

EXHIBIT 1-A: SUPPLEMENTAL STATEMENT OF WORK

TO PARATRANSIT SERVICE CONTRACT (No. 6086103) BETWEEN KING COUNTY AND MV TRANSPORTATION, INC.

1. Overview of Coronavirus Pandemic Response (COVID-19) Mobility Service

The global public health crisis precipitated by the coronavirus (COVID-19) pandemic presents significant challenges to the ongoing delivery of vital public services in King County. Among other things, the rapid and extensive spread of the novel coronavirus/COVID-19 outbreak has strained emergency medical response resources. In anticipation of the possibility that the rate of COVID-19 infections will exceed the surge capacity of ambulances and other first responders, and in order to ensure the continued functioning of the region's health care systems, the County believes it is critical to provide supplemental transportation services for those persons who have been confirmed positive for COVID-19, and those who are symptomatic but have not yet received a confirmed diagnosis for the illness, from isolation and quarantine sites throughout King County to hospitals and other medical providers.

King County Metro is committed to providing integrated, innovative mobility solutions in all circumstances and the current public health crisis is no exception. Working in partnership with King County's Department of Community and Human Services ("DCHS") and Public Health – Seattle & King County ("Public Health"), Metro will develop and implement a supplemental mobility service to help make essential transportation services available to transport COVID-19 patients to various facilities being set up to support the COVID-19 emergency response efforts, which includes transportation to and from Isolation and Quarantine facilities, Assessment/Recovery centers ("AC/RC"), and to and from critical medical services.

As part of the County's efforts to provide pandemic-related supplemental transportation and mobility services, Metro and MV are mutually committed to implementing measures to protect driver health and safety by reducing the transmission of any airborne viral pathogens conveyed by passengers through respiratory droplets. Such protective measures will include physically isolating drivers from contact with passengers by sealing off the driver compartment/area with a transparent, plexiglass barrier and providing drivers with personal protective equipment ("PPE"), including masks, gloves, protective eyewear, and hand sanitizer, as necessary, minimizing driver contact with passengers, and adopting measures to clean and sanitize fleet vehicles used in the provision of COVID-19 mobility services.

In support of the County's coronavirus pandemic response mobility service, hereinafter "Transportation for Pandemic Response (TPR)," MV will provide transportation services to include vehicle operations, maintenance, sanitization, operational supervision and administrative oversight.

2. Service Model

a. Population Served

Passengers will be ambulatory only. No wheelchairs or other mobility aids requiring driver assistance for securement purposes will be allowed. Alternative transportation arrangements will be made for anyone requiring driver assistance to ride, including those with mobility devices that require driver assistance to secure and/or to board/deboard.

b. Service Areas; Origins/Destinations

Agency liaisons will schedule trips to and from at least five (5), but potentially up to ten (10) quarantine/isolation sites, serving up to 1,000 individuals in western King County, including four (4) key AC/RC sites serving up to 150-300 individuals per site. Sites and locations may be added or disbanded as developing circumstances warrant.

Passengers will be coming to and from medical facilities, homeless shelters, assisted living facilities, and other locations housing vulnerable individuals, including personal homes.

3. Trip Scheduling and Dispatch

a. Scheduling

Agency liaisons will schedule trips during focused periods in the AM and PM. Trips will also be scheduled as needed during the day between 8 AM and 7 PM. Most trips will have passenger loads of 1-6 individuals. Less common will be passenger loads of 6-10 individuals.

Rarely, a series of trips may be requested to serve 20-50 individuals. In a worst-case scenario, not more than once a day, a request may be made to serve 100-400 individuals in a series of trips from a single origin to a single destination. MV shall immediately alert Metro staff of any requests to transport 60 or more individuals. If any such requests are received, MV shall first obtain authorization from Metro before deploying personnel and vehicles to satisfy the request. Metro may direct MV to

coordinate any such service requests with a third-party or, if resources allow, ask MV to take a lead role in coordinating the service request with third-parties.

Scheduling shall differentiate between confirmed COVID-19 positive customers (“PC”) and COVID-19 presumptively positive customers (“PPC”).

Trip runs shall be designed/built so that, to the extent possible, multiple COVID-19 positive passengers can be transported without the vehicle needing to be returned to base for cleaning between trips.

b. Dispatch

- Dispatch shall be conducted by existing MV dispatchers on existing systems.
- Dispatch and reservations communications shall come through on dedicated phone line and phone system skill(s) provisioned by the County.
- Reservations will be made by DCHS or other agency(ies) and communicated to MV’s dispatch coordinator.
- Dispatch shall isolate radio communications with operators to the “Training & Event” talk group.

c. System Configuration

- All routes shall be assigned a dedicated *ProviderID*.
- All bookings shall be assigned a dedicated *FundingsourceID(s)* and utilize the “FR” Faretype
- Vehicle capacities for the vehicles assigned to the fleet shall be adjusted to restrict boardings to ambulatory passengers only.
- All trips shall be booked to newly created generic client records that delineate between PC and PPC passengers.
- All trips shall be booked using a new set of assigned *Bookingtypes*.
- Sanitization on route schedules shall be indicated through a *Breaktype*.

4. Fleet and Base(s)

a. Fleet

The County will provide all vehicles required for the TPR service. MV-1 type vehicles shall serve as the primary vehicles service delivery.

At a minimum, the following vehicle types and quantities will be used to provide the TPR service:

- MV-1 (20) – 2 ambulatory passengers

- Cut-away (10) – 10 ambulatory passengers

b. Duty Types

The County envisions that the fleet deployed for the TPR service will be sub-divided into two duty groups: (1) for passengers confirmed to be positive for COVID-19 (TPR Confirmed Duty Fleet (“CDF”)); and (2) for passengers that are symptomatic but for whom positive confirmation of COVID-19 is still pending (TPR Presumptive Duty Fleet (“PDF”).

The TPR Confirmed Duty Fleet (CDF) will include a minimum of one (1) cut-away and two (2) MV1s. The number of vehicles assigned to either the CDF or the PDF may increase or decrease based on demand.

c. Physical Segregation of Operators; Dedicated Fleet Vehicles

All TPR service vehicles, including both the CDF and the PDF, will have a physical barrier installed between the operator and passenger areas as represented in Attachment 1 (Images 1 through 8), which is incorporated herein by this reference.

Vehicles deployed for use in both the CDF and the PDF shall be equipped with back-up sets of PPEs.

Vehicles used for the provision of TPR service will be removed from general Access operations, segregated from the rest of the Access fleet and dedicated solely to the provision of TPR service. Such vehicles will not be used to transport general Access customers until such time as Metro directs that they may be returned to regular Access service.

d. Base(s)

The TPR service will be operated from the old Kent Base located at 8002 S. 208th St. Ste E105, Kent, WA 98032. This includes storage of vehicles, cleaning and sanitation as provided in Sections 7 and 8 of this Exhibit 1-A, and minor maintenance.

Dispatch, road supervisors, and major maintenance will be based out of MV’s new Kent Base located at 8657 S. 190th St., Kent, WA 98031.

Additional base(s) may be added as necessary.

5. Driver Safety Measures

Measures will be instituted for the safety and health of drivers as recommended by public health professionals, including physical segregation of the driver's compartment in TPR fleet vehicles, and distribution of personal protective equipment (PPE) to drivers performing TPR service. The goal is to isolate passengers from operators while in transit and provide enough protection to operators to reduce risk of transmission, while serving this critical public health need.

a. Volunteer Drivers Only; No Contact with Passengers

The TPR service will be operated by drivers who volunteer for the work. No drivers will be required to participate.

Except in the case of an emergency, vehicle operators shall not leave the driver's seat to assist passengers. In the event an emergency requires the driver and passengers to vacate the vehicle, operators shall endeavor to remain a minimum of six (6) feet away from the vehicle passengers at all times.

b. Driver Compartment Shield

Vehicles designated to be used for the provision of the TPR service will be retrofitted to shield the driver area. Vehicle barrier and retrofit services will be provided by the County prior to placing a vehicle in TPR service. In order to isolate the driver's area from passengers, a solid plexiglass barrier will be installed between the driver's area/compartment and the passenger area of the vehicle. Any vehicles not appropriately retrofitted with such driver compartment acrylic shields will not be eligible for use for TPR service. The Contractor shall not remove the vehicle barriers without prior written authorization from the County.

c. Personal Protective Equipment (PPE)

Drivers providing TPR service and employees providing vehicle cleaning and sanitation services will be provided with any necessary personal protective equipment, including face masks, gloves, protective eyewear, hospital-grade sanitizing/disinfectant wipes (germicidal/virucidal) (e.g., Red Top Sani-Cloth disinfecting wipes) and hand-sanitizer, as determined in consultation with Public Health and consistent with any applicable available guidance and recommendations from the Washington State Department of Health and the federal Centers for Disease Control and Prevention ("CDC") as appropriate.

d. Passengers; Emergency Response Protocols

Unless otherwise directed by Public Health and DCHS, all passengers transported on TPR service vehicles will be required to wear a face mask at all times.

In the event that a customer on board a COVID-19 fleet vehicle requires emergency assistance, the driver will, as soon as safely practicable, pull over and immediately inform dispatch. The dispatcher will in turn immediately contact emergency medical services (“EMS”). The driver is not to leave the driver’s compartment to assist the passenger. If EMS services become overwhelmed with COVID-19 cases or are otherwise unavailable, the driver may be directed to drive to the nearest hospital location.

6. Training

a. Drivers

All TPR service drivers will undergo training in the proper use of personal protective equipment (PPE), transporting passengers with COVID-19, emergency procedures, pickup and drop off protocols, and safety limitations. DCHS will be responsible for providing driver training to the Contractor as specified above. All drivers will provide the Contractor with written (signature) acknowledgement that they have received such training prior to operating any TPR service vehicles.

b. Road Supervisors

All Road Supervisors shall receive special training on TPR service and TPR fleet vehicles. Road Supervisors shall also be trained in appropriate accident and/or incident procedures/protocols. Under no circumstances are Road Supervisors to enter the passenger compartment of any in-service TPR fleet vehicles, or question passengers on such vehicles.

c. Dispatcher(s)

Dispatchers will be trained on protocols and procedures outlined in this Exhibit A-1 (Supplemental Statement of Work), driver safety, and DCHS expectations and responsibilities.

7. Vehicle Maintenance Schedule and Sanitization Standards

Vehicles engaged in the performance of TPR service will be subject to heightened maintenance requirements, including the frequency and standard of cleaning and sanitization.

a. Maintenance

Vehicle maintenance shall be performed by the Contractor's own personnel after vehicle sanitization.

b. Sanitization Standards

Hospital-grade cleaning products (e.g., Red Top Sani-Cloth disinfecting wipes) will be used to fully disinfect vehicle interiors.

CDF vehicles shall be cleaned at end of each service day consistent with any directives or protocols required by Public Health.

PDF vehicles shall be cleaned periodically throughout the service day consistent with the protocols set forth below in Section 8 of this Exhibit 1-A.

The Contractor shall follow regular cleaning and maintenance procedures for cleaning any bodily fluids.

8. Operator Duties and Responsibilities

All operators TPR service shall be responsible for performance of the following tasks:

- Receive PPE training from DCHS and Department of Public Health (DPH) staff
Operate vehicle, (DCHS or medical staff greet and escort passengers at origin and destination).
- Ensure that the fleet vehicle her or she will be operating is properly fueled prior to picking up the first passenger.
- Conduct pre-trip vehicle inspections ("DVI's") on exterior portions of the vehicle only. (This procedure is to be performed using the Zonar 9 on-board vehicle system.)
- Drivers will NOT use paper manifests for this service.
- Comply with the following PPE requirements and protocols (as directed by Public Health):
 - Wear PPE as directed. Per Public Health, driver PPE is only required when entering contaminated vehicle areas outside the driver enclosure, either during or after patient transport.

▸ When entering contaminated areas outside the driver enclosure, Public Health recommended PPE for drivers consists of:

- Mask
- Gloves
- Eye shield if passengers are present (not needed for cleaning)

Drivers will be assigned to either CDF or PDF fleet vehicles. Depending on the assignment, drivers shall comply with the following PPE requirements and protocols (as directed by Public Health).

After each run/trip, Contractor assigned to PDF vehicles shall:

- Don mask and gloves.
- Wipe down all interior surfaces with Red Top Sani-Cloth sanitization wipes.
- Properly dispose of cleaning supplies and PPE in designated receptacles which, per Public Health, may be disposed of as bagged trash, which should be handled with gloves, and perform hand hygiene immediately after with soap/water or alcohol hand gel. Should the Public Health Department or other government agency determine that such cleaning supplies and PPE must be disposed of as medical waste, the County will provide the necessary disposal services for such items.
- Once cleaning is complete and dry the vehicle may be returned to service.

For CDF vehicles, drivers shall:

- At the end of his or her shift, or as otherwise directed, return his or her assigned vehicle to the base where it will undergo end-of-day cleaning procedures.

9. DCHS, DPH or Other Agency Duties and Responsibilities

DCHS and Public Health or other agency/medical staff shall be responsible for performance of the following tasks:

- Loading, unloading and securing all riders/patients with confirmed or suspected cases of COVID-19 on TPR service fleet vehicles.
- Working with the drivers, through hand signals, when the vehicle is loaded, and indicating when the driver may depart.

- Communicating with dispatch and confirming the names of all passengers loaded onto a TPR service fleet vehicle.
- Ensuring the rapid and efficient loading and unloading of passengers.
- Maintaining passenger counts and passenger names for manifests and communication purposes.

10. Pricing Applicable to Supplemental Statement of Work

The following table represents the pricing structure applicable to the Contractor's provision of TPR service pursuant to this Exhibit 1-A:

SERVICE PROVISION STAFF – Full Time

FT	POSITION		UNREVISED	REVISED
1	Bus Operator		\$ 27.31	\$ 52.54
2	Window Dispatcher		\$ 1.05	\$ 1.05
3	Operator Trainer		\$ 0.28	\$ 0.28
4	Road Supervisor		\$ 0.82	\$ 1.48
5	Road Supervisor/NDS QA Lead		\$ 0.10	\$ 0.10
6	Payroll Clerk		\$ 0.39	\$ 0.39
7	Shop Foreman		\$ 1.03	\$ 1.03
8	A-Mechanic		\$ 1.04	\$ 1.04
9	B-Mechanic		\$ 0.86	\$ 0.86
10	C-Mechanic		\$ 0.26	\$ 0.26
11	Body Mechanic		\$ 0.13	\$ 0.13
12	QA/Technician Trainer		\$ 0.13	\$ 0.13
13	Fleet Coordinator		\$ 0.09	\$ 0.09
14	Parts Supervisor		\$ 0.24	\$ 0.24
15	SB - Utility		\$ 0.99	\$ 1.90
SERVICE PROVISION STAFF TOTAL			\$ 35.63	\$ 61.52
NON-LABOR TOTAL			\$ 46.04	\$ 46.04
HOURLY RATE			\$ 81.67	\$ 107.56

- The billable rate for a Driver in “Standby” status will be \$91.33 per hour.
 - Billable Standby time is defined as the time the Driver clocks in at the base to the time the Driver is assigned a TPR run/trip and/or the time the Driver returns to the yard from a TPR trip/run to the time clocked out from the base.

11. Modifications to Supplemental Statement of Work; Task Orders/Changes

Due to the rapidly evolving circumstances surrounding the ongoing coronavirus pandemic, the Parties acknowledge and agree that modifications to this Supplemental Statement of Work (Exhibit 1-A) may need to be made promptly and without delay. As such, changes to this Supplemental Statement of Work shall not require formal amendments to the Contract as would otherwise be required pursuant to Subsection 1.8 of the Contract, but may instead be made in the form of Task Orders to this Exhibit 1-A which shall set forth with particularity any changes to be made to this Exhibit 1-A. Any such Task Orders shall be in the form of written attachments (identified by sequential numbers; i.e., Attachment No. 2 and so forth) to this Exhibit 1-A which shall be deemed to be incorporated into and made a part of this Exhibit 1-A, and the Contract, upon signature of the Party representatives identified in Subsection 1.11 of the Contract.

ATTACHMENT 1
Optix Acrylic Driver Compartment Barrier Installation Prototypes
(Images 1 through 8)

IMAGE #1 of 8

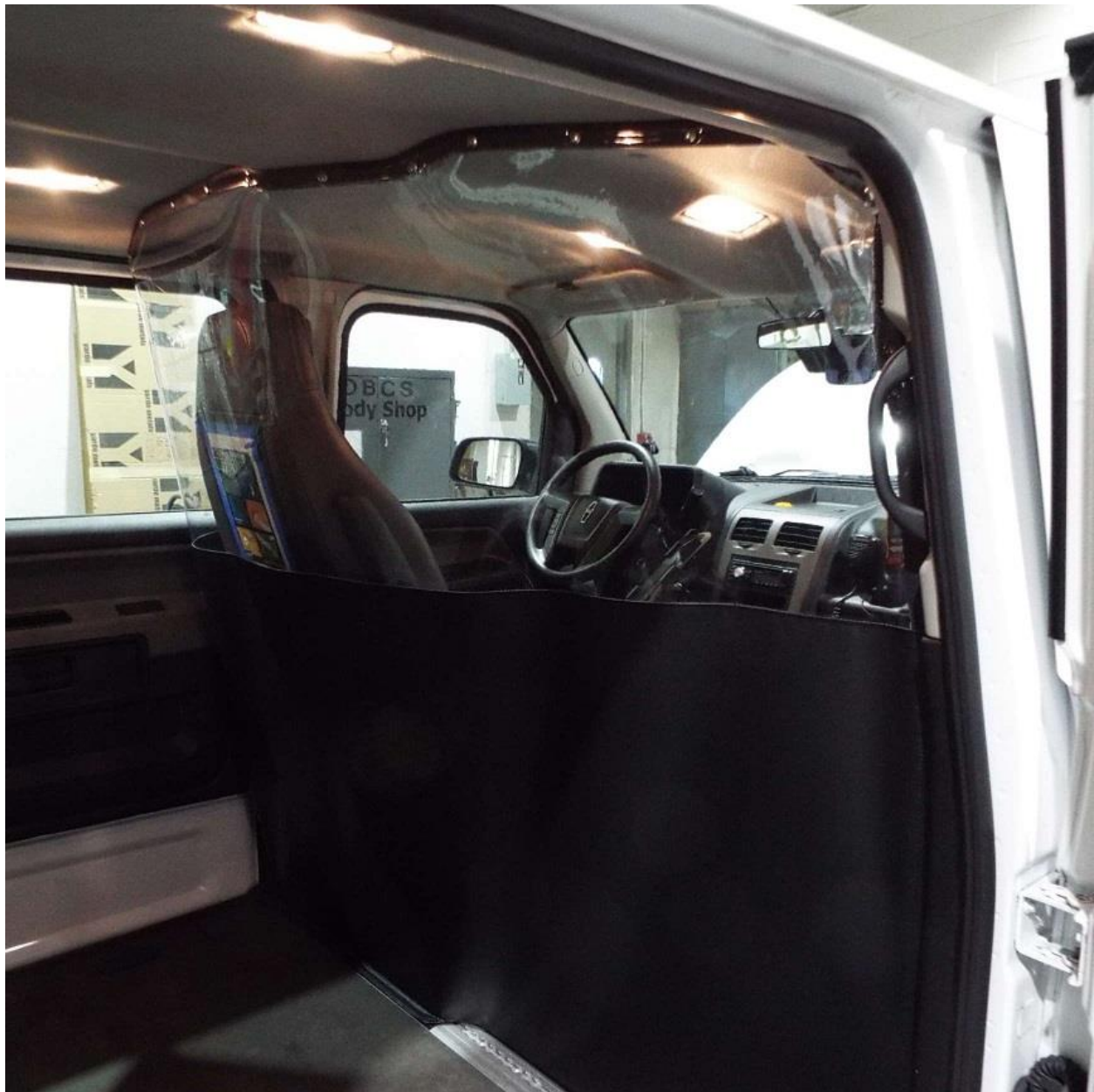


IMAGE #2 of 8

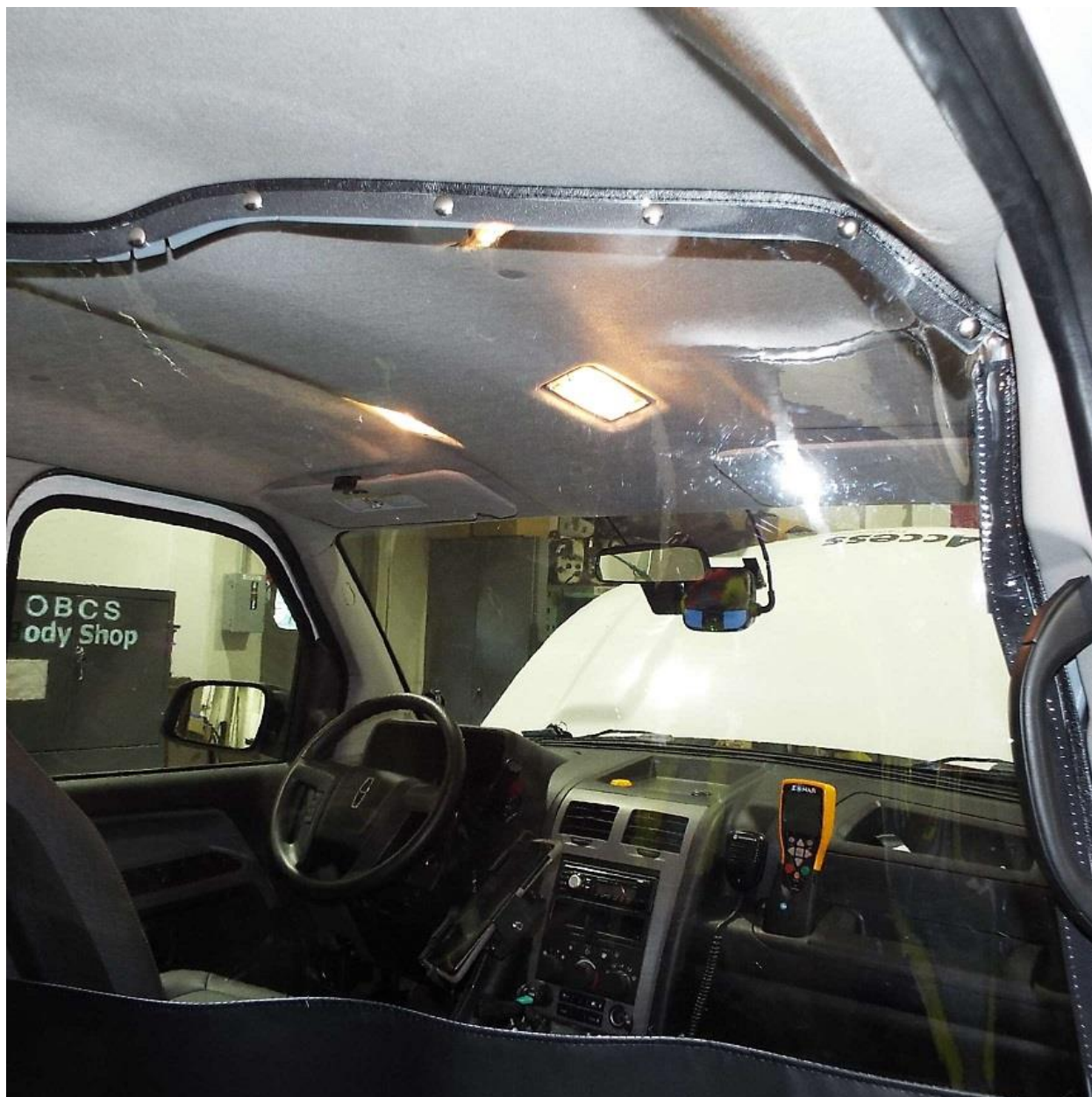


IMAGE #3 of 8



IMAGE #4 of 8

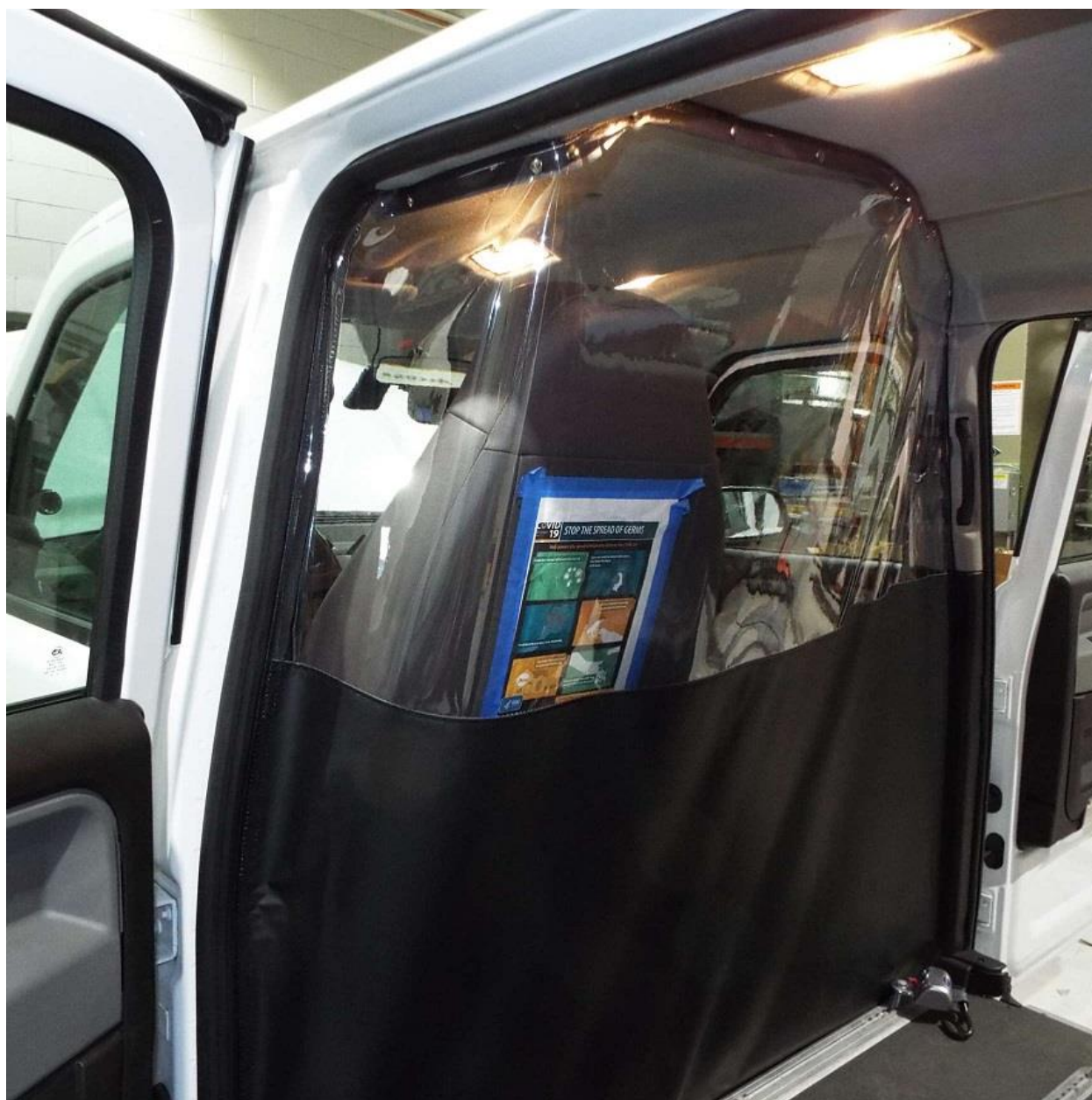


IMAGE #5 of 8



IMAGE #6 of 8

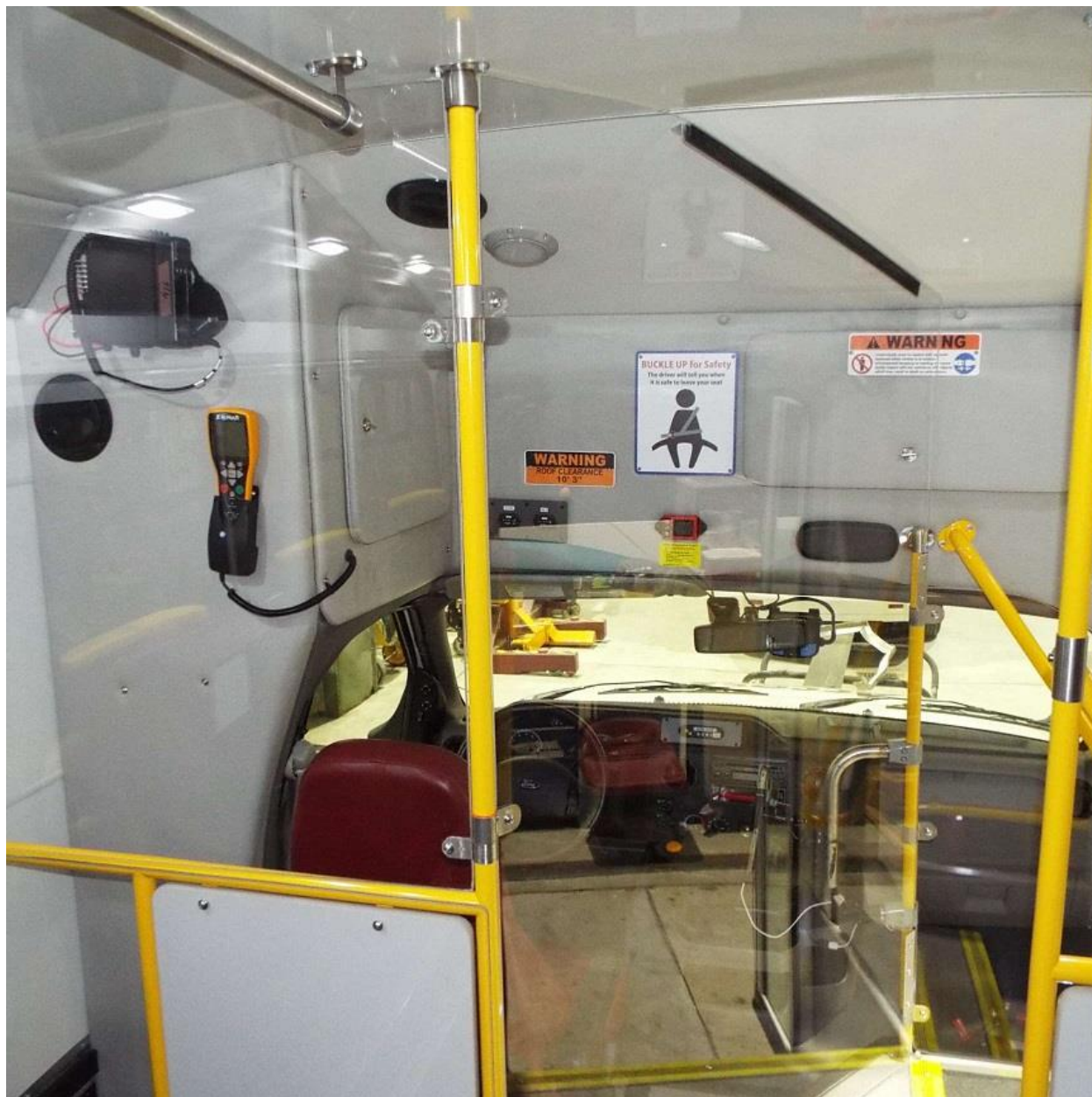


IMAGE #7 of 8

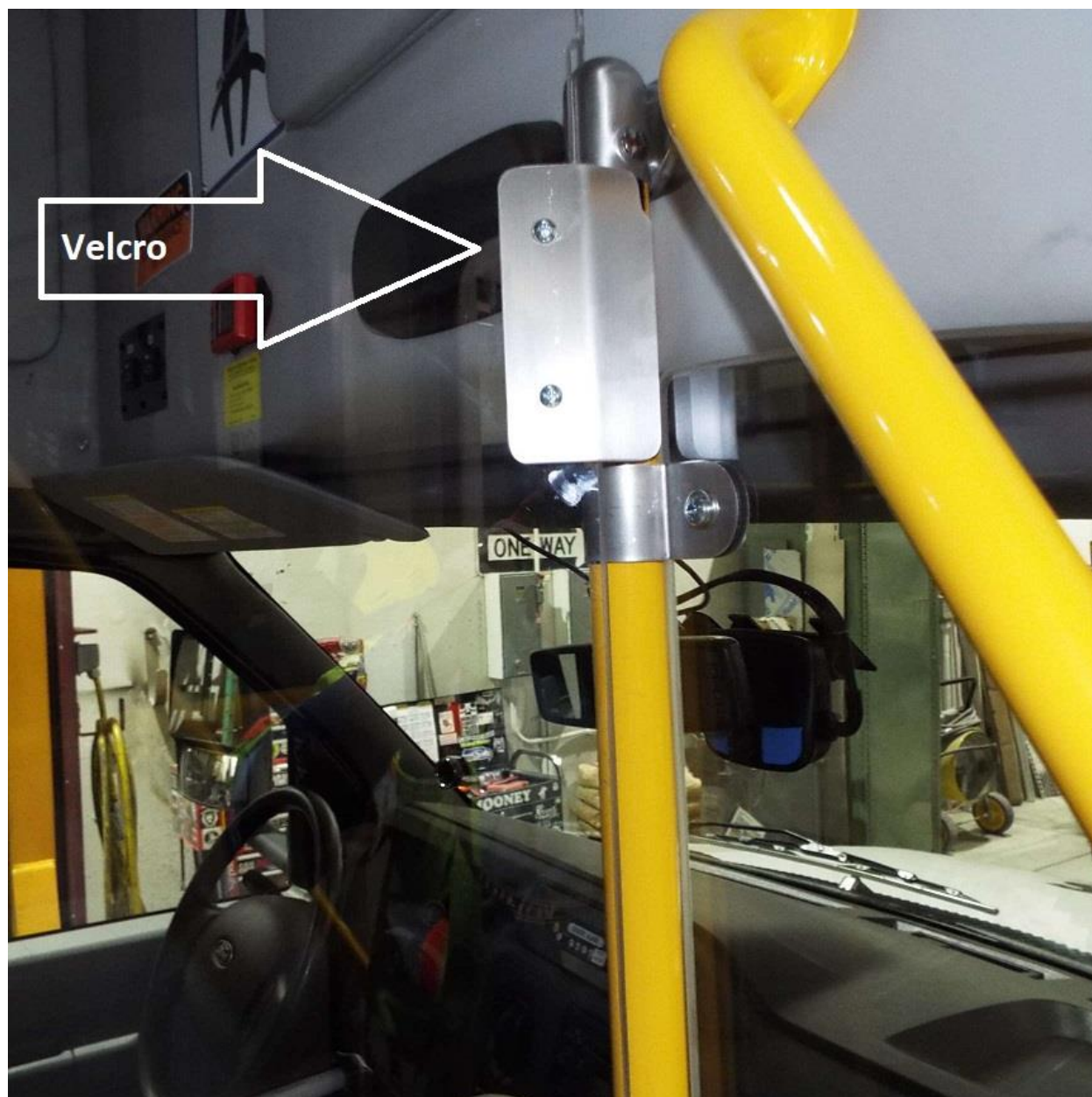


IMAGE #8 of 8

