ 4.09	\$ 20.86	16.4%	5,316	99,876	894									
901	Frq	3,8,IB,Cor	548,400	7.0%	1,721	14.1	\$ 8.22	\$ 1.33	\$ 6.89	16.1%	38,916	507,834	901	✓	85%	53%	15 min.	15	30	1.50	0%	No
904*	Circ	Cor	43,781	(35.4%)	121	7.4	\$ 6.00	\$ 0.42	\$ 5.59	6.9%	7,515	37,731	904*		90%	69%	60 min.	60	60	1.50	0%	No
905	Std	8	286,779	(28.1%)	1,034	16.6	\$ 7.80	\$ 1.23	\$ 6.57	15.7%	17,249	252,871	905	✓	85%	90%	30 min.	15/30	30	1.50	0%	No
906/907	Frq	8	1,034,266	25.4%	3,312	24.3	\$ 2.61	\$ 1.21	\$ 1.41	46.2%	42,688	304,717	906/907	✓	85%	80%	15 min.	15	15	1.50	0%	No
909	Circ	8	38,606	(3.8%)	153	10.1	\$ 10.65	\$ 1.33	\$ 9.32	12.5%	3,820	46,390	909	✓	90%	93%	60 min.	60+	60+	1.5	0%	No
916/917	Std	4,LG	118,051	9.7%	415	10.1	\$ 10.01	\$ 1.18	\$ 8.83	11.7%	11,733	133,149	916/917	✓	85%	80%	30 min.	30/60	30/60	1.50	0%	No
921	Std	1,6	205,005	9.9%	652	12.9	\$ 6.85	\$ 1.42	\$ 5.43	20.7%	15,876	154,736	921	✓	85%	94%	30 min.	30	30	1.50	0%	No
923	Std	2,3	132,019	16.5%	522	9.8	\$ 8.26	\$ 1.27	\$ 6.99	15.4%	13,467	122,958	923		85%	94%	30 min.	30	30	1.50	0%	No
928	Std	6,7	139,873	11.6%	490	9.5	\$ 10.91	\$ 1.32	\$ 9.59	12.1%	14,717	167,465	928		85%	86%	30 min.	30	30	1.50	0%	No
929	Frq	3,8,CV,NC	1,367,791	15.9%	4,428	20.5	\$ 4.20	\$ 1.16	\$ 3.03	27.7%	67,004	647,583	929	✓	85%	87%	15 min.	12	15	1.00	0%	No
932	Frq	8,CV,NC	690,942	10.8%	2,343	20.4	\$ 4.22	\$ 1.20	\$ 3.03	28.4%	34,021	328,737	932	✓	85%	77%	15 min.	15	15	1.50	0%	No
933/934	Frq	8,IB	1,208,025	10.2%	4,029	23.0	\$ 4.37	\$ 0.98	\$ 3.39	22.5%	52,626	594,698	933/934	✓	85%	74%	15 min.	12	15	1.50	0%	No
936	Std	4,9,LG,Cty	321,655	7.5%	936	15.9	\$ 4.62	\$ 1.25	\$ 3.36	27.1%	20,313	163,334	936	✓	85%	90%	30 min.	30	30	1.50	0%	No
944	Std	5,PW	42,692	13.3%	168	6.0	\$ 13.68	\$ 1.31	\$ 12.37	9.5%	7,097	76,323	944		85%	95%	30 min.	30	30	1.00	0%	No
945	Std	5,PW	93,021	21.9%	333	7.8	\$ 10.63	\$ 1.23	\$ 9.40	11.6%	12,073	168,051	945		85%	41%	30 min.	30	30	1.50	0%	No
945A	Std	PW	9,100	23.3%	36	9.1	\$ -	\$ -	\$ -	2.9%	999	14,064	945A		85%	56%	30 min.	30	30	1.50	0%	No
950	Exp	8	70,219	(67.4%)	233	31.3	\$ 4.84	\$ 1.20	\$ 3.65	24.7%	2,270	38,260	950	✓	90%	99%	30 min.	12/20	20	1.50	0%	No
955	Frq	4,8,9,NC	922,412	14.5%	3,028	22.5	\$ 3.60	\$ 1.08	\$ 2.52	30.0%	41,116	373,755	955	✓	85%	73%	15 min.	12	12	1.50	0%	No

FY 2024 ANNUAL ROUTE STATISTICS													TITLE VI MONITORING									
BASE STATISTICS													Route	Minority Route ^	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY23-24 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.				Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
961	Frq	4,NC	445,541	9.3%	1,434	18.9	\$ 4.79	\$ 1.08	\$ 3.71	22.6%	23,643	240,439	961	✓	85%	80%	15 min.	15/30	15/30	1.50	0%	No
962	Frq	4,NC,Cty	409,622	15.0%	1,293	18.0	\$ 5.11	\$ 1.24	\$ 3.87	24.2%	22,776	235,730	962	✓	85%	92%	15 min.	15	15	1.50	0%	No
963	Std	4,NC	117,463	7.3%	391	12.5	\$ 5.88	\$ 1.25	\$ 4.62	21.3%	9,431	77,764	963	✓	85%	94%	30 min.	30	30	1.50	0%	No
964	Circ	5,6	97,178	24.1%	384	10.4	\$ 7.96	\$ 1.15	\$ 6.81	14.4%	9,438	89,107	964	✓	90%	65%	60 min.	30	30	1.00	0%	No
965	Circ	9	42,313	11.4%	148	9.0	\$ 9.16	\$ 1.12	\$ 8.04	12.2%	4,714	47,975	965	✓	90%	79%	60 min.	35-45	35-45	1.00	0%	No
967	Std	4,NC	30,922	12.5%	122	8.6	\$ 9.19	\$ 1.23	\$ 7.96	13.4%	3,593	31,979	967	✓	85%	78%	30 min.	60	60	1.50	0%	No
968	Std	NC	46,478	4.6%	184	11.1	\$ 7.98	\$ 1.09	\$ 6.90	13.6%	4,169	41,737	968	✓	85%	94%	30 min.	60+	60+	1.50	0%	No
972**	Circ	1,6	2,936	(46.6%)	12	2.4	\$ 32.57	\$ 0.76	\$ 31.81	2.3%	1,238	13,221	972**							1.00	0%	No
973**	Circ	1,6	7,242	(4.1%)	29	5.8	\$ 13.37	\$ 0.76	\$ 12.60	5.7%	1,250	16,204	973**	✓						1.00	0%	No
974**	Circ	1	6,707	(3.7%)	27	5.9	\$ 13.06	\$ 0.76	\$ 12.30	5.8%	1,135	10,624	974***	✓						1.00	0%	No
978**	Circ	1	4,402	(15.7%)	17	3.6	\$ 21.28	\$ 0.76	\$ 20.51	3.6%	1,212	12,834	978**							1.00	0%	No
979**	Circ	1	6,820	8.3%	27	5.8	\$ 13.40	\$ 0.76	\$ 12.64	5.7%	1,183	10,351	979**							1.00	0%	No
985	Circ	1	28,471	100.0%	113	8.4	\$ 9.85	\$ 1.45	\$ 8.40	14.7%	3,433	38,929	985	✓	90%	95%	15 min.	15	15	1.00	0%	No
992	Frq	2,3	315,341	9.5%	878	13.6	\$ 5.18	\$ 1.42	\$ 3.76	27.4%	23,332	184,411	992		85%	86%	15 min.	15	15	1.50	0%	No
Access	D.R.	ALL	200,622	12.2%	713	1.5	\$ 74.09	\$ 4.50	\$ 69.60	6.1%			FTA defines Minority persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.									
Taxi	D.R.	ALL	113,477	60.2%	403	2.9	\$ 38.39	\$ 4.78	\$ 33.61	12.4%			FTA defines Minority Route as one with at least 1/3 of its revenue mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.									
TOTAL			75,682,794	10.5%	239,737	33.5	\$ 4.89	\$ 0.96	\$ 3.93	19.6%	2,065,787	24,738,803	Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf									

Route Category	Q1-Q2 Passengers	FY22-23 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery
Urban Frequent	22,476,382	11.5%	72,624	20.7	\$ 5.58	\$ 1.11	\$ 4.47	19.9%
Urban Standard	5,664,277	8.5%	19,308	14.1	\$ 6.86	\$ 1.17	\$ 5.69	17.1%
Rapid ^	6,364,477	16.2%	21,290	25.8	\$ 5.86	\$ 1.22	\$ 4.64	20.8%
Express	515,744	-24.8%	1,756	12.3	\$ 12.14	\$ 1.16	\$ 10.98	9.6%
Circulator	554,504	5.3%	2,072	8.5	\$ 8.68	\$ 1.03	\$ 7.66	11.8%
Premium/Rapid Express	105,696	3.6%	418	14.4	\$ 18.69	\$ 3.19	\$ 15.51	17.0%
Rural ^^	38,130	-12.5%	151	7.1	\$ 32.52	\$ 4.24	\$ 28.29	13.0%
Fixed Bus Subtotal	35,719,210	10.9%	117,619	19.2	\$ 6.04	\$ 1.15	\$ 4.89	19.0%
Light Rail (B,O,G)	39,648,454	10.0%	121,002	170.8	\$ 3.40	\$ 0.75	\$ 2.64	22.2%
Light Rail (Silver)	1,031	-2.4%	-	19.0	\$ 30.55	\$ 0.44	\$ 30.11	1.4%
Light Rail Subtotal	39,649,485	10.0%	121,002	170.7	\$ 3.40	\$ 0.75	\$ 2.64	22.2%
ALL Fixed-Route	75,368,695	10.4%	238,621	36.1	\$ 4.65	\$ 0.94	\$ 3.71	20.2%
MTS Access	200,622	12.2%	713	1.5	\$ 74.09	\$ 4.50	\$ 69.60	6.1%
Access Taxi	113,477	60.2%	403	2.9	\$ 38.39	\$ 4.78	\$ 33.61	12.4%
Demand-Resp Subtotal	314,099	25.8%	1,116	1.8	\$ 61.19	\$ 4.60	\$ 56.60	7.5%
System Total	75,682,794	10.5%	239,737	33.5	\$ 4.89	\$ 0.96	\$ 3.93	19.6%

SERVICE AVAILABILITY *		
Goal	Actual	
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop or rail station in urban areas:	% of jobs within 1/2 mile of a bus stop or rail station in urban areas:
	99.2%	95.9%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station:	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	Available Service:	
	Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.	

* City of Coronado subsidized fares for extra summer service on Route 904.

** MTS SVCC services discontinued in June 2024. Costs were partially subsidized by NCTD.

^ SANDAG reimburses MTS for net operating costs for Routes 201-237 with TransNet funds(exc. Rt. 227).

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

Rural and Demand Response services have no specific Policy 42 goals for OTP, headway, or vehicle load.

NC=National City, CV=Chula Vista

IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa

EC=El Cajon, ST=Santee, PW=Poway

Cor=Coronado, Cty=County Uninc., Esc=Escondido

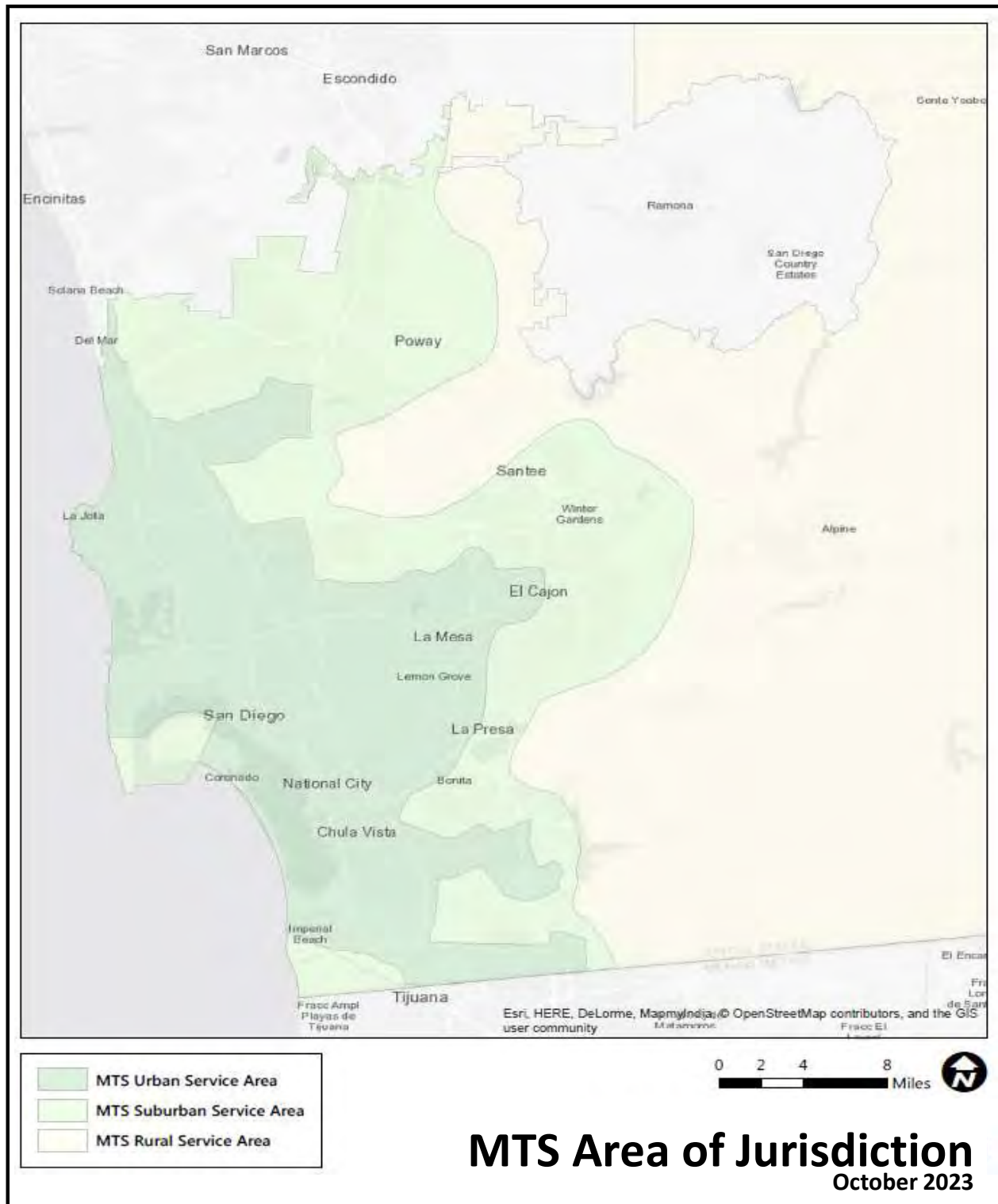
SD Dist.=City of San Diego Council District

See map on next page titled 'MTS Area of Jurisdiction.'

^ Minority Route report updated using ACS 2020 (10/26/2023)

~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).

* Service Availability updated from PR request for Urban & Suburban Transit Access (1/27/2023)



MTS HISTORICAL RIDERSHIP: TOTAL PASSENGERS BY ROUTE AND FISCAL YEAR (See note below)																		
ROUTE	DESCRIPTION (MOST RECENT ROUTING)	DISCD	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Blue Line	San Ysidro-Dwtn-UTC		20,412,493	17,262,857	17,692,138	18,479,825	13,886,619	15,094,878	16,531,208	17,842,765	17,524,753	17,751,405	18,246,797	15,722,390	10,468,636	17,366,905	21,867,982	24,389,986
Orange Line	El Cajon-Dwtn		8,356,440	6,711,465	6,923,619	7,075,672	6,310,548	10,896,289	10,404,696	9,625,754	8,930,210	8,403,099	8,350,180	7,054,474	4,047,094	5,571,123	6,251,754	6,631,168
Green Line	Santee-Dwtn		8,159,351	6,494,659	6,997,120	7,119,119	9,502,199	13,673,926	13,113,612	12,108,850	11,152,507	10,824,615	10,677,053	9,214,439	5,000,525	6,799,373	7,926,568	8,627,300
Copper Line	El Cajon-Santee (STARTS FY25)																	
Silver Line	Dwtn Loop (Vintage Trolley)							29,540	32,944	36,607	31,749	16,082	19,727	11,724	82	2,098	1,056	1,031
1	FVTC-La Mesa via Hillcrest, El Cajon Bl		1,497,287	1,554,282	1,586,385	1,637,525	1,574,532	1,515,014	1,460,397	1,320,669	1,228,261	1,140,805	1,106,014	970,194	592,573	736,983	707,665	811,259
2	North Park-Dwtn via 30th St, Golden Hill		1,745,244	1,639,536	1,540,620	1,548,495	1,497,096	1,423,635	1,324,765	1,176,410	972,600	940,137	846,251	667,428	314,212	445,826	535,750	565,968
3	Euclid-Hillcrest via Ocean View Bl, 4th/5th		1,990,091	1,776,351	1,909,044	1,903,350	1,811,156	1,822,383	1,814,910	1,630,246	1,502,966	1,504,714	1,578,894	1,257,777	734,507	875,726	827,961	981,093
4	Lomita Village-Dwtn via Imperial Av		900,290	850,592	834,888	891,558	877,068	873,817	862,792	804,515	735,914	686,043	683,197	539,162	311,098	414,293	505,378	585,628
5	Dwtn-Euclid TC via Market St		849,772	840,818	895,077	943,755	941,544	913,424	896,187	837,203	769,756	735,439	750,910	578,330	307,131	405,303	389,179	444,857
6	North Park-FVTC via Texas St		623,030	586,167	569,356	658,663	617,842	606,400	579,134	511,405	452,096	416,272	357,664	280,719	174,692	195,673	245,394	228,266
7	Dwtn-College Av via University Av		3,793,588	3,748,442	3,797,188	3,903,109	3,844,273	3,771,716	3,473,855	2,973,434	2,809,987	2,478,809	2,174,381	1,838,376	1,052,889	1,412,121	1,731,404	1,878,990
8	Old Town-Mission Beach-Balboa Sta			620,901	659,385	679,614	674,421	603,070	614,844	565,472	469,303	412,742	419,835	344,506	210,982	397,690	511,208	585,573
8/9	PB-MB-Old Town Loop	Jun-10	1,399,071															
9	Pac Bch-Crown Point-SeaWorld-Old Town			586,512	486,502	516,267	506,548	536,493	499,438	407,657	387,873	369,152	388,726	300,845	142,740	197,315	259,822	244,269
10	Old Town-College Av via University Av		1,546,119	1,378,967	1,376,004	1,525,612	1,574,423	1,554,363	1,595,138	1,429,015	1,328,883	1,266,202	1,175,265	943,797	569,520	720,299	870,403	946,336
11	Dwtn-SDSU via Adams Av		2,847,068	2,565,548	2,496,334	2,563,957	2,552,953	2,574,222	2,450,774	2,270,364	2,030,597	1,423,338	706,255	570,331	306,108	435,626	467,540	476,948
12	Dwtn-Skyline Hills via Natl Av, Skyline Dr											491,977	1,142,007	966,552	494,247	692,037	850,892	931,964
13	Natl City-Euclid-City Hts-Grantville		1,875,882	1,873,155	1,914,417	2,095,232	2,183,660	2,183,110	2,135,319	1,922,998	1,777,236	1,704,852	1,823,187	1,537,853	860,594	1,198,355	1,490,154	1,768,897
14	Grantville-SDSU-La Mesa		262,747	102,888	89,519	86,987	85,362	89,619	67,991	58,986	61,448	57,502	49,631	42,258	20,031	32,774	37,146	44,447
15	Dwtn-El Cajon Bl-SDSU	Oct-14	1,702,120	1,605,761	1,573,113	1,678,994	1,698,433	1,548,803	428,108									
18	Camino del Rio N & S Loop		36,607	46,481	58,964	58,874	51,335	47,009	45,228	35,739	26,075	24,125	26,682	21,776	9,461	11,165	12,846	15,178
20	Dwtn-FVTC-KM-Mira Mesa-RB EXP		1,371,512	1,150,650	1,148,685	1,261,835	1,221,437	1,233,204	897,722	782,704	688,144	605,701	534,173	409,127	216,872	300,962	362,223	373,818
25	FVTC-Terrasanta-Keamy Mesa		113,363	114,119	109,801	108,770	115,884	110,738	113,834	98,562	111,426	89,868	60,610	50,287	19,402	33,840	37,693	49,386
27	Pac Bch-Clairemont-KMTC via Balboa Av		294,420	269,523	247,826	306,506	257,927	255,527	281,748	274,651	253,141	257,805	222,253	163,789	85,734	177,275	213,310	246,489
28	Old Town-Shelter Isl via Rosecrans St		442,794	429,820	421,897	439,223	439,257	420,822	416,841	400,630	384,283	372,546	349,758	278,529	132,149	197,622	214,790	237,862
30	Old Town-PB-La Jolla-UCSD-UTC		2,314,528	2,077,409	1,919,676	2,089,813	2,175,504	2,175,394	2,097,354	1,701,618	1,579,905	1,553,686	1,579,366	1,228,896	567,529	827,513	1,017,256	1,141,866
31	UTC-Miramar College via Miramar Rd		106,174	94,693	107,634	113,932	120,264	112,438	114,815	115,155	109,086	122,263	106,759	91,668	50,119	56,201	77,216	82,332
35	Ocean Beach-Midway-Old Town		510,892	534,054	539,703	536,781	587,090	611,302	639,651	581,074	523,498	535,976	573,496	453,697	253,544	313,977	318,441	321,840
41	Fash Vly-UTC-UCSD via Genesee Av		1,301,811	1,175,637	1,234,762	1,320,701	1,386,464	1,391,956	1,363,340	1,307,940	1,238,797	1,102,933	1,113,043	911,243	321,841	621,988	759,248	776,659
43	KMTC-Balboa Sta via Clairemont Mesa Bl															181,426	386,007	431,740
44	Old Town-Linda Vista-Keamy Mesa		1,212,944	1,145,912	1,242,060	1,311,162	1,334,100	1,344,856	1,350,839	1,237,697	1,116,538	1,057,877	1,017,661	796,891	407,711	525,665	683,179	769,401
48/49	University City Loop	Sep-08	122,046															
50	Clairemont-Dwtn EXP	Nov-21	348,900	290,241	287,498	304,180	252,059	248,096	264,441	245,983	209,136	208,375	140,309	106,233	40,765	25,843		
60	Euclid-City Hts-Keamy Mesa-UTC EXP							5,450	95,884	89,594	87,615	83,059	82,709	71,235	35,419	39,126	55,598	51,925
83	Dwtn-Mission Hills-Old Town		51,905	48,251	45,598	43,244	45,840	43,097	36,950	32,839	35,128	28,548	24,743	22,619	8,465	14,378	14,106	17,222
84	Pt Loma-Sub Base-Cabrillo Monument		56,713	44,554	37,752	37,961	35,506	34,587	35,384	30,415	33,775	25,991	24,261	21,817	9,398	12,635	12,473	13,989
86	UTC-Scripps Hosp	Jun-09	28,037															
88	Hotel Circle		5,054	104,849	94,609	102,916	122,763	110,873	105,253	87,122	91,459	82,297	80,419	69,409	53,222	65,464	88,452	80,323
105	Old Town-Clairemont-UTC		444,491	405,760	366,965	403,914	353,995	399,745	391,737	359,151	349,527	285,239	279,555	262,214	119,491	181,396	192,420	192,843
110	Mira Mesa-Dwtn EXP							2,826	44,688	54,320	46,327	39,759	39,999	27,409	22,375	15,706	17,646	19,782
115	El Cajon-San Carlos-SDSU		432,754	368,344	321,699	350,259	350,739	365,861	338,567	306,037	275,350	236,613	228,865	207,932	64,350	124,567	189,961	196,573
120	Dwtn-Hillcrest-FVTC-Linda Vista-KMTC		1,050,511	1,017,471	1,052,708	1,135,471	997,681	953,698	1,022,158	892,805	793,947	771,438	693,557	544,850	295,094	386,645	483,432	486,418
140	Balboa Sta - La Jolla EXP	Jan-23														30,508	37,381	
150	Dwtn-Old Town-UCSD-UTC EXP	Nov-21	531,282	533,850	539,026	565,349	698,600	746,389	688,963	790,769	852,022	843,562	824,005	680,658	224,361	172,077		
170	Adams Av-Dwtn EXP	Sep-15							27,351	6,561								
201/202	Rapid SuperLoop West (University City)		10,844	897,388	1,379,511	1,384,334	1,402,782	1,462,605	1,748,306	2,066,083	2,337,168	2,145,795	2,525,053	2,191,068	378,666	1,556,486	2,452,699	2,482,109
204	Rapid SuperLoop East (University City)					6,138	154,786	152,767	200,812	149,600	168,690	111,144	73,677	62,566	9,482	43,689	70,422	67,905
210	Mira Mesa-Dwtn EXP (repl by 110)	Jun-14	87,758	85,834	74,866	79,614	81,296	71,364										
215	Mid-City RAPID (Dwtn-SDSU via El Cajon Bl)								1,490,479	2,147,151	2,067,873	2,004,738	1,907,762	1,565,004	749,201	1,018,402	1,271,180	1,411,658
225	South Bay RAPID (Dwtn-Otay Mesa via CV)												236,103	509,713	257,478	397,358	495,535	568,724
227	Iris RAPID (Otay-Imp Bch via Iris TC)																	516,379
235	I-15 RAPID (Dwtn-Escondido via I-15)							43,084	1,256,980	1,503,545	1,451,717	1,489,528	1,494,413	1,254,240	677,834	884,235	1,035,247	1,136,605
237	Mira Mesa Blvd RAPID (Mira Mesa-UCSD)							125,873	247,628	255,476	251,794	267,962	190,243	50,138	120,854	151,933	181,097	
270	Rancho Bernardo-Sorrento Mesa EXP	Sep-15						10,876	2,101									
280	Escondido-Del Lago-Dwtn RAPID EXP						7,069	116,800	119,541	122,917	119,993	116,810	92,042	19,028	37,603	50,070	50,400	
290	Rcho Bernardo-Sabre Spgs-Dwtn RAPID EXP						10,597	172,896	171,134	164,645	163,142	164,430	115,330	14,989	41,158	51,994	55,296	
701	Chula Vista: H St-Hilltop-Palomar St		701,592	632,845	637,929	630,933	568,280	588,348	568,081	539,675	519,830	552,337	561,124	426,23				

ROUTE	DESCRIPTION (MOST RECENT ROUTING)	DISC'D	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23
905	Otay Mesa-Iris TC		415,079	404,530	457,454	538,336	632,196	642,499	746,078	726,780	563,850	529,659	441,903	378,552	244,648	376,134	398,812
906/907	Iris TC-San Ysidro Loop			573,286	1,800,170	1,938,765	1,596,071	1,512,377	1,583,527	1,453,342	2,043,532	2,042,322	1,923,490	1,316,706	762,255	849,392	824,801
909	Otay Mesa-Briantiana BI-Otay Mesa Rd											3,218	48,743	45,171	27,671	48,968	40,149
916/917	Euclid-Stirmw-Lmn Grv-Emerald Hills Loop		281,231	272,056	256,158	259,417	263,679	255,363	264,717	224,373	186,775	190,127	160,068	137,211	73,815	88,775	107,619
921	Miramor College-UTG via Sorrento Mesa		405,188	363,536	351,584	389,929	409,261	398,098	317,610	283,898	275,576	251,879	252,326	200,910	94,620	157,319	186,603
923	Dwn-Ocean Beach via Harbor Dr		301,091	263,546	241,943	255,287	266,967	265,030	272,545	242,152	229,024	209,514	212,314	167,014	75,587	108,488	113,318
928	FVTC-Serra Mesa-Kearny Mesa		358,662	326,319	363,557	377,184	403,665	408,829	369,163	326,974	296,841	257,806	269,855	232,726	122,414	120,785	125,303
929	Iris TC-Dwn via 3rd St, Highland Av		3,063,486	2,705,865	2,335,997	2,415,167	2,504,302	2,516,163	2,581,788	2,326,848	2,230,944	2,176,669	2,086,806	1,696,665	966,685	1,123,047	1,180,640
932	Iris TC-Natl City via Bdwy, NC Blvd		2,267,395	1,787,583	1,291,624	1,328,438	1,308,994	1,291,346	1,355,459	1,248,916	1,146,682	1,095,948	1,124,493	901,113	497,736	638,894	623,475
933/934	Imp Bch-Palm City-Iris TC Loop		2,133,446	1,933,608	1,891,794	1,936,034	1,862,023	1,806,978	1,828,399	1,733,443	1,663,576	1,618,925	1,592,518	1,283,916	691,652	983,688	1,095,907
936	SDSU-College Av-Lemon Grv-Spg Valley		327,693	517,601	565,163	587,313	656,536	656,485	640,185	573,112	522,702	503,856	456,447	379,832	218,139	252,404	299,196
944	Poway: Sabre Springs-Poway via Poway Rd																
944, 945	944,945 ridership combined due to interlining							11,539	225,499								
945	Poway: Poway-R Bernardo via Pomerado Rd																
945A	Poway: Espola Rd Loop																
950	Otay Mesa-Iris TC EXP	Oct-23						39,881	83,283	176,228	293,565	308,939	387,435	295,607	149,275	211,559	215,097
955	Natl City-SDSU via 43rd, Euclid TC, 54th		1,613,319	1,573,222	1,657,850	1,759,211	1,672,336	1,584,508	1,579,775	1,454,467	1,343,108	1,307,685	1,325,995	1,097,230	615,821	794,480	805,316
960	Euclid-City His-KM-UTC EXP (now Rt 60)	Jun-14	100,445	78,706	83,223	98,185	98,107	96,004									
961, 962, 963	961,962,963 ridership combined due to interlining		1,357,533	1,218,481	1,268,658	1,363,733	1,332,934										
961	Natl City-Plz Bon-Paradise Hills-Encanto		See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	635,939	631,865	622,929	581,507	578,222	590,123	447,502	234,493	361,775	407,638
962, 963	962,963 ridership combined due to interlining							697,087	700,765								
962	Natl City-Spg Vly via Plaza BI, Paradise Vly Rd		See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	See 962,963	See 962,963	446,050	412,465	394,126	521,807	461,001	301,406	368,274	356,058
963	National City: 8th St-Paradise Hills via Plaza BI		See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	See 961,2,3	See 962,963	See 962,963	238,310	211,058	228,622	162,665	141,457	73,152	93,823	109,486
964	Mira Mesa-Scripps Ranch-Alliant Univ		136,794	118,878	93,806	88,105	89,258	89,491	143,693	158,442	131,880	131,772	133,627	106,229	54,355	82,319	78,325
965	City Heights-Azalea Park-Home Av Loop		77,943	68,498	65,564	79,215	80,732	68,996	86,250	75,419	66,026	60,187	53,228	45,992	28,005	35,333	37,981
967	National City: Division St, Alta Vista		73,577	69,291	60,860	61,829	58,380	64,284	66,589	55,718	52,447	50,365	39,459	29,277	17,612	25,790	27,497
968	National City: 8th St-Plz Bonita via 4th, Euclid		84,185	66,252	63,522	69,476	63,561	65,281	63,416	54,073	56,099	56,642	48,960	40,981	19,816	34,918	44,426
971	SVCC - Pacific Center	Mar-09	See SVCC														
972	SVCC - Lusk/Morehouse/Scranton	Jun-24	See SVCC			See SVCC	See SVCC	See SVCC	See SVCC	35,887	33,512	31,125	32,676	22,080	2,573	4,747	5,502
973	SVCC - S. Pacific Heights/Oberlin	Jun-24	See SVCC			See SVCC	See SVCC	See SVCC	See SVCC	28,595	29,219	22,565	17,962	12,211	2,374	6,326	7,548
974	SVCC - Nancy Ridge/Carroll Park	Mar-09	See SVCC														
974	SVCC - UCSD	Jun-24															
975	SVCC - Carroll Mesa	Mar-09	See SVCC												3,979	1,188	5,976
976	SVCC - Campus Point	Mar-09	See SVCC														
977	SVCC - Torrey Pines South	Mar-09	See SVCC														
978	SVCC - Torrey Pines North	Jun-24	See SVCC			See SVCC	See SVCC	See SVCC	See SVCC	23,629	23,147	18,418	16,166	12,187	1,707	5,766	5,222
979	SVCC - UCSD/Campus Point	Jun-24	See SVCC			See SVCC	See SVCC	See SVCC	See SVCC	21,934	21,405	18,618	17,384	14,293	2,119	4,009	6,295
SVCC	Sorrento Valley Coaster Connection (all routes)		130,780	75,545	102,738	119,481	131,743	125,905	118,802								
985	UCSD Central Sta - North Torrey Pines															11,728	22,896
992	Airport-Dwn via Harbor Dr		417,967	417,676	412,566	423,895	444,077	445,159	458,134	428,037	370,273	390,163	420,252	346,698	165,924	253,057	288,060
ADA Suburban		FY10	165,198	152,883													
ADA MTS Access			207,175	201,103	358,646	355,300	379,415	417,717	475,322	522,160	529,091	505,973	423,212	282,578	92,386	169,124	178,828
ADA MTS Access Taxicab													69,263	61,382	14,807	24,042	70,834
SUBTOTAL - Fixed Route Bus			54,771,788	51,936,250	52,752,925	55,482,224	55,234,172	54,914,063	56,152,487	52,549,680	50,048,942	47,908,558	47,571,263	38,877,093	19,591,318	27,684,586	32,214,341
SUBTOTAL - Light Rail			36,928,284	30,468,981	31,612,877	32,674,616	29,699,366	39,694,633	40,082,460	39,613,976	37,639,219	36,995,201	37,293,757	32,003,027	19,516,337	29,739,499	36,047,360
SUBTOTAL - ADA Paratransit			372,373	353,986	358,646	355,300	379,415	417,717	475,322	522,160	529,091	505,973	492,475	343,960	107,193	193,166	249,662
TOTAL - MTS System			92,072,445	82,759,217	84,724,448	88,512,140	85,312,953	95,026,413	96,710,269	92,685,816	88,217,252	85,409,732	85,357,495	71,224,080	39,214,848	57,617,251	68,511,363

YEAR-OVER-YEAR PERCENTAGE CHANGE																
Mode	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Fixed Route Bus		-5.2%	1.6%	5.2%	-0.4%	-0.6%	2.3%	-6.4%	-4.8%	-4.3%	-0.7%	-18.3%	-49.6%	41.3%	16.4%	10.9%
Light Rail		-17.5%	3.8%	3.4%	-9.1%	33.7%	1.0%	-1.2%	-5.0%	-1.7%	0.8%	-14.2%	-39.0%	52.4%	21.2%	10.0%
ADA Paratransit		-4.9%	1.3%	-0.9%	6.8%	10.1%	13.8%	9.9%	1.3%	-4.4%	-2.7%	-30.2%	-68.8%	80.2%	29.2%	25.8%
MTS System		-10.1%	2.4%	4.5%	-3.6%	11.4%	1.8%	-4.2%	-4.8%	-3.2%	-0.1%	-16.6%	-44.9%	46.9%	18.9%	10.5%

Note: This data should be used for information purposes only, and not to draw conclusions about individual route performance. Ridership is affected by changes to routings and levels-of-service, which are not shown here.

Notable Events:

FY09	Compass Card fare system (Cubic) roll out.
FY09	Implementation of the Super Loop 2012/2012 in University City, MTS' first Rapid Bus route.
FY10	Implementation of the Weekend Comprehensive Operational Analysis reduces service to address lower revenues during the recession.
FY13	Trolley network changes: Green Line extended to downtown; Blue Line shortened to America Plaza; Orange Line shortened to Santa Fe Depot.
FY14-FY15	Implementation of I-15 and Mid-City Rapid services and route restructuring in affected areas.
FY15	Chula Vista Transit is transferred to MTS, with routes incorporated into the South Bay Division.
FY15	MTS achieves its highest ever ridership, 96.7 million annual riders.
FY18-FY19	Implementation of the Transit Optimization Plan to increase ridership on the highest performing routes by reallocating service.
FY20	Until March 2020, MTS was on track in FY20 to achieve its highest ridership in five years.
FY20	The COVID-19 pandemic has a drastic effect on ridership beginning in March 2020. Significant service reductions in place for two months (April-June 2020).
FY22	PRONTO fare system (INIT) rolls out and the Compass Card system is retired.
FY22	The Mid-Coast LRT extension opens, extending Trolley to UCSD & UCSD. Major bus service changes are implemented at the same time.
FY23	Bus service levels reduced due to challenges hiring sufficient drivers.
FY23	Bus driver strike at South Bay and Copley Park divisions lasts approximately six weeks.
FY25	Copper Line begins service between El Cajon and Santee, replacing Green and Orange Line services north of El Cajon.



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Item No. 26, 10/17/2024



FY 2024 Performance Monitoring Report

Board of Directors



Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	QUALITY	CONNECTIVITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers • Average Weekday Passengers • Passengers/ Revenue Hour • Passengers/ In-Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor • On-Time Performance • Accidents/ 100,000 Miles • Comments/ 100,000 Passengers • Mean Distance Between Failures 	<ul style="list-style-type: none"> • Route Headway • Span-of- Service Consistency • Service Availability 	<ul style="list-style-type: none"> • In-Service Miles • In-Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In-Service Speed • In-Service/Total Miles • In-Service/Total Hours • Farebox Recovery Ratio • Subsidy/Passenger

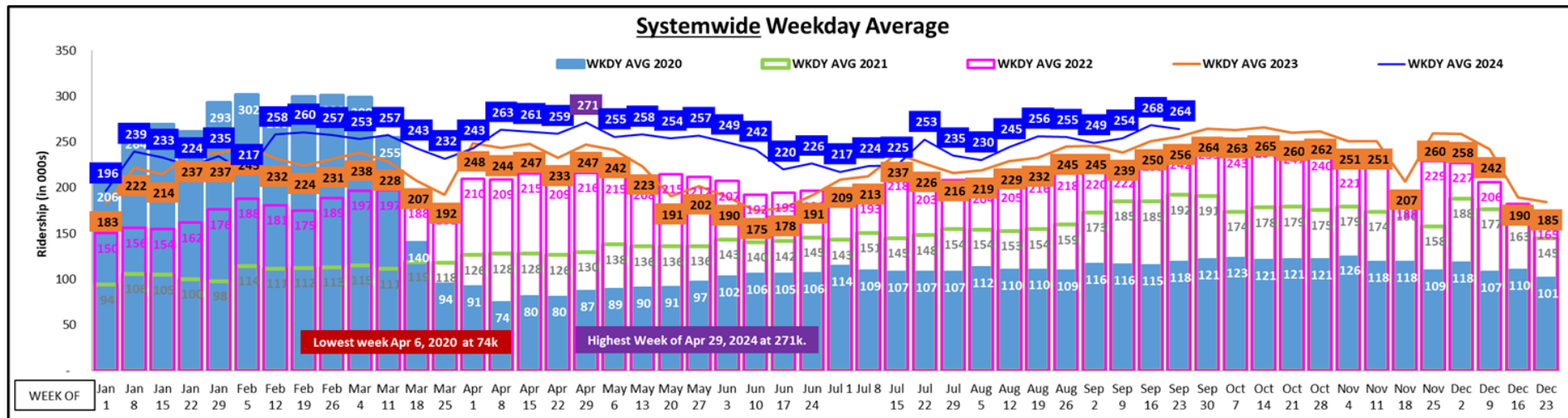
Total Passengers

- **Policy 42 GOAL** is a year-over-year improvement by Route, Category, and System
- **FY 2024 ridership increased 10% over FY 2023.**
- 75.7 million riders in FY 2024 shows continuing return from the pandemic. Higher than 'normal' growth rate indicates MTS ridership recovery hasn't leveled off yet.

Route Categories	FY 2022	FY 2023	FY 2024	% Change FY23-FY24
Urban Frequent	17,739,607	20,156,847	22,476,382	12%
Urban Standard	4,528,650	5,222,535	5,664,277	8%
Rapid	4,021,024	5,477,016	6,364,477	16%
Express	795,781	685,945	515,744	-25%
Circulator	482,904	526,347	554,504	5%
Rapid Express	79,098	102,064	105,696	4%
Rural	37,522	43,587	38,130	-13%
Fixed-Route Bus	27,684,586	32,214,341	35,719,210	11%
Light Rail	29,739,501	36,047,360	39,649,485	10%
All Fixed-Route	57,424,085	68,261,701	75,368,695	10%
MTS Access	193,166	249,662	314,099	26%
System	57,617,251	68,511,363	75,682,794	10%
Average Weekday	181,515	215,970	239,731	11%

Weekday Average Ridership

- Continued improvement from low point in April 2020 through FY 2024: from 29% of pre-pandemic baseline to 85%.
- Week of April 29, 2024: highest weekly weekday average of 271k
 - Most schools & colleges back
 - Free Ride Day (10/5/22)
 - Good Padres ridership (3 games)
- FY 2024 had many days of 250+



Passengers Per Revenue Hour

- **Policy 42 GOAL** is to improve the route category average
- Major categories increased Y-O-Y except Express and Rapid, which are absorbing changes due to new Iris Rapid route.

Route Categories	FY 2022	FY 2023	FY 2024	% Change FY23-FY24
Urban Frequent	15.9	19.6	20.7	5.6%
Urban Standard	11.2	13.5	14.1	4.6%
Rapid	18.0	26.6	25.8	-3.2%
Express	11.7	12.8	12.3	-4.2%
Circulator	7.2	8.6	8.5	-1.5%
Premium/Rapid Express	11.1	13.8	14.4	3.9%
Rural	7.0	8.2	7.1	-13.3%
Fixed-Route Bus	14.6	18.4	19.2	4.6%
Light Rail	139.5	155.7	170.7	9.7%
All Fixed-Route	27.3	34.4	36.1	4.8%
MTS Access	1.6	1.9	1.8	-5.6%
System	25.9	32.4	33.5	3.2%

Farebox Recovery **Policy 42 Goal:** TDA requirement* of 31.9% systemwide for fixed route

- Goal hasn't been met since pandemic
- Slight dip for most modes in FY24 as inflation and reduced fare revenues put pressure on costs and revenues

Operator	Pre-Pandemic		FY22	FY23	FY24	FY23 - FY24
	FY18	FY19				% Change
Fixed-Route Bus (Directly-Op'd)	29.3%	22.5%	14.1%	16.9%	16.8%	-0.3%
Fixed-Route Bus (Contracted)	49.8%	36.0%	17.1%	23.0%	21.6%	-6.0%
MTS Rail	49.6%	51.6%	24.7%	21.3%	22.2%	4.0%
Demand-Resp (Access & Taxi)	12.9%	14.8%	6.5%	7.8%	7.5%	-3.8%
System	34.4%	34.3%	18.2%	19.7%	19.6%	-0.5%

Subsidy Per Passenger **Policy 42 Goal:** Improve route category average

- Slight continuing improvement since 2021 due to increasing ridership; still far above pre-pandemic

Route Categories	Pre-Pandemic		FY 22	FY23	FY24	FY23 - FY24
	FY18	FY19				% Change
Fixed-Route Bus	\$2.39	\$2.54	\$5.86	\$5.09	\$4.89	-3.8%
Light Rail	\$1.08	\$1.06	\$2.62	\$2.74	\$2.64	-3.3%
Demand Response	\$34.62	\$33.97	\$63.19	\$53.33	\$56.60	6.1%
System	\$2.01	\$2.07	\$4.38	\$4.02	\$3.93	-2.4%



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FY 2024 MTS BUS – Year in Review

Mike Wygant

Chief Operating Officer, Bus

Transit Services Safety

“The safety of our employees and passengers continues to remain a top priority as we rebuild from the COVID-19 pandemic.”

- Completed CHP Inspections at Imperial Avenue, Kearny Mesa, South Bay, and El Cajon bus divisions
 - No out-of-service buses
- No smoking signs installed on all MTS revenue vehicles and installed no vaping/smoking decals at all bus stops in the MTS service area.



Transit Services Safety

- Battery Electric Bus (BEB) Safety
 - Continued site familiarization training with San Diego Fire Department on BEB's and Charging Systems.
 - Continued training drills for potential bus battery fires.
 - Purchased tow tractors to assist in removing a BEB bus from our shops to aid in the loss of other assets
 - Continued high voltage training from OEM bus manufacturers to educate our work force

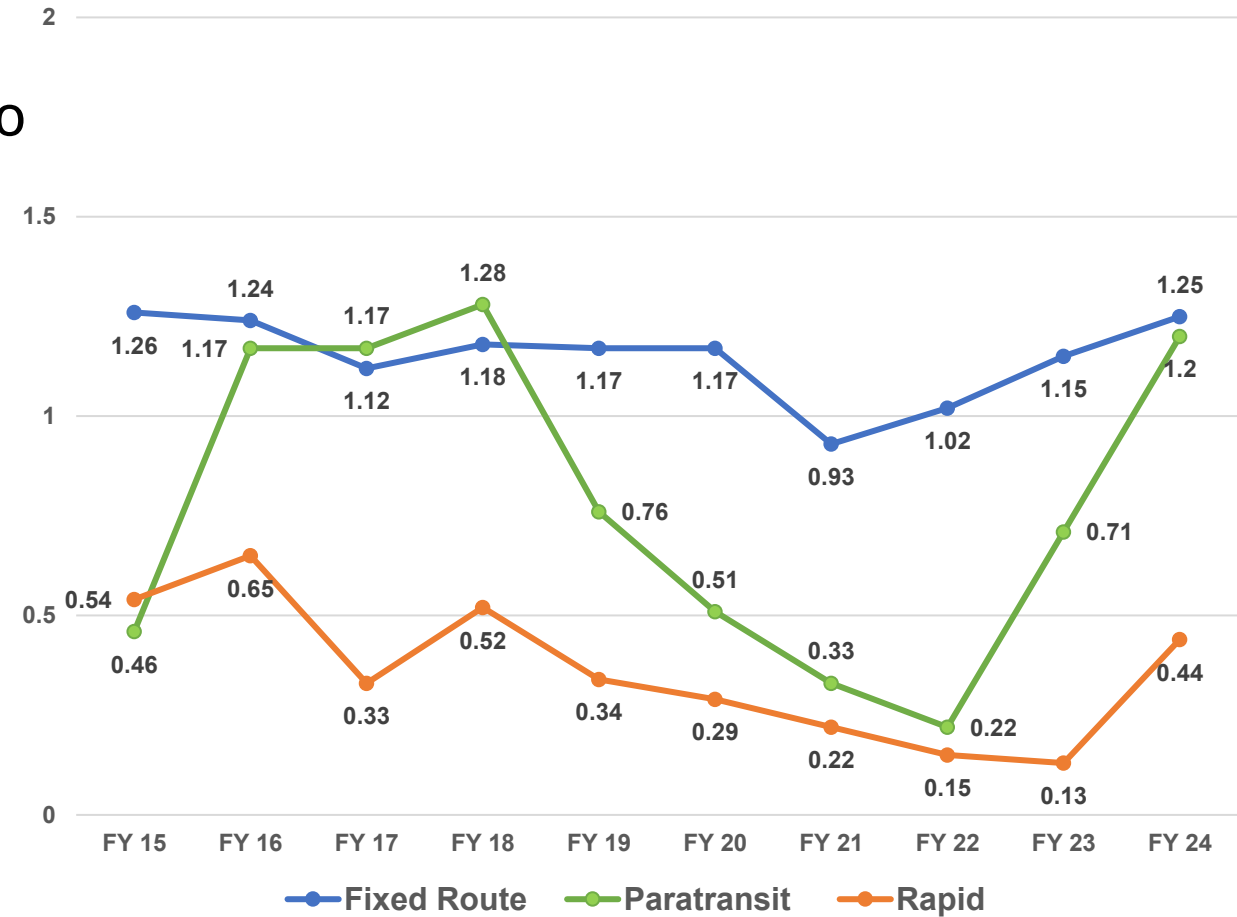


Safety Highlights

- Overall accident rate has improved by 24% since FY14
- Continued electronic mirror pilot with Rosco
- Developed Transit Worker Assault Risk Reduction program



Bus Preventable Accident Rates Per 100K



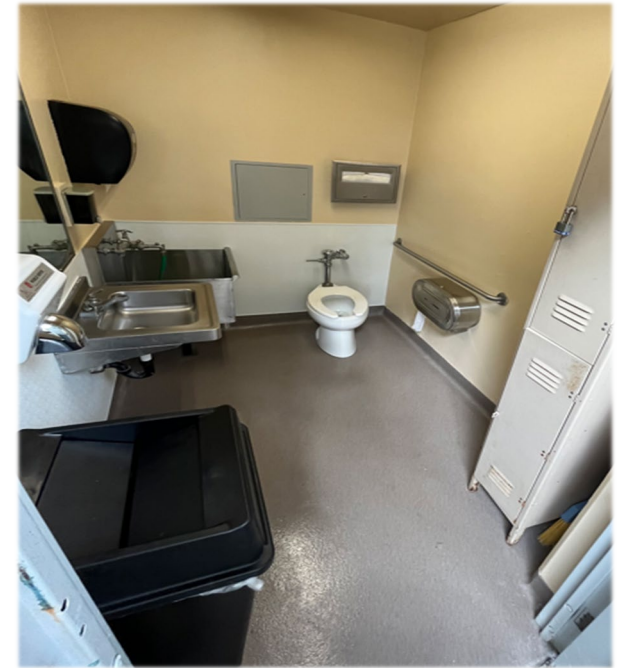
Transit Services

- Moved bus operator training courses to every three weeks
- Developed Customer Service Playbook training program
- Got licensed for drone flying to assist with training, safety, and ops videos.
- Implemented split pay differential, increased behind the wheel trainer differential, and provided 32 hours of paid time off for first year employees.



Transit Amenities

- Iris west construction and Iris East bus bay relocations – opened 10/15/23.
- Fashion Valley Transit Center restroom rehab including new flooring, FRP board, and mop sink
- New bus driver restroom installations at Euclid Av Transit Center and Palomar St Transit Center



Capital Projects

- New men's and women's service lanes bathrooms at the Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD)
- New men's and women's shop bathrooms at KMD
- Replaced all IAD Ram building HVAC units.
- Removed all underground fuel and oil tanks at IAD to get facility ready for first phase of bus electrification infrastructure.



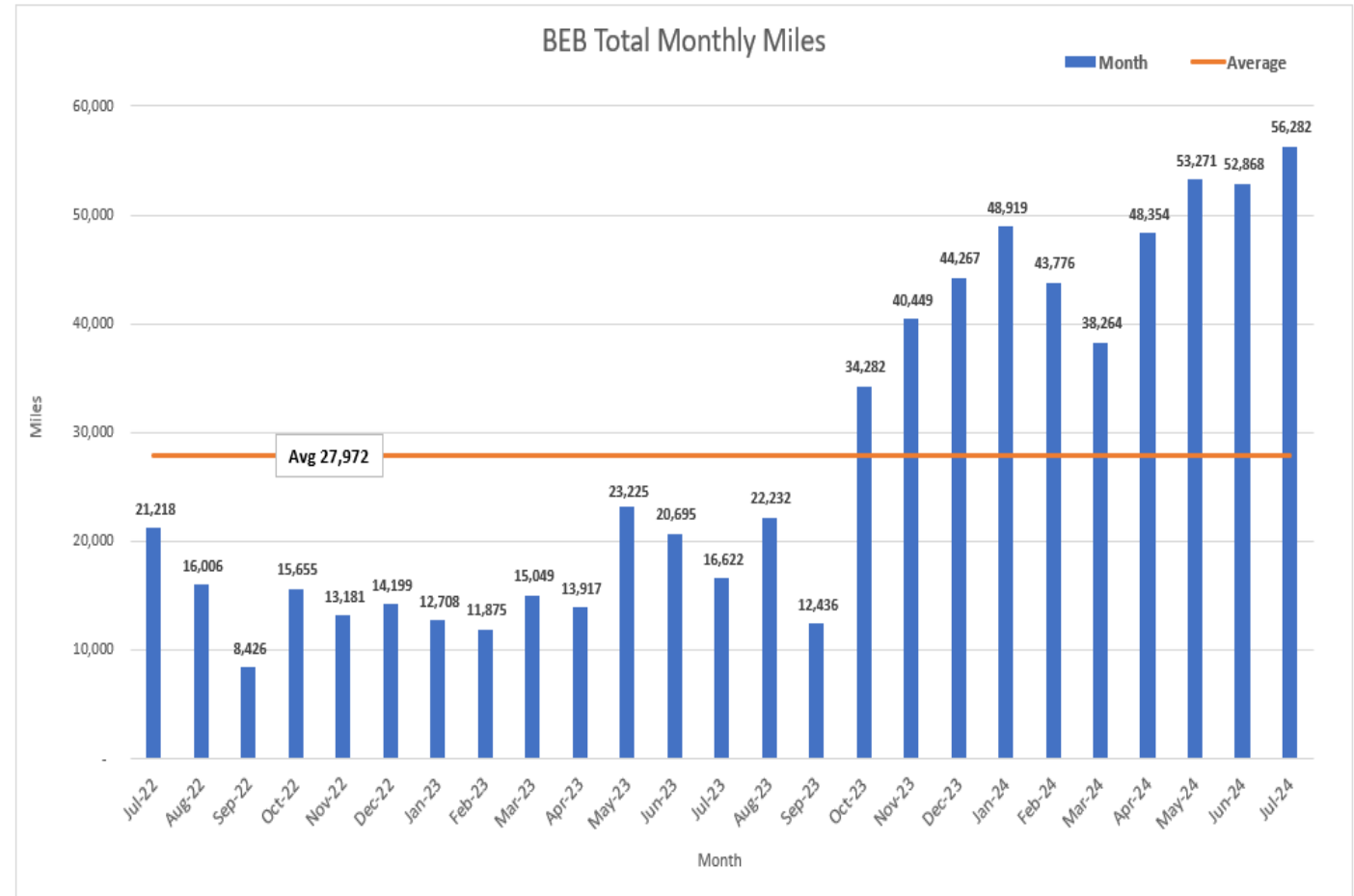
Employee Morale

- Reestablishing Bus Rodeo competition in February 2025
- Designing and building a new employee gym and recreation room at the Imperial Avenue Division.
- Annual CHP Party
- Years of Service Recognition



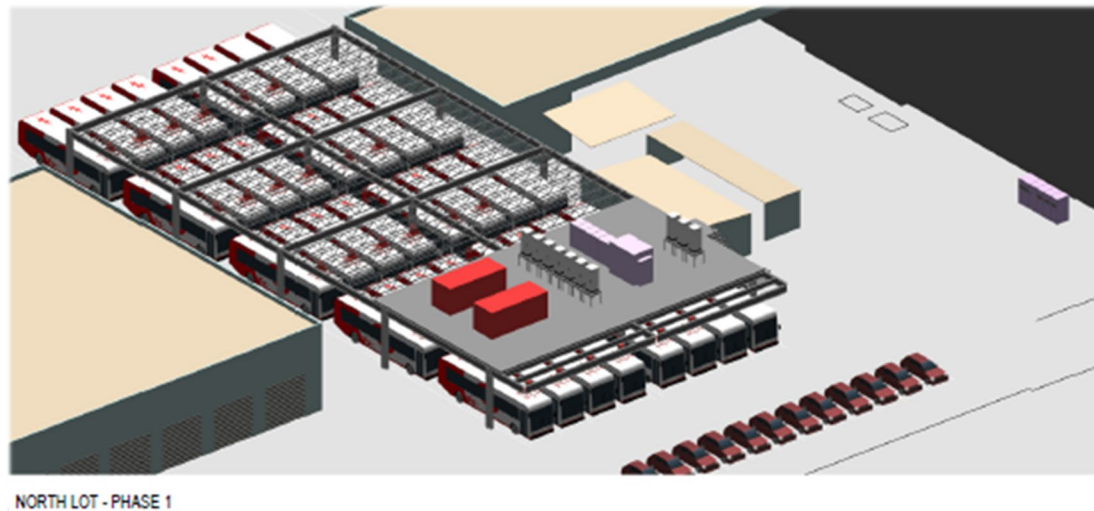
ZEB Transition

- 25 BEB's currently in service
- 1,078,272 miles driven as of July 2024
 - 1-million-mile milestone reached June 2024
 - BEB monthly mileage has been steadily increasing since October 2023

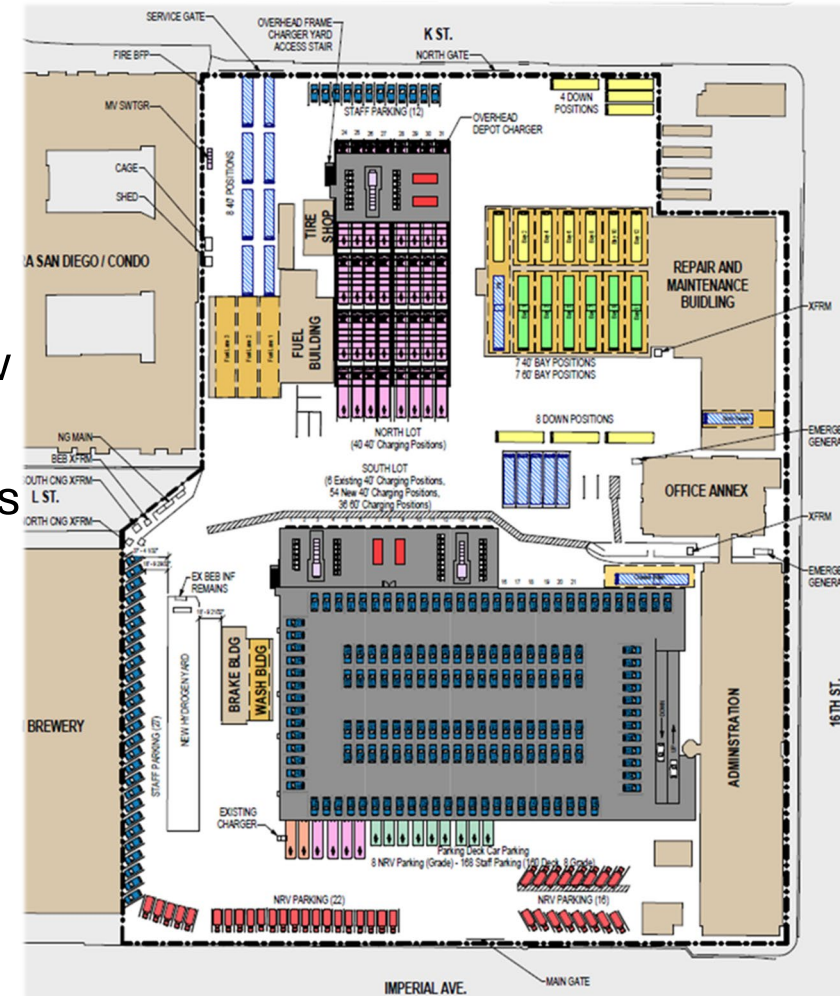


ZEB Transition Continued

- KMD ZEB Master Plan finalized in Spring 2024
 - Beginning of design process for Phase I overhead structure – 38 charging positions
- CTAC Acquisition planning and design
 - 3 of 5 land parcels acquired
 - Workshops held to develop the vision and concept design of the new zero-emission division
- Completed design and bid for IAD overhead structure (construction starts spring 2025)



NORTH LOT - PHASE 1



Fleet Highlights

- Mean Distance Between Failures in FY24 was 6,573 compared to 6,777 in FY23
- 29 buses delivered to ensure state of good repair and put into service in FY24
- Took delivery of 24 cutaways (in service Winter 2024)



MTS Access Services

- Access ridership at 64% of pre-pandemic levels
- 26% increase in ridership from FY23 to FY24
- OTP increased from 84% in FY23 to 88% in FY24
- Booked 400,718 reservations (up 25% from FY23)
- Successfully transitioned SVCC service to NCTD
- APTA Peer Review conducted for Access services in February 2024
- Developed a timeline to adopt some of the industry best practices suggested by the peer review team



Support Services

- Received more than 310,000 customer phone calls, with an average wait time of less than one minute and less than 4% abandonment
- Processed nearly 11,000 customer feedback cases
 - Overall KPI for system total improved to less than five (4.6) complaints per 100,000 passengers
- Provided Passenger Support for more than 265 special events
- Continued to expand and provide support for PRONTO Partners program
- Implemented the Online Reduced Fare Application for PRONTO
- Open Payment launched July 2024



Safety and Service Awards 2024

- Over 400 Bus Operators, Maintenance, and Support Services employees awarded
- 14 New Bus Operators qualified for the National Safety Council's Million Mile Award

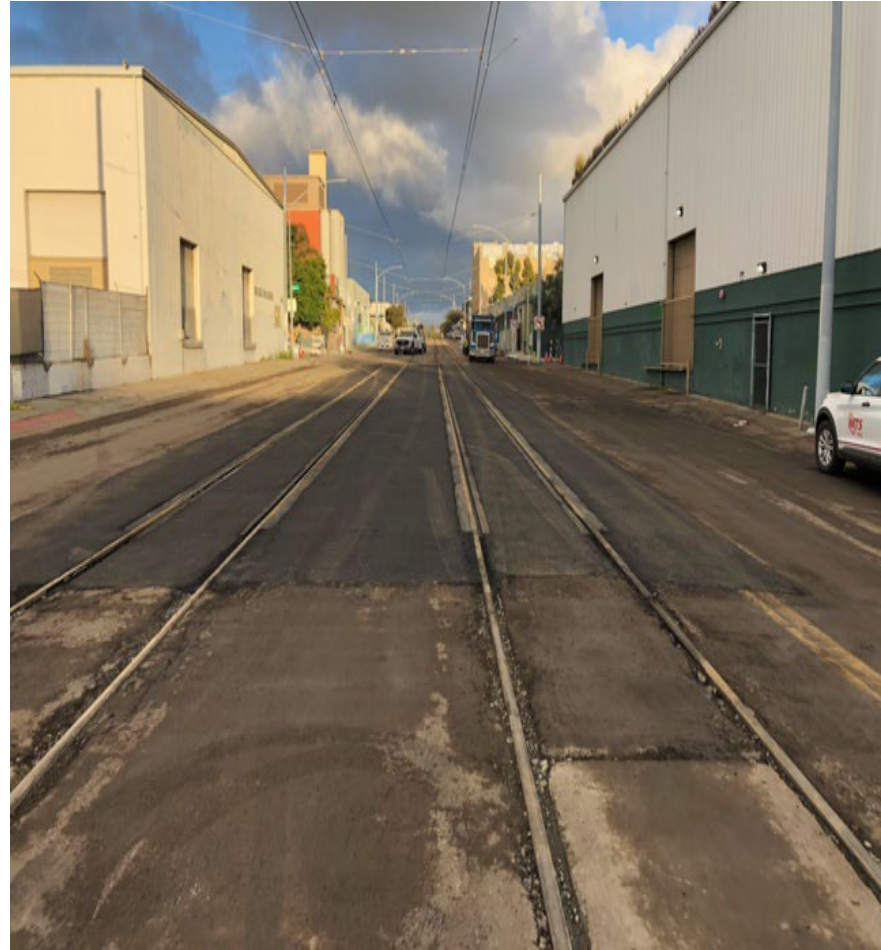




A photograph of a transit station platform. A new concrete walkway with a metal railing is under construction or recently completed, running along the edge of the platform. The railing is made of vertical metal bars. In the background, there are power lines, a building, and a clear sky. The text "CAPITAL IMPROVEMENT PROJECTS" is overlaid in red.

CAPITAL IMPROVEMENT PROJECTS

Commercial Track Replacement



Francis Street Grade Crossing



62nd Street Crossing and Station



Massachusetts Ave Station



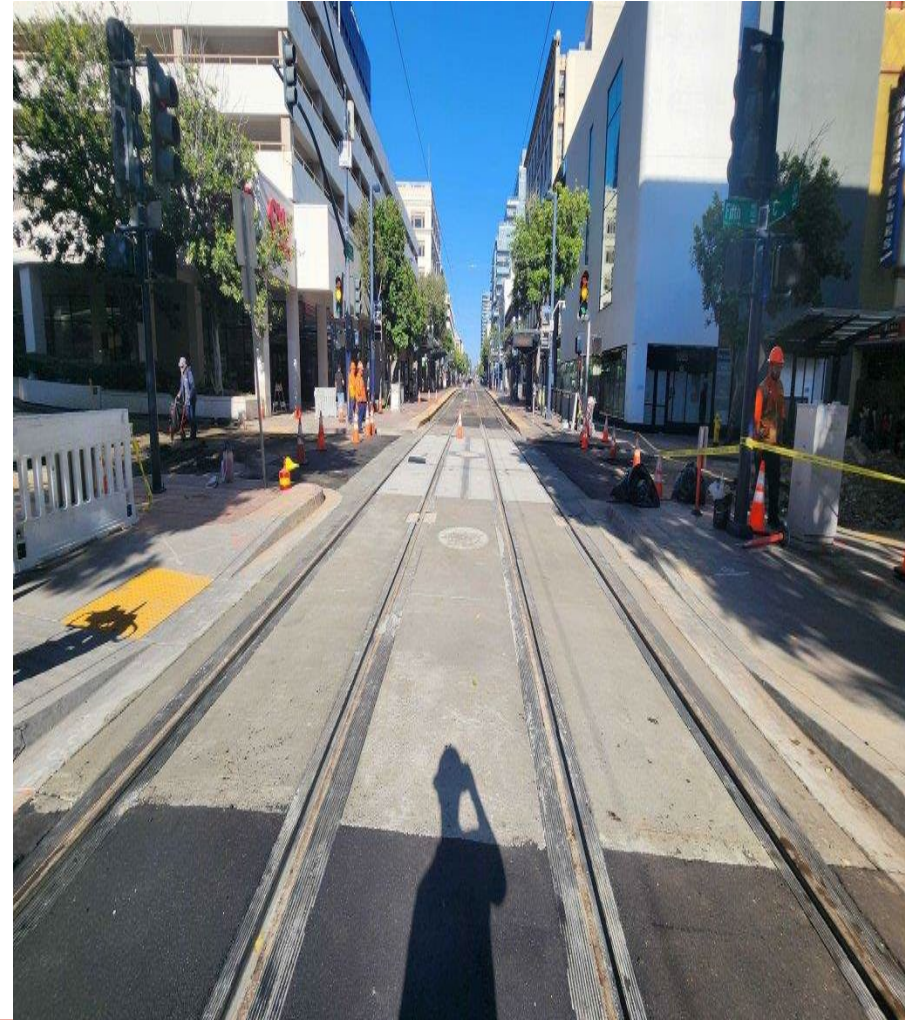
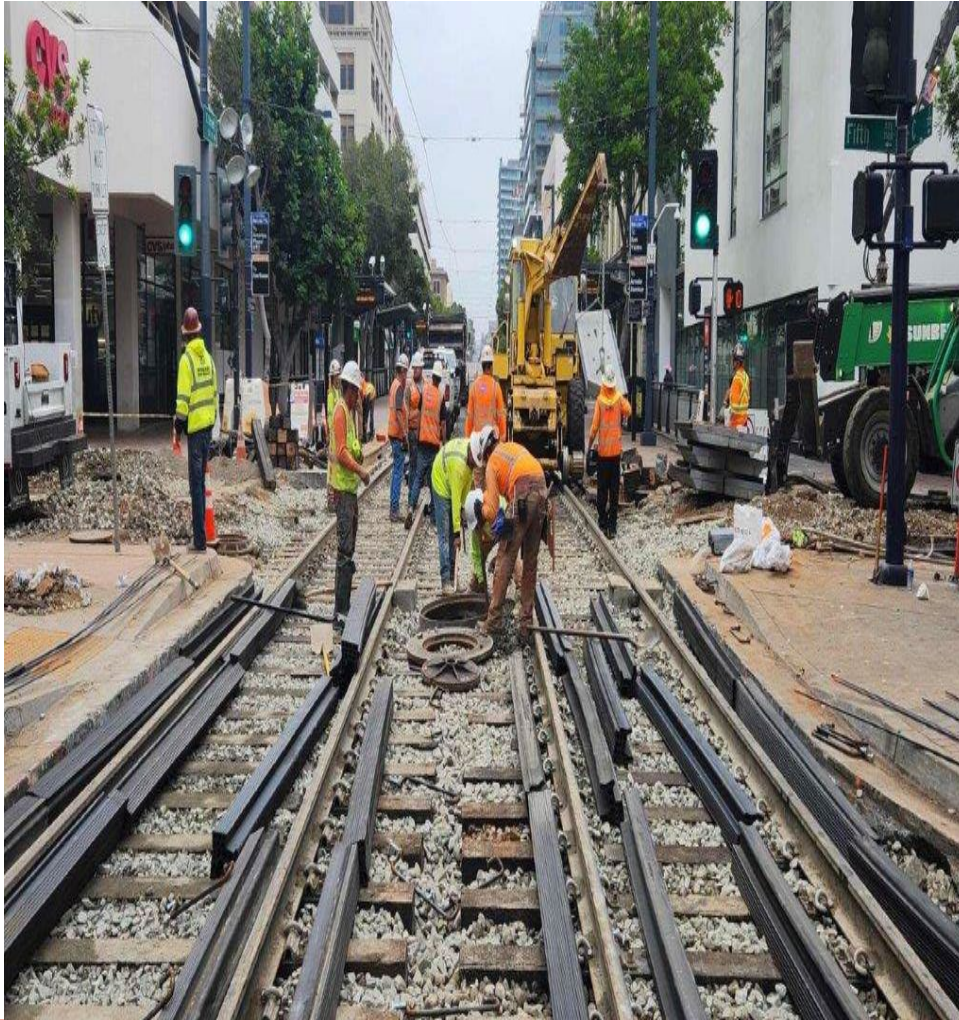
27th Street Grade Crossing



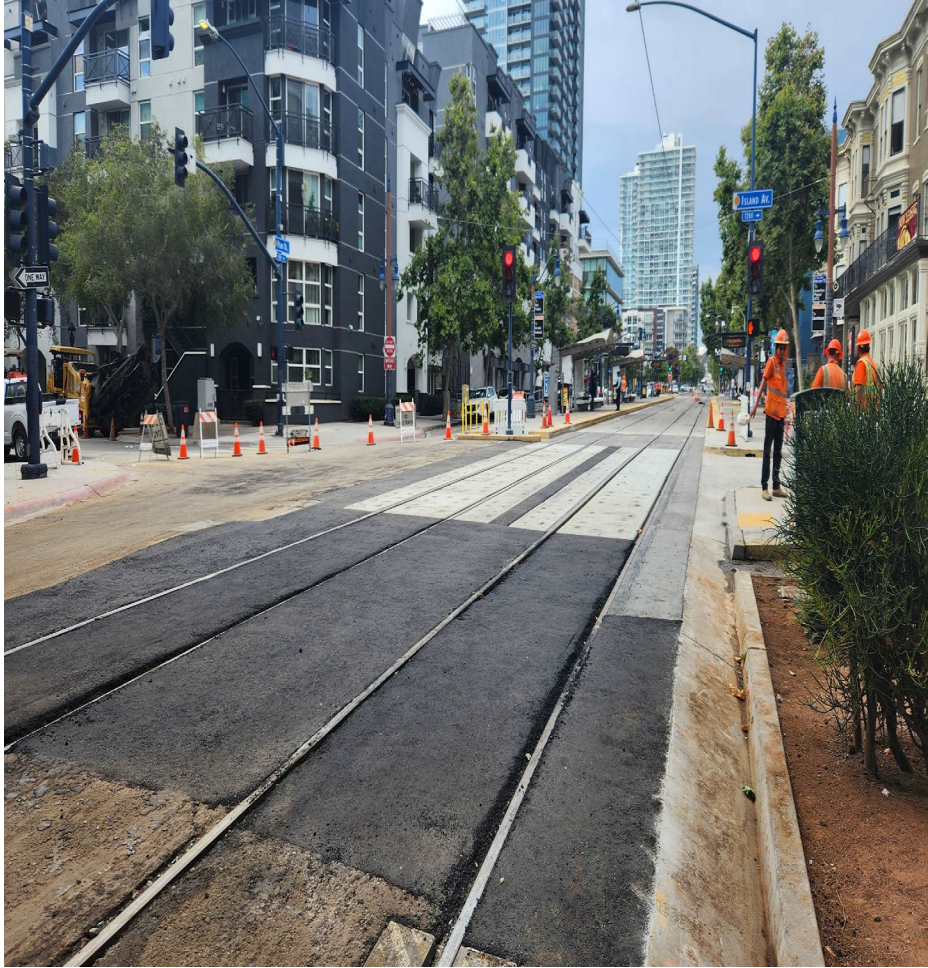
Civic Center Grade Crossing



5th Avenue & C Street Crossing



Island Street Crossing



Blue Line Tie Replacement Program



FTA Bridge Inspection



Impedance Bond Copper Wire Hardening

BEFORE

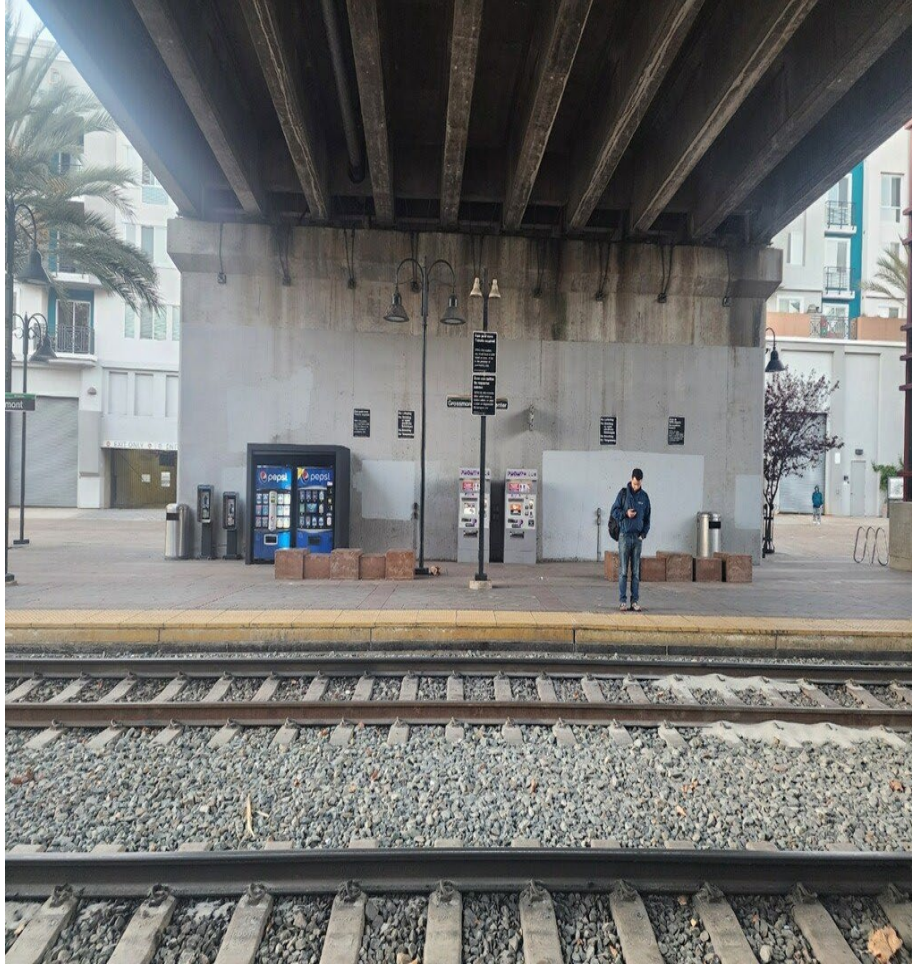


AFTER



Grossmont Station Mural

BEFORE



AFTER



Grossmont Station Mural

BEFORE



AFTER

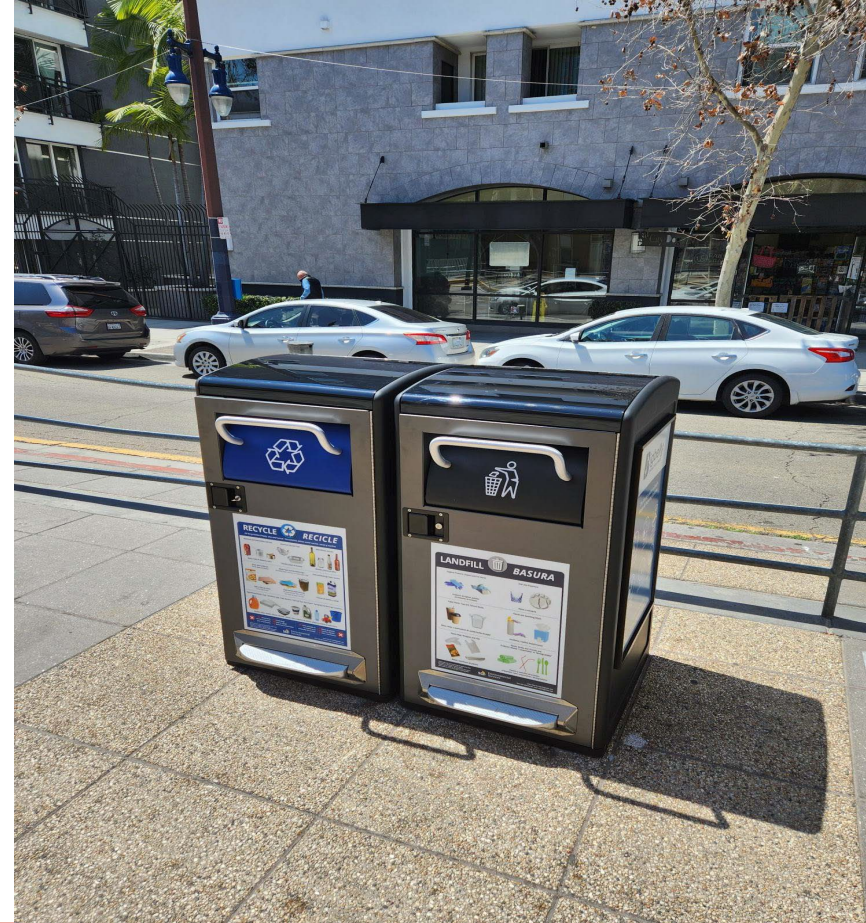


Big Belly Trash Can Replacement – Downtown & Blue Line

BEFORE



AFTER



Grantville Landscape

BEFORE



AFTER

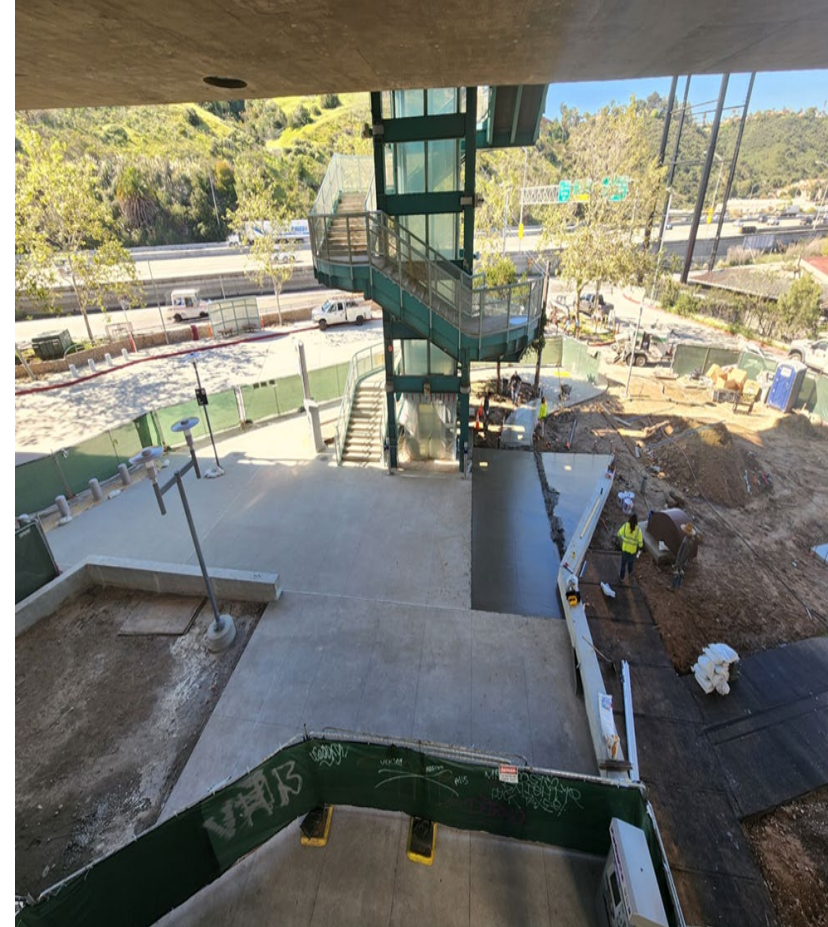


Grantville Surface Refresh

BEFORE



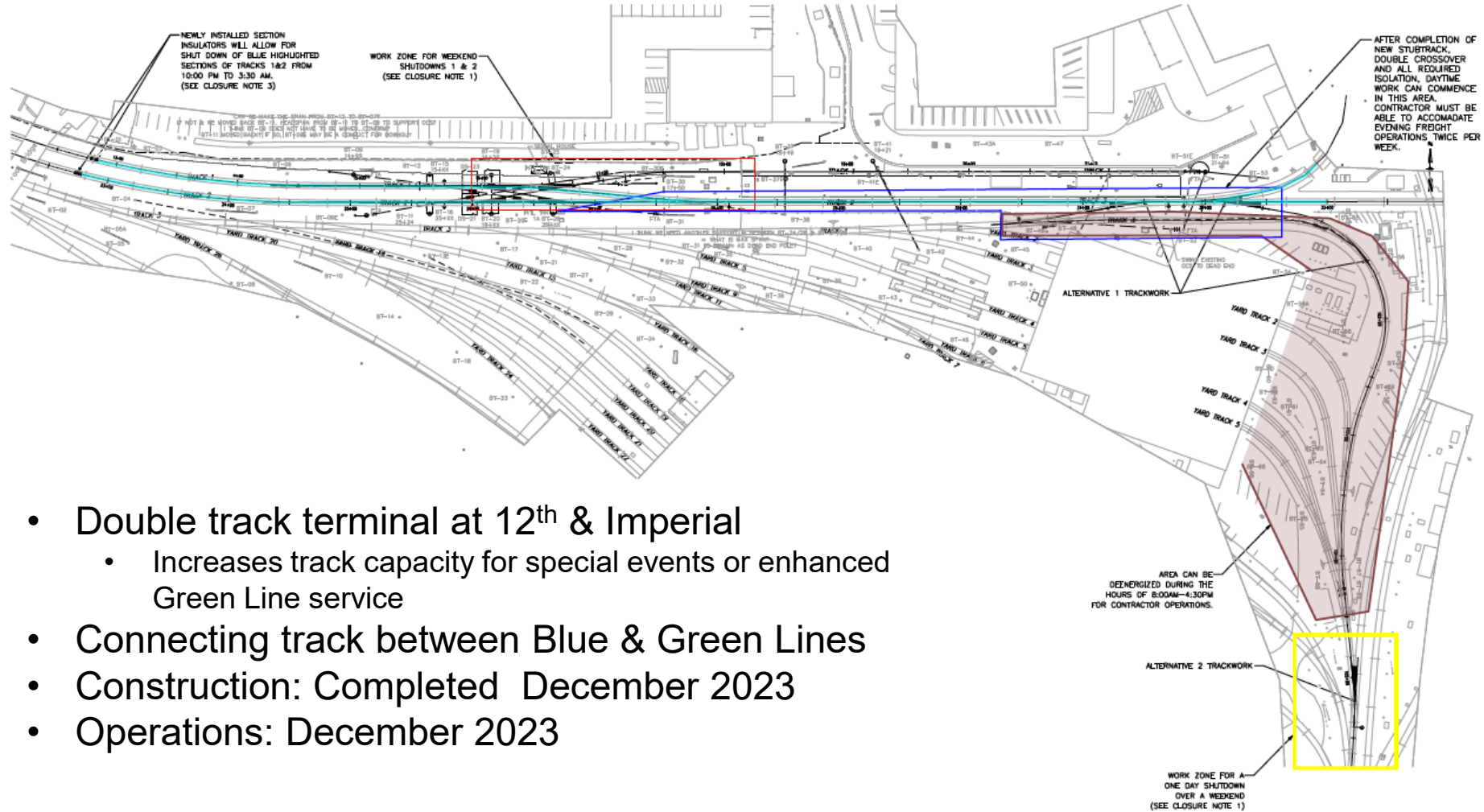
AFTER



Grantville Painting



Imperial Double Track Project



- Double track terminal at 12th & Imperial
 - Increases track capacity for special events or enhanced Green Line service
- Connecting track between Blue & Green Lines
- Construction: Completed December 2023
- Operations: December 2023

Imperial Terminal Double Track

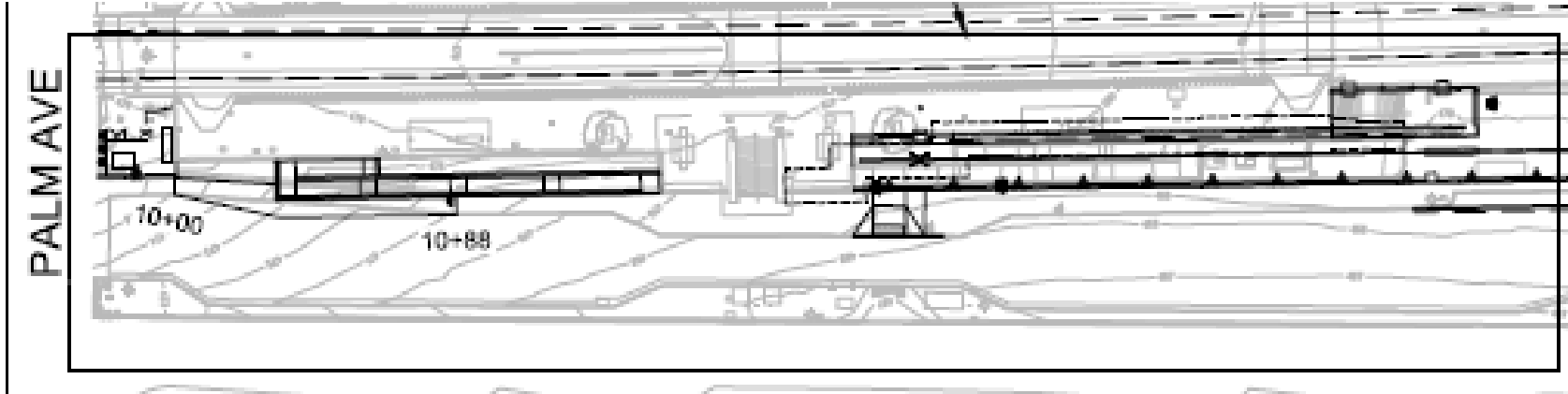
Before: Single Terminal



After: Double Terminal



El Cajon Third Track Project



- Third track at El Cajon Transit Center
 - Separate terminal track for future service options
- Construction: Completed August 2024
- Operations: September 29, 2024

El Cajon Third Track



El Cajon Train Operator Lounge



A photograph of a red high-speed train, likely a Shinkansen, inside a large industrial facility. The train is positioned on tracks, and its front end is visible. The background shows the interior of a factory with a high ceiling and various equipment. The text "5000-SERIES VEHICLE COMMISSIONING" is overlaid in red on the image.

5000-SERIES VEHICLE COMMISSIONING

5000 Series Vehicle Commissioning

- SD-10 Procurement
 - 16 of 22 option vehicles have been delivered to San Diego, with the final vehicle scheduled for February 2025.



5000 Series Vehicle Commissioning



Vehicle Commissioning 5071-5092



The background image is a faded photograph. On the right, a red train engine is visible, with 'LINEA VERDE' on a green sign above the windshield and '1003 Mendoza' written below it. On the left, a dark-colored car is parked on a street next to a building with arched windows.

MTS RAIL VEHICLE SECOND-LIFE PROGRAM

2012, 13 U-2s Shipped to Mendoza, Argentina



15 SD100 Vehicles Shipped to Mendoza, Argentina



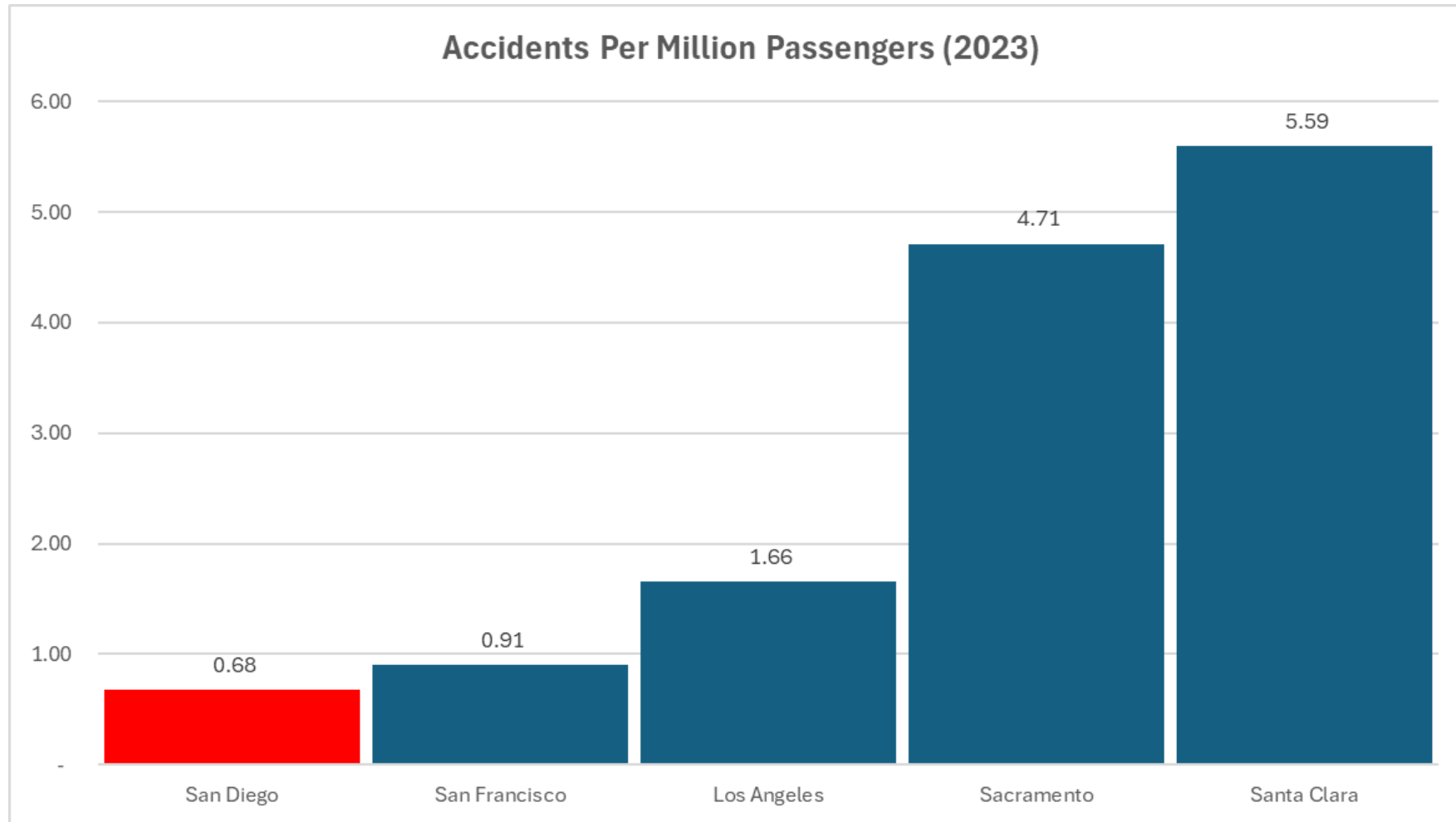
52 Siemens SD100 LRV Fleet

- 13 LRVs have been recycled (Cost \$10K per unit)
- 39 SD100 LRVs have been donated to provide service in Mendoza, Argentina, along with the previously mentioned U2 fleet

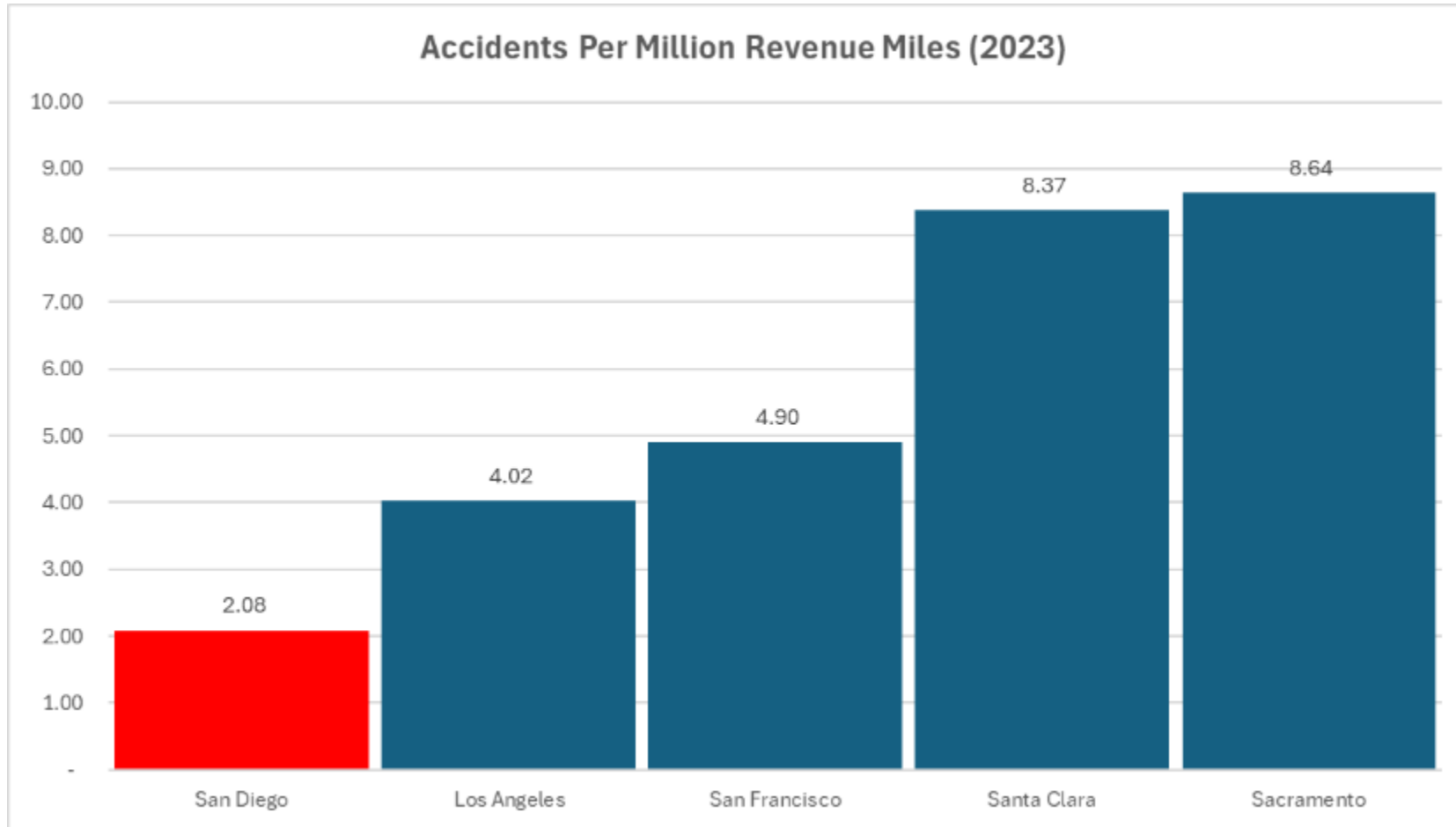


RAIL SAFETY AND OPERATIONS

California Light Rail Accident Rates



California Light Rail Accident Rates



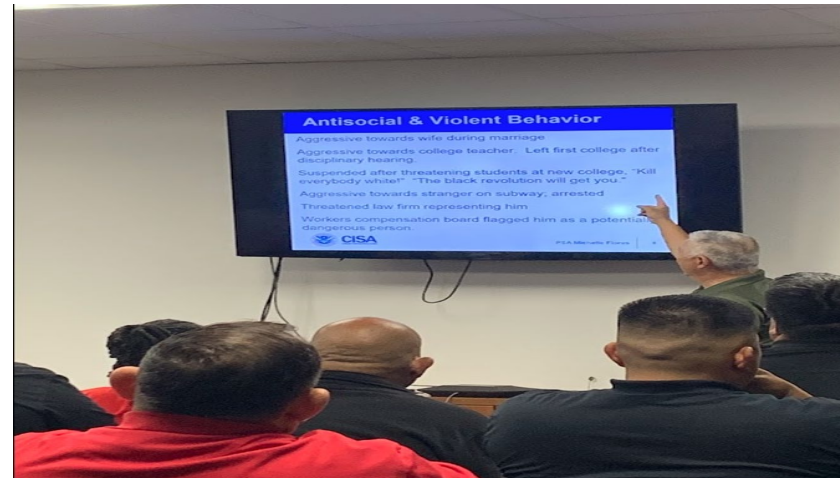
Washington Street Grade Crossing Improvements



System & Vehicle Familiarization - Outside Agency Personnel Training & Emergency Drills (Rail)

Agency	Date	Topic
San Diego Fire Department	April 29, 2024	Heavy Rescue Training -LRV/Bus Vehicle Familiarization
MTS K-9 Unit	May 22, 2024	Narcotics, Explosive and Controlled Aggression Training
San Diego Fire Department	May 28, 2024	Heavy Rescue Training- Lifting Points, LRV Familiarization
San Diego Fire Department	May 29, 2024	Heavy Rescue Training -Lifting Points, LRV Familiarization
San Diego Fire Department	June 6, 2024	LRV/Bus Vehicle Familiarization
MTS K-9 Unit	July 10, 2024	Narcotics, Explosive and Controlled aggression Training
Department of Homeland Security	August 7, 2024	Active Shooter behavioral characteristics, pathway to violence methodology, "Run Hide Fight," Suspicious Activity, and some "stop the bleed" information.
Department of Homeland Security	August 14, 2024	Active Shooter behavioral characteristics, pathway to violence methodology, "Run Hide Fight," Suspicious Activity, and some "stop the bleed" information.

Heavy Rescue Active Shooter



2024 CPUC Audit

- Seven elements were reviewed based on 49 CFR Part 673 requirements for the Public Transportation Agency Safety Plan (PTASP) , MTS System Security Plan, and General Order 164-E. The elements scheduled for review from the PTASP Safety and Security Master Audit Schedule were:
 - Checklist 01: Policy Statement
 - Checklist 02: Purpose, Goals and Objectives
 - Checklist 03: RTA Management Structure
 - Checklist 11: Internal Safety and Security Audit Program
 - Checklist 13: Facilities and Maintenance Inspections
 - Checklist 14: Maintenance Audit and Inspection Program
 - Checklist 17: Compliance with Local, State and Federal Safety Requirements
 - Checklist 19: Drug and Alcohol Program
 - Checklist S-3: : Identification Concepts for Passenger and Employee Security
 - Checklist S-6: The process for notifying, investigating, and reporting security breaches

Special Events (FY 24)

- 236 special events (and on pace for more in FY25)
- 226 of these events required extra service.
- Roughly 2,700 extra trips
- Estimated 980,000 extra passengers

EVENT LIST	
PETCO PARK	99
Padres	87
Padres FanFest	1
Concerts (Morgan Wallen x2, Slightly Stoopid, Wild Horses, Proper x2, Billy Joel)	7
San Diego Rodeo	3
Holiday Bowl	1
SNAPDRAGON STADIUM	30
Wave	15
SDSU Football	7
SDSU Football Scrimmage	1
SDSU Soccer	2
Int'l Soccer (CONCACAF W Gold Cup, Manchester United, USWNT, NWSL)	9
World Lacrosse Championships	1
San Diego Loyal	1
Concerts (Coldplay x2, GnR, Pink)	4
Monster Jam	4
Supercross	1
San Diego CIF	1
SAN DIEGO STATE UNIVERSITY	72
SDSU Basketball	16
Viejas & OAT Concerts	56
OTHER MAJOR EVENTS	18
Comic-Con	5
La Mesa Oktoberfest	3
Big Bay Boom	1
Bike Races, Marathons, etc	8
Charter	1
Holy Jolly Trolley	1
CLOSURES	50
Nights	24
Full Days (not including full month shutdown of Orange Line)	26

Comic Con 2024

- Special Event Line with service Balboa to Imperial
- Enhanced service on Orange, Blue and Green Lines
- Extensive efforts from all departments within MTS

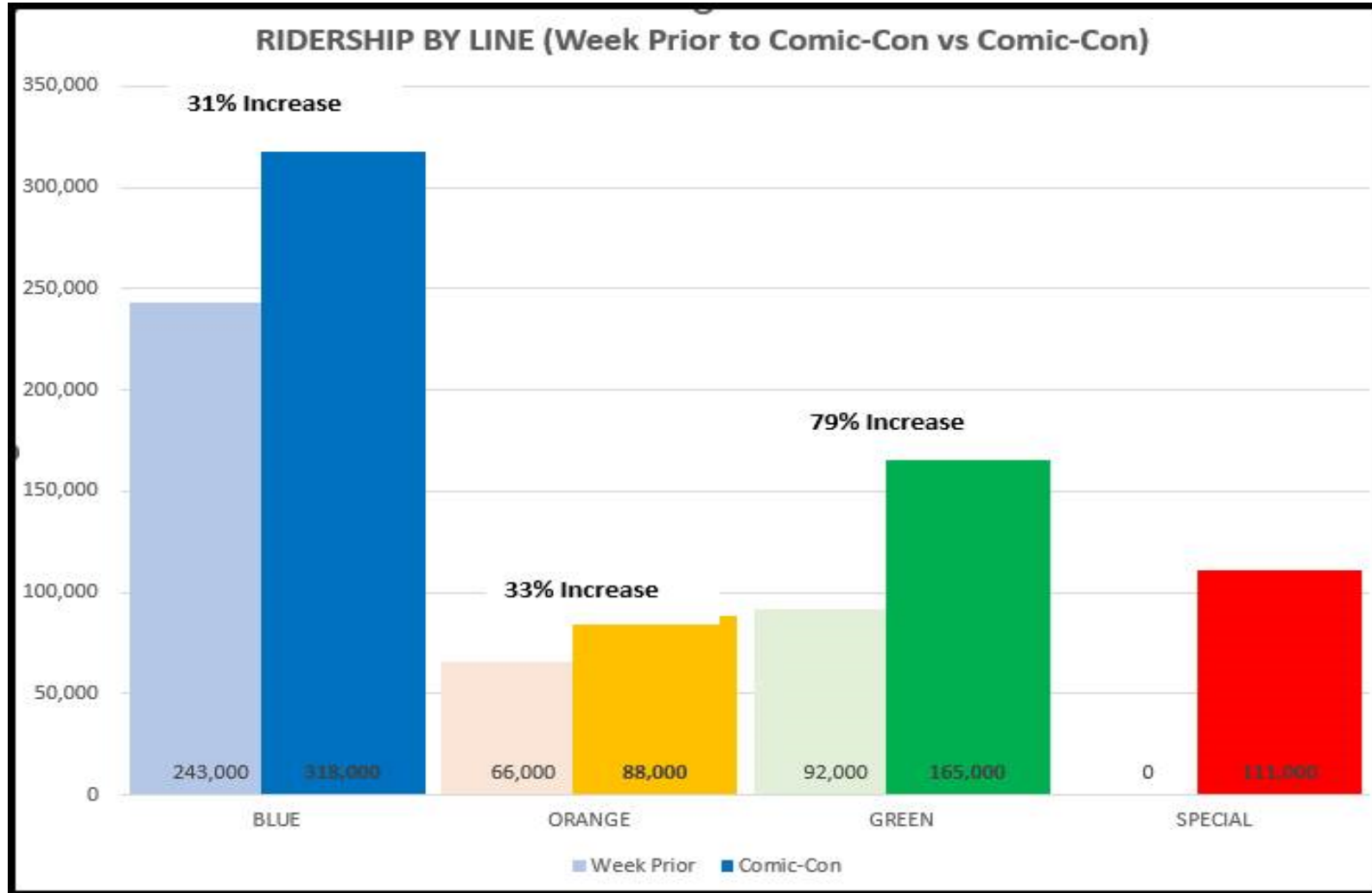


Comic Con 2024

2024			
	Comic-Con	Previous Week	NET
Thursday	174,590	119,921	54,669
Friday	185,131	121,311	63,820
Saturday	184,105	92,039	92,066
Sunday	138,561	84,273	54,288
TOTAL	682,387	417,544	264,843
Net Change	264,843		
Pct Change	63.43%		

2023			
	Comic-Con	Previous Week	NET
Thursday	167,946	111,740	56,206
Friday	179,715	117,259	62,456
Saturday	164,819	84,425	80,394
Sunday	126,004	75,249	50,755
TOTAL	638,484	388,673	249,811
Net Change	249,811		
Pct Change	64.27%		

Ridership – Comic Con



Questions/Comments



**Metropolitan
Transit
System**

PUBLIC COMMENT
AI 26, 10/17/2024
No. in Queue:1

CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #26. A paraphrased version of Truth's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](https://www.sdmts.com)

San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for multiple cities in San Diego County.

