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Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

****BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP****

May 15, 2014

►► 9:00 a.m. ◀◀

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

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FINANCE WORKSHOP - 9:00 a.m.

ACTION
RECOMMENDED

1. Roll Call
2. Proposed Fiscal Year 2015 Operating Budget (Mike Thompson) Approve
Action would: (1) receive a report on the proposed combined MTS fiscal year 2015 operating budget; and (2) recommend staff hold a public hearing on June 19, 2014 with the purpose of reviewing the proposed combined MTS fiscal year 2015 operating budget.
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. a. Public Hearing: June 19, 2014
b. Adjournment

Please SILENCE electronics
during the meeting

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

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



BOARD MEETING - Meeting will begin when the Finance Workshop ends.

5. a. Roll Call
- b. Approval of Minutes - April 17, 2014 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on April 15, 2014 Receive/
Ratify
Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on April 15, 2014.
7. Investment Report - March 2014 Information
8. Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects Approve
Action would approve the use of \$20,000 in unallocated TDA funds currently held by the County of San Diego. These TDA funds, along with the \$121,610 that the City of Santee already received in fiscal year 2011, will allow for the installation of five bus shelters in the City of Santee.
9. Employee Benefits Broker/Consulting Services - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. G1677.0-14 with Leavitt Group for the provision of employee benefits broker/consulting services for a three-year base period with 2 one-year option terms; and exercise each option year at the CEO's discretion.
10. MTS Job Order Contract Work Order for Grade Crossing Replacement at Central Avenue, Merlin Drive, and North Avenue Approve
Action would authorize the CEO to execute Work Order No. MTSJOC 1582-27, MTSJOC 1582-28, and MTSJOC 1582-30 with Herzog Contracting Corporation to perform work under MTS Doc. No. PWL134.0-12 for the replacement of grade crossings located at Central Avenue, Merlin Drive, and North Avenue on the Orange Line.
11. SDTC Imperial Avenue Division (IAD) Bus Wash Replacement - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. PWB149.0-14 with Telliard Construction for the provision of a new bus wash system, including demolition of the existing bus wash and site improvements to accommodate the new bus wash.

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>Operations Budget Status Report for March 2014</u> (Mike Thompson) | Information |
| 46. | <u>Quarterly Performance Monitoring Report</u> (Janelle/Denis) | Information |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 65. | <u>Next Meeting Date:</u> June 19, 2014 | |
| 66. | <u>Adjournment</u> | |



Metropolitan Transit System

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Agenda Item No. 2

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

PROPOSED FISCAL YEAR 2015 OPERATING BUDGET (Mike Thompson)

RECOMMENDATION:

That the MTS Board of Directors:

1. Receive a report on the proposed combined MTS fiscal year 2015 operating budget; and
2. Recommend staff hold a public hearing on June 19, 2014 with the purpose of reviewing the proposed combined MTS fiscal year 2015 operating budget.

Budget Impact

None at this time.

DISCUSSION:

Fiscal Year 2015 Budget Recap

The following is a recap of the fiscal year 2015 budget process:

- In March, staff met with the Budget Development Committee (BDC) and MTS Board. Within these two meetings, staff discussed and received approval of the fiscal year 2014 mid-year budget adjustment and the fiscal year 2015 Capital Improvement Program (CIP).
- In April, staff met with the BDC and discussed preliminary revenues and expense assumptions for fiscal year 2015, including Federal appropriations, Transportation Development Act (TDA), TransNet and State Transit Assistance (STA) revenues.

Federal appropriations changed due to the new Moving Ahead for Progress in the 21st Century (MAP-21) legislation, which reauthorized surface transportation programs through federal fiscal year 2014. MAP-21 resulted in a net increase of federal revenues for MTS, which primarily impacts the CIP, but it also eliminated



section 5316 funding for Job Access Reverse Commute (JARC). MTS had typically received about \$1.0 million annually to operate specific, qualifying routes, and with the funding eliminated, MTS expects to receive \$600,000 less of operating federal revenue in fiscal year 2015.

Regional sales tax receipts are projected to grow by 5.0% year over year for fiscal year 2014 and by an additional 4.0% in fiscal year 2015. In total, MTS's share of TransNet and TDA revenues are projected to increase by approximately \$3.9 million in fiscal year 2015.

In fiscal year 2014, MTS has received \$9.1 million of STA funding and projects to receive \$19.8 million. The State of California Controller's office projects MTS will receive an additional \$18.0 million for fiscal year 2015. This funding is primarily for the CIP, but a portion will be utilized in the operating budget to continue to fund the service increases put into place during fiscal year 2013 at Board direction.

On the expense side, in June of 2014, the first of the TransNet-funded Bus Rapid Transit (BRT) projects will begin service. Staff presented an increase of 29 full time equivalents in personnel as a result of this new service. Staff also discussed preliminary pension, energy and purchased transportation cost assumptions for fiscal year 2015.

- In early May, staff met with the BDC to review a number of finalized assumptions relating to: passenger levels, operating income, personnel assumptions, energy rates and other expense assumptions. Staff presented a preliminary draft budget for fiscal year 2015.

Fiscal Year 2015 Operating Budget

The fiscal year 2015 total budgeted revenue is projected at \$282,351,000, and total projected expenses are budgeted at \$282,351,000 resulting in a balanced budget for fiscal year 2015.

Fiscal Year 2015 Revenues

Attachment A summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, fiscal year 2015 combined revenues total \$282.4 million, an increase from the fiscal year 2014 amended budget of \$31.8 million (12.7 percent).

Operating revenue totals \$110.5 million, an increase from the fiscal year 2014 amended budget of \$5.6 million (5.3 percent). Passenger revenues are increasing by \$3.0 million (3.1%) due to a projected increase in ridership from organic growth, as well as, growth due to the new BRT service. Other revenue is increasing by \$2.6 million, primarily due to \$2.5 million of energy credits within Administration, which will be used to increase the contingency reserve balance. Attachment B details the operating revenues by MTS Operator.

Subsidy revenue totals \$147.3 million, an increase from the fiscal year 2014 amended budget of \$9.4 million (6.8 percent). This is due to a \$10.1 million increase in TransNet revenues, primarily due to the funding for the new BRT service. All other subsidy types are decreasing by \$700,000 in total. Attachment C details all non-operating revenues by funding source.

Other revenue totaled \$24.5 million, an increase from the fiscal year 2014 amended budget of \$16.7 million. This increase is primarily due to Lease and Leaseback revenues. In 1990 and 1995, MTS entered into two leasing transactions involving light rail vehicles (LRVs). The 1990 agreement involved the sale and leaseback of 41 LRVs, and the 1995 agreement involved the lease and leaseback of 52 LRVs. These transactions provided tax benefits to investors in exchange for a profit. Investments on the cash received cover the cost of the debt in a back-to-back manner. The revenue and debt service expenses are both increasing by \$19.5 million due to the debt payment schedule.

Reserve revenue totals a deficit of \$2.5 million, a decrease from the fiscal year 2014 amended budget of \$2.7 million. This deficit reflects funding being added to the reserve balances; \$2.5 million for the MTS operating contingency reserve funded by the energy credits mentioned above, and the remaining \$26,000 representing projected increases to the Taxicab Administration and San Diego and Arizona Eastern reserve balances.

Fiscal Year 2015 Expenses

Attachment E contains the total revenues as detailed above and the total proposed expenses for the 2015 fiscal year. As indicated within the schedule, fiscal year 2015 combined expenses total \$282.4 million, an increase from the fiscal year 2014 amended budget of \$33.6 million (13.5 percent). Attachment D contains the proposed service levels for fiscal year 2015, showing a 7.2 percent increase in revenue miles.

Within operating expenses, personnel expenses are projected to increase from the fiscal year 2014 amended budget by \$4.6 million (4.0 percent). This increase is due to the new BRT service, MTS pension contribution rates, health and welfare cost increases, as well as general wage increases.

Purchased transportation also is projected to increase from the fiscal year 2014 amended budget by \$6.2 million (10.5 percent) primarily due to contractual rate increases as well as the increased service levels within fixed route and paratransit operations.

Attachment F summarizes the operating expense budgets for each operating division and administrative department.

Attachment G details the energy rate assumptions for the 2015 fiscal year. Staff projects rates for CNG, gasoline, diesel, and electricity at \$0.93 per therm, \$3.15 per gallon, \$3.18 per gallon, and \$0.182 per kWh, respectively. These rate increases plus the additional service result in a projected increase in energy costs of \$3.0 million (11.9%) from the fiscal year 2014 amended budget.

Debt service costs are projected to increase from the fiscal year 2014 amended budget by \$19.4 million. This increase is due to the lease/leaseback transactions mentioned above.

Adjusting for the new BRT service and lease/leaseback debt payment, expenses are increasing by \$7.2 million or 2.9 percent.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619-557-4557, mike.thompson@sdmts.com

- Attachments:
- A. Operating Revenue Summary
 - B. Operating Revenue
 - C. Non-Operating Revenue
 - D. Operating Statistics
 - E. Operating Budget – Consolidated
 - F. Total Operating Budget
 - G. Energy Impact on Operations
 - H. Salary Grade Ranges
 - I. Position Information (Summary)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AI No 2: Attachment A

OPERATING BUDGET

REVENUE SUMMARY

FISCAL YEAR 2015

	ACTUAL FY13	AMENDED BUDGET FY14	PROPOSED BUDGET FY15	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
Operating Revenue					
Passenger Revenue	\$ 93,493,239	\$ 96,890,066	\$ 99,925,576	\$ 3,035,510	3.1%
Advertising Revenue	972,189	1,125,000	1,050,000	(75,000)	-6.7%
Contract Service Revenue	900	0	0	0	-
Other Income	4,963,102	6,869,720	9,501,827	2,632,107	38.3%
Total Operating Revenue	\$ 99,429,430	\$ 104,884,786	\$ 110,477,403	\$ 5,592,617	5.3%
Subsidy Revenue					
Federal Revenue	\$ 42,008,759	\$ 46,248,688	\$ 51,012,465	\$ 4,763,777	10.3%
Transportation Development Act (TDA)	68,147,570	57,780,380	53,627,792	(4,152,588)	-7.2%
State Transit Assistance (STA)	3,127,607	4,264,150	3,632,936	(631,214)	-14.8%
State Revenue - Other	1,473,067	1,600,000	1,600,000	0	-
Transnet	24,599,914	26,248,289	36,299,327	10,051,037	38.3%
Other Local Subsidies	2,443,684	1,775,144	1,176,574	(598,570)	-33.7%
Total Subsidy Revenue	\$ 141,800,601	\$ 137,916,652	\$ 147,349,094	\$ 9,432,442	6.8%
Other Revenue					
Other Funds	\$ 7,504,923	\$ 7,566,990	\$ 27,051,013	\$ 19,484,023	257.5%
Reserves Revenue	3,364,913	212,633	(2,526,444)	(2,739,077)	-1288.2%
Total Other Revenues	\$ 10,869,836	\$ 7,779,623	\$ 24,524,569	\$ 16,744,946	215.2%
GRAND TOTAL REVENUES	\$ 252,099,867	\$ 250,581,061	\$ 282,351,066	\$ 31,770,005	12.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATING BUDGET

AI No 2: Attachment B

OPERATING REVENUE

FISCAL YEAR 2015

	ACTUAL FY13	AMENDED BUDGET FY14	PROPOSED BUDGET FY15	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<u>Passenger Revenue</u>					
Internal Bus Operations	\$ 28,621,361	\$ 27,670,601	\$ 26,768,186	\$ (902,415)	-3.3%
Rail Operations - Base	35,553,838	40,611,107	41,577,585	966,478	2.4%
MCS - Fixed route	24,469,119	23,810,039	27,738,976	3,928,936	16.5%
MCS - Paratransit	2,007,302	2,129,309	2,290,584	161,274	7.6%
Chula Vista Transit	2,841,619	2,669,010	1,550,246	(1,118,764)	-41.9%
Total Passenger Revenue	\$ 93,493,239	\$ 96,890,066	\$ 99,925,576	\$ 3,035,510	3.1%
<u>Advertising Revenue</u>					
Administration	\$ 972,189	\$ 1,125,000	\$ 1,050,000	\$ (75,000)	-6.7%
Total Advertising Revenue	\$ 972,189	\$ 1,125,000	\$ 1,050,000	\$ (75,000)	-6.7%
<u>Contract Service Revenue</u>					
Internal Bus Operations	\$ 900	\$ -	\$ -	\$ -	-
Total Contract Service Revenue	\$ 900	\$ -	\$ -	\$ -	-
<u>Other Income</u>					
Internal Bus Operations	\$ 4,877	\$ 5,000	\$ 5,000	\$ -	-
Rail Operations	574,282	684,000	704,000	20,000	2.9%
Administrative	3,342,347	5,180,720	7,668,827	2,488,107	48.0%
Taxicab	883,985	865,000	989,000	124,000	14.3%
SD&AE	159,583	135,000	135,000	-	-
Total Other Income	\$ 4,963,102	\$ 6,869,720	\$ 9,501,827	\$ 2,632,107	38.3%
TOTAL OPERATING REVENUE	\$ 99,429,430	\$ 104,884,786	\$ 110,477,403	\$ 5,592,617	5.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AI No 2: Attachment C

OPERATING BUDGET

NON OPERATING REVENUE

FISCAL YEAR 2015

	ACTUAL FY13	AMENDED BUDGET FY14	PROPOSED BUDGET FY15	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<u>FEDERAL</u>					
FTA 5307 - Planning	\$ 20,550	\$ -	\$ -	\$ -	-
FTA 5307/5309 - Preventative Maintenance	40,046,760	40,853,050	46,000,000	5,146,950	12.6%
FTA 5307 - ADA PM	-	3,887,480	4,097,465	209,985	5.4%
FTA 5307 - Fuel PM	-	-	-	-	-
JARC	1,309,802	1,078,158	428,000	(650,158)	-60.3%
FTA 5311 / 5311(f) - Rural	434,837	430,000	487,000	57,000	13.3%
Total Federal Funds	\$ 42,008,759	\$ 46,248,688	\$ 51,012,465	\$ 4,763,777	10.3%
<u>TRANSPORTATION DEVELOPMENT ACT (TDA)</u>					
TDA - Article 4.0 MTS Area	\$ 63,725,363	\$ 53,153,970	\$ 48,817,652	\$ (4,336,318)	-8.2%
TDA - Fuel PM	-	-	-	-	-
TDA - Article 4.5 (ADA)	3,985,719	4,189,922	4,320,225	130,304	3.1%
TDA - Article 8.0	436,488	436,488	489,914	53,426	12.2%
Total TDA Funds	\$ 68,147,570	\$ 57,780,380	\$ 53,627,792	\$ (4,152,588)	-7.2%
<u>STATE TRANSIT ASSISTANCE (STA)</u>					
STA - Formula	3,127,607	4,264,150	3,632,936	(631,214)	-14.8%
Total State Funds	\$ 3,127,607	\$ 4,264,150	\$ 3,632,936	\$ (631,214)	-14.8%
<u>STATE REVENUE - OTHER</u>					
Caltrans	\$ -	\$ -	\$ -	\$ -	-
MediCal	1,473,067	1,600,000	1,600,000	-	-
Total State Funds	\$ 1,473,067	\$ 1,600,000	\$ 1,600,000	\$ -	-
<u>TRANSNET</u>					
TransNet - 40% Operating Support	\$ 20,960,384	\$ 22,554,000	\$ 23,353,000	\$ 799,000	3.5%
TransNet - Access ADA	701,867	744,000	766,000	22,000	3.0%
TransNet - Superloop	2,647,356	2,600,289	2,716,213	115,923	4.5%
TransNet - BRT	290,307	350,000	9,464,114	9,114,114	2604.0%
Total TransNet Funds	\$ 24,599,914	\$ 26,248,289	\$ 36,299,327	\$ 10,051,037	38.3%
<u>OTHER LOCAL</u>					
City of San Diego	\$ 459,102	\$ 459,102	\$ 459,102	\$ -	-
SANDAG - Inland Breeze	1,000,000	1,000,000	500,000	(500,000)	-50.0%
Other - 4S Ranch	120,478	98,570	-	(98,570)	-100.0%
SANDAG - Murphy Canyon	-	-	-	-	-
Other	789,426	217,472	217,472	-	-
CNG Rebates	74,677	-	-	-	-
Other Local Funds	\$ 2,443,684	\$ 1,775,144	\$ 1,176,574	\$ (598,570)	-33.7%
<u>LEASE-LEASEBACK / RESERVES</u>					
Lease-Leaseback	\$ 7,504,923	\$ 7,566,990	\$ 27,051,013	\$ 19,484,023	257.5%
Reserve Utilization	3,364,913	212,633	(2,526,444)	(2,739,077)	-1288.2%
Total Lease-Leaseback / Reserves	\$ 10,869,836	\$ 7,779,623	\$ 24,524,569	\$ 16,744,946	215.2%
TOTAL NON OPERATING REVENUE	\$ 152,670,437	\$ 145,696,275	\$ 171,873,663	\$ 26,177,388	18.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AI No 2: Attachment D

OPERATING BUDGET

OPERATING STATISTICS

FISCAL YEAR 2015

<u>Revenue Miles</u>					
	ACTUAL FY13	AMENDED BUDGET FY14	PROPOSED BUDGET FY15	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
Internal Bus Operations	8,556,650	8,694,616	9,858,205	1,163,589	13.4%
Rail Operations - Base	7,757,337	8,488,071	8,488,071	-	0.0%
MCS - Fixed Route	8,307,035	8,479,610	9,636,222	1,156,612	13.6%
MCS - Paratransit	3,289,872	3,492,409	3,785,778	293,369	8.4%
Chula Vista Transit	1,036,512	1,063,758	612,858	(450,900)	-42.4%
Total	28,947,406	30,218,464	32,381,135	2,162,671	7.2%
<u>Total Miles</u>					
Internal Bus Operations	9,895,974	10,124,587	11,448,244	1,323,657	13.1%
Rail Operations - Base	7,808,501	8,571,980	8,571,980	-	0.0%
MCS - Fixed Route	10,072,508	10,349,620	11,520,305	1,170,685	11.3%
MCS - Paratransit	4,572,600	4,761,824	5,166,045	404,220	8.5%
Chula Vista Transit	1,151,424	1,204,611	686,893	(517,718)	-43.0%
Total	33,501,007	35,012,622	37,393,467	2,380,844	6.8%
<u>Revenue Hours</u>					
Internal Bus Operations	786,875	796,263	816,176	19,913	2.5%
Rail Operations - Base	471,959	501,008	501,008	-	0.0%
MCS - Fixed Route	770,824	786,569	915,705	129,136	16.4%
MCS - Paratransit	188,762	192,479	210,294	17,815	9.3%
Chula Vista Transit	100,421	103,642	58,923	(44,718)	-43.1%
Total	2,318,841	2,379,962	2,502,107	122,145	5.1%
<u>Total Hours</u>					
Internal Bus Operations	834,125	846,197	870,290	24,093	2.8%
Rail Operations - Base	476,244	506,496	506,496	-	0.0%
MCS - Fixed Route	826,294	850,599	977,621	127,022	14.9%
MCS - Paratransit	266,275	272,612	296,583	23,971	8.8%
Chula Vista Transit	105,977	109,905	62,582	(47,323)	-43.1%
Total	2,508,915	2,585,809	2,713,573	127,764	4.9%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET**

AI No 2: Attachment E

CONSOLIDATED INCOME STATEMENT

FISCAL YEAR 2015

in (\$000s)

	ACTUAL FY13	AMENDED BUDGET FY14	PROPOSED BUDGET FY15	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
Passenger Revenue	\$ 93,493	\$ 96,890	\$ 99,926	\$ 3,036	3.1%
Other Revenue	5,936	7,995	10,552	2,557	32.0%
Total Operating Revenues	\$ 99,429	\$ 104,885	\$ 110,477	\$ 5,593	5.3%
Total Non-Operating Revenue	152,670	145,695	171,874	26,179	18.0%
Total Revenues	\$ 252,100	\$ 250,579	\$ 282,351	\$ 31,772	12.7%
Personnel Expenses	111,375	115,957	120,586	4,628	4.0%
Personnel-Dexia Pension Debt	12,800	-	-	-	-
Outside Services	16,816	20,983	21,050	67	0.3%
Purchased Transportation	56,253	58,965	65,153	6,187	10.5%
Materials And Supplies	8,477	9,566	10,190	624	6.5%
Energy	23,429	25,593	28,639	3,046	11.9%
Risk Management	3,344	4,870	4,438	(432)	-8.9%
General And Administrative	2,027	2,173	2,022	(151)	-6.9%
Vehicle / Facility Lease	1,171	1,106	1,323	217	19.6%
Debt Service	9,778	9,543	28,951	19,408	203.4%
Total Operating Expenses	\$ 245,470	\$ 248,756	\$ 282,351	\$ 33,595	13.5%
Total Revenues Less Total Expenses	6,630	1,824	(0)	(1,824)	-
Net Operating Subsidy	\$ (146,041)	\$ (143,871)	\$ (171,874)	\$ (28,003)	-19.5%

San Diego Metropolitan Transit System

AI No 2: Attachment F

Operating Budget

Total Operating Expenses

Fiscal Year 2015

(in \$000's)

	AMENDED FY14	PROPOSED FY15	\$ VARIANCE	Percent Variance
Operations				
Internal Bus Operations	81,472	\$ 84,501	\$ 3,030	3.7%
Rail Operations	53,295	55,949	2,654	5.0%
Contract Services - Fixed Route	49,300	57,565	8,265	16.8%
Contract Services - Paratransit	14,948	16,206	1,258	8.4%
Chula Vista Transit	6,272	3,928	(2,344)	-37.4%
Coronado Ferry	183	190	7	4.0%
Administrative Pass Through	344	344	-	0.0%
Combined Operations	205,814	\$ 218,684	\$ 12,870	6.3%
Other Operations				
Taxicab Administration	940	\$ 856	\$ (84)	-8.9%
San Diego & Arizona Eastern	164	130	(33)	-20.4%
Combined Other Operations	1,104	\$ 986	\$ (117)	-10.6%
Administrative				
Board of Directors	59	\$ 64	\$ 6	9.4%
BOD Admin	154	202	48	30.9%
Bus Bench / Bus Shelter	136	129	(7)	-5.2%
Compass Card	2,147	2,205	59	2.7%
Executive	622	657	35	5.7%
Finance	1,538	1,498	(40)	-2.6%
Fringes	5,661	5,633	(28)	-0.5%
General	9,852	29,751	19,899	202.0%
Human Resources	1,571	1,597	26	1.6%
Information Technology	3,907	3,924	18	0.5%
Land Management	534	525	(8)	-1.6%
Legal	295	383	89	30.0%
Marketing	1,405	1,580	175	12.5%
Operations Planning	720	769	50	6.9%
Procurement	809	887	78	9.6%
Revenue	-	-	-	0.0%
Risk	596	623	27	4.5%
Security	9,495	9,595	100	1.1%
Stores	1,393	1,408	15	1.0%
Telephone Information Service	595	885	290	48.7%
Transit Store	352	366	14	3.9%
Combined Administrative	41,838	\$ 62,681	\$ 20,843	49.8%
Combined Grand Total	248,756	\$ 282,351	\$ 33,595	13.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AI No 2: Attachment G

Operating Budget

Energy Impact on Operations

Fiscal Year 2015

	CNG	Gasoline	Diesel	Electricity
Unit of Measure	Therm	Gallon	Gallon	KwH
FY15 Projected Rate	\$ 0.93	\$ 3.15	\$ 3.18	\$ 0.182
Annual Usage	8,040,000	1,160,000	920,000	57,990,000
Cost Impact of \$0.01 Rate Increase	\$ 80,400	\$ 11,600	\$ 9,200	\$ 579,900
Annual Miles	19,130,000	6,710,000	3,230,000	8,570,000
Average Cost per Mile	\$ 0.39	\$ 0.54	\$ 0.91	\$ 1.23

Historical Rate Trend

	FY10 Actual	FY11 Actual	FY12 Actual	FY13 Actual	FY14 Midyear	FY15 Proposed
Diesel	\$ 2.41	\$ 2.91	\$ 3.39	\$ 3.38	\$ 3.28	\$ 3.18
Gasoline	2.70	3.35	3.53	3.50	3.25	3.15
CNG	1.096	0.955	0.837	0.774	0.840	0.926
Electricity	0.168	0.164	0.158	0.154	0.176	0.182

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AI No 2: Attachment H

Operating Budget

Proposed Salary Grade Ranges

Fiscal Year 2015

Range	EE Count	Existing			Proposed *		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
01	12.2	\$ 20,567	\$ 26,172	\$ 31,777	\$ 20,567	\$ 26,378	\$ 32,190
02	6.0	\$ 23,652	\$ 30,097	\$ 36,542	\$ 23,652	\$ 30,335	\$ 37,017
03	7.0	\$ 27,200	\$ 34,612	\$ 42,024	\$ 27,200	\$ 34,885	\$ 42,570
04	3.0	\$ 31,280	\$ 39,804	\$ 48,328	\$ 31,280	\$ 40,118	\$ 48,956
05	25.0	\$ 35,972	\$ 45,774	\$ 55,577	\$ 35,972	\$ 46,136	\$ 56,299
06	41.5	\$ 41,512	\$ 52,824	\$ 64,136	\$ 41,512	\$ 53,241	\$ 64,970
07	29.0	\$ 47,531	\$ 60,483	\$ 73,436	\$ 47,531	\$ 60,961	\$ 74,391
08	101.0	\$ 53,356	\$ 69,270	\$ 85,183	\$ 53,356	\$ 69,823	\$ 86,290
09	32.0	\$ 61,093	\$ 79,313	\$ 97,534	\$ 61,093	\$ 79,947	\$ 98,802
10	30.0	\$ 69,951	\$ 90,813	\$ 111,676	\$ 69,951	\$ 91,539	\$ 113,127
11	10.0	\$ 80,093	\$ 103,981	\$ 127,869	\$ 80,093	\$ 104,812	\$ 129,532
12	12.0	\$ 91,707	\$ 119,059	\$ 146,411	\$ 91,707	\$ 120,011	\$ 148,315
13	3.0	\$ 102,985	\$ 136,353	\$ 169,720	\$ 102,985	\$ 137,456	\$ 171,927
14	3.0	\$ 113,284	\$ 149,988	\$ 186,692	\$ 113,284	\$ 151,201	\$ 189,119
15	4.0	\$ 124,612	\$ 164,987	\$ 205,361	\$ 124,612	\$ 166,322	\$ 208,031
16	1.0	\$ 334,922	\$ 334,922	\$ 334,922	\$ 334,922	\$ 334,922	\$ 334,922

* Adjusted based on Consumer Price Index change for the San Diego Region

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2015 PROPOSED BUDGET
SECTION 10.03**

AI No 2: Attachment I

	Midyear Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2014	Shifts	Funding Adj's	FY 2015	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	3.0	0.0	0.0	3.0	0.0
COMPASS CARD	11.0	0.0	0.0	11.0	0.0
EXECUTIVE	3.0	0.0	0.0	3.0	0.0
FINANCE	21.0	0.0	0.0	21.0	0.0
HUMAN RESOURCES	15.0	0.0	0.0	15.0	0.0
INFORMATION TECHNOLOGY	19.0	0.0	0.0	19.0	0.0
LEGAL	1.0	0.0	0.0	1.0	0.0
MARKETING	9.5	0.0	0.0	9.5	0.0
PLANNING	12.0	0.0	0.0	12.0	-1.0
PROCUREMENT	12.0	0.0	0.0	12.0	-1.0
RIGHT OF WAY	3.0	0.0	0.0	3.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	43.0	0.0	0.0	43.0	0.0
STORES (Admin)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	1.0	14.0	0.0
STORES (RAIL)	8.0	0.0	0.0	8.0	0.0
TELEPHONE INFORMATION SERVICES	21.0	0.0	0.0	21.0	0.0
TRANSIT STORES	6.0	0.0	0.0	6.0	0.0
Subtotal MTS Administration	206.5	0.0	1.0	207.5	-2.0
<u>Bus Operations</u>					
CONTRACT SERVICES	7.5	0.0	1.0	8.5	0.0
EXECUTIVE (BUS)	4.0	0.0	0.0	4.0	0.0
MAINTENANCE	174.0	0.0	12.0	186.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	6.5	0.0	0.0	6.5	-1.0
REVENUE (BUS)	13.0	0.0	0.0	13.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	9.5	0.0	0.0	9.5	0.0
TRANSPORTATION (BUS)	545.0	0.0	15.0	560.0	0.0
Subtotal Bus Operations	765.5	0.0	28.0	793.5	-1.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	7.5	0.0	0.0	7.5	0.0
FACILITIES	67.0	0.0	0.0	67.0	-1.0
LIGHT RAIL VEHICLES	88.0	0.0	0.0	88.0	0.0
MAINTENANCE OF WAYSIDE	38.0	0.0	0.0	38.0	0.0
REVENUE (RAIL)	41.2	0.0	0.0	41.2	0.0
TRACK	18.0	0.0	0.0	18.0	-1.0
TRANSPORTATION (RAIL)	210.3	0.0	0.0	210.3	0.0
Subtotal Rail Operations	470.0	0.0	0.0	470.0	-2.0
<u>Other MTS Operations</u>					
TAXICAB	10.0	0.0	0.0	10.0	0.0
Subtotal Other MTS Operations	10.0	0.0	0.0	10.0	0.0
Grand Total	1,452.0	0.0	29.0	1,481.0	-5.0

Metropolitan Transit System FY 2015 Operating Budget Development (Mike Thompson)

MTS Board of Directors
Finance Workshop
May 15, 2014



1



Fiscal Year 2015 Budget Budget Development Process

- MTS uses a zero based budgeting process
 - In traditional historic budgeting, managers only justify variances versus prior year budget
 - The assumption is that the baseline is automatically approved
 - By contrast, in zero-based budgeting, every line item of the budget must be approved
- Process starts in December with template distribution
 - Managers propose amounts for each line item
 - Templates submitted include the details behind each assumption
 - Meetings with each department to validate their assumptions
 - Reviewed versus existing spending trends
 - New initiatives are highlighted and discussed
 - Collaborate on final assumptions presented to Senior Management and the Board

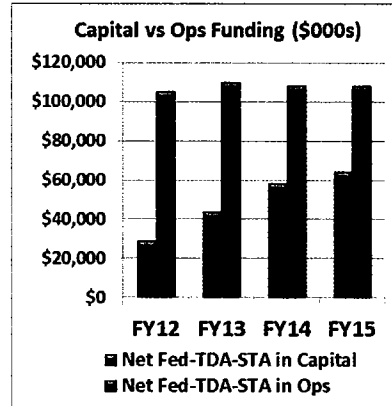


2



Fiscal Year 2015 Budget Revenue Assumptions - Subsidy

- Federal
 - MAP-21 authorized through Federal FY 2014
 - Preventive Maintenance
 - Cap on Operating assistance: \$23.8M
 - \$50.1M in Operating budget to maximize use of Federal for PM
 - Backfill amount over \$23.8M with TDA (\$26.3M for FY15)
 - Subsidy growth going to Capital
 - Operations subsidy is flat
 - FY15 increase of \$4.7M
 - Offset by \$4.1M TDA shift to Capital

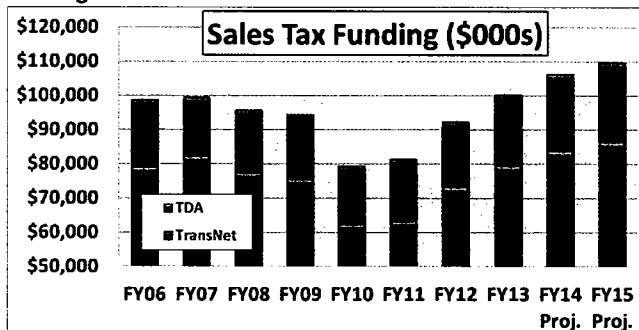


3



Fiscal Year 2015 Budget Revenue Assumptions - Subsidy

- TDA and TransNet Formula Funding
 - Sales tax generated, projected by SANDAG
 - FY14 Projected: 5% growth
 - Through Q3 6.1% YTD
 - FY15: 4% growth

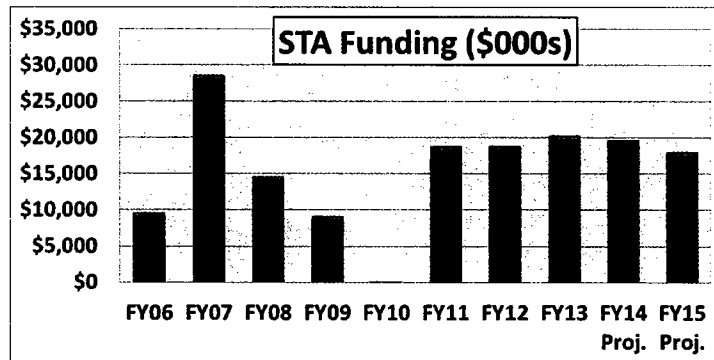


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Fiscal Year 2015 Budget Revenue Assumptions - Subsidy

- State Transit Assistance
 - Projected by State Controllers Office
 - FY14: \$19.7M - \$15.5M in Capital, \$4.2M in Operations
 - FY15: \$18.0M - \$14.4M in Capital, \$3.6M in Operations



5



Fiscal Year 2015 Budget Revenue Assumptions - Subsidy

- TransNet Operating Subsidy
 - Net Subsidy cost reimbursement
 - SuperLoop service and station maintenance
 - I-15 BRT service and station maintenance
 - Mid-city BRT service
 - \$9.2M increase in FY15
- Other Operating Subsidy
 - FasTrack revenue - decreasing from \$1M to \$500K



6



Fiscal Year 2015 Budget Revenue Assumptions - Subsidy

- Lease/Leaseback Transactions
 - In 1990 and 1995, MTS entered into two leasing transactions involving light rail vehicles (LRVs)
 - These transactions provided tax benefits to investors in exchange for profit
 - Cash proceeds were used in capital and balance was put in risk free investments for the debt service
 - The operating budget annually reflects both:
 - The investment income within subsidy revenue
 - The debt service costs within expenses
 - For FY15, the debt service cost increases by \$19.5M
 - \$7.6M in FY14
 - \$27.1M in FY15

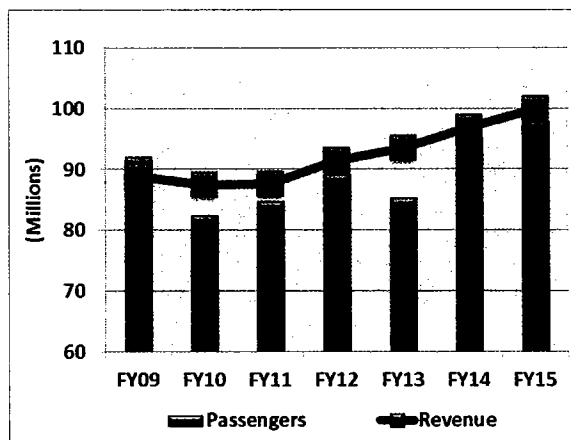


7



Fiscal Year 2015 Budget Revenue Assumptions - Passenger Fares

- Projected 3.2M passengers in total for BRT routes
 - Majority of which is projected to be existing ridership using the rapid service
 - Assumes 1.1M new passengers
- 1.5M of organic passenger growth
- In total, projecting 2.6M increase in passengers
- Average fare projected to increase slightly to \$1.02 per passenger
- Results in \$3.0M increase in Passenger Fare Revenue



8



Fiscal Year 2015 Budget Revenue Projection

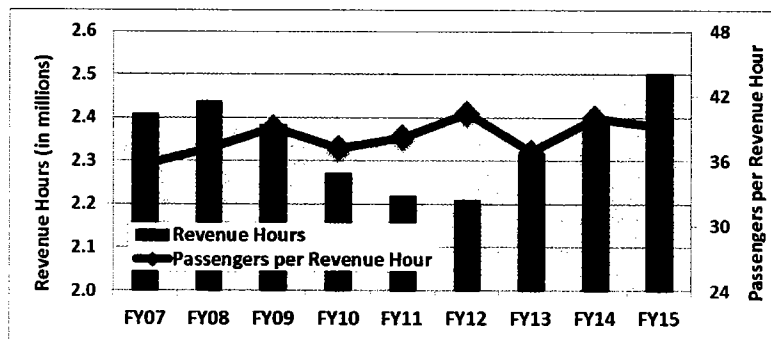
	FY 2014 Amended	FY 2015 Proposed	Var.	Var. %
Passenger Revenue	\$ 96,890	\$ 99,926	\$ 3,036	3.1%
Other Operating Income	7,995	10,552	2,557	32.0%
Total Operating Income	\$ 104,885	\$ 110,477	\$ 5,593	5.3%
Federal	46,249	51,012	4,764	10.3%
TDA	57,780	53,628	(4,153)	-7.2%
Transnet	26,248	36,299	10,051	38.3%
Other	15,205	33,461	18,256	120.1%
Total Subsidy	\$ 145,482	\$ 174,400	\$ 28,918	19.9%
Contingency Reserves	213	(2,526)	(2,739)	100.0%
Total Revenue	\$ 250,579	\$ 282,351	\$ 31,772	12.7%

- Negative Contingency Reserves means reserve balances are being increased
 - MTS Contingency being funded with \$2.5M Other Op Income (Energy Credits)



Fiscal Year 2015 Budget Assumptions - Service Levels

- Service Levels increasing by 4.8%
 - Adding BRT Service - 123,000 revenue hours in FY15
 - I-15 BRT begins in June
 - Mid-City BRT projected to begin in September
 - ADA Paratransit service projected to grow by 6.5%



Fiscal Year 2015 Budget Expense Assumptions - Personnel

- Personnel costs increasing by \$4.6M (4.0%)
 - Headcount increasing by 29 Full Time Equivalents (FTEs)
 - All due to the new BRT Service
 - Includes keeping Kearny Mesa Division open 7 days a week
 - 24 Bargaining Unit positions and 5 Management positions
 - Management Employees
 - Merit pool assumed at 3.5%
 - Reinstating Performance Improvement Program, 1.5%
 - Pension contribution up from 4% to 6% January 2015
 - Salary grade ranges increase by CPI (1.3%)
 - Employees at top of range receive lump sum amount
 - Minimal budget impact in FY15, however rate compounding will impact future years



11



Fiscal Year 2015 Budget Expense Assumptions - Personnel continued

- Health and Welfare costs increasing by \$713K (5.6%)
 - Employer rates for bargaining unit employees increasing by 4-5%
 - Insurance rates increased by an average of 10.8% on 1/1/2014
 - This increase is being shared
 - Employee proportional share increased by 11.2% on 1/1/2014



12



Fiscal Year 2015 Budget Expense Assumptions - Pension Reform

- Total pension plan costs increasing by \$31K (0.2%)
 - San Diego Transit Pension plan rate increasing by 8.4%
 - ATU and IBEW pension member contributions are increasing as well

EE Contrib.	FY13	FY14	FY15	FY16
ATU	2%	3%	5%	7%
IBEW - Bus	3%	3%	4%	6%

- 14.8% of active members now in Defined Contribution plan
- San Diego Trolley CalPers plan rate increasing by 0.7%

EE Contrib.	FY13	FY14	FY15	FY16
IBEW - Rail	7%	7%	7%	7%
TEOA	7%	7%	7%	7%

- Management
 - Original CalPers plan rate increasing by 4.9%
 - PEPR CalPers plan rate remains the same
 - 12.8% of Management employees in this plan

EE Contrib.	FY13	FY14	FY15	FY16
Management	2%	4%	6%	8%
Mgmt-PEPRA		6%	6%	6%



13



Fiscal Year 2015 Budget Expense Assumptions - Energy

- Compressed Natural Gas - Increasing by \$2.0M (28.9%)
 - \$1.3M of the increase is due to BRT Service
- Diesel/Gasoline - Increasing by \$157K (2.1%)
 - Crude oil prices projected to decrease by 3% versus FY 2014 amended prices
 - Higher usage, primarily due to increased ADA Paratransit Service
- Electricity/Traction Power - Increasing by \$810K (7.8%)
 - Rate (Commodity + SDG&E) projected to increase by 3.5%
 - Usage expected to increase by 4%

	Unit of Measure	FY13 Actual	FY14 Amended	FY15 Proposed	Change	Annual Usage	Cost per \$0.01 Increase	Avg. Cost/Mile
Diesel	Gallon	\$ 3.38	\$ 3.28	\$ 3.18	-3.0%	900,000	\$ 9,000	\$ 0.89
Gasoline	Gallon	3.50	3.25	3.15	-3.1%	1,460,000	14,600	0.69
CNG	Therm	0.77	0.84	0.93	10.2%	9,720,000	97,200	0.47
Electricity	kWh	0.154	0.176	0.182	3.5%	58,000,000	580,000	1.23



14



Fiscal Year 2015 Budget Expense Assumptions - Continued

- Outside Services increasing by \$6.3M (7.8%)
 - Purchased Transportation increasing by \$6.2M (10.5%)
 - \$3.5M related to increased service levels
 - Routes 1 and 5 moved to South Bay
 - Route 14, 88 and 880 moved to Copley Park and Minibuses

Service	Cost per revenue	Miles/ Hours	FY14 Rate	FY15 Rate	Change
Fixed Route	Mile	9.2M	\$ 4.86	\$ 4.99	2.8%
ADA Paratransit	Hour	205K	47.80	49.09	2.7%
Minibus	Hour	93K	36.55	37.76	3.3%

- Engines and Transmissions increasing by \$77K (6.4%)
- Total Materials and Supplies increasing by \$624K (6.5%)
 - \$350K of increase attributable to new BRT service (Tires and Preventive Maintenance primarily)



Fiscal Year 2015 Budget Expense Projection

	FY 2014 Amended	FY 2015 Proposed	Var.	Var. %
Personnel Expenses	\$ 115,957	\$ 120,586	\$ (4,628)	-4.0%
Outside Services	79,948	86,203	(6,255)	-7.8%
Materials and Supplies	9,566	10,190	(624)	-6.5%
Energy	25,593	28,639	(3,046)	-11.9%
Risk Management	4,870	4,438	432	8.9%
Other	12,822	32,296	(19,474)	-151.9%
Total Expenses	\$ 248,756	\$ 282,351	\$ (33,595)	-13.5%

- Excluding BRT and Lease/Leaseback Debt Service, expenses grow by \$7.2M or 2.9%



Fiscal Year 2015 Budget Consolidated Revenues less Expenses

	FY 2014 Amended	FY 2015 Proposed	Var.	Var. %
Operating Revenues	\$ 104,885	\$ 110,477	\$ 5,593	5.3%
Subsidy Revenues	145,482	174,400	28,918	19.9%
Reserve Revenues	213	(2,526)	(2,739)	-1288.2%
Total Revenues	\$ 250,579	\$ 282,351	\$ 31,772	12.7%
Total Expenses	248,756	282,351	(33,595)	-13.5%
Total Revenues Less Expenses	\$ 1,824	\$ (0)	\$ (1,824)	-



Fiscal Year 2015 Budget Contingency Reserves

- Goal is to get to 12.5% by FY16
- \$28.4M projected balance at the end of FY14
 - \$26.6M balance at the end of FY13
 - FY14 Amended Budget projects to add \$1.8M
 - 11.8% of FY14 Amended MTS Operating Expenses
- MTS Operating Expenses increase significantly in FY15
 - Due to new BRT Service
 - \$28.4M is just 11.2% of FY15 Proposed MTS Operating Expenses
 - Adding \$2.5M to reserve within FY15 Proposed Budget
 - \$30.9 projected reserve balance would be 12.2% of FY15 Proposed MTS Operating Expenses



Fiscal Year 2015 Budget Staff Recommendation

That the Board of Directors:

1. Receive the report on the proposed combined MTS fiscal year 2015 operating budget; and
2. Recommend staff hold a public hearing on June 19, 2014 with the purpose of reviewing the proposed combined MTS fiscal year 2015 operating budget.



MEETING OF THE BOARD OF DIRECTORS FOR THE
SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

April 17, 2014

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Minto moved to approve the Minutes of the March 20, 2014, MTS Board of Directors meeting. Mr. Cunningham seconded the motion, and the vote was 10 to 0 in favor with Mr. Alvarez, Ms. Emerald, Mr. Roberts, Mr. Jones and Ms. Salas absent.

3. Public Comments

Dukes Wooters – Chair of Hold onto Your Butt Campaign through the Surf-Rider Foundation. Mr. Wooters stated that when he previously spoke to the MTS Board of Directors on February 20, 2014, he reported that there was a problem of cigarette litter at the Old Town Transit Center (OTTC). He gave an example where approximately 17,000 cigarette butts were picked up by volunteers during two 90-minute time frames. Mr. Wooters stated that although smoking is banned at the OTTC, people continue to smoke and discard their cigarette butts on the ground. He said there is currently only one trashcan located in the OTTC parking lot, as well as several other trash cans located on the transit center platforms. He added that people are not utilizing the trash receptacles and proposed that the installation of ash cans will reduce the amount of cigarette butt litter at the OTTC. Mr. Wooters stated that he has been to many other transit stations and they are all very clean, however the OTTC still has a severe problem with cigarette butt litter. Chairman Mathis asked Mr. Wooters if there was a cigarette butt litter problem on the platform or if it was primarily out in the parking lot. Mr. Wooters stated that is open to the interpretation of the law, because people will smoke their cigarettes while waiting for the bus and then throw their cigarette butts near the location of the buses that arrive. Mr. Mathis stated that there are property distinctions between the Parks Service and MTS's boundary lines between the parking lot and the platform. He stated that they will follow up on this matter.

CONSENT ITEMS

6. Investment Report - February 2014

Informational item only. No action taken.

7. California Department of Transportation (CALTRANS) Program of Projects for Federal Transit Administration (FTA) Section 5311(f) Funding, Fiscal Year 2014

Action would approve Resolution No. 14-6 authorizing the use of and application for \$200,000 of FTA Section 5311(f) for operating assistance in non-urbanized areas.

8. Light Rail Vehicle Paint and Body Rehabilitation-Sole Source Contract Award

Action would authorize the CEO to execute MTS Doc. No. L1176.0-14 with Carlos Guzman Inc. on a sole-source basis for the provision of Light Rail Vehicle (LRV) Paint and Body Rehabilitation Services for five (5) SD-100s.

9. MTS Enterprise Infrastructure for RTMS Back Office Upgrade and Contract Bus Fleet Expansion Project – Contract Award

Action would authorize the CEO to execute MTS Doc. No. G1707.0-14 with Nth Generation for the provision of HP computer hardware, maintenance and technical services in support of the Regional Transportation Management System (RTMS) Back Office Upgrade and Contracted Bus Fleet Expansion project.

10. June 2014 Service Changes

Informational item only. No action taken.

11. Proposed Fiscal Year 2015 Internal Audit Plan

Action would approve the proposed fiscal year 2015 Internal Audit Plan.

Action on Recommended Consent Items

Mr. Minto moved to approve Consent Agenda Item Nos. 6-11. Mr. Ovrom seconded the motion, and the vote was 10 to 0 in favor with Mr. Alvarez, Ms. Emerald, Mr. Roberts, Mr. Jones and Ms. Salas absent.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:07 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL RE EXISTING LITIGATION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.9 (D)(1): Virginia De Los Santos v. San Diego Metropolitan Transit System, et al SDSC Case No. 37-2013-00032020-CU-PA-CTL
- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL RE EXISTING LITIGATION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.9 (D)(1): Michele Zubak v. San Diego Metropolitan Transit System, et al SDSC Case No. 37-2013-00077126-CU-PA-CTL

The Board reconvened to Open Session at 9:55 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

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

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

45. Year-End Security Report (January through December 2013)

Bill Burke, MTS Chief of Police, began his year-end security report presentation by giving a brief introduction of their staff, safety, training and preparedness. He provided a Rail and Bus incidents and arrests comparison per 100,000 passengers from 2010-2013. He stated that cell phones and electronics are a large percentage of the thefts and robberies on Rail. He explained that MTS officers have been passing out 'Take One' pamphlets to educate the public on safety and security tips. He explained that MTS officers have also been addressing wire and metal thefts from a San Diego & Imperial Valley (SD&IV) railroad yard on MTS property. Mr. Burke stated that the incident statistics for the bus are much lower than the rail due to more visibility on the bus versus a trolley. He discussed that MTS will begin using handheld citation writing devices and officer body cameras beginning in July 2014. He stated that the "See Something Say Something" text program has been a good benefit to passengers. He gave an update on K9 activities and highlights and reported on the performance of the officers during Comic-Con 2013. He discussed how MTS participated in the San Diego State earthquake/response training drill. Mr. Burke explained that MTS's Special Enforcement Unit (SEU) enforces zero tolerance fare inspection on the rail. He also gave a brief update on the graffiti surveillance and arrests, as well as an update on the transient camps near MTS property.

Mr. Arapostathis asked Mr. Burke how many platforms have cameras. Mr. Burke stated that approximately 35 platforms currently have cameras and that more cameras will be added over the next year.

Mr. Gloria commented on the officer cameras and stated that MTS and the San Diego Police Department should possibly look into joining together in this project as a potential cost savings. Mr. Gloria asked Mr. Burke whether MTS receives many false reports with the "See Something Say Something" program. Mr. Burke stated that they occasionally receive false reports, however they respond the same way to every report. Mr. Gloria asked Mr. Burke how MTS obtains the statistics regarding transient drug users. Mr. Burke stated that the statistics are verified from past records after the individual has been arrested. He also stated that the majority of these individuals were located in the San Diego river area. Mr. Gloria also stated that the media in the past had questions and concerns regarding MTS's contracted security staff and asked if there were any updates on the status of MTS's training for its security personnel. Mr. Burke stated that MTS has a record of all the training that is conducted and the records are completed on a weekly basis. Sharon Cooney, Chief of Staff, also commented to Mr. Gloria that the Ad Hoc Security Committee has been very diligent on making sure that MTS is maintaining its high standards of security training. John Minto also gave an overview of the training that must be completed by the security personnel.

60. Chairman's Report

Chairman Mathis stated that Mr. Jablonski is in China and will return April 30th.

61. Audit Oversight Committee Chairman's Report

Chairman Mathis reported that the audit is currently under way and that a more detailed report will be given when Mr. Ewin is available.

62. Chief Executive Officer's Report

Ms. Cooney said to please contact her or Karen Landers while Mr. Jablonski is in China.

63. Board Member Communications

Mr. Alvarez reviewed a letter he submitted to Mr. Jablonski regarding the Desert Line lease agreement. Mr. Alvarez stated that he is interested in learning whether or not the rail line can become operational and requested that the milestones for the rail line be reported regularly at the Board meetings.

Chairman Mathis stated that they will update the Board on this matter in future meetings.

64. Additional Public Comments on Items Not on the Agenda

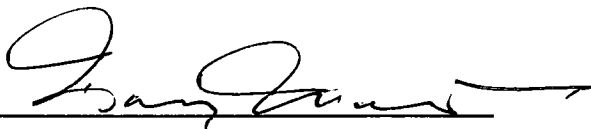
Valerie Hightower – Ms. Hightower stated that she rides the Blue line trolley and there is a retractable step that is not being used and asked that the step be retracted because it is easier to enter the trolley. She requested that the bus windows be unlocked so riders can open the windows and have fresh air. She requested to have a bus or shuttle that drives down Lemon Grove Avenue. She stated that there needs to be a bus bench on Division & Highland. She stated that some wheelchairs get hung up on the trolley tracks. She also requested that the Orange Line trolley sound its horn when entering the Euclid station.

65. Next Meeting Date

The next regularly scheduled Board meeting is on May 15, 2014.

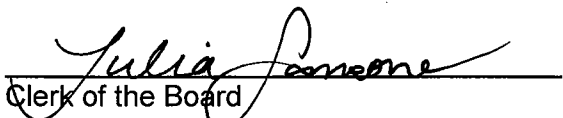
66. Adjournment

Chairman Mathis adjourned the meeting at 10:39 a.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:



Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:



General Counsel
San Diego Metropolitan Transit System

Attachments: A. Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): April 17, 2014

CALL TO ORDER (TIME): 9:00 a.m.

RECESS: N/A

RECONVENE: 9:55 a.m.

CLOSED SESSION: 9:07 a.m.

RECONVENE: _____

PUBLIC HEARING: N/A

RECONVENE: _____

ORDINANCES ADOPTED: N/A

ADJOURN: 10:39 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Zapf) <input type="checkbox"/>	9:07 a.m.	10:39 a.m.
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
COLE	<input checked="" type="checkbox"/> (Zapf) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
EMERALD	<input type="checkbox"/> (Zapf) <input type="checkbox"/>		
EWIN	<input type="checkbox"/> (Arapostathis) <input checked="" type="checkbox"/>	9:00 a.m.	10:39 a.m.
GASTIL	<input type="checkbox"/> (Jones) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Zapf) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:00 a.m.	10:39 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	10:39 a.m.
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:21 a.m.	10:39 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Johnson (interim C.O.B.)

CONFIRMED BY THE GENERAL COUNSEL: Walter Card

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	5/15/2014		
Name	MARVIN SMITH		
Address	2440 Soto St Apt 202		
Telephone			
Organization Represented			
Subject of Your Remarks	Crown Bus - what people bring		
Regarding Agenda Item No.	BUS NOT COMING		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	5/15/14
Name	Sheila Kazemaini
Address	7736 Fay Ave #201, LJ, CA 92037
Telephone	858-456-0440
Organization Represented	UClick Properties LLC
Subject of Your Remarks	Remove or move SDMTS ^{stop} 12027
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

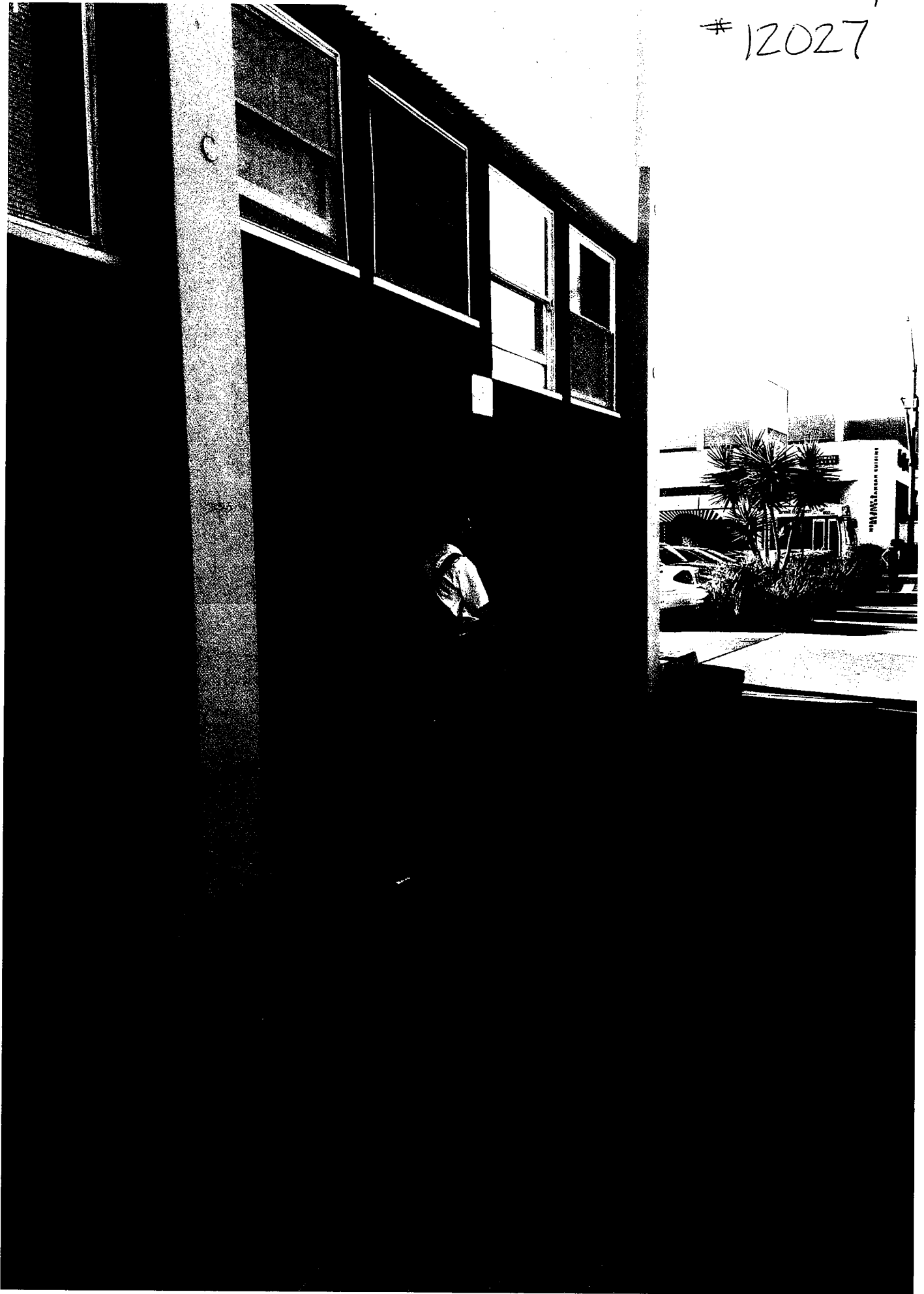
The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

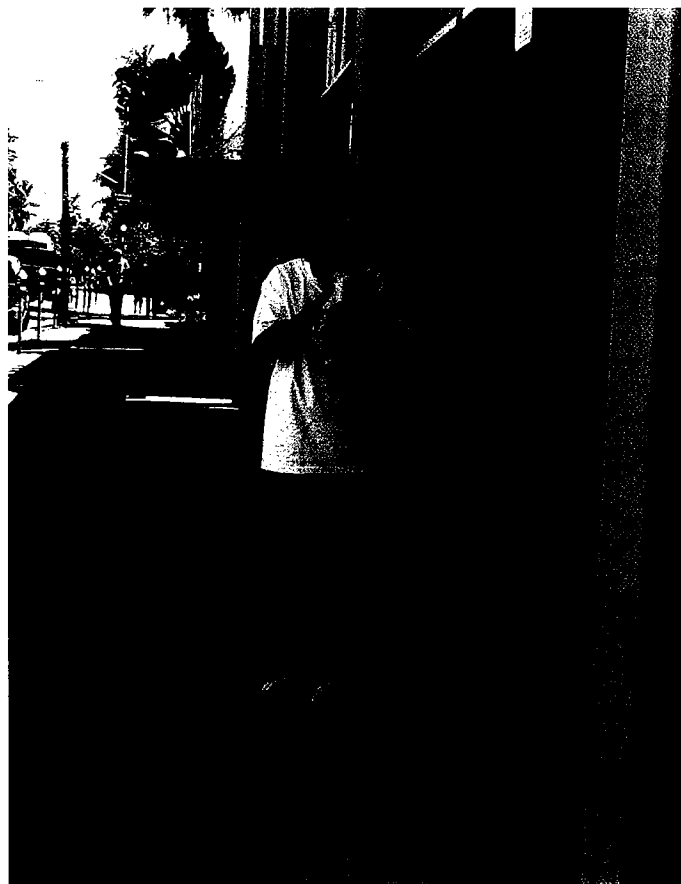
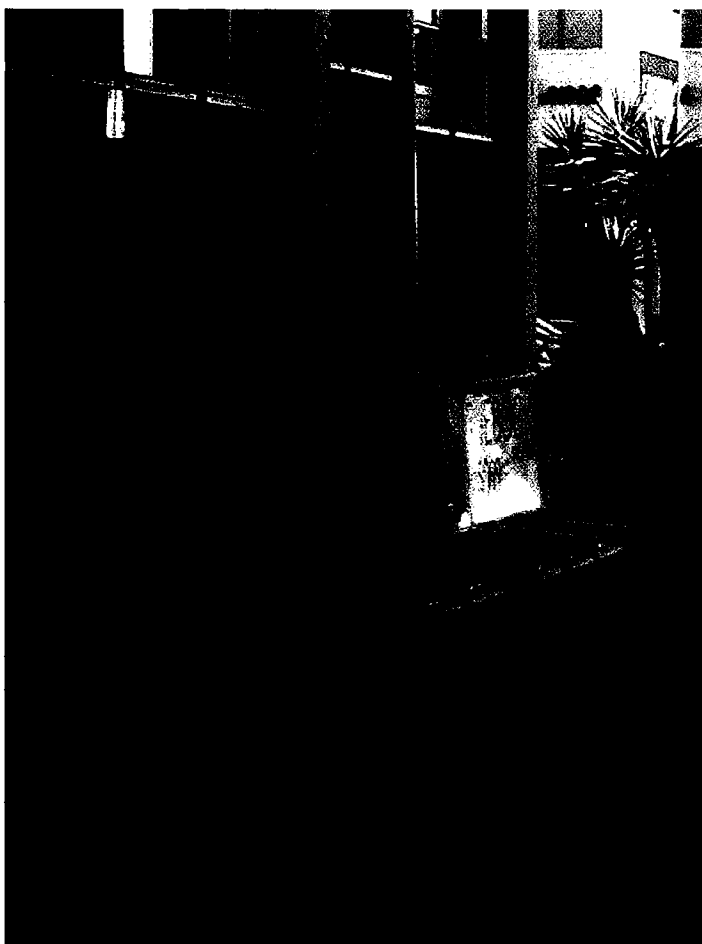
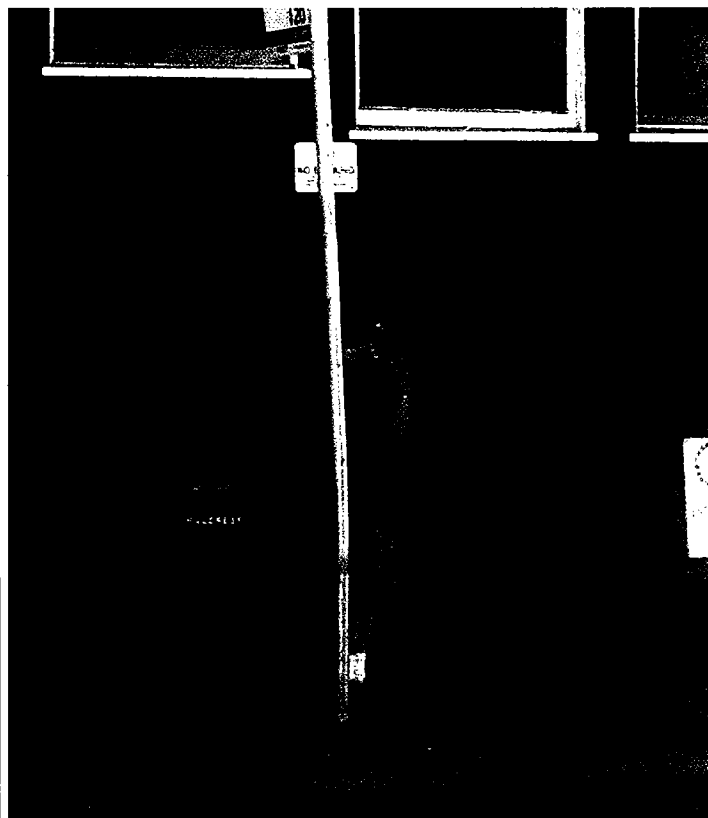
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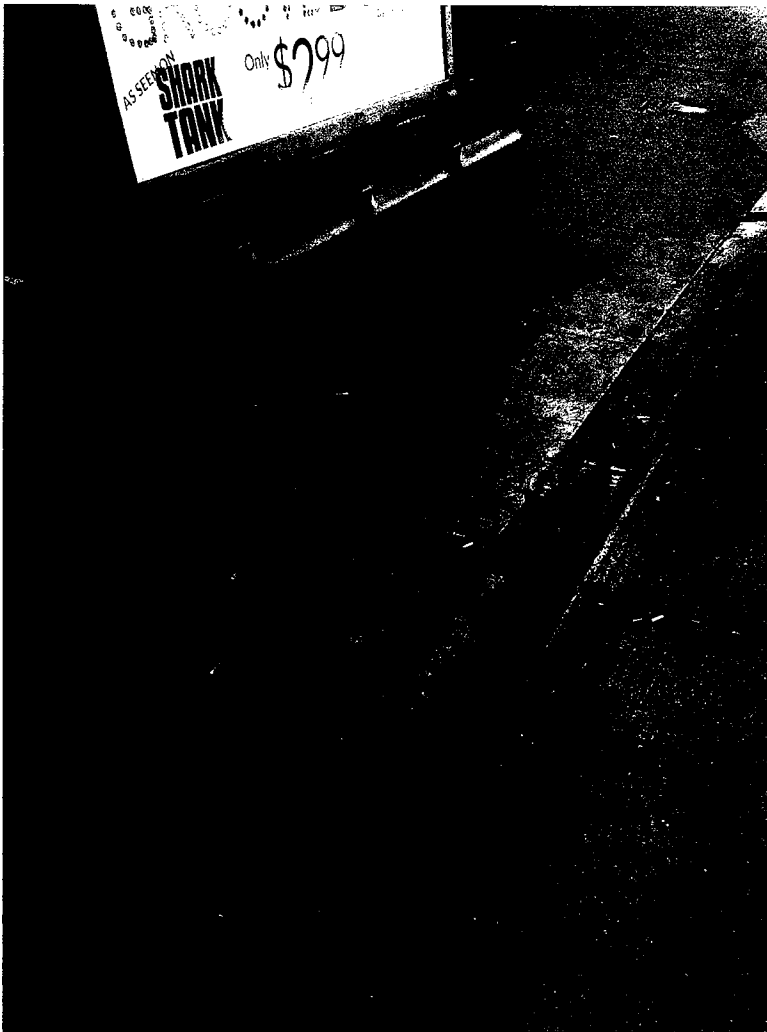
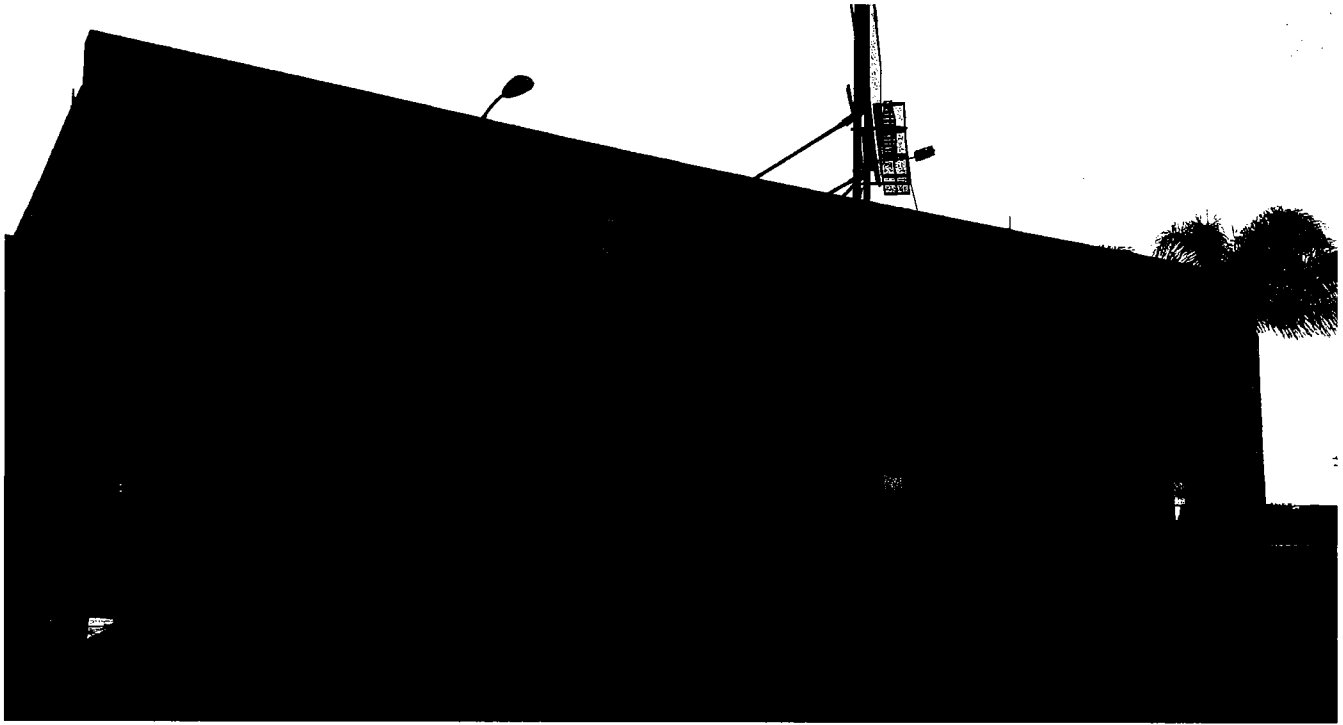
NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Remove or Relocate SDMTS stop
#12027

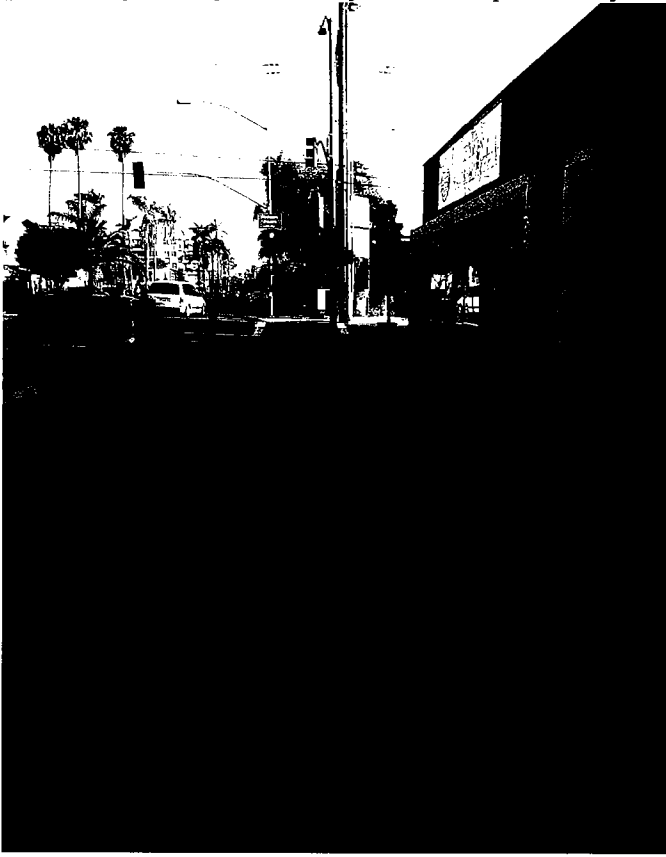




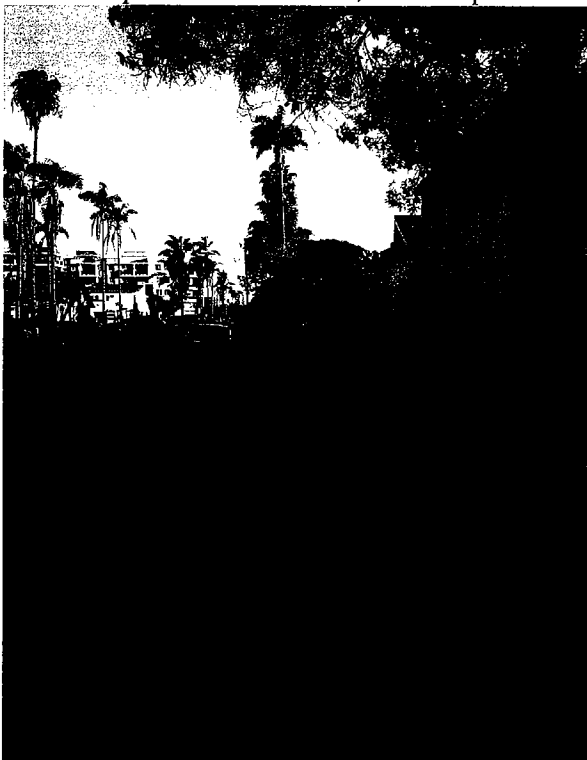




1st Proposed location for re-location of stop 12027: North-west corner of 4th Avenue and Robinson, where there is a 19 foot wide sidewalk, a one-floor store with one door and no operable windows, no proximity to any driveways, and no proximity to any apartments.



Proposal for removal of stop 12027 and replacement with stop #12025: South-west corner of 4th Avenue and Robinson, where there is already an established bus stop, a one-floor store with no doors and no operable windows, and no proximity to any apartments.



Date: 04/30/2014

Emailed To (and sent via Certified US mail):

Mr. Denis Desmond (San Diego Metropolitan Transit System - Manager of Planning)

Copied to:

Paul Jablonski (San Diego Metropolitan Transit System - Chief Executive Officer)

Sherri Lightner (San Diego Metropolitan Transit System board member, and San Diego City Council-member for District 1)

Todd Gloria (San Diego City Council-member for District 3)

Anthony Bernal (San Diego City Council District 3 - Director of Business and Community Projects)

I am emailing Mr. Denis Desmond for a second time, as I did not receive any response from him to my email of 04/11/14. I am currently the owner of record, of an apartment building located at 3848-3852 Fourth Avenue, San Diego, CA 92103, in the Hillcrest area of San Diego, City Council District #3.

I am also contacting Mr. Paul Jablonski, Ms. Sherri Lightner, Mr. Todd Gloria, and Mr. Anthony Bernal, for their attention and assistance in regard to the following matter:

There is a San Diego MTS bus stop located directly in front of my apartment building. **The bus stop is SDMTS stop #12027.**

The apartment building is home to eleven families. Almost all of the apartments in the building have an operable window facing Fourth Avenue. These operable windows are the main source of ventilation for these apartments. All of these apartments have living areas and bedrooms directly inside those operable windows facing Fourth Avenue. These windows are directly next to SDMTS bus stop #12027. Some of these apartments are located on the first floor, also with operable windows facing Fourth Avenue, and these windows also serve as the main ventilation for their living areas and bedrooms. The main pedestrian access entryway into the apartment building is also located on Fourth Avenue, directly in front of SDMTS bus stop #12027. The main vehicular driveway (egress and ingress access) for the apartment building is also located on Fourth Avenue, directly next to SDMTS bus stop #12027. For your reference, a picture of the apartment building is below:



As you can see from the picture above, the bus stop is located in direct proximity to the apartment's operable windows, apartment driveway, and apartment main entrance. Numerous tenants have complained and brought to our attention that the bus stop is causing three intolerable and dangerous problems:

Issue #1: an unbearable amount of noise within their homes from the noise of the buses

Issue #2: a health hazard from the unbearable and unhealthy toxic smoke from the bus patron's smoking, in violation of the 20 foot rule of California Government Code Sections 7596-7598, and in violation of the 25 foot rule of SDMTS Codified Ordinance No. 13

Issue #3: a safety hazard because of the proximity of the bus stop to the apartment building driveway

We are putting San Diego Metropolitan Transit System and the City of San Diego on formal notice of these three safety and health violations, and we are formally requesting that you immediately remedy this situation by either eliminating SDMTS bus stop #12027, or that you do a minor re-route of SDMTS bus stop #12027 and move it to the north corner of Fourth Avenue and Robinson Avenue, in front of 3804 Fourth Avenue, San Diego, CA 92103.

Following are several facts that are relevant to this issue:

First, there are several bus stops located within close proximity to the current location of SDMTS bus stop #12027. All of the other bus stops in the area are in front of commercial buildings. None of them are in front of an apartment building that is 100% occupied by residential tenants (as this one is). Furthermore, none of the other stops are located in front of an apartment building with residential tenants that have operable windows located on the first floor directly next to the bus stop.

Second, there are three bus lines that stop directly in front of this apartment building - line 1, line 3, and line 120. Upon reviewing the schedules of these bus routes, one can see that the busses stop in front of this apartment building from as early as 4:53 am and run until as late as 12:28am, meaning that they run a total of 19 hours and 35 minutes per day at this stop. The three bus routes stop as many as 188 times per day at stop #12027. This means that a bus stops at this location approximately every six minutes. Each time the buses stop, they make noise from their normal stopping and going (engine noise from stopping and starting, brake noise), they make a very loud beeping noise when they lower the bus, they make a loud compressed air sound as they lower the bus, and they make another loud beeping noise when they raise the bus. Furthermore there is additional noise from the bus users loitering in front of the apartments when waiting for the busses.

Third, there is a large number of the SDMTS bus patrons that are smoking in front of the apartment building while they are waiting for their buses and after they have exited the busses. These SDMTS bus patrons continue to smoke, despite numerous and repeated requests from the tenants of the apartment building for them to cease and desist their smoking. Their toxic cigarette smoke penetrates within the operable windows of the apartment building, and goes directly into the tenant's living spaces and bedrooms. The smoke also penetrates the entrance door of the apartment building. **This is in direct violation of the California Government Code Sections 7596-7598. More specifically, it is in direct violation of Code 7597, section (a), which reads: "No public employee or member of the public shall smoke any tobacco product inside a public building or in an outdoor areawithin 20 feet of a main exit entrance or operable window of apublic building or in a passenger vehicle as defined by Section 465of the Vehicle Code owned by the state."** This is also in direct violation of the SDMTS Codified Ordinance No. 13 (which can be accessed at: <http://www.sdmts.com/MTS/documents/OrdinanceNo.13.pdf>). More specifically, it is in direct violation of SD MTS Codified Ordinance No 13, Section 13.10: " No Smoking at any Transit Facility or Bus Stop - No person shall smoke any materials, whether tobacco or any other product using any device, cigarette, cigar,

pipe, or any other apparatus, or utilize any smoking device, cigarette, cigar, pipe, or other apparatus at the following locations owned, operated, or controlled by MTS, SDTI and/or SDTC: A. Within 25 feet from any bus stop; B. Within 25 feet of any trolley station; and C. Within 25 feet of any transit facility. "

The government of California, the City of San Diego, and San Diego MTS have a direct legal responsibility to uphold and enforce these codes. Smoking is a known and established health hazard, as verified by the facts and figures posted on "smokefreesandiego.org", located at:

<http://www.smokefreesandiego.org/factsfigures/healthimpact/> .

Published information from the US Surgeon General about the health hazards of smoking can also be found at: <http://www.surgeongeneral.gov/library/reports/secondhandsmoke/secondhandsmoke.pdf>.

The government of California, the City of San Diego, and San Diego MTS have all been negligent in upholding and enforcing these codes, thereby putting the health of the tenants of the apartment building in jeopardy. We are hereby putting the government of California, the City of San Diego, and San Diego MTS on public notice that they are in violation of their duties, and that they must immediately remedy the situation by upholding and enforcing these established codes.

Fourth, there is another established bus stop located at the corner of Robinson and 4th Avenue, bus stop #12025, which is on the line 1 and line 3 routes. Previously, it also used to be part of the line 120 route. This bus stop (#12025) is located in an area of all commercial buildings - there is a 7-Eleven store directly next to this stop located at 3792 Fourth Avenue, and there are other restaurants and businesses next to that on both sides, and businesses across the street as well (no apartments in close proximity to this stop). For your reference, a couple pictures of stop #12025 are below:





If stop #12027 was removed, the people whom use that stop could easily be redirected to use the stop #12025 instead as it is already an established bus stop, and it is only approximately 300 feet towards the south from stop #12027. Please note, bus lines 1 and 3 already stop at stop #12025, and bus line 120 previously stopped there and could be re-directed to stop there instead. If stop #120 were re-directed to stop #12025 it would spread out the locations this line stops at, and make it easier for the bus passengers using line 120. Upon looking at the route of bus line 120, one can see that the place bus line 120 stops at right before stop #12027, is stop #11245 which is at the corner of University and Fifth Avenue. Stop #11245 is located on University Avenue, right before crossing 5th Avenue. This stop is in a central location along University Avenue, and is an ideal location for people entering/exiting the bus from University Avenue. Stop # 12027 is the very next stop, and thus it does not make sense to keep line 120 going to this stop. Line 120 should instead skip stop #12027, and stop at stop #12025, so that people using the bus and coming from the area of Robinson Avenue, will have a location that is closer to them. Moving line 120, and having it stop at bus stop #12025 instead of stop #12027, will also help abate some of the noise incurred at the apartment building at 3848-3852 Fourth Avenue, and alleviate the toxic smoke entering the windows and entryway of the apartment building at 3848-3852 Fourth Avenue.

Fifth, by eliminating stop #12027, not only would it abate the noise incurred by the eleven families whom live at the apartment building in front of stop #12027, and stop the toxic smoke from entering the apartment building, but also it would alleviate traffic congestion at the corner of Fourth and University, because currently, the busses have to make the turn from University Avenue onto 4th Avenue and then pull to the side immediately to get to stop #12027. By eliminating stop #12027, the busses would have another 300 feet to maneuver in traffic and slowly merge to the right side of 4th Avenue at stop #12025. Stop #12025 is a much safer place for the buses to pull over and pull out from, as there are approximately 200 feet between the driveway of the 7-Eleven and the next closest driveway southward on the right side of 4th Avenue. This would leaves plenty of space for the busses to maneuver in and out of bus stop #12025.

Sixth, In comparison, bus stop #12027, is located between two driveways. The first driveway is located in front of 3882 4th Ave, and the second driveway is part of the apartment building in question at 3848-3852 Fourth Avenue, San Diego, CA 92103. This driveway is the main vehicle access, for the tenants of the apartment building going into and out of the parking lot. The bus stop is a hinderance and danger for cars entering the apartment building driveway because they have to maneuver around a bus in order to get into the driveway (there is a bus stopping there every 6 minutes). It is also a hinderance and danger to people entering/exiting the bus in front of the driveway because it is a blind spot. When one exits the parking lot, one does not have a 45 degree angle of view clearance because of the bus stop's proximity. This is a safety hazard for both the vehicle drivers, the bus stop drivers, and the bus patrons. San Diego MTS and the City of San Diego have a responsibility to ensure the safety of the citizens of San Diego and the patrons of SDMTS bus lines. By ignoring our request to move bus stop #12027, the City of San Diego and SDMTS

is being negligent in that responsibility because they are not addressing and remedying this safety hazard.

The apartment building property measures 100 feet wide. The driveway measures 12.5 feet wide. This leaves only 87.5 feet of frontage in front of the apartment building at 3848-3852 Fourth Avenue, San Diego, CA 92103. This means that the busses have to make a turn at the corner of Fourth and University, and then maneuver within an 87 foot space then maneuver out of that space and back into traffic. Also, one must subtract from this 87 feet of space, the space needed as a buffer between the driveways and the bus stop area. This makes stop #12027 very dangerous for both the driver and passengers. Upon going to stop #12027 and observing the busses that stopped there for over a 2 hour period, I saw that almost every bus that stopped at that location had their left rear sticking out into the next lane (they were at an angle to the sidewalk, with their left rear sticking out from the curb between 3-6 feet. Since there are 3 lanes of traffic, this means that the left end of the bus was sticking out into the next lane of traffic. Since it is near the corner of Fourth Avenue and University, this creates a danger because the busses are sticking out in the way of the traffic of cars that are turning from University Avenue onto Fourth Avenue, and cars that are coming from down Fourth Avenue. Stop #12025 is a much safer place to stop because it ensures there is adequate space for the busses to pull into the stop and pull out from the stop.

Seventh, another alternative would be to remove both bus stop #12027 and #12025, and replace both of them with one bus stop at the north corner of Fourth Avenue and Robinson Avenue. There are no other driveways on the right side of Fourth Avenue, southward between the apartment building driveway of 3848-3852 Fourth Avenue and the north corner of Fourth Ave. and Robinson Avenue. At the north corner of Fourth Avenue and Robinson Avenue, (3804 Fourth Avenue), there is an art supply business (commercial business). This would be a much more suitable location for a bus stop as it is near an intersection of all commercial businesses (not near any apartments), and in a place without the safety concerns of a driveway nearby on the right side of Fourth Avenue. Replacing both stops with one stop would make the bus routes quicker and more efficient, and would only inconvenience people a matter of approximately 100-150 feet either way from where stop #12027 and stop #12025 are currently located. This would be an ideal compromise so that the eleven families whom live at the apartment building at 3848-3852 Fourth Avenue could have some peace and quiet, the bus routes would be safer for the drivers pulling into and out of the stop, and the bus stop would be located within close proximity to both University Avenue and Robinson Avenue.

In conclusion, we are putting San Diego Metropolitan Transit System and the City of San Diego on formal notice of these three safety and health violations, and we are formally requesting that you immediately remedy this situation by either eliminating SDMTS bus stop #12027, or that you do a minor re-route of SDMTS bus stop #12027 and move it to the north corner of Fourth Avenue and Robinson Avenue, in front of 3804 Fourth Avenue, San Diego, CA 92103.

I look forward to your reply.

Sincerely,
Sheila Kazemaini
U-Click Properties, LLC
7736 Fay Avenue, Suite 201
La Jolla, CA 92037

Email: uclickproperties@aol.com
Tel: 858-456-0440

Owner of the apartment building located at:
3848-3852 Fourth Avenue
San Diego, CA 92103

Petition to REMOVE or MOVE SDMTS BUS STOP #12027




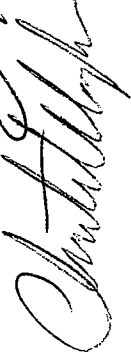

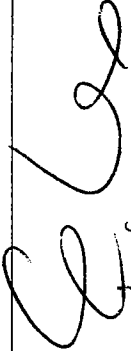
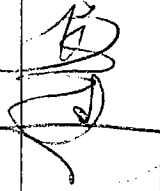
Petition Summary: We are asking San Diego MTS to either remove or move bus stop #12027, located at 3852 Fourth Avenue, San Diego, CA 92103. The bus stop is in front of an apartment building which is home to eleven families. A bus stops at this bus stop approximately every 6 minutes from 4:53am until 12:28am. The bus stop causes an extreme amount of noise as it enters and exits the bus stop and as it beeps going up and down for people to enter/exit the bus, it poses a safety hazard because of the driveway on the property (which is the entrance/exit to the building parking lot), and the bus patrons' smoking is causing a health hazard to the residents of the building.

Action Petitioned For: We the undersigned are concerned citizens who urge our leaders to act now to remove or move San Diego Metropolitan Transit bus stop #12027, which is located in front of an apartment building at 3852 Fourth Avenue, San Diego, CA 92103, in the Hillcrest area:

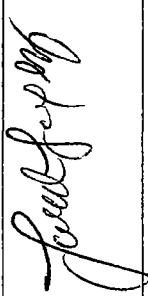

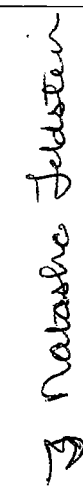
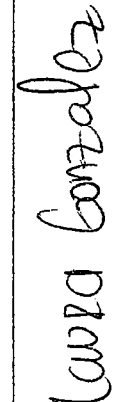


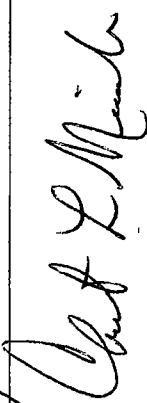
Date	Signature	Printed Name	Address	Comment
4/26/14	Pam Shelton	Pam Shelton	3852 4th Ave.	Smoke loud noise from the bus and people at the bus stop. Too many buses!
4/26/14	Pam Shelton	Dan Shelton	3852 Fourth Ave. S.D.	Bus stop block my drive way vision. Dangerous!
4-26-14	Della Zemar	Della Zemar	3852 4th Ave 3830 4th Ave SD 92103	

(continued on next page)

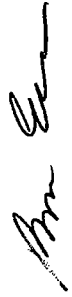
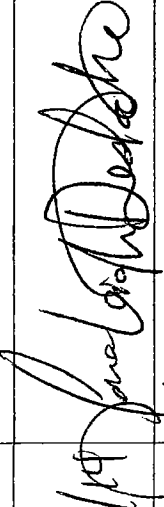



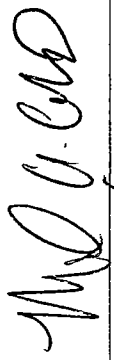

Petition to REMOVE or MOVE SDMTS BUS STOP #12027

Date	Signature	Printed Name	Address	Comment
4-26-14		Daniel Ferreira	3830 4th Ave San Diego Ca 92103	Have garbage in and left off in front of my salon along with noise
4.26.14		PAUL JESUS AQUINO	3830 4TH AVE SD, CA 92103	
4/26/14		Christopher Lopez	3830 4th Ave SD, CA 92103	Just dirty and uncomfortable
4/26/14		Christina Wongler	3830 4th Ave SD, CA 92103	
4/26/14		Samantha Stella	3830 4th Ave SD, CA 92103	lots of trash and creepers
4/26/14		Erica Castillo	3830 4th Ave SD, CA 92103	lots of creeps!
4/26/14		Jose De la Cruz	3845 4th Ave SD, CA 92103	

Petition to REMOVE or MOVE SDMTS BUS STOP #12027

Date	Signature	Printed Name	Address	Comment
April 26/2014		Viv Lopez	3845 4th Ave San Diego, CA, 92103	a lot of trash
4/26/14		JULIA DAO	3867 4th AVE SAN DIEGO, CA 92103	too much trash
4/26/14		Natasha Feldstein	3867 4th AVE San Diego, CA 92103	excess trash/ smoke pollution
4/26/14		Laura Gonzalez	3867 4th Ave San Diego, CA 92103	too loud and people smoke waiting for the bays, so that is illegal.
4/26/14		Peter Shelton	3624 1/2 1st Ave. San Diego CA 92103	The noise & trash will not allow for quite enjoyment of the neighborhood.
4/26/2014		JOHN STRAIN	3852 4TH AVE #2 SAN DIEGO, CA 92103	BUS STOP OUT MY FRONT YARD, COLLECTS TRASH, HOMELESS, SMOKERS, INCUBATOR FEEL MILLIONS OF DIRT - MOVE IT
4-26-14		CHRISTINA MEINECKE	11 11	MOVE IT!

Petition to REMOVE or MOVE SDMTS BUS STOP #12027


Date	Signature	Printed Name	Address	Comment
4/27/14		Brian Ellis	11315 Cascadia ave SD CA 92124	Dirty, loud Trash
4/27/14		Sara Destache	772 and ave Chula Vista CA 91910	
4/27/14		Shen Barbano	3852 4th Ave San Diego, CA 92103	Dirty, times are inconvenient to sleep
4/27/14		Brittany Cordes- Page	3852 4th Ave San Diego CA 92103	loud, Dirty, smell!
4-27-14		Matt Ramon	3033 India St #6 San Diego, CA 92102	smells like pee
4/27/14		Michael Culler	1026 ESSEX ST SD, CA 92103	DIRTY, ALWAYS smells of urine and trash
4/27/14		Chad Stevenson	302 Washington St SD 92103	1.

Petition to REMOVE or MOVE SDMTS BUS STOP #12027

Date	Signature	Printed Name	Address	Comment
4/27/14	Noelle LeCureux	Noelle LeCureux	5079 Kiowa Dr La Mesa CA 91942	Stinks!
4/25/14	Cami Collins	Cami Collins	4128 Mississippi St #1 SD, CA 92104	
4/26/14	Bento.	Bento.	3846 Eugene St.	
4/26/14	DA [Signature]	M. LANFORD	4540 Oregon St. UNIT 6	Smell like pee and smoke
4/28/14	Jose L Ramirez	JOSE L RAMIREZ	3252 Fourth Ave SAN DIEGO CA 92103	People leave Trash Bus leaves Black dust your Bosses are terrible politeness toxic smoke unbearable noise
4/30/14	[Signature]	Ahmad Paksima	3852 Fourth Ave SD, CA 92103	
4/30/14	[Signature]	Mahvan Razmairani	3852 4th Ave. San Diego CA 92103	lots of smoke Noise

Petition to REMOVE or MOVE SDMTS BUS STOP #12027

[illegible]

U-Click Timepieces <uclick@aol.com> 

May 6, 2014 2:27 PM

To: Beverly Neff <beverly.neff@sdmts.com>

Cc: "denis.desmond@sdmts.com" <denis.desmond@sdmts.com>, MTS- Regional Scheduling and Service Planning Division <mts.planning@sdmts.com>, "paul.jablonski@sdmts.com" <paul.jablonski@sdmts.com>, "sherrilighner@sandiego.gov" <sherrilighner@sandiego.gov>, "toddlgloria@sandiego.gov" <toddlgloria@sandiego.gov>, "abernal@sandiego.gov" <abernal@sandiego.gov>, "info@smokefreesandiego.org" <info@smokefreesandiego.org>, "ellen.sherwood@lung.org" <ellen.sherwood@lung.org>, Zeeba Paksima <zeeba@paksimagroup.com>

Bcc: E Lightner <evie@lightner.net>, Dan Shelton <danoshelton@aol.com>, U Click Properties <uclickproperties@aol.com>, U-Click Timepieces <uclick@aol.com>

Re: Request for REMOVAL &/or MINOR RE-ROUTING OF SDMTS BUS STOP #12027 PART I

2 Attachments, 1.9 MB

Hello Beverly,

Pursuant to our telephone call today, I sent you copies of the information I had sent to Denis Desmond of SDMTS, as well as the recipients listed below. Your response is inadequate and insufficient. A one time clean up will not address this ongoing health and safety issue. SDMTS has a legal and moral responsibility to ensure the safety and health of all of the citizens of San Diego. You cannot place a dollar value on mitigating this health hazard (smoking) and safety hazard (dangerous placement of the bus stop between 2 driveways).

Sincerely,
Ron Kazemaini
U-Click Properties, LLC
7736 Fay Avenue, Suite 201
La Jolla, CA 92037

Email: uclickproperties@aol.com
Tel: 858-456-0440

Owner of the apartment building located at:
3848-3852 Fourth Avenue
San Diego, CA 92103

On May 6, 2014, at 2:12 PM, Beverly Neff <beverly.neff@sdmts.com> wrote:

Thanks. I will request Transit Security to patrol the area to enforce the No Smoking policy. I'll schedule my crew to do a one-time clean-up for now to remove the cigarette butts. Thanks Ron.

From: U-Click Timepieces [mailto:uclick@aol.com]

Sent: Tuesday, May 06, 2014 2:08 PM

To: Beverly Neff

Subject: Fwd: Request for REMOVAL &/or MINOR RE-ROUTING OF SDMTS BUS STOP #12027 PART I

"Bartolino, Shea FC2" <bartolis@cg62.navy.mil>

May 1, 2014 6:00 AM

To: uclick@aol.com

Bus Stop

To Whom it May Concern:

I lived at 3852 4th Ave Apt 1, San Diego, Ca 92103. During this time I lived directly above the 4th Ave bus stop. Every morning I would wake up between 5-5:30am to the sounds of people lining up for the bus and the bus starting its daily routine; which lasted until midnight most nights.

My living room sat directly above the bus stop. Frequently I would hear full 10-15 minute conversations from the bus riders as they waited. The smoke from cigarettes would constantly come into my apartment which in turn, forced me to always keep my windows closed.

The long running schedule in addition to the large groups of passengers waiting for one of the three buses assigned to this stop made it almost impossible to fall asleep before midnight. Being in the Navy, I must wake up between 5:30-6:00am but I was constantly in a restless sleep because of the outside noise caused by the bus stop.

This bus stop has been a headache to live by and was a deciding factor to why I moved out of my residence at 3852 4th Ave Apt 1, San Diego, Ca 92103.

Please do not take this open letter as an individual account as every tenant at that apartment complex must deal with the woes and pains brought on by that bus stop.

Signed

Shea Bartolino

My mothers address is 3650 Maytorena Avenue Sacramento, Ca 95834



Metropolitan Transit System

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

May 6, 2014

S RTP 820.2 (PC50451)

Ms. Sheila Kazemai
U-Click Properties
7736 Fay Avenue, Suite 201
La Jolla, CA 92037

Dear Ms. Kazemai:

SUBJECT: BUS STOP AT FOURTH AVENUE & UNIVERSITY AVENUE

Thank you for contacting MTS regarding the bus stop on Fourth Avenue, south of University Avenue.

This stop is an essential transportation link for the neighborhood. It has been in place in its current location since at least the 1940s, and is one of our most utilized stops in the Uptown area. MTS Routes 1, 3, and 120 provide local and limited stop service to this stop. Routes 1 and 120 travel from westbound University Avenue and turn left onto Fourth Avenue. Route 3 travels southbound on Fourth Avenue, across University Avenue. Approximately 450 customers board one of the three routes at this location and approximately 200 customers alight our buses at this stop. This stop also provides the opportunity to transfer to and from Routes 10 and 11 on University Avenue.

The current bus stop is approximately 90 feet long, with additional maneuvering space for the buses on both the northern and southern ends. It is ADA accessible, and has two benches and a concrete bus pad in the street. We have no record of any incidents related to vehicles exiting your driveway, and there is nothing about its design, use, or placement that is dissimilar to many other MTS bus stops in the area or throughout the MTS region. At the request of the previous property owner, we removed the bus shelter from this location so that he could access the side of the building for maintenance. We have not re-installed the shelter yet, in an attempt to mitigate his concerns about loitering at the stop. Our Transit Enforcement teams have also increased monitoring of the area for the same purpose.

In response to your recent telephone calls and emails, we have analyzed several alternative stop placements in this area, including those suggested by you and the previous property owner, to determine if there are any other locations that would serve our passengers equally, but without the impacts on the adjacent property that you have described. The results of our review of each suggested alternative are listed below:

- 4th Avenue between University Avenue and the commercial strip mall driveway – the curb is only approximately 40 feet in this location, which is far below the desired length of a bus stop immediately following a left turn, making this location infeasible.
- 4th Avenue, mid block between University Avenue and Robinson Avenue (south of the existing location) – this location is farther from the main activity centers and transfer locations on University Avenue. In addition, there is only approximately 40 feet of curb

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space with ADA accessible sidewalk to the curb. This location would require buses to stop in the existing driveway in order to allow enough room to maneuver into and out of the stop.

- 4th Avenue, just north of Robinson Avenue – this location is too far from main activity centers and transfer locations on University Avenue and would require bus passengers to walk an additional approximately 230 feet than they do today. This would also place the stop in a through-right turn lane, increase potential conflicts with turning vehicles.
- 4th Avenue, just south of Robinson Avenue – this is the location of the existing bus stop number 12025. It is too far from the main activity centers and transfer locations on University Avenue and would require bus passengers to walk an additional 400 feet than they do today. The existing stop is also only 60 feet long, and therefore does not accommodate two buses simultaneously, as would be required with an increased volume if we were to consolidate both stops here. This stop currently boards approximately 90 passengers on an average weekday, less than a quarter of the riders using the stop adjacent to your property. That shows a clear preference to a stop closer to University Avenue, intersecting bus transfers, and the medical facilities north of Washington Street. It is actually planned to remove this stop at Robinson Avenue as part of a bus stop consolidation effort, but we have kept it in place for now solely to avoid increasing demand and impact on your property even further.
- 4th Avenue, just north of University Avenue – Routes 1 and 120 are unable to serve this location because they come from westbound University Avenue.

Following this analysis, the existing location was determined to be the best place for this stop. This is the same conclusion that was reached when we analyzed this stop last year at the request of the previous property owners. MTS also shared this information with you on April 9, 2014, prior to your recent purchase of the property.

To address your concerns regarding smoking at the bus stop, violations of our MTS ordinance can be reported to MTS Transit Enforcement by calling 619.595.4960 or by texting 619.318.1338. Both MTS Security and the San Diego Police Department can issue citations to people actively violating the law at this location.

If you have additional questions, please contact Don Varley, MTS Senior Transportation Planner at 619.595.4916 or don.varley@sdmts.com.

Sincerely,



Paul Jablonski
Chief Executive Officer

L:MARQUIS-L
L-SKAZEMAINI.4THUNIV.DVARLEY.050214

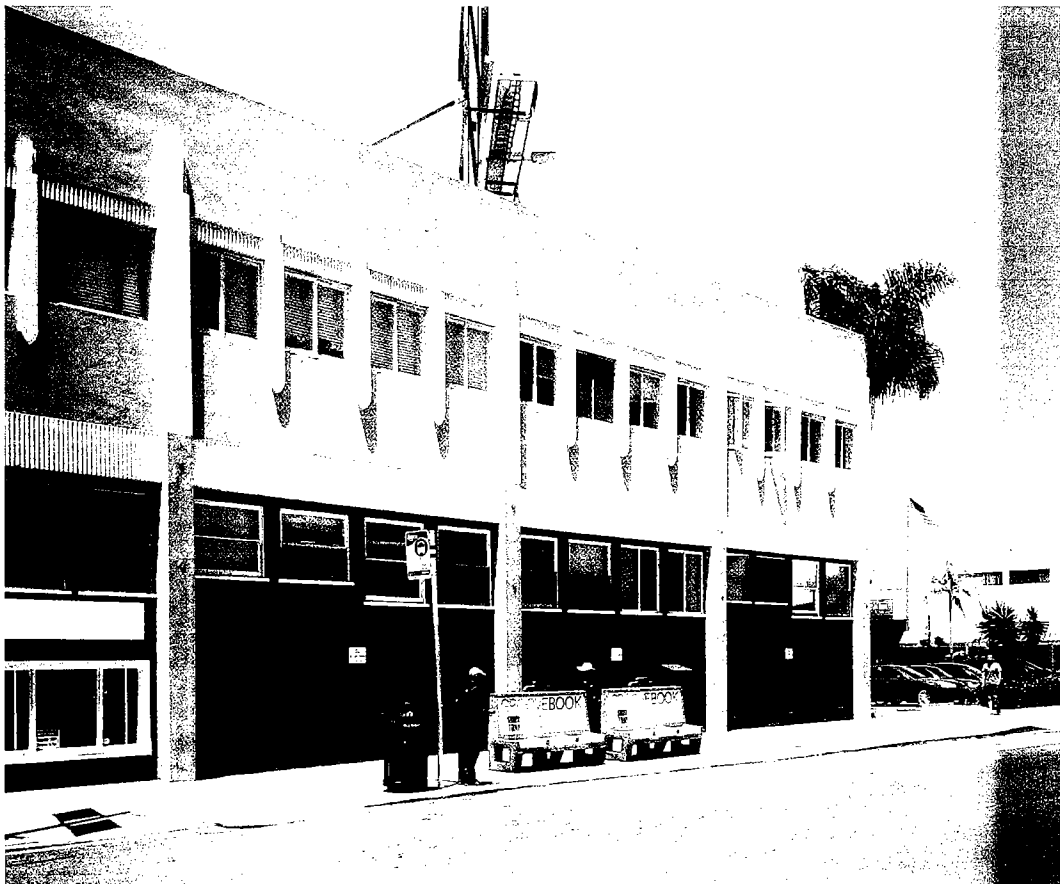
CC: Todd Gloria, San Diego City Councilmember, District 3
Sheri Lightner, San Diego City Councilmember, District 1
Sharon Cooney
Beverly Neff
Don Varley

















Videos Posted on Youtube showing SDMTS bus stop 12027 – as seen from inside the apartment building & from the sidewalk directly next to the stop.

Remove or Move SDMTS Bus Stop #12027 - Video 1

<https://www.youtube.com/watch?v=T4WQvPjQfoA>

Remove or Move SDMTS Bus Stop #12027 - Video 2

<https://www.youtube.com/watch?v=SPInb2QGIUY>

Remove or Move SDMTS Bus Stop #12027 - Video 3

<https://www.youtube.com/watch?v=Zlaqu987dCk>



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

83

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	5/15/14		
Name	John Strain		
Address	3852 4th Ave #1		
Telephone			
Organization Represented	Bldg owner		
Subject of Your Remarks	move the bus stop		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	5/15/14		
Name	Dan Shelton		
Address	3852 4 th Ave #3 S.O.		
Telephone	970-529-3736		
Organization Represented	Building owner		
Subject of Your Remarks	move the bus stop		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

give time

ORDER REQUEST RECEIVED

35

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TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	5/15/14		
Name	Pam Shelton		
Address	3852 4th Ave #3 S.D.		
Telephone	970-390-7293		
Organization Represented	owner		
Subject of Your Remarks	move the bus stop		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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

May 6, 2014

SRTP 820.2 (PC50451)

Ms. Sheila Kazemaini
U-Click Properties
7736 Fay Avenue, Suite 201
La Jolla, CA 92037

Dear Ms. Kazemaini:

SUBJECT: BUS STOP AT FOURTH AVENUE & UNIVERSITY AVENUE

Thank you for contacting MTS regarding the bus stop on Fourth Avenue, south of University Avenue.

This stop is an essential transportation link for the neighborhood. It has been in place in its current location since at least the 1940s, and is one of our most utilized stops in the Uptown area. MTS Routes 1, 3, and 120 provide local and limited stop service to this stop. Routes 1 and 120 travel from westbound University Avenue and turn left onto Fourth Avenue. Route 3 travels southbound on Fourth Avenue, across University Avenue. Approximately 450 customers board one of the three routes at this location and approximately 200 customers alight our buses at this stop. This stop also provides the opportunity to transfer to and from Routes 10 and 11 on University Avenue.

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space with ADA accessible sidewalk to the curb. This location would require buses to stop in the existing driveway in order to allow enough room to maneuver into and out of the stop.

- 4th Avenue, just north of Robinson Avenue – this location is too far from main activity centers and transfer locations on University Avenue and would require bus passengers to walk an additional approximately 230 feet than they do today. This would also place the stop in a through-right turn lane, increase potential conflicts with turning vehicles.
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To address your concerns regarding smoking at the bus stop, violations of our MTS ordinance can be reported to MTS Transit Enforcement by calling 619.595.4960 or by texting 619.318.1338. Both MTS Security and the San Diego Police Department can issue citations to people actively violating the law at this location.

If you have additional questions, please contact Don Varley, MTS Senior Transportation Planner at 619.595.4916 or don.varley@sdmts.com.

Sincerely,



Paul Jablonski
Chief Executive Officer

LMARQUIS-L
L-SKAZEMAINI.4THUNIV.DVARLEY.050214

CC: Todd Gloria, San Diego City Councilmember, District 3
Sheri Lightner, San Diego City Councilmember, District 1
Sharon Cooney
Beverly Neff
Don Varley



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

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY QUARTERLY
REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF
DIRECTORS AT ITS MEETING ON APRIL 15, 2014

RECOMMENDATION:

That the Board of Directors:


1. receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports (Attachment A) for information; and
2. ratify actions taken by the SD&AE Board at its quarterly meeting on April 15, 2014, which included:
 - approving: (1) two public at-grade crossing easements to Unified Port of San Diego (Port) across the Coronado Branch south of J Street in the City of Chula Vista; and (2) two temporary license agreements to use the existing crossings in the same location.
 - electing Blake Jones as board member of the SD&AE Railway Company Board of Directors to replace Brad Ovitt.
 - electing Paul Jablonski as Chairperson of the SD&AE Railway Company.

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, Museum, and PIR have provided operations reports during the first quarter of 2014 (Attachment A).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Karen Landers, 619.557.4512, Karen.Landers@sdmts.com

Attachment: A. SD&AE Meeting Agenda & Materials

AGENDA

San Diego and Arizona Eastern (SD&AE) Railway Company
Board of Directors Meeting

April 15, 2014

9:00 a.m.

Executive Committee Room

James R. Mills Building, 1255 Imperial Avenue, 10th Floor



**SAN DIEGO & ARIZONA
EASTERN RAILWAY
COMPANY**

A NEVADA NONPROFIT
CORPORATION

1255 IMPERIAL AVENUE,
SUITE 1000
SAN DIEGO, CA
92101-7490
(619) 231-1466

BOARD OF DIRECTORS
BRAD OVITT, CHAIRPERSON
MATT DOMEN
PAUL JABLONSKI

OFFICERS
PAUL JABLONSKI, PRESIDENT
MATT DOMEN, SECRETARY
ERIN DUNN, TREASURER

LEGAL COUNSEL
KAREN LANDERS

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least five working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

- | | ACTION
RECOMMENDED |
|---|-------------------------------|
| 1. <u>Approval of the Minutes of January 14, 2014</u>
Action would approve the SD&AE Railway Company Minutes of January 14, 2014. | Approve |
| 2. <u>Statement of Railway Finances (Erin Dunn)</u>
Action would receive a report for information. | Receive |
| 3. <u>Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen)</u>
Action would receive a report for information. | Receive |
| 4. <u>Report on Pacific Southwest Railway Museum (Diana Hyatt)</u>
Action would receive a report for information. | Receive |
| 5. <u>Report on the Desert Line (Chas McHaffie)</u>
Action would receive a report for information. | Receive |
| 6. <u>Real Property Matters (Tim Allison)</u> | |
| a. <u>Summary of SD&AE Documents Issued Since January 14, 2014</u>
Action would receive a report for information. | Receive |
| b. <u>Easement Agreement with Unified Port of San Diego</u>
Action would approve: (1) two public at-grade crossing easements to Unified Port of San Diego (Port) across the Coronado Branch south of J Street in the City of Chula Vista; and (2) two temporary license agreements to use the existing crossings in the same location. | Approve |
| 7. <u>Election of SD&AE Chairperson (Karen Landers)</u>
Action would discuss electing a new Chairperson and forward a recommendation to the MTS Board of Directors for approval. | Possible
Action |
| 8. Board Member Communications | |
| 9. Public Comments | |
| 10. Next Meeting Date: July 15, 2014 | |
| 11. Adjournment | |

MINUTES

BOARD OF DIRECTORS MEETING OF THE SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

January 14, 2014

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on January 14, 2014, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Matt Domen and Wayne Terry (as the alternate for Paul Jablonski). Brad Ovitt was absent. Also in attendance were members from:

San Diego Metropolitan Transit System:
San Diego Association of Governments:
Pacific Southwest Railway Museum:
Pacific Imperial Railroad, Inc.:

Kimley-Horn & Associates:
Trains Magazine:
FFBC:
Other:

Tim Allison, Karen Landers, Erin Dunn
Pete d'Ablaing
Diana Hyatt
Sheila LeMire, Dave Arganbright, Jack Rohal,
Raul Pulido, David Rohal, Charles Patterson
Anthony Podegracz
Don Jones
Hector Gonzalez
Ana Sofia Gonzalez, Juan Antonio Martinez

1. Approval of Minutes

Mr. Terry moved to approve the Minutes of the October 22, 2013, SD&AE Railway Board of Directors meeting. Mr. Domen seconded the motion, and it was unanimously approved.

7. Update on San Ysidro Freight Yard Improvement Projects (Taken Out of Order)

Pete d'Ablaing of SANDAG and Anthony Podegracz of Kimley-Horn gave an update on San Ysidro Freight Yard Improvement Projects. (See attached PowerPoint.)

Action Taken

Mr. Terry moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

2. Statement of Railway Finances

Erin Dunn reviewed the financial statement for the 4th quarter of 2013 (attached to the agenda item). Tim Allison added that some of the expenses were for a wind turbine project in the valley, which required engineers and personnel.

Action Taken

Mr. Terry moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

SD&AE Railway Company Board Meeting Minutes

January 14, 2014

3. Report on San Diego & Imperial Valley Railroad (SD&IV) Operations

Matt Domen reviewed the report of activities for the 4th quarter of 2013 (attached to the agenda item). Mr. Domen stated that there was an additional engineer/conductor position added under Labor (on page 1 of the report) for a total of 10 employees at the end of December 31, 2013.

Action Taken

Mr. Terry moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt reviewed the 4th quarter of 2013 report (attached to the agenda item). Ms. Hyatt noted the following corrections to the report:

48
↑

During the fourth quarter of 2013, utilizing all volunteer crews, the Pacific Southwest Railway Museum ran 26 passenger trains carrying 6,535 passengers with no FRA reportable accidents or injuries. Total income from SD&AE property for fourth quarter, 2014 exceeded \$148,000; a → \$160,000 more accurate accounting will be provided verbally at the quarterly meeting of the SD&AE board. By comparison, PSRM carried 6,889 passengers during the fourth quarter of 2012 and total income from SD&AE property was \$185,410.

Ms. Hyatt stated that the decline in ticket revenue was due to reduced train operations.

Ms. Hyatt expressed concern that it has been a year since the operating agreement has expired and it has been on a month-to-month basis. Ms. Hyatt requested separate operating agreements for PIR and the Museum.

Ms. Landers responded that she is not amenable to separate agreements. She added that MTS is not willing to sign off on not being a party to maintenance and operations on the line, and that the intent is to renew the agreement for five years. Ms. Landers stated that some additional provisions need to be added to the lease. Ms. Hyatt responded that the issue with a month-to-month lease is that it could affect the Museum when applying for potential grants.

Shelia LeMire of PIR clarified that the intention was not to leave MTS out of the agreement but instead for PIR to work with the Museum to iron out the responsibilities and then present them to MTS.

Ms. Landers stated that passenger operations should not be addressed in the agreement at this point. She clarified that the agreement will continue for five years and will include responsibilities (that are amenable to all parties).

Ms. Hyatt requested copies of the appendices that are to be included with the agreement. Ms. Landers agreed to provide those copies.

Action Taken

Mr. Domen moved to receive the report for information. Mr. Terry seconded the motion, and it was unanimously approved.

SD&AE Railway Company Board Meeting Minutes

January 14, 2014

5. Report on the Desert Line

Sheila LeMire introduced David Rohal, newly elected President of PIR. Mr. Rohal introduced new PIR personnel: Charles Patterson, Chief Commercial Officer; David Arganbright, Senior Vice President of Development; Raul Pulido, Controller; and Jack Rohal (David Rohal's son).

Chas McHaffie reviewed PIR's 4th quarter of 2013 report (attached to the agenda item). Mr. McHaffie explained that PIR will be focusing on commodities solely on the U.S. side of the border going forward and doing much less business with the maquiladoras than originally planned. He added that PIR will submit the newly revised business plan to the SD&AE Board by the next quarter.

Mr. McHaffie informed members that PIR submitted payments on schedule and in conformance with its contract.

- Alejandro De La Torre of Baja California Railroad, Inc.

1. Mr. De La Torre requested the status of the maintenance project on the Desert Line and a time line for completion. He stated that Baja is working on the rail line in Tecate and anticipates completion by June 2014.

Mr. Rohal, PIR President, responded stating that PIR had an engineering firm conduct physical inspections of the bridges, tunnels, rails, and ties. They should have a final sum for the work required in a few weeks. Mr. Rohal stated that the line is currently not safe to operate on, and all work and testing must be completed and in compliance before operations can commence. He added that he could not provide a time line at this time.

2. Mr. De La Torre asked who the majority owners of PIR are because there are two groups claiming to be the owners (PIR and Dan Barone). He asked who to speak with regarding an interchange agreement.

Mr. McHaffie responded that the majority owners of PIR are a group from Nevada, and Mr. McHaffie is their representative on all matters.

3. Mr. De La Torre commented that information on PIR's Web site is creating issues for his company because it implies that PIR is operating on the Tecate short line. He requested that PIR correct this information. Ms. LeMire responded that the information on the Web site does not say that specifically, but it is a little vague. Mr. McHaffie added that since the new business plan will be geared toward the U.S., all of that current information will be alleviated.

Action Taken

Mr. Domen moved to receive the report for information. Mr. Terry seconded the motion, and it was unanimously approved.

SD&AE Railway Company Board Meeting Minutes

January 14, 2014

6. Real Property Mattersa. Summary of SD&AE Documents Issued Since October 22, 2013

Tim Allison stated that since the October 22, 2013, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-14-587: Right of Entry Permit to LB Civil Construction, Inc. to construct the extension of H Street in the City of Chula Vista.

Action Taken

Mr. Terry moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

8. Board Member Communications

There were no Board member communications.

9. Public Comments

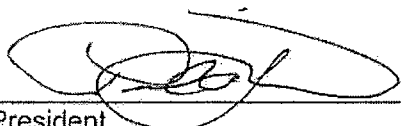
There were no additional public comments.

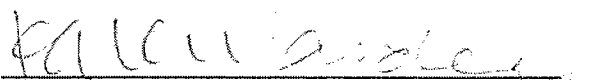
10. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is on April 15, 2014.

11. Adjournment

The meeting was adjourned at 9:30 a.m.



President

General Counsel

Attachment: PowerPoint - TCIF Funded South Line Freight Rail Projects

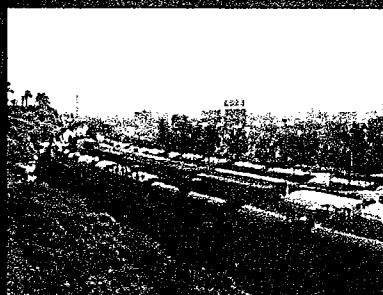


Trade Corridors Improvement Fund (TCIF) Program

- » Statewide program, \$250M in San Diego
- » Focus on freight infrastructure improvements on high volume trade corridors
- » CTC has approved project scopes of work and funds have been allocated
- » Monitored by California Transportation Commission (CTC) and Caltrans Division of Rail (DOR)

South Line Freight Corridor Improvements

- » Increased Freight Capacity within corridor
 - Doubles capacity - increase freight capacity from 10,000/year to 19,600/year (from 2 to 4 trains/day)
 - Provide freight capacity to potentially eliminate up to 31,800 truck trips/year on regional facilities
- » Increase speed of freight traffic along corridor
- » Safety improvements through Signal upgrades
- » Potential for improved connectivity with Mexico
- » Leverages rail investments and provides flexibility for future Freight demands.
- » Also benefits MTS



SANDAG 3

South Line Freight Corridor Details

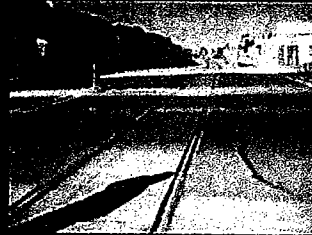
- » 2 Separate Construction Projects
 - San Ysidro Yard Expansion Project
 - Cost:
 - \$25.9M from TCIF
 - \$40.5M total cost
 - Status:
 - Right-of-Way Acquisition Complete
 - Initial Construction started early 2013
 - Main Construction project to start in February 2014
 - Main Line Improvement Project
 - Cost:
 - \$42.2M from TCIF for mainline improvements
 - \$51.2M total cost
 - Status:
 - Broken into 4 Phases for Construction
 - 3 Phases in Construction (1 complete)
 - 4th Phase schedule to start in February 2014

SANDAG 4

Mainline Improvement Project

» Project Elements

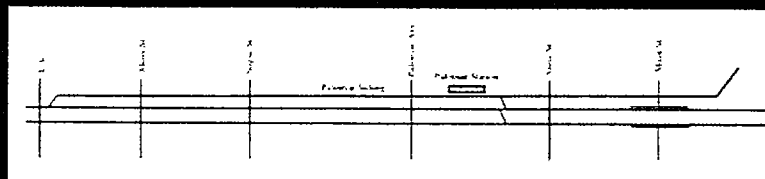
- Signaling Improvements
 - Aerial Cable/Fiber Backbone
 - Positive Train Separation (if FRA requires)
 - Bi-Directional CTC
 - Bi-Directional Grade Crossing
- Palomar Siding Improvements
 - Siding Split North and South of Palomar St. Trolley Station
 - New Southern Connection
 - Freight Bridge Over Main Street
 - New turnouts and derails
- New Mainline Crossovers
 - Just South of San Diego Yard Entrance
 - North of L Street



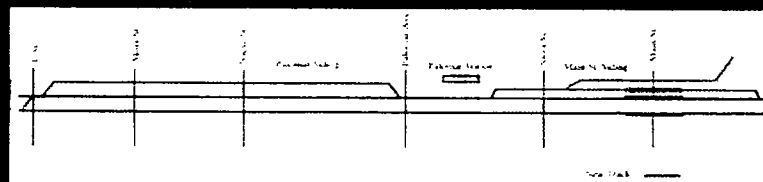
SANDAG

Mainline Improvement Project Status

» Palomar Siding: Existing Condition



» Palomar Siding: Future Configuration



SANDAG

Mainline Improvement Project Status

» Construction Phasing

- Broken into 4 Phases to Aid in project delivery and for Efficiency with concurrent Trolley Improvement Program
- Phase 1: Aerial Cable/Fiber Backbone
Complete
- Phase 2: Initial Signal & Track Improvements
In final stage of Construction
- Phase 3: Palomar Siding Improvements
Concurrent with Palomar LRT Station reconstruction, work scheduled for mid 2014 (overall construction contract underway)
- Phase 4: Track, Signal and Grade Separation Improvements
Project awarded to Flatiron/H&H Joint Venture
Anticipate Construction NTP will occur in February 2014
Project duration: 545 calendar days (~18 months)



SANDAG

San Ysidro Freight Yard Expansion

» Project Elements

Freight Track Improvements

- Reconstruction of Storage Tracks and Special Trackwork
- Yard Lead Extension

New Access Road & Circulation

New Paved Loading Areas

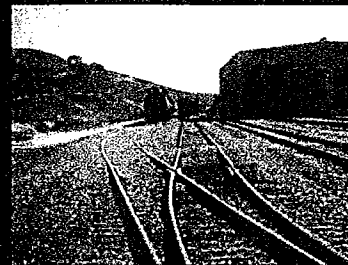
- Improved Potential for Transloading

Signal Improvements

Grading & Drainage Improvements

New Lighting and Communication Systems (CCTV)

Right of Way Acquired



SANDAG

San Ysidro Freight Yard Expansion

- Right-of-Way Acquisition:
 - Complete
- Construction:
 - Initial Phases
 - Chain and Mow occurred in January 2013
 - Initial Mainline work occurred in late 2013
 - Main Project
 - Awarded to West Coast General
 - NTP to occur February 3, 2014
 - Project Duration: 300 working days (~ 15 months)



SANDAG

Conclusion

- » We will continue to work with MTS/SD&AE.
- » We will continue to monitor concurrent Trolley Improvement Projects.
- » Questions?
- » Contacts

Pete D'Ablaing (619-699-1906; pete.dablaing@sandag.org)

Anthony Podegracz (619-744-0116;

anthony.podegracz@sandag.org)

SANDAG

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Agenda Item No. 2

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the quarter ended March 31, 2014.

Budget Impact

None

DISCUSSION:

Attached are the financial results for the first three quarters of fiscal year (FY) 2014, which includes the periods ended March 31, 2014, and 2013.

The current year-to-date income of \$835,000 is favorable to budget primarily due to the Desert Line lease revenue not being in the original budget as well as an increase in right of entry permit revenue. Income has increased by \$814,000 compared to the same period last year—again—primarily due to the Desert Line lease revenue and an increase in right of entry permit revenue. MTS anticipates programming the Desert Line lease revenues for capital repairs along SD&AE-owned property.

Expenses are \$30,000 unfavorable to budget primarily due to an unfavorable variance in personnel costs offset by favorable risk management costs. Expenses have increased by \$8,000 over the same period last year primarily due to the increase in personnel costs partially offset by a decrease in outside services. The net income for the first three quarters of FY 14 was \$812,408 compared to net income of \$7,235 for the same period in FY 13.

Attachment: SD&AE Operating Statement 3rd Quarter FY 14

SD&AE Operating Statement FY 2014-13

	FY 2014				FY 2013	
	Q1 2014	Q2 2014	Q3 2014	YTD	Budget	Variance
Revenue						
Right of Entry Permits	\$ 13,250	(700)	82,128	94,678	22,500	72,178
Lease Income	13,081	18,640	17,984	49,705	60,003	(10,298)
Desert Line Lease Revenue	250,000	250,000	250,000	750,000	-	750,000
SD&IV 1% Freight Fee	9,704	8,000	31,198	48,902	26,253	22,649
Total Revenue	286,035	275,940	381,310	943,284	108,756	834,528
Expense						
Personnel Costs	30,685	36,238	31,765	98,688	64,673	(34,015)
Legal Fees	-	-	1,200	1,200	-	(1,200)
Outside Services	515	17,529	1,325	19,369	15,016	(4,353)
Risk Management	3,336	3,751	3,799	10,885	20,475	9,590
Misc Operating Expenses	284	75	375	734	378	(356)
Depreciation	-	-	-	-	-	-
Total Expense	34,820	57,593	38,464	130,876	100,542	(30,334)
Net Income/(Loss)	\$ 251,215	\$ 218,347	\$ 342,846	\$ 812,408	\$ 8,214	\$ 804,194

Reserve Balance 2013 **\$ 1,505,741**

Allocated interest earnings - estimated 3,000
Operating profit/(loss) 812,408

Reserve Balance 2014 - Estimated **\$ 2,321,149**

Agenda Item No. 3

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Periodic Report for the 1st Quarter of 2014



SD&AE Board
C/O MTS
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

March 31, 2014

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company activities of interest for the 1st Quarter of 2014 are listed as follows:

1. Labor

At the end of March 31, 2014 the San Diego & Imperial Railroad had 10 employees:

- 1 General Manager
- 1 Trainmaster
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Manager
- 1 Roadmaster
- 1 Maintenance of Way Employee
- 3 Train Service Employees

2. Marketing

Volume in the 1st Quarter declined 3% as compared to 2013. Bridge traffic had a 1% decrease, primarily driven by a decrease in food and ag products going into Mexico. Traffic terminating or originating on the SDIY was down 17% versus last year.

3. Reportable Injuries/Environmental

Days through year to date, March 31, 2014, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: 6206

4. Summary of Freight

	2014	2013	2012
Total rail carloads that moved by SDIY Rail Service in the quarter.	1185	1227	756
Total railroad carloads Terminating/Oriinating Mexico in the quarter.	1033	1043	584
Total railroad carloads Terminating/Oriinating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	152	184	172
Total customers directly served by SDIY in the quarter	10	10	10
Regional Truck trips that SDIY Railroad Service replaced in the quarter	3555	3681	2268

Respectfully,

Matt Domen

General Manager

Agenda Item No. 4

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Quarterly Report



Pacific Southwest Railway Museum

La Mesa Depot 4695 Nebo Drive La Mesa, CA 91941 619-495-7776

April 7, 2014

SD&AE Board
c/o Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Re: First Quarter 2014

Dear SD&AE Board:

During the first quarter of 2014, utilizing all volunteer crews, the Pacific Southwest Railway Museum ran 52 passenger trains carrying 2,223 passengers with no FRA reportable accidents or injuries. Total income from SD&AE property for first quarter, 2014 was \$36,566.33. Our check for \$731.33 will follow under separate cover. By comparison, PSRM carried 3,081 passengers during the first quarter of 2013 and total income from SD&AE property was \$20,934.32.

Passenger ridership by comparison to the same quarter in previous years:

3,081 passengers during the first quarter of 2013
3,001 passengers during the first quarter of 2012
924 passengers during the first quarter of 2011
1,006 passengers during the first quarter of 2010
2,483 passengers during the first quarter of 2009
2,987 passengers during the first quarter of 2008

Passenger ridership figures have declined for at least two reasons: the first being our Groupon promotion last year. Although Groupon was successful in terms of elevating ridership, it was not successful in elevating income, as is evidenced by the increase in actual income of \$15,632.01 for first quarter, 2014. The second reason for a decrease in ridership was due to no special events during the first quarter of 2014, unlike 2013, Easter and Bunny Trains will take place during the second quarter of the year.

PSRM continues to maintain both signalized railroad crossings within our right of way limits performing the monthly and quarterly inspections. PSRM also performs twice-weekly track

inspections between MP 59.9 and 66.77. Likewise, our volunteer track crew continues to perform track maintenance tasks, particularly tie replacement on the mainline.

On Sunday, March 2, 2014, with the permission of PIR, a track inspection of the railroad was performed from Campo to Dos Cabezas. Again, with permission of PIR, a contingent of visitors, primarily employees of Admicarga but also representatives from the local and state departments of tourism in Mexico were escorted by PSRM via motorcar from Jacumba to Plaster City and return. The objective was to demonstrate the continuity of the Desert Line to our Mexican contemporaries.

Highlights for second quarter 2014 will be the Chefs Fire Up the Iron Horse wine and food pairing event in our Display Building on Saturday, April 5 and the Father's Day BBQ and train ride on Sunday, June 15. A modified summer schedule will begin on Saturday, June 21 and extend through Sunday, August 31, 2014. The museum will operate two evening trains on Saturday, one departing the Campo Depot at 5:00 pm and one departing at 7:00 pm. The museum will not operate passenger trains on Sundays during this time period. The regular Golden State train schedule with train departures on Saturdays and Sundays at 11:00 am and 2:30 pm will resume on Saturday, September 6, 2014.

PSRM's operating agreement with SD&AE expired in December, 2012 and currently self-renews on a monthly basis. No progress has been made since the last quarterly meeting of this board towards changing this situation. There is a letter of understanding between PSRM and PIR dated January 14, 2013 which was presented to this board and incorporated into the minutes of the January 15, 2013 meeting. A suggested re-draft that incorporated the parameters outlined in the above-referenced letter was submitted by PSRM to Don Stocklein and Karen Landers last spring. At the last quarterly meeting concerns were raised that the attachments to the last agreement were not readily available to PIR or PSRM.

Sincerely,



Diana Hyatt
President



Pacific Southwest Railway Museum

La Mesa Depot 4605 Nebo Drive La Mesa, CA 91941 619-465-7776

**Mr. Don Stoecklein
President
Pacific Imperial Rail
c/o Stoecklein Law Firm
401 West A Street, Suite 1150
San Diego, CA 92101**

Re: Our meeting Friday, January 11, 2013

Dear Don:

Please accept this letter as a summary of our meeting held at your office last Friday, January 11, 2013. Those in attendance were: Sheila Lamire, PIR, Don Stoecklein, PIR, Greg Luiz, PSRM Director of Operations, Michael Edwards, PSRM Assistant Director of Operations and myself.

The primary objective for this meeting was to discuss the renewal of PSRM's operating agreement with the Metropolitan Transit System (MTS) and its impact upon the parallel operating agreement between MTS and PIR. This letter is intended to identify the responsibilities and establish the administrative infrastructure with regards to rail operations and traffic control as it pertains to the SDAE railway known as the Desert Line between MP 59.94 and MP 74. It was agreed upon that Pacific Southwest Railway Museum will be identified as the "Host Railroad" and control all rail operations between MP 59.94 and MP 74.0, specifically:

1. All rail traffic will be dispatched by PSRM.
2. PSRM will be responsible for training and qualifying dispatchers in accordance with Federal Railroad Administration (FRA) standards including supervision, testing and record keeping.
3. PSRM will establish and maintain all operating rules, policies, timetables, general orders, track bulletins, road frequencies and procedures for all rail traffic operating between MP 59.94 and MP 74.0 in compliance with all FRA and FCC regulations.
4. PSRM will be responsible for maintaining designated track, structures, and right-of-way to Class 2 Federal standards in compliance with all FRA regulations.
5. PSRM will be responsible for vegetation abatement along the right of way and in compliance with Cal-Fire and California PUC requirements.

6. PIR and PSRM agree that PSRM is unable to assume liability for the grade crossings without maintaining financial responsibility for the public utility service at the two automated grade crossing warning systems located at state highway 94 at the west and east ends of the Campo Valley respectively. PSRM will perform all FRA mandated monthly, quarterly, semi-annual and annual inspections and maintenance and any other inspections and maintenance as necessary.
7. The above points shall not inhibit or restrict PIR's ability to operate freight trains along museum's portion of the Desert Line. PIR freight trains will be dispatched in conjunction with PSRM trains and with minimal delay.
8. This agreement shall remain in effect until such time as it naturally expires or until such time as PIR begins revenue freight rail movement on a consistent basis.

Thank you for your time and attention to this matter. I look forward to a mutually benefitting relationship.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Hyatt", with a stylized, flowing script.

Diana Hyatt
President

Agenda Item No. 5

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

REPORT ON THE DESERT LINE

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Quarterly Report



PERIODIC REPORT

April 15, 2014

The periodic report to the SD&AE Railway Company is produced quarterly by the Pacific Imperial Railroad, Inc. for the SD&AE Board, in fulfillment of contractual requirements and to document activity in the restoration of the line to regional service along with its ongoing improvement for future generations.

Pacific Imperial Railroad, Inc.

First Quarter 2014

CONTENTS

- I. RECENT CHANGES IN MANAGEMENT**
- II. GOVERNMENTAL RELATIONS**
- III. DESERT LINE**
- IV. REPORTABLE INJURIES / ACCIDENTS /
ENVIRONMENTAL INCIDENTS**
- V. MARKETING**
- VI. FREIGHT ACTIVITY**
- VII. MTS OPERATING AGREEMENT REQUIREMENTS**

APPENDIX A: Diamond Capital Advisors, LLC \$150 Million Investment

Banking Agreement Press Release

APPENDIX B: PIR Confidential Management Report to Board of

Directors dated March 18, 2014

I. RECENT CHANGES IN MANAGEMENT

a. Due to recent, highly publicized turmoil surrounding false and defamatory allegations made against Pacific Imperial Railroad, Inc.'s ("PIR") majority stockholders, on February 5th and 6th of 2014, each member of management either resigned or was terminated. For continuity of business operations, Mr. Dwight Jory temporarily stepped into the positions of President and Chief Executive Officer ("CEO"). On February 19, 2014, Mr. Donald J. Stoecklein was appointed to the position of CEO of PIR.

Today, Mr. Jory, acting as President and Mr. Stoecklein acting as CEO are working to repair any damage done by members of the former management team and minimize any delay in reaching previously set goals, under the MTS Operating Agreement and otherwise.

II. GOVERNMENTAL RELATIONS

a. PIR still maintains that Mexican side of the rail is a crucial piece to this operation. As such, PIR has been working with Carlo Bonfante and Victor Celis on the Lindero Property has issued a

Letter of Intent pertaining to an interchange agreement at Lindero.

III. DESERT LINE

a. Reconstruction Plan

i. Inspections- PIR met with J.L. Patterson on April 3, 2014 regarding the status of the Inspections and Construction on the Line. In Order to evaluate the costs associated with tunnel repairs, to enable double stack containers, JL Patterson is recommending to PIR a LiDAR Survey of several of the tunnels. LiDAR is an acronym for “light detection and ranging.” This laser effect allows for a 3D mapping of the tunnels. This is necessary as the result of PIR wanting to maximize the capacity on the “dessert Line” by double stacking 40 & 50 Containers. The workflow analysis discussed by management of PIR and JL Patterson was as follows:

- 1) Process Data**
- 2) Analyze Data**
- 3) Generate Surfaces**
- 4) Analyze Track Alignment**

5) Analyze Notch Alignment

6) Propose Best Fit Alignment

**7) Conclude with Best and Most
Economical Fit.**

As a result of the contract work with JL Patterson, PIR has paid \$596,786.75 and has an invoice for \$40,298.61 outstanding.

b. Financing Plans

- i. PIR is evaluating its options for its fundraising efforts going forward. PIR has executed a \$150 Million Investment Banking Agreement with Diamond Capital Advisors, LLC (See Appendix A) and PIR is currently meeting with other possible sources of funding. In the past weeks PIR has received support from multiple sources, and the recent turmoil does not seem to dissuade anyone's opinion on the immense potential and impact of this project.

IV. REPORTABLE

INJURIES/ACCIDENTS/ENVIRONMENTAL INCIDENTS

- i. There have not been any reportable accidents
- ii. There have not been any reportable injuries.

- iii. There have not been any reportable environmental incidents.

V. MARKETING

- a. PIR is continuing its efforts to the approximately 658 companies in the Maquiladoras region that are potential rail customers for PIR as well as fostering the existing relationships with members of the San Diego Chamber of Commerce. PIR will continue to further those efforts in the coming weeks.
- b. The state of Baja California continues to receive inquiries into the status of train operations as a result of the high demand for railroad infrastructures.

VI. FREIGHT ACTIVITY

- a. Currently, PIR has not commenced revenue generation pending completion of the Inspections and Construction above.

VII. MTS OPERATING AGREEMENT REQUIREMENTS

- a. Pursuant to the Amended and Restated Desert Line Lease and Operating Agreement between PIR, San Diego and Arizona Eastern Railways Company and the San Diego Metropolitan Transit System, the following Performance Milestone Requirements fell within First Quarter 2014:

i. Initial Repairs. Initial Repairs shall be completed within 12 months after approval, by SD&AE of the Desert Line Reconstruction Plan ("DLRP")

- 1) Once a conclusion has been reached in regards to the best and most economical fit for the tunnels PIR will complete its amended DLRP, Including all reports issued by JL Patterson.

ii. Rent/Lease Payment: PIR shall pay SD&AE semi-annually, a lump sum payment of \$500,000.

1. The January 1, 2014 \$500,000 payment was made to SD&AE.

Appendix A



**PACIFIC IMPERIAL RAILROAD, INC.
ENTERS INTO \$150 MILLION INVESTMENT BANKING AGREEMENT WITH
DIAMOND CAPITAL ADVISORS, LLC**

SAN DIEGO, CALIFORNIA (BUSINESS WIRE) -- Pacific Imperial Railroad, Inc. (PIR) announced today that it has entered into a strategic advisory agreement with Diamond Capital Advisors, LLC ("Diamond") in connection with raising up to \$150 million. Under the agreement, the funds raised will provide PIR with the capital required to repair bridges, tunnels, and replace track and ties on the 70 miles of railroad track between the US/Mexico Border and connecting with Union Pacific Railroad at El Centro, California.

We are extremely excited to have Diamond, a recognized leader in capital formation as a key advisor and an integral part of our PIR team," said PIR CEO, Donald J. Stoecklein. Gary Ferrell, Managing Director at Diamond stated "we are very pleased for the opportunity to participate in what we consider one of the most important investment opportunities in the Southern California region today." Mr. Ferrell additionally indicated that Diamond understands the significance of providing the required capital to the PIR project, creating an operational rail system on the old Desert Line, allowing for the economic transportation of significant volumes of freight from the Maquilatropolis® region of Baja, California."

ABOUT DIAMOND CAPITAL ADVISORS, LLC

Headquartered in Los Angeles, California, Diamond is a premier middle market investment-banking group that provides financial advisory and investment banking services to a diverse client base, with securities cleared through Aaron Capital Inc., a member of FINRA and SIPC. (www.diamondcapadvisors.com).

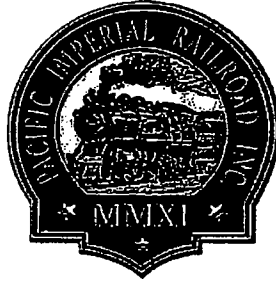
ABOUT PACIFIC IMPERIAL RAILROAD, INC.

PIR is the only company providing railroad freight services on the Desert Line, servicing the Tijuana-Tecate region of Baja California, Mexico and eastern San Diego County, as a result of signing a 99 year lease with San Diego and Arizona Railroad (SD&AE) and San Diego Metropolitan Transit System (MTS). In total, the railway system is approximately 130 miles long, consisting of 70 miles of the Desert Line, incorporating over 57 bridges and tunnels. It is the only rail line that runs directly adjacent to approximately 755 manufacturing facilities (known as maquiladoras), or the Maquilatropolis®, which is approximately 14 miles south of the US-Mexico Border, and consists of companies such as Toyota, Hyundai, Mattel, Bose, Samsung, etc.

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Appendix B



Pacific Imperial Railroad, Inc.

MARCH 18, 2014

**CONFIDENTIAL MEMORANDUM
REPORT TO BOARD OF DIRECTORS
Pacific Imperial Railroad, Inc.
Subject: Management Report on Company Activities
From: Donald J. Stoecklein, CEO**

Pacific Imperial Railroad, Inc. ("PIR" or the "Company") has recently experienced turmoil surrounding its origination documentation its management, allegations of fraud, criminal misconduct and mismanagement of investor funds. PIR's management writes to you, the Board of Directors now in response to those allegations, and in an attempt to provide you with a clear, factually based picture of PIR over the past 27 months.

This Management Report on Company Activities ("Report") will discuss, PIR's origins, PIR's accomplishments and issues relating to the two management 'teams. In particular, the accounting and recordkeeping irregularities, including issues regarding the A.C. Funding allegations, that PIR is currently expending significant time and money dealing with, will be analyzed.

This Report is only intended for internal use, not for general circulation. The Report shall not be disclosed to third parties without prior consent of current PIR Management.

PIR's Origins

First, in January 2011, Carrizo Gorge Railway, Inc. ("CZRY") and related parties assigned an Operating Rights Agreement on the Desert Line and a Trackage Rights Agreement with Union Pacific (the "Railroad Project Agreements") and the opportunities those two Agreements presented, to a third party.

Pacific Imperial Railroad, Inc. was then incorporated in Nevada on October 27, 2011 and concurrently, a Pre-Incorporation Agreement with and a Contribution Agreement were executed¹; setting forth the corporate structure of PIR and provided PIR with all rights, title and interest in the "Railroad Project Agreements", in exchange for the issuance of both Common and Series A Preferred Stock to Donald J. Stoecklein ("Stoecklein") and Camden Healthcare, Inc., a Nevada entity ("Camden") with Donald J. Stoecklein as its sole officer, director, and stockholder at that time.

¹ See PIR0031-PIR0058

Stoecklein was PIR's Incorporator, President, Secretary, Treasurer, and sole Director. He was asked to serve as such by the group known as the "Nevada Group," made up of Camden Healthcare, Inc., Gold Mountain North, LLC, A.C. Funding, Inc., CC Trust, Locati Global Holdings, Inc., Dwight Jory and the other principals of each entity. The Nevada Group were the founding and control group of stockholders that provided the foundational work, and years of funding and the experience of being directly involved in the operation of CZRY for four years.

As such, on January 1, 2012, Stoecklein executed an employment agreement to serve as President of PIR. Concurrently, Stoecklein Law Group ("SLG") executed a retainer agreement for the legal representation of PIR. In both instances, Stoecklein signed for both himself and SLG as well as PIR; *there was no one else to sign on behalf of PIR at that time*. On October 15, 2012, PIR conducted its annual shareholder meeting², which confirmed Mr. Stoecklein, again, as President, Secretary, Treasurer, and sole Director of PIR.

The Tembabichi Contribution

After receiving financial advice, and in an attempt to provide assets to PIR and encourage financing possibilities, in June 2012, Gold Mountain North, LLC, a member of the Nevada Group, contributed to PIR its 99% interest in the stock of Baja Mexican Riviera, S.A. a ("BMR") in exchange for 2,900,000 shares of PIR Series C Preferred Stock and 2,210,000 Series D Preferred Stock. This Preferred Stock was subordinated behind the rights of the Common and Series B Preferred Stock (No Series B was issued). This transaction was approved by the sole Director, President and Secretary, and 90% stockholder at that time; Donald J. Stoecklein.

Through a court order in Mexico³, BMR owns the property commonly known as "Rancho Tembabichi", consisting of approximately 21,326.73 acres on the Sea of Cortez, in Baja California, Mexico. The primary parcel is 5,685.30 acres, with 12 miles of ocean front, a natural lagoon with an estimated area of 12.36 acres, set on a gentle sloping site with a view of the Sea of Cortez. Due to the appraisal on Rancho Tembabichi of over \$500,000,000⁴, Stoecklein believed that having this asset in PIR would improve PIR's abilities to raise funds.

However, in spring 2013, after struggling to raise the funds needed, Ernie Dahlman approached PIR with the suggestion of eliminating Rancho Tembabichi and the Preferred Stock. He stated that the structure of PIR at that time with the rights and preferences of Common, Preferred Series A, B, C and D were too confusing for certain investors and that it created too much debt in PIR to entice any major investor, even though all existing Preferred Stock was subordinate to the interest of the proposed new investors. This came only about three months after PIR redeemed \$200,000 of Series C Preferred stock⁵ to avoid early redemption in the years to follow (part of the A.C. Funding allegations). This restructuring was contrary to Stoecklein's opinion, as he felt Tembabichi enhanced the balance sheet of the Company.

After another two months of discussion, planning and reorganizing, on May 24 and May 25, 2013, PIR ultimately executed two Share Exchange Agreements⁶ resulting in PIR eliminating all of its Preferred Stock-leaving only Common- and BMR and Rancho Tembabichi are now owned by Intercontinental Equity Group, Inc.

² See PIR0064-PIR0065

³ Available upon request

⁴ See PIR0030

⁵ See PIR006-PIR007 & PIR004-PIR005

⁶ Available upon request

("IEG"), a shareholder of PIR. Today, BMR is still owned by IEG and PIR's only significant asset on the financial statements is the Operating Agreement⁷ and three locomotives.

PIR's Initial Funding – Loans from the Nevada Group

In order to provide the initial, much needed capital, PIR borrowed its initial funding from the Nevada Group (\$100,000) on or about February of 2012 for the purpose of paying Rail America, USA for its interest in the Desert Line.⁸ On December 1, 2012, the Nevada Group, through Camden executed a Revolving Credit Grid Note ("Camden Grid Note")⁹ lending PIR up to one million dollars (\$1,000,000). This action was approved by the officers, directors and sole stockholder of PIR. PIR received the first \$50,000 under the Camden Grid Note on December 22, 2012 and periodically received additional amounts under that same note in intervals during the next two years. PIR executed other promissory notes from 2011 to 2014 discussed below, and in total, the Nevada Group loaned PIR \$1,259,000 (since the \$100,000 paid to Rail America directly by the Nevada Group, it is not reflected on the Check Register¹⁰ of PIR).

PIR's Agreement with A.C. Funding

As a result of Stoecklein's need for assistance in building a railroad enterprise crossing international borders, Stoecklein immediately commenced working with the Nevada Group, which consisted of A.C. Funding, who not only had the knowledge but had also operated the railroad in both the United States and Mexico for a period of several years. As part of his responsibilities, Stoecklein, utilizing his knowledge of financing and as a corporate and securities attorney, and working in conjunction with the Nevada group, negotiated a 99 year lease with SD&AE/MTS. On December 20, 2012, after much time and effort, PIR had its greatest moment to date; the execution of the Amended and Restated Desert Line Lease and Operating Agreement (the "MTS Operating Agreement")¹¹ with the San Diego Metropolitan System ("MTS") and San Diego and Arizona Eastern Railway Company ("SD&AE") for the rights to use the "Desert Line" railroad right of way stretching approximately 70 miles from Division to Plaster City, CA for 99 years. Without this MTS Operating Agreement, the agreement which PIR initially acquired would have expired in March of 2014. Further note, no outside brokerage or finder's fees were paid for generating this lease.

After working with the Nevada Group for several months, which included their consultation over the initial rights to the original operating agreement, the negotiations over the 99 year lease with MTS, assistance with obtaining Tembabiachi as an asset, assistance in filing through railroad counsel for the Surface Transportation Board (STB), and assistance in obtaining the Rail America trackage rights, Stoecklein and Sheila LeMire, who had been elected as a Director, executed the Advisory and Consulting agreement with A.C. Funding on or about February 4, 2013 ("A.C. Funding Agreement")¹². The A.C. Funding Agreement called for the payment of \$280,000 and \$150,000¹³ for assistance in the above activities. Essentially these payments were made from the funds borrowed from the Nevada Group through the previously mentioned Camden Grid Note. Neither Stoecklein nor LeMire received funds from these payments. The A.C. Funding Agreement was approved by the Directors of PIR¹⁴ and PIR had the majority consent of the stockholders.

⁷ See PIR0067-PIR0093

⁸ See PIR0029

⁹ See PIR0059-PIR0061

¹⁰ See Exhibits tab "Check Register"

¹¹ See PIR0067-PIR0093

¹² See PIR0010-PIR0016

¹³ See PIR0008 and PIR0009

¹⁴ See PIR0015-PIR0016

Analysis of the A.C. Funding Loans Received – Loans Paid – Consulting Fees Received

Payments made to A.C. Funding and the related entities- the Nevada Group- have been called into question and have been labeled as fraudulent¹⁵; even being submitted to the FBI by David Rohal as such. Notwithstanding the fact that the initial, crucial PIR funding came from the very same exact group that these “fraudulent” payments were allegedly made to, the total amount paid to A.C. Funding when compared to the amount loaned, the allegations of fraud were merely a ploy to take attention away from the malicious actions taken by those making the allegations, i.e. the attempted take away of the railroad asset from PIR by Rohal and Dahlman Group, the conspirators.

Note: Company’s counsel is also reviewing the import of the action of providing the information to the FBI, as it relates to Title 18 U.S.C. 1001, which denotes the potential Criminal liability attendant to making a False Statement to a Public Servant or Federal Agency.

In the email dated February 4, 2014, from David Rohal to his “family” captioned in the subject line, “CORRUPTION SCANDAL AND FRAUD”¹⁶ Mr. Rohal made this false statement together with false innuendos to the group which included Karen Landers, Counsel for the San Diego Metropolitan Transit System, who is a public servant, working for a public agency; among others. There was no basis for any such characterizations against PIR, Mr. Jory, and Mr. McHaffie.

Title 18 U.S.C. 1001, which is Federal Law that concerns making a false statement to a Federal Agency, could subject Mr. Rohal to criminal prosecution. When Mr. Rohal made this false and unproven statement, he made this “knowingly,” and “falsified a material fact,” in a “writing”, the email. The statement was clearly voluntary and intentional, emanating from Mr. Rohal’s email address, with his name at the bottom of the email as the author. The statement was reckless as the allegations were unproven, with a purpose to obfuscate the truth (a pattern of actions designed by Rohal in his takeover scheme). The statement was “false” as it was untrue when it was communicated by email.

Additionally, as noted below, while making allegations against activities of A.C. Funding, Dahlman himself, through an entity created for the very purpose, wrote a check to A.C. Funding for the purpose of acquiring PIR Stock in a private transaction. The \$1 million check was from funds generated by Mr. Dahlman, as noted below, by the sale of stock to one of PIR’s stockholders, a clear breach of his fiduciary obligation to PIR.

The allegedly fraudulent payments to A.C. Funding are comprised of a Preferred Stock redemption, loan repayments, and legitimate consulting payments. Those payments all together, as set forth below, tell the story of how the payments were not only legitimate and far from fraudulent but critical to the success PIR has experienced to date. Stoecklein reiterates the point that without the expertise and assistance the of A.C. Funding, Inc. members, PIR would not have accomplished what it has thus far; as made obvious from the fact that the Rohal – Dahlman Group (“RAD Management Team”) with all its expenses, management, etc., failed to accomplish any documented significant task.

PIR Stock Redemption of December 2012

On December 10, 2012, PIR redeemed \$200,000¹⁷ in Series C Preferred Stock owned by Gold Mountain North, LLC, for the purpose of extending by one year, other payments which would become due on the Series C Preferred Stock Rights and Preferences. Gold Mountain North, LLC requested that \$190,000 of the total be made

¹⁵ See PIR00171-PIR0177 and PIR0196-PIR0198

¹⁶ See PIR00171-PIR0177 and PIR0196-PIR0198

¹⁷ See PIR006-PIR007 and PIR004- PIR005

payable to A.C. Funding and \$10,000 be paid to Sheila LeMire.¹⁸ These payments are documented, clear and straightforward.

PIR Loans Received and Repaid From Nevada Group

To further illustrate, the table below compares the funds received from the Nevada Group, including A.C. Funding, to the amounts ultimately paid back to the Nevada Group.

Date	Amount	Description	Running Nevada Group Balance
December 22, 2011	\$50,000	Loan under Camden Grid Note ¹⁹	\$50,000
January 10, 2012	\$20,000	Loan under Camden Grid Note	\$70,000
February 2, 2012	\$100,000	Advanced for Rail America, USA ²⁰	\$170,000
September 7, 2012	\$4,000	Loan under Camden Grid Note	\$174,000
September 7, 2012	\$4,000	Loan under Camden Grid Note	\$178,000
December 11, 2012	\$19,201.17	Loan under Camden Grid Note	\$197,201.17
December 13, 2012	\$150,000	Loan under Camden Grid Note	\$347,201.17
December 13, 2012	\$130,798.83	Loan under Camden Grid Note	\$478,000.00
January 31, 2013	\$150,000	Loan under Camden Grid Note	\$628,000.00
January 31, 2013	\$150,000	Loan under Camden Grid Note	\$778,000.00
March 6, 2013	\$50,000	Dwight Jory Demand Promissory Note ²¹	\$828,000.00
March 22, 2013	\$6,000	Dwight Jory Demand Promissory Note ²²	\$834,000.00

¹⁸ See PIR006-PIR007 & PIR004-PIR005

¹⁹ See PIR0060-PIR0061

²⁰ See PIR0029

²¹ See PIR0104-PIR0105

²² See PIR0106-PIR0107

April 16, 2013	\$50,000	CC Trust Loan for Locomotive Costs	\$884,000.00
May 16, 2013	(\$17,500)	CC Trust Loan Repayment ²³	\$866,500.00
May 23, 2013	\$125,000	Loan under Camden Grid Note	\$991,500.00
May 29, 2013	(\$32,500)	CC Trust Loan Repayment ²⁴	\$959,000.00
June 5, 2013	(\$250,000)	Camden Note Loan Repayment	\$709,000.00
November 15, 2013	\$250,000	Locati Global Holdings Promissory Note ²⁵	\$959,000.00

From 2011 to the close of 2013, the total amount of funds loaned or advanced by the Nevada Group was \$1,259,000. The Total loan repayments to Nevada Group were \$300,000, leaving a total loan amount outstanding for \$959,000.00. Note that Ernie Dahlman himself signed the Locati Global Holdings Note on behalf of PIR.

PIR Consulting Fees Paid to Nevada Group

The following payments were made to the Nevada Group, including AC Funding pursuant to the A.C. Funding Agreement and the services provided therein:

Date	Amount	Description	Running Nevada Group Balance
February 4, 2013	\$280,000	Pursuant to A.C. Funding Agreement	280,000
March 27, 2013	\$150,000	Pursuant to A.C. Funding Agreement	\$430,000
June 4, 2013	\$28,000	Pursuant to A.C. Funding Invoice ²⁶	\$458,000
June 5, 2013	\$25,000	Pursuant to A.C. Funding Invoice ²⁷	\$483,000
June 19, 2013	\$200,000	Pursuant to A.C. Funding Invoice ²⁸	\$683,000
Total Consulting Fees			\$683,000

²³ PIR0025

²⁴ PIR0028

²⁵ See PIR00139-PIR0143

²⁶ See PIR0017-PIR0018

²⁷ See PIR0019

²⁸ See PIR0020-PIR0023

The total consulting fees paid to A.C. Funding for the consulting performed are not only supported by documentation, but those documents are approved by the Board of Directors. The \$280,000 on February 4, 2013 and the \$150,000 on March 27, 2013 were made pursuant to the A.C. Funding Agreement²⁹ which was authorized by the Board of Directors and evidenced by the Board Resolution dated February 4, 2013.³⁰

While it is true that the following \$28,000, \$25,000 and \$200,000 payments to A.C. Funding were not specifically listed in the original A.C. Funding Agreement, as they were not contemplated at the time of execution, the relationship between A.C. Funding and PIR continued, and services were still being rendered. No member of the Board of Directors or Management questioned the validity, purpose or importance of those payments or the services they paid for. In fact, the \$200,000 payment was requested to be paid to “our consulting team”³¹ by Sheila LeMire and was approved via email by Stoecklein and Ernie Dahlman- the entire Board of Directors. Ironically, Dahlman is one of the individuals making the allegations of fraud today.³²

PIR - Blueberry Ridge Holdings, LLC (Dahlman) Agreement

Moving forward, Stoecklein realized that despite the funding from the Nevada Group, PIR needed to raise capital to meet the milestones of the MTS Operating Agreement, repair the Desert Line and become operational. Therefore, on January 28, 2013 PIR executed an Agreement with Blueberry Ridge Holdings, LLC (“Blueberry Ridge Agreement”)³³ hoping to utilize Ernest Dahlman’s experience as an investment banker with Dahlman Rose, specifically in the transportation industry. Stoecklein later learned that neither Blueberry nor Dahlman were licensed with FINRA, thus acting as an unlicensed Broker Dealers in violation of the California Corp. Code §25501.5, FINRA regulations and in violation of §29- Validity of Contracts- Securities Exchange Act of 1934.

On February 1, 2013 Mr. Ernie Dahlman, from Blueberry Ridge, was appointed as Chief Executive Officer (“CEO”) and Director of PIR. Ms. Sheila LeMire was appointed as Chief Operating Officer (“COO”) and Director.³⁴ (“Stoecklein Management Team”) Each member of the Stoecklein Management team worked out of the SLG office and had full and complete access to the PIR physical and electronic files.

With the Stoecklein Management Team in place, PIR was able to successfully raise \$2,175,000 through a Private Placement Memorandum (“PPM”). Additionally, during the pendency of Stoecklein’s leadership, the priority corporate objectives were as follows:

- Establish the corporate strategy and business plan;
- Facilitate and legally construct the transition of the business from prior operator;
- Acquire Operating Rights from Rail America for \$100,000;

²⁹ See PIR0010-0014

³⁰ See PIR0016

³¹ See PIR0021

³² See PIR0020-PIR0022

³³ See PIR0094-0101

³⁴ See PIR0102-0103

- Commence discussions and negotiation with the San Diego Metropolitan System (“MTS”) and San Diego and Arizona Eastern Railway Company (“SD&AE”) for the rights to use the Desert Line;
- Successfully obtain the 99 year lease to operate the railroad from MTS;
- Secure interim operating capital from the founding stockholders and issue each PIR certificates;
- Manage core customer relationships and create demand for PIR transport services in the United States and Mexico;
- Establishment of contract with JL Patterson for purposes of providing inspections of the 57 bridges, 22 tunnels, track and rail on the Desert Line;
- Establishment of construction contract with Watkins Environmental for purposes of commencing construction work on the inspected items as delineated by the JL Patterson inspections;
- Determination of which relevant regulatory, business partner and governmental parties were critical for the approvals and operation of the railway in the US and in Mexico;
 - Stoecklein counseled with the US State Department in Ensenada in an effort to determine PIR’s exemption from the Presidential Permit needed to cross the International Border³⁵;
 - Stoecklein traveled to Washington D.C. to expedite obtaining the Exemption for the Presidential Permit, ultimately required for financing purposes;
 - Stoecklein met with and obtained the criteria for moving freight between Mexico and the US and the Border Patrol implications and criteria;
- Establishing these relevant relationships, taking the necessary steps for approvals, and contractual structuring of same;

All of these corporate objectives were achieved by the Stoecklein Management Team, positioning PIR with a 99 year Operating Agreement with MTS, core customer demand for capacity, and readying the company for post-reconstruction operational status. PIR then hired and paid both a construction company and rail inspectors to move forward with the repair and ultimate operations on the Desert Line.

Particularly, the Stoecklein Management Team was very careful to ensure complete compliance with each of the Performance Milestones conditioned upon PIR within the Operating Agreement, including:

- Submission of PIR Business Plan;
- Desert Line Reconstruction Plan;
- PIR Operating Plan that includes;

³⁵ See PIR0147-PIR0149

- Maintenance of Way Plan;
- Safety and Security Plans
- Anti-Smuggling and Customs Enforcement Plans;
- Homeland Security Plan
- PIR Marketing Plan which included Stoecklein and staff meeting with 40 of the largest maquiladora companies in Mexico to determine the extent of the freight market for PIR;
- Payment of the semi-annual lump sum payment of \$500,000 until limited operations are commenced;
- Unaudited financial reports on PIR and Desert Line operations within 45 days after the end of each quarter;
- Quarterly Reports to the SD&AE Board of Directors;
- Maintenance of proper Insurance policies.

Each and every milestone was met and every term and condition within the Operating Agreement was met and fulfilled until the quarter ended September 13, 2013 financial statement became due on November 15, 2013, after which time period Stoecklein had turned over the reins to what were thought to be a seasoned railroad management team.

PIR Management Change - Rohal & Dahlman

Stoecklein decided that PIR was at the point where further funding required an experienced railroad operations management team. Therefore, In October 2013, Stoecklein chose to step down from his position as President and Director of PIR.³⁶ As a result, he executed an Employment Settlement Agreement that ultimately resulted in Stoecklein being paid \$5,000 for the work performed as President since inception in October 2011 to October 2013.

In December 2013, Ernie Dahlman, the CEO hired David Rohal for the position of President of PIR³⁷ even though the hiring was in direct contravention to PIR's Bylaws³⁸ calling for the Officers and their compensation to be appointed and approved by Board of Directors. Mr. Rohal, in turn, hired two of his relatives, David and John Rohal, as well as Raul Pulido, David Arganbright, and Charles Patterson. They all executed Employment Agreements on January 22, 2014 totaling \$1,095,000 annual base salary, \$4,659,748 in severance payments and \$16,024,998 in stock option value. The only Board Resolution provided thus far illustrating compliance with the Bylaw provision, is the January 23, 2014 Written Consent of Board of Directors³⁹, however, among other flaws, that document only specifically approves the Employment Agreement for Ernie Dahlman. The appointment, and any corporate authority as a result of David Rohal, and everyone else after him is therefore questionable at least.

³⁶ See PIR0130-PIR0134

³⁷ See PIR0144-PIR0145

³⁸ Article IV- Section 4.1- full Bylaws available upon request.

³⁹ See PIR0150-PIR0151

Despite questionable authority, Messer's. Dahlman and Rohal ("**RAD Management Team**") were charged with the following Corporate Objectives:

- Comply with the requirements and milestones of the MTS Operating Agreement, including but not limited to:
 - Quarterly PIR financial statements (these financial statements were never provided after Stoecklein left, leaving PIR with the risk of being defaulted in the lease);
 - Payment of the \$500,000 semi-annual payment- until Limited Operations;
- Secure permanent operating capital sufficient to reconstruct the railway with any required reparations, and to fund expansion in capacity;
- Facilitate and retain the continuity in relationships between PIR, its core customers, its partners and regulatory overseers; and
- Attract and retain all necessary consultants and management team members to execute the post reconstruction business plan.

The RAD Management Team was only partially successful in achieving the above corporate objectives, in that the \$500,000 lease payment was made to MTS on January 1, 2014. Most importantly, their negligence and inability to manage effectively resulted in a default of the terms and conditions of the MTS Operating Agreement; evidenced by the letter sent from MTS General Counsel to Donald Stoecklein on February 4, 2014⁴⁰ regarding such.

Under RAD Management, about \$1,360,200 in equity was raised with one private placement offering to investors. The much needed permanent operating capital, however, was not secured. As discussed below, current PIR counsel is working on reviewing the paperwork associated with the investments and to ensure compliance with all applicable state and Federal Laws that were neglected under RAD Management.

On the objective of attracting the necessary Management Team and consulting resources, RAD fell short of a good balance. There was no apparent lack of ability to hire, enter into agreements, or pay for same; however, whether PIR got fair bang for its buck is in question.

⁴¹Also, it is the view of the majority stockholders that the continuity in the Mexican relationships, and its related country risk perceptions, deteriorated under the RAD Management. Particularly, as a result of the wide circulation of the fraud and corruption allegations made by members of RAD Management themselves, which allegations were unsupported and motivated by RAD Management Team's conspiracy to take the lease away from PUR. Not to mention the call to liquidate the Company by RAD Management.

Since October 2013, when Mr. Stoecklein resigned as Director and President, Mr. Stoecklein concluded any participation in the fundraising activities lead by RAD, investor communications, investor stock issuances, and any other management responsibilities.

⁴⁰ PIR0159-PIR0160

⁴¹ See PIR0171-PIR0177, PIR0196-PIR0198 and Paragraph 3 of PIR0274-PIR0275
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During the last eight to ten weeks, in direct response to the allegations, the majority stockholders have taken pains to review the progress of the former Stoecklein Management Team in comparison to the RAD Management Team, in terms of capital formation, Mexican Relationships, and Growth strategies. The conclusion is that the philosophy of building up staffing and management structures, under the RAD Management Team was in contravention of the greater good-which is to provide investors with the confidence to back our first priority-to get into revenue generating mode.

To better serve the interests of PIR and its stockholders, the majority stockholder determined that a reorganization of the management team was imperative. As such, a new Board of Directors was elected and Dwight Jory was appointed as President.

RAD Accounting and Management Irregularities

In the process of this reorganization, a number of allegations have arisen regarding the corporate activities of PIR and certain expenditures. In order to clarify the context and substance of the allegations, and to preserve the value of the enterprise to stockholders, PIR is preparing possible actions for recompense against the dismissed management team.

The RAD Management Team, in an *apparent attempt to "take under and take over,"* has ostensibly conspired to weaken the Company and its prospects, to enable the possibility of an end run on the Company and its primary asset, the 99 year lease with MTS and other Partners which actions continue through the date of this Report. In specific, the former management team "managed" to, in a period of 15 days, effectuate their own self-dealing contracts with egregious severance parachutes in obvious anticipation of their plan to leave the employ of PIR and usurp the largest corporate opportunity, hoping to encumber the Company with many millions of undeserved obligations. RAD Management directly contacted key corporate partners and relationships in a poorly veiled attempt to translocate the business opportunity to a brand new entity, RD Griffin Partners, LLC. To begin the story of this short lived scheme, we first look at the Agreements.

Egregious RAD Team Employment Agreements

In specific, the Employment Agreements entered into on January 22, 2014 ("January Employment Agreements") were an attempt to obligate PIR with \$4,659,748 in cash payments and the issuance of 24,749,998 options to purchase shares of stock.⁴²

Their intents are further illustrated by the fact that on December 1, 2013, David Rohal and Charles Patterson executed PIR Employment Agreements ("December 2013 Employment Agreements") that were clearly not as generous as they lacked many of the 'fringes' and heavy payments as their 2014 counterparts and had 2-year terms. For some reason, despite the current 2-year term, they felt compelled to disregard those December 2013 Employment Agreements and execute the January Employment Agreements. Neither the originals nor a copy of the December 2013 Employment Agreements were provided to PIR or any member of Stoecklein Law Group. In fact, their existence was only learned as a result of a third party providing the originals very recently.

According to David Rohal's own calculations, the January 2013 Employment Agreements, at the time of termination triggered \$20,684,746.00 in payables⁴³ for work performed from January 22, 2014 to February 5 and 6, 2014.

⁴² See PIR0228

⁴³ See PIR0228. Note that if you deduct the total in the Investment column, the total is \$19,609,746

The parasitic nature of the January Employment Agreements is obvious and they are an interesting read, at a minimum. When compared to the contracted and actually paid employment agreements for the Stoecklein Management Team⁴⁴ and for the time frame covered, it's laughable. The severe disparity is alarming.⁴⁵

Executive	Date Agreement Executed	Salary Per Employment Agreement	Termination Date	Compensation Actually Received ⁴⁶
Donald Stoecklein	January 1, 2012	\$120,000 annually	October 2013	\$5,000
Tracie Matsuo	July 1, 2012	\$60,000 annually	January 23, 2014	\$10,000
Jennifer Trowbridge	February 1, 2012	\$24,000 annually	January 23, 2014	\$0
Total Stoecklein Team		\$204,000 annually		\$15,000

Executive	Date Agreement Executed	Salary Per Employment Agreement	Termination Date	Compensation Actually Received ⁴⁷
Ernest Dahlman	January 22, 2014	\$120,000 annually \$15,000 annual increase \$30,000 in "fringes" Stock and stock options Discretionary bonus	February 4, 2014	\$11,538.46
David Rohal	January 22, 2014	\$120,000 annually \$15,000 annual increase \$30,816 in "fringes" Stock and stock options Discretionary bonus	February 6, 2014	\$46,153.85
Charles Patterson	January 22, 2014	\$200,000 annually \$15,000 annual increase \$12,000 in "fringes" Stock and stock options Discretionary bonus	February 4, 2014	\$36,153.85
Raul Pulido	January 22, 2014	\$240,000 annually \$15,000 annual increase \$12,000 in "fringes" Stock and stock options Discretionary bonus	February 6, 2014	\$12,816.16
David Arganbright	January 22, 2014	\$185,000 annually \$15,000 annual increase \$12,000 in "fringes" Stock and stock options Discretionary bonus	February 4, 2014	\$29,884.61
John Robert "Jack" Rohal	January 22, 2014	\$50,000 annually \$15,000 annual increase \$0 in "fringes" Stock and stock options Discretionary bonus	February 4, 2014	\$19,564.21

⁴⁴ Both Ernie Dahlman and Sheila LeMire were both at some point members of both "teams"; however, despite the overlap, their compensation is included in the RAD Management Team totals. See PIR 0228

⁴⁵ The Employment Agreements themselves had been omitted from this report, but are available upon request

⁴⁶ Numbers are the net amount after state and federal withholdings.

⁴⁷ Numbers are the net amount after state and federal withholdings.

Sheila LeMire	January 22, 2014	\$120,000 annually \$15,000 annual increase \$0 in "fringes" Stock and stock options Discretionary bonus	February 4, 2014	\$107,782.47 ⁴⁸
Total RAD Team		\$1,035,000 base salary \$105,000 in annual increases \$108,816 in annual "fringes" Unlimited bonus		\$263,393.61

Without even immediately addressing the incredibly inflated and unrealistic terms of the January Employment Agreements for a start-up, currently non-operational railroad that is barely subsisting off of related party loans, investor funds and in many cases, donated time, resources and tears- but when you compare what each team accomplished as a result of the amounts actually paid its impressive.

From January 22, 2014 to February 4 and 6, 2014 the RAD Management Team was paid \$263,393.16 and they feel they are owed the accrued balances of severance, stock and stock options, etc. to the tune of \$20,684,746.00- for 15 calendar days.

This is furthered when you take into consideration the "expense reimbursements each Management Team received as discussed below on page 15.

Unauthorized Corporate Account Withdraws and Fraudulent QuickBooks Entries

Further, the overall conspiracy to the RAD Management Team, led by then President Mr. David Rohal, and then CEO, Mr. Ernie Dahlman, on February 4, 2014, despite being on notice to the contrary by the Board of Directors⁴⁹, authorized and issued a cash disbursement of \$80,000,⁵⁰ to themselves and one partner entity. The total paid equaled 87% of the company's cash balance in the PIR Wells Fargo corporate bank account. The manner in which RAD raided the company's bank account is particularly disturbing.

Raul Pulido, the only remaining management team member working for David Rohal, orchestrated a scheme to open a new bank account at Wells Fargo, to transfer \$580,000 to this account, and then to issue payments from this account- which had been previously voided by the Board of Directors- to themselves, their lawyers, and J.L. Patterson.⁵¹

Curiously, the accounting entries on QuickBooks, shows that the dates of these transfers and checks were modified on February 6, 2014. They were not only backdated in the QuickBooks files to February 4, 2014, by Raul Pulido, but new handwritten checks were produced, dated February 4, 2014⁵²-under the auspices of the only remaining management team member at the time, David Rohal, conceivably to cover their tracks on the disbursements in violation of the clear Board of Directors "freeze" on corporate accounts.⁵³

⁴⁸ \$86,090.17 for February 1, 2013 to January 22, 2014 and \$21,692.30 for January 22, 2014 to February 4, 2014.

⁴⁹ See PIR0179-PIR0185 and PIR0187-PIR0189

⁵⁰ See PIR0178

⁵¹ See PIR0199, PIR0186, PIR0190- PIR0194

⁵² See all PIR checks in Exhibit tab "Handwritten Checks"

⁵³ See PIR0179-PIR0185 and PIR0187-PIR0189

The timeline, which is attached for your review, shows a very disturbing sequence of actions by RAD, clearly demonstrating the dirty hands and intentions at play. The unauthorized payments were, not surprisingly, last minute extravagant expense reimbursements.

Inflated Expense Reports – Personal Expenses

During the course of investigation for this report it was discovered that payments were made from the PIR corporate account for alleged PIR corporate expenses and/or reimbursements that were either in direct contravention of the Board of Directors “freeze” on corporate accounts⁵⁴, have no corresponding Board Resolution approving such expenses and in many instances were not for legitimate PIR related items.

For instance, on February 4, 2014 David Rohal authorized a handwritten, backdated check for \$22,911.83⁵⁵ payable to himself for:

- \$4,600 for January’s rent on the Oceanside space in which he lives;
- \$4,600 security deposit on that same space in which he lives;
- \$13,711.83 in charges on an American Express card in his personal name which include;
 - Airfare and travel expenses for a “Byron/Kim Miller” with no known association to PIR;
 - \$1,434.40 in Denver hotel charges for Rohal and this Miller;
 - Airfare (x3) and travel expenses for a “Sivigny/Julie Ann” with no know association to PIR;
 - Airfare for Rohal family members, John and Robert;
 - Numerous hotels and even more restaurants.

Also, on February 4, 2014, Ernest Dahlman authorized a handwritten backdated check payable to himself for \$75,233.23 for:⁵⁶

- \$4,418 in Meals and Entertainment;
- \$16,000 in “Public Relations”⁵⁷;
- \$8,857.98 in Travel; and
- \$15,232.00 in Legal and Professional Fees.
 - Upon review of the billing statements submitted by the law firm- it appears as if Dahlman was having PIR pay for the fees associated with non-PIR items such as:
 - Formation and analysis of Romanian LLC;
 - Personal International Tax issues
 - Structuring a Romanian treaty
 - Formation of Golden Quadrilateral Mining entity in Delaware.

Additionally, on February 4, 2014, Charles Patterson was reimbursed \$2,430.43⁵⁸ for unspecified expenses.

⁵⁴ See PIR0179-PIR0185 and PIR0187-PIR0189

⁵⁵ See PIR0199-PIR0214 and Check No. 1002 dated February 4, 2014

⁵⁶ See PIR0236-PIR0256 and Check No. 1003 dated February 4, 2014

⁵⁷ No receipts, descriptions or other indication of what “Public Relations” covers

⁵⁸ See PIR0258 and Check No. 1011 dated February 4, 2014

During the investigation, no documents have been produced indicating that Ernie's Romanian LLC, mining company or personal international tax issues would remotely qualify as a reimbursable business expense for a non-operational start-up company. However, the degree of nepotism demonstrated by David Rohal, at the expense of the Investors, is surprisingly well documented.

Taking a step back again and setting aside for a moment the fact that the expenses are questionable, violate PIR's own adopted Internal Controls, lack proper authorizations pursuant to the Best Practices⁵⁹ and rather, looking overall at the totals from each Management Team, we see the following:

Executive	Total Reimbursements Paid	Employment Period
Donald Stoecklein	\$0	January 1 2012- October 1, 2013
Tracie Matsuo	\$0	July 1, 2012- January 23, 2014
Jennifer Trowbridge	\$0	February 1, 2013- January 23, 2014
Total Stoecklein Team	\$0	

Executive	Total Reimbursements Paid	Employment Period
Ernest Dahlman	\$83,863.23	January 22, 2014 – February 4, 2014
David Rohal	\$35,175.22	January 22, 2014 – February 6, 2014
Charles Patterson	\$8,714.92	January 22, 2014 – February 4, 2014
Raul Pulido	\$188.36	January 22, 2014 – February 6, 2014
David Arganbright	\$2,199.25	January 22, 2014 – February 4, 2014
John Robert "Jack" Rohal	0	January 22, 2014 – February 4, 2014
Sheila LeMire	\$11,470.86	February 1, 2013 to January 22, 2014 & January 22, 2014 – February 4, 2014
Total RAD Management	\$141,611.84	

Since inception in 2011 to January 23, 2014, the executives on the Stoecklein Management Team had not only \$15,000 in actual paid salaries but had \$0.00 paid to themselves for expense reimbursements.⁶⁰

Again, \$141,611.84 in expenses incurred in 15 days of employment with PIR.

Incomplete, Inaccurate. Missing and Utterly Flawed Subscription Agreements and Investments

After reviewing the documentation provided, PIR's current counsel found several issues with the record keeping for investor documentations. Some of the issues have since been cleared up, but to date there are still several pending issues, mainly missing Subscription Agreements for about \$275,000.

In particular, PIR is evaluating a request for rescission by an investor, Larocca.⁶¹ This stockholder invested a total of \$300,000 in three separate tranches. \$100,000 of which was taken on January 27, 2014 just days prior to both the unauthorized disbursements discussed above and RAD calling a Special Meeting of Stockholders where the only item to vote on was the liquidation or dissolution of PIR.⁶²

Mr. Dahlman was advised via email on January 27, 2014 by Corporate Counsel at Alvarado Smith not to take in any funds due to some concern over the offering documents and discussion over a vote to liquidate PIR.

⁵⁹ See PIR0124-PIR0125. Full Internal Controls/Best Practices Policy available upon request

⁶⁰ As noted before, Sheila LeMire's employment overlaps each Team. But due to her inclusion in the RAD Team's outlines and tables she is included here as well as part of the RAD Team for consistency.

⁶¹ See PIR0280

⁶² See PIR0152

Mr. Dahlman and Mr. Rohal disregarded this advice and accepted the funds from Larocca. Additionally, for Mr. Larocca's entire \$300,000 investment, only one Subscription Agreement exists and that is for only \$125,000. **RAD management accepted \$175,000 from Mr. Larocca without documentation and against legal counsel.** Even after several request from current PIR counsel, no further documentation has been provided. This action has been determined by counsel to be a possible violation of Federal Securities laws.

\$100,000 was taken from V. Dahlman without any documentation whatsoever. No shares have been issued to date, despite attempts from PIR's current counsel to rectify the issue. No responses.

PIR is also evaluating an assertion from Mr. Rohal that the offering documents were somehow flawed. However, no information as to the actual flaw has been given. This is quite interesting, given that Mr. Rohal, Mr. Dahlman, and their chosen outside counsel for PIR, Alvarado, Smith, were the parties that drafted and prepared the Private Placement Memorandums and Subscription agreements that appear to contain the flaws and misrepresentations. Mr. Rohal and Mr. Dahlman had direct supervisory responsibility and oversight on all stock issuances, offerings, and disclosures to investors. It is difficult to reconcile this purported flawed document, with the fact that Rohal, a family member, Dahlman and a family member all relied on the documents that RAD prepared, approved and distributed and made significant investments, nonetheless, in PIR. Was this purported flaw real and if so, should we give attribution to RAD?

RD Griffin Partners, LLC- Textbook Breach of Fiduciary Duties

While trying to make sense of the nonsense discussed above, it came to the PIR's attention that beginning in January 2014, an entity named "RD Griffin" approached MTS general counsel and Board of Directors members with the specific stated agenda to obtain the rights to the Desert Line currently subject to the MTS Operating Agreement PIR management team under Stoecklein worked so hard to obtain. After minimal due diligence, PIR located RD Griffin Partners, LLC ("RD Griffin") formed in Delaware on February 5, 2014 by David Rohal and Ernie Dahlman.⁶³

Note that the first contact made with MTS, et al was on January 28, 2014. David Rohal, Raul Pulido and Jack Rohal met with MTS again on January 31, 2014 and again on February 5, 2014 while Rohal and Pulido were still employed as officers and/or on the Board of Directors of PIR. RD Griffin Partners LLC then provided MTS with a written proposal on February 10, 2014.⁶⁴ While at the same time frame sending emails outlining fraud and corruption to, among others, the very officials they are meeting with at MTS⁶⁵ making specific allegations of kickbacks and theft.⁶⁶ Simultaneously, the very same individuals notice the Special Shareholder Meeting on February 14, 2014 for the sole purpose of liquidating the company, immediately before triggering the \$20 million Employment Agreement obligations discussed above.

A more defined example of usurpation of a corporate opportunity for the personal use of a corporate employee could not be found!

⁶³ See PIR0195

⁶⁴ See PIR0218-PIR0223

⁶⁵ See PIR0171-PIR0177 and PIR0196-PIR0198

⁶⁶ See PIR0196-PIR0198

J.L. Patterson, was then solicited by the principals of RD Griffin to enter into a competitive business relationship with PIR and RAD-an action that would potentially and permanently, compromise the value of stockholders investments.⁶⁷

These unethical, self-serving actions by Messer's. Rohal and Dahlman ran unquestionably afoul of their corporate fiduciary and other legal duties to PIR, their employer. Ironically, at the Special Shareholders meeting on February 14, 2014, Mr. Rohal was queried about RD Griffin by a stockholder present. **Mr. Rohal said he "did not know of RD Griffin and had no involvement with the entity."** To the contrary, as discussed above, Mr. Rohal is listed on the incorporation documents for RD Griffin as CEO and Mr. Dahlman is listed as President for RD Griffin. Additionally, they met with MTS in person, in the capacity as President and CEO of RD Griffin and provided MTS with a written proposal with both Dahlman and Rohal listed as CEO and President for RD Griffin for the operation of the Desert Line—dated February 10, 2014⁶⁸—only 4 days earlier!! A sudden memory loss by Rohal is an unlikely probability.

TEU Stock Transaction- Personal Financial Gain - Ernie Dahlman's payment to A.C. Funding of \$1 Million to Purchase 5 million Shares of PIR Stock in a Private Transaction and the Subsequent Resale to PIR Stockholders

The Company is also reviewing transactions with TEU, Inc., ("TEU") an entity formed and controlled by Mr. Dahlman, in which he apparently conducted a private transaction, selling a stockholder 2.5 Million shares, of personal stock he acquired in PIR from a minority stockholder, while CEO and a Director of PIR.

On November 13, 2013 TEU entered into a Stock Purchase and Option Agreement with Donald Stoecklein⁶⁹ wherein TEU was granted an option to purchase \$28,000,000 common shares of PIR according to the defined vesting and payment schedule. ("TEU Option Agreement")⁷⁰ On November 18, 2013, Ernie Dahlman, on behalf of TEU exercises the first set option purchase of \$1,000,000 for 5,000,000 shares of PIR common stock at a purchase price of \$0.20 per share.

Later, during the investigation for this report, it was discovered that either simultaneously or shortly before the exercise and purchase of the 5,000,000 shares, Ernie Dahlman sold 2,500,000 common shares to one stockholder at \$0.20 per share.⁷¹ It appears as if he also sold the other 2,500,000 common shares to two other individuals at a price that was first reported to be well above \$0.20 per share. The details are still being provided, but what is clear based on conversations with the parties involved, that the private purchase of the PIR stock by Ernie was for a personal financial gain while he was the CEO and a Director of PIR, and while he himself was conducting the active \$0.60 per share offering.

Ernie directly circumvented the funds being sent to the Company, but rather sold his own personal stock during an active offering.

Synthesis and Cost Benefit Analysis

Bringing it all together; during the 27 month period, commencing October 27, 2011 to the present, the Stoecklein Management Team's Salary and Expense Reimbursement cost totaled \$15,000. In comparison, the

⁶⁷ See PIR0217

⁶⁸ See PIR00218- PIR0223

⁶⁹ Donald Stoecklein was no longer an officer, director or even counsel for PIR at the time of the TEU Option Agreement.

⁷⁰ See PIR0135-PIR0138

⁷¹ See PIR0271

RAD Group, for a 1.25 month period, commencing January 1, 2014 until February 4, 2014, incurred 286,252.12 in Salary and Reimbursement Expenses. Sheila LeMire, who worked for both Groups, incurred 119,253.33 in Salary and Expense Reimbursement.

When viewed in the context of value conveyed to PIR, one may note that the average monthly cost for the **Stoecklein Management Team** was **\$577.00**, in contrast to **RAD Management Team's** of **\$229,210** per month average and **Sheila LeMire's** **\$4,587** per month average. The invalid employment agreements (deliberately crafted without the requisite Board or Majority Shareholder consent and approval required by the Bylaws of the Company) entered into by RAD Group, conceivably would have increased the RAD Management Team's Salary, Corporate withholding burden (16.6%) and what David Rohal dubs as "fringes" to \$1,264,452 per annum, putting a huge burden on the working capital resources of PIR. During a period of development and limited financial resources, the Stoecklein Management Team worked without pay, secured critical financing, structured a substantial and game changing asset acquisition of the Tembabichi property in Mexico, and entered into the 99 year MTS Operating Agreement. This accomplishment alone, ramped the enterprise value from a meager level to that of a significant potential cash flow generating entity, with a post-operational valuation, potentially in the hundreds of millions of dollars.

While there is some value attributable to the capital raised in the RAD era, there is scant additional achievements of note.

It does not require the acumen of a forensic accountant to clearly differentiate the **much higher COST/BENEFIT ratio of RAD v. Stoecklein**. One might infer that given more time, RAD's spending patterns would have compromised PIR's ability to pass diligence muster with Capital Sources, and served as a perpetual vacuum of fiscal resources, ultimately challenging corporate viability as an ongoing concern.

Earmarks of a "Take Under and Take Over Conspiracy"

Included for further understanding is a detailed timeline so that you can glean the synchronicity of the actions taken by the RAD Management Team to the detriment of PIR, for their own personal benefit. You will see from the tentacles of their actions and lack thereof, how they hoped to derail PIR and translocate the business to their own entity, RD Griffin Partners, LLC.

Of particular note:

- RAD failed to pay for and maintain liability insurance, a less than \$10,000 cost, which produced a technical default on the MTS Operating Agreement. Instead, David Rohal issued a check for consulting services to another one of his family members- Cathy Rohal or CTR Consulting, for 15,000. No consulting agreement, Board Resolution or even invoice has been provided.

- Despite the requirement to provide MTS with quarterly financial statements, to remain in compliance with the MTS Operating Agreement, the RAD management Team appeared to be incapable of producing them and thus did not comply during the time of the management responsibilities. Prior to RAD Management Team's assumption of control, PIR was in strict compliance with this requirement. Now that new management is in place, PIR will once again maintain compliance with the financial reporting requirement to MTS.

- Mr. Dahlman repeatedly took steps to ignore and dismiss potential investor sources, delaying responses, disturbing potential investors in multiple face to face meetings. One FINRA licensed Investment Banking Firm, Diamond Capital, after committing substantial time to the due diligence review, and readying its investors for commitment to PIR, took a pass due to Mr. Dahlman's antics. This was

exemplary of what appears to be a pattern of discouraging outside sources of capital to be procured by PIR, to make the takeover effort easier for RAD Management Team.

-On January 22, 2014, RAD Management Team attempted to encumber PIR with the aforementioned corporate burden of over \$1,000,000 per year, at a time in which capital was very limited, and PIR did not have the ability to afford the burden. The unearned issuance of over 24,000,000 options to purchase shares would serve, it appears, to dissuade capital from outside sources, who would be deterred by the dilutive effect of options representing a significant percentage of the issued and outstanding capitalization.

-On February 4, 2014 with the thought that they had padded their income prospects, RAD Management Team solicited the law firm of Alvarado, Smith, to prepare a stockholder proposal to liquidate PIR, again only a couple days after taking in Larocca's investment.

-On February 4th to 6th, RAD looted the Wells Fargo Bank Account, despite Majority Shareholder approvals of freeze orders to Wells Fargo. \$580,000 was paid out to members of the RAD Management Team, the Alvarado Smith Law Firm and two PIR contractors with whom they ostensibly were hoping to curry favor for their illicit scheme.

-At a time when the company was struggling for resources, David Rohal made the decision to hire an investigatory firm and spend over \$3,000 to grasp for any basis to disparage the PIR principals in communications with key partner entities, MTS and J.L. Patterson. These aggressive solicitations of key partners are evidenced by emails sent by RAD and indicate communications for their scheme for weeks prior to their aggressive face to face proposal on 2/10/2014.

-Consistent with this pattern to weaken PIR, RAD Management Team was negligent in allowing for transactions with at least two PIR major investors, in which the funds did not go to PIR as paid in capital, but rather to the personal account of Ernie Dahlman.

-One additional investor, Mr. Chris Larocca was solicited by Dahlman to invest an additional 100,000. In PIR just days before the run on PIR's Bank Account by RAD Management Team. Mr. Dahlman ignored advice from his counsel to not accept the funds. It appears that Dahlman encouraged Mr. Larocca to make a request for rescission, after his departure from the employ of PIR, with the likely purpose of putting pressure on the board and new management team at PIR.

-These negligent actions, all currently under review, potentially exposed PIR to rescission claims that they did not have the funds to satisfy. RAD Management Team could not care any less, as they hoped to liquidate PIR, leave the stockholders holding the bag, and reap an undeserved reward thru its entity RD Griffin Partners, LLC, formed conveniently on February 5, 2014 in the midst of the conspiracy. PIR ceasing business operations, and the subsequent losses suffered by even their own investors was not a concern to RAD Management Team but a necessary cog in their conspiratorial wheel.

Possible Civil Remedies

The investigation is still ongoing and current members of PIR Management are still obtaining information, only having recently (March 17, 2014) received PIR bank account information under control of RAD Management Team. Based on the information discussed and the information we may continue to receive, PIR is consulting with legal counsel, and officers of difference agencies concerning possible causes of action against the RAD Management Team

-Interference with Contractual Relations

The tort of interference with contractual relations permits a plaintiff to recover damages based upon a claim that a defendant interfered with the plaintiff's contractual relations. The elements of an intentional interference with contractual relations claim are (1) a valid contract between plaintiff and a third party; (2) defendant's knowledge of this contract; (3) defendant's intentional acts designed to induce a breach or disruption of the contractual relationship; (4) actual breach or disruption of the contractual relationship; and (5) resulting damage.

-Interference with Prospective Business Advantage

The tort of interference with prospective business advantage protects economic interests that have not yet been formalized into contract. The elements of that tort are (1) an economic relationship between the plaintiff and some third person containing the probability of future economic benefit to the plaintiff, (2) defendant's knowledge of the existence of the relationship, (3) defendant's intentional acts designed to disrupt the relationship, (4) actual disruption of the relationship, and (5) damages to the plaintiff proximately caused by the acts of the defendant

-Unfair Competition

In California, the tort of unfair competition includes "any unlawful, unfair or fraudulent business act or practice and unfair, deceptive, untrue or misleading advertising." *California Business and Professions Code § 17200.*

-Breach of Implied Covenant of Good Faith and Fair Dealing

Under Delaware law, the duty of care requires a director to exercise the care that a reasonably prudent person in a like position would exercise under similar circumstances. *The duty of loyalty requires a director to act in good faith and to refrain from putting his personal interests ahead of the interests of the corporation and/or its stockholders.*

In 2009, however, the Delaware Supreme Court held in the Gantler case that: "[O]fficers of Delaware corporations, like directors, owe fiduciary duties of care and loyalty, and...the fiduciary duties of officers are the same as directors."

In the Hampshire Group case in 2010, the Delaware Chancery Court expressly noted that officers are "expected to pursue the best interests of the company in good faith (i.e., to fulfill their duty of loyalty) and to use the amount of care that a reasonably prudent person would use in similar circumstances (i.e., to fulfill their duty of care)."

-Violation of Confidentiality Covenant in Employment Agreements With Regard to Trade Secrets.

In California, which has adopted the greater part of the Uniform Trade Secret Act, a trade secret is defined as follows: "information, including a formula, pattern, compilation, program, device, method, technique, or process that (1) derives independent economic value, actual or potential, from not being generally known to the public or to other persons who can obtain economic value from its disclosure or use, and (2) is the subject of efforts that are reasonable under the circumstances to maintain its secrecy."

CONCLUSION

In conclusion, when you compare the objectives set and achieved, the investor funds raised and spent and on what and whom within each set of Management, it is clear that the allegations of fraud made in reference to A.C. Funding are baseless and a waste of time. On the contrary, the clear acts of greed, self-dealing, and bloated egos within the RAD Management Team are supported by undeniable documentation. The timeline and facts show a planned, yet poorly executed scheme to usurp PIR's corporate assets for their own financial gain, interfere

with the most important business contracts that PIR has, and take the operations opportunity for themselves, all at a severe cost to the PIR stockholders.

PIR Management now wishes to address and clear these issues up, answer any remaining questions and move on to the future.

We look forward to our journey, and enjoyed successes. As a policy my door will always be open to our Board members and stockholders and PIR welcomes your feedback and comments. You can expect a flurry of information and milestones coming from the company in the near future and PIR offers sincere thanks for your loyalty and continued support as the Board of Directors of Pacific Imperial Railroad, Inc.

Agenda

Item No. 6a

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

April 15, 2014

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE JANUARY 14, 2014

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Since the January 14, 2014, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-13-573: Easement to San Diego Gas and Electric for electric service to a new traction power substation near Beyer Blvd.
- S200-13-574: Easement to San Diego Gas and Electric for electric service to a new traction power substation near High Street in Lemon Grove.
- S200-14-582: Right of Entry Permit to the San Diego Community College District to construct an adjacent project at Cesar Chavez in the City of San Diego.
- S200-14-584: Right of Entry Permit to Beta Engineering to construct utility crossings on the Desert Line at various locations from Jewel Valley Road to east of Jacumba.
- S200-14-589: Right of Entry Permit to San Diego Gas and Electric for maintenance and inspection of various facilities along the entire Desert Line.
- S200-14-592: Right of Entry Permit to HDR Engineering, Inc. for maintenance and inspection of various City of San Diego wastewater facilities.

Agenda

Item No. 6b

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

EASEMENT AGREEMENT WITH UNIFIED PORT OF SAN DIEGO

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors approve: (1) two public at-grade crossing easements to Unified Port of San Diego (Port) across the Coronado Branch south of J Street in the City of Chula Vista; and (2) two temporary license agreements to use the existing crossings in the same location.

Budget Impact

Fees would be credited to the SD&AE Reserve, which includes the value of the easements and staff costs.

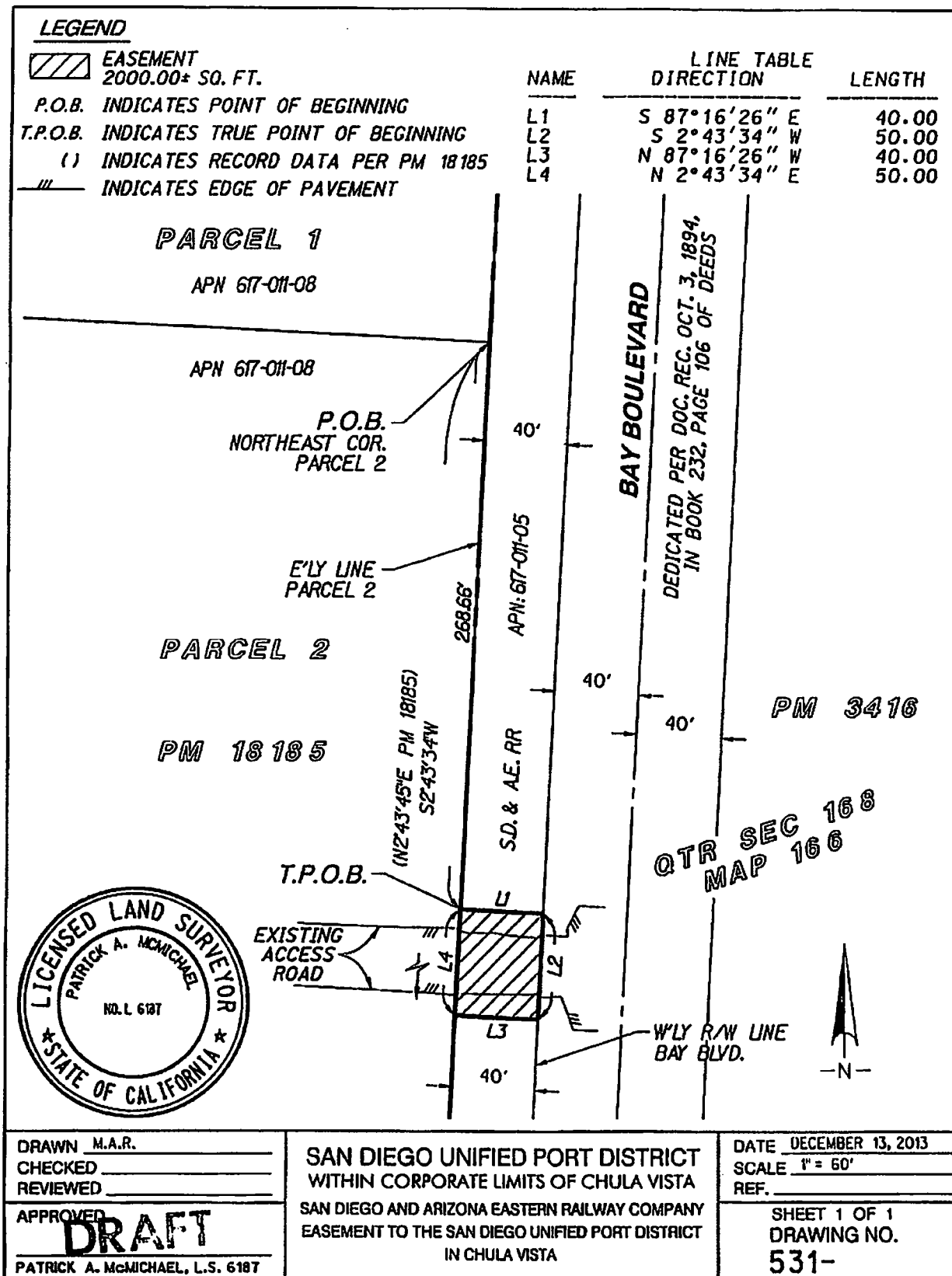
DISCUSSION:

Port requests the issuance of two easements for two permanent public at-grade crossings over SD&AE tracks located south of J Street on the Coronado Branch in the City of Chula Vista. The at-grade crossings will serve as public ingress/egress points for the Chula Vista Bayfront Master Plan. Attached is an exhibit of the proposed project. Port is requesting a 90-foot-wide easement for the northern crossing and a 50-foot-wide easement for the southern crossing.

In the interim, while the Port obtains all approvals, the Port wishes to use the existing crossings for construction use. The use would be granted utilizing license agreements for the crossings. No additional improvements would be required for this use.

Attachment: Diagram of Proposed Project

South Crossing 50' Wide



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Agenda

Item No. 7

**San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting**

April 15, 2014

SUBJECT:

ELECTION TO FILL VACANT POSITION OF SD&AE CHAIR

RECOMMENDATION:

That the SD&AE Board of Directors discuss electing a new Chairperson for the SD&AE Railway Company Board of Directors and forward a recommendation to the MTS Board of Directors for approval.

Budget Impact

None.



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

INVESTMENT REPORT – March 2014

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of March 31, 2014. The combined total of all investments has decreased from \$200.0 million to \$194.0 million in the current month. This \$6.0 million decrease is attributable to expenditures of \$4.3 million for the acquisition of capital assets, \$1.6 million for annual insurance premiums, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for March 2014



**San Diego Metropolitan Transit System
Investment Report
March 31, 2014**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	12,892,091	12,892,091	0.00%
Total Cash and Cash Equivalents	-	12,892,091	12,892,091	
Cash - Restricted for Capital Support				
US Bank - retention trust account	8,581,507	-	8,581,507	N/A *
San Diego County Investment Pool Proposition 1B TSGP grant funds	5,153,456	148,957	5,302,413	
Total Cash - Restricted for Capital Support	13,734,963	148,957	13,883,920	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	18,155,040	31,029,280	49,184,320	0.236%
Total Investments - Working Capital	18,155,040	31,029,280	49,184,320	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,367,031	-	39,367,031	
Rabobank - Payment Undertaking Agreement	78,692,891	-	78,692,891	7.69%
Total Investments Restricted for Debt Service	118,059,922	-	118,059,922	
 Total cash and investments	 \$ 149,949,925	 \$ 44,070,328	 \$ 194,020,253	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS

RECOMMENDATION:

That the Board of Directors approve the use of \$20,000 in unallocated TDA funds currently held by the County of San Diego. These TDA funds, along with the \$121,610 that the City of Santee already received in fiscal year 2011, will allow for the installation of five bus shelters in the City of Santee.

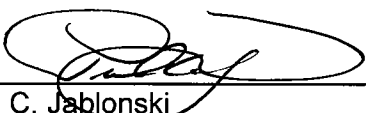
Budget Impact

The use of unallocated TDA funds set aside by the County has no impact on MTS's operating or capital budgets.

DISCUSSION:

On April 11, 2014, MTS received a request from the City of Santee for an additional \$20,000 of the City of Santee's portion of unallocated TDA held by the County. The purpose of this request is for the installation of five bus shelters in the City of Santee. This project was already funded with \$121,610 of unallocated TDA from a previous request, but due to a change in the design of the bus shelter, an additional \$20,000 is needed to complete the project.

The total available City of Santee's unallocated TDA funds will be reduced by \$20,000 resulting in a remaining balance of \$106,616 held by the County for future City of Santee transit-related projects.



Paul C. Jablonski
Chief Executive Officer



Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. City of Santee Letter



CITY OF SANTEE

MAYOR
Randy Voepel

CITY COUNCIL
Jack E. Dale
Rob McNelis
John W. Minto
John Ryan

Wednesday, April 09, 2014

CITY MANAGER
Keith Till

Eric Cheng
Capital Accountant
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Cheng:

This is to request additional allocation of TDA funds for the Santee Bus Stop Upgrade Project. The City has previously received TDA funds from MTS in the amount of \$121,610 for this project.

In the design process some shelters were increased in size to accommodate the corresponding ridership. The increase in shelter size has also increased the project cost estimate due to the additional benches and concrete work required. The new estimate is listed below.

Item Description	Previous Total	New Total
Project Design	\$ 7,000	\$ 7,000
Construction	\$ 100,505	\$ 123,000
Construction Engineering	\$ 3,050	\$ 3,000
Contingencies/Change Orders	\$ 11,055	\$ 8,610
Total project cost	\$ 121,610	\$ 141,610

I understand there are unallocated TDA funds for the City of Santee in the County of San Diego for transit related activities. The City of Santee requests that MTS request \$20,000 in TDA funds to cover the full cost to install five bus shelters. Santee City Council appropriated the funds when they approved the current CIP plan in its June 26, 2013 meeting as shown on the attached agenda.

If you have questions regarding this matter, please contact staff member Minjie Mei at (619) 258-4100 X 189.

Sincerely,

Pedro Orso-Delgado
Director, Development Services

Cc: Minjie Mei, Principal Traffic Engineer

S:\TRAFFIC\Grants and Projects\Active projects\2011 Bus Shelter Project\FUNDING\TDA Clock Tower additional Funds 4-2014.docx

RESOLUTION NO. 056 – 2013

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA APPROVING
THE FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM AND ADOPTING THE CAPITAL
IMPROVEMENT BUDGET FOR FISCAL YEARS 2013-14 AND 2014-15**

WHEREAS, the City of Santee, California requires public infrastructure improvements in areas such as circulation, drainage, parks and public facilities; and

WHEREAS, the prioritization and scheduling of these improvements is necessary to best serve the public's health, safety, and welfare; and

WHEREAS, in order to prioritize these public infrastructure improvements a Capital Improvement Program is necessary; and

WHEREAS, on May 22, 2013 and June 12, 2013 public meetings were held by the City Council of the City of Santee to discuss the proposed Five-Year Capital Improvement Program for Fiscal Years 2014 through 2018; and

WHEREAS, the City Council considered all recommendations by staff and public testimony.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Santee, California as follows:

SECTION 1. The Five-Year Capital Improvement Program for Fiscal Years 2014 through 2018 as submitted by the City Manager, including all changes directed by the City Council, is hereby approved.

SECTION 2. The Capital Improvement Budget for Fiscal Years 2013-14 and 2014-15 are hereby adopted and appropriated pursuant to Section 1. Upon adoption, any projects identified or remaining as unfunded in Fiscal Years 2013-14 or 2014-15 will be scheduled out to future years, as no funding is available for appropriation.

SECTION 3. The City Manager may authorize transfers of up to \$20,000 between approved Capital Improvement Program projects.

SECTION 4. Unencumbered balances remaining at June 30, 2014 and June 30, 2015 for Capital Improvement Program projects may be carried forward to the succeeding fiscal year without further Council action.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 26th day of June 2013, by the following roll call vote to wit:

AYES: DALE, MCNELIS, MINTO, RYAN, VOEPER

NOES: NONE

ABSENT: NONE

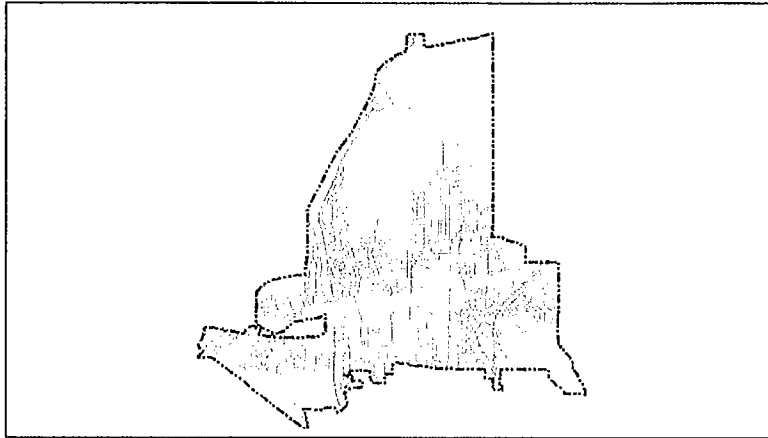
APPROVED:


RANDY VOEPER, MAYOR

ATTEST:


PATSY BELL, CMC, CITY CLERK

Bus Stop Improvements CIP 2011-30 • Circulation Project



Project Location: To Be Determined

Description: This project will design and install curbing, walkways, platforms and shelters for pedestrian safety at five bus stop locations at the main entrance points for the City.

Justification: These improvements will offer safer waiting zones for transit users.

Operating Impact: None.

	Prior Year						
	Expenditures	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Total
Expenditures:							
Planning/Design	\$ 2,000	\$ 18,000	\$ -	\$ -	\$ -	\$ -	20,000
Land Acquisition	-	-	-	-	-	-	-
Construction	-	121,610	-	-	-	-	121,610
Total	\$ 2,000	\$ 139,610	\$ -	\$ -	\$ -	\$ -	141,610
Source of Funds:							
TDA - Transit Grant	\$ 2,000	\$ 139,610	\$ -	\$ -	\$ -	\$ -	141,610
Total	\$ 2,000	\$ 139,610	\$ -	\$ -	\$ -	\$ -	141,610



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

EMPLOYEE BENEFITS BROKER/CONSULTING SERVICES - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to

1. execute MTS Doc. No. G1677.0-14 (in substantially the same format as Attachment A) with Leavitt Group for the provision of employee benefits broker/consulting services for a three-year base period with 2 one-year option terms (for a total of 5 years); and
2. exercise each option year at the CEO's discretion.

Budget Impact

The total cost of this agreement would not exceed \$523,468 (as follows):

1. Group A: Ongoing Consulting Services: The total contract amount for ongoing consulting services would not exceed \$407,168 and would be funded by the healthcare insurance premiums that are paid under the Fringe Benefit budget (903-52310).
2. Group B: Advisory Services: It is estimated that the total spending for Advisory Services would not exceed \$116,300 during the term of the agreement and would be funded under Human Resources operating budget (711-53114).

DISCUSSION:

MTS Policy No. 52 governing procurement of services requires a formal competitive process for procurements exceeding \$100,000.



On January 22, 2014, MTS issued a Request for Proposals (RFP) for Employee Benefits Broker/Consulting Services to secure a multiyear contract for the two types of broker/consulting services listed below to provide a high-quality and cost-effective employee benefits program.

1. Group A: Ongoing Consulting Services: Work performed under this category would be performed on a lump-sum, firm, fixed price per annum.
2. Group B: Advisory Services: Work performed under this category shall be performed as needed on a firm, fixed, fully-burdened hourly labor rate per specific skill set of labor category.

On February 19, 2014, MTS received a total of six (6) proposals from the following:

1. Alliant Employee Benefits, San Diego, CA 92101
2. Barney & Barney, LLC, San Diego, CA 92122
3. Burnham Benefits Insurance Services, Irvine, CA 92612
4. Keenan & Associates, San Clemente, CA 92673
5. Leavitt Group, Santa Ana, CA 92705
6. Rael & Letson, Pasadena, CA 91101

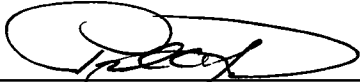
A selection committee consisting of representatives from the MTS Human Resources and MTS Finance departments met and rated the proposals. The ratings were based on the following criteria:

- | | |
|---|-------------|
| 1. Qualifications and Experience of Firm or Individual | 10% |
| 2. Proposed Staffing, Organization, and Management Plan | 10% |
| 3. Work Plan | 40% |
| 4. Cost/Price | 40% |
| Total | 100% |

All proposals were deemed responsive and responsible. Five of the six firms were considered to be within the competitive range and advanced to the evaluation process which included interviews and negotiations.

Based on the evaluation panel's analysis of the technical proposal, discussions, and evaluation of price, MTS staff has determined that Leavitt Group's proposal is fair and reasonable and represents the best overall value for MTS. The following table represents the final scores and rankings for all finalists:

PROPOSER NAME	TECHNICAL SCORE	GROUP A: ONGOING CONSULTING			GROUP B: ADVISORY SERVICES		
		COST SCORE	TOTAL SCORE (Tech + Cost)	RANKING	COST SCORE	TOTAL SCORE (Tech + Cost)	RANKING
ALLIANT	49.40	31.88	81.28	2	N/A	N/A	N/A
BARNEY & BARNEY	39.20	40.00	79.20	3	23.98	63.18	4
BURNHAM	43.00	33.63	76.63	4	26.97	69.97	3
KEENAN & ASSOCIATES	37.60	33.55	71.15	5	35.81	73.41	2
LEAVITT GROUP	53.80	37.58	91.38	1	40.00	93.80	1



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft Standard Services Agreement; Contract G1677.0-14
B. Cost Summary

STANDARD SERVICES AGREEMENT

DRAFT

G1677.0-14
 CONTRACT NUMBER
 ADM 150.3
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Leavitt Group Address: 1820 E. First St., Suite 500
 Form of Business: Corporation Santa Ana, CA 92705
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 951.273.7052
 Authorized person to sign contracts: Kevin Garrett Managing Principal
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide Ongoing Consulting (Group A) and Advisory Services (Group B) as set forth in the MTS Scope of Work (attached as Exhibit A), Leavitt Group's Proposal (attached as Exhibit B), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), and Federal Requirements (attached as Exhibit D).

The contract term is for up to a 5-year period (3-year base with two 1-year options exercisable at MTS's sole discretion). Base period shall be effective June 1, 2014, through May 31, 2017, and Option Years I, and II shall be effective June 1, 2017, through May 31, 2019. Payment terms shall be net 30 days from invoice date.

The total contract cost shall not exceed \$308,665 for the base period and \$214,803 for the option years for a total of \$523,468 (Groups A and B) as reflected below:

	Base Period	Options Years	Total
Group A: Ongoing Consulting	\$240,090	\$ 167,078	\$407,168
Group B: Advisory Services	\$ 68,575	\$ 47,725	\$116,300
	\$308,665	\$214,803	\$523,468

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$308,665 – Base		
\$214,803 – Options		
\$523,468 – Total	903-52310 / 711-53110	14-19

By: _____
 Chief Financial Officer Date



Purchasing Department
 1255 Imperial Ave., Suite 1000
 San Diego, CA 92101
 619.231.1466 FAX 619.696.7084

COST SUMMARY

EMPLOYEE BENEFITS BROKER/CONSULTING SERVICES RFP MTS DOC. NO. G1677.0-14

COMPANY NAME	GROUP A – ONGOING CONSULTING SERVICES	GROUP B – ADVISORY SERVICES	TOTAL COST
Alliant Employee Benefits	\$ 480,000.00		\$ 480,000.00
Barney & Barney, LLC	\$ 382,500.00	\$ 194,025.00	\$ 576,525.00
Burnham Benefits Insurance Services	\$ 455,000.00	\$ 172,500.00	\$ 627,500.00
Keenan & Associates	\$ 456,000.00	\$ 129,900.00	\$ 585,900.00
Leavitt Group *	\$ 407,168.00	\$ 116,300.00	\$ 523,468.00
Rael & Letson	\$ 697,120.00	\$ 255,050.00	\$ 952,170.00

***Leavitt Group's offer was found to be the most advantageous and of greatest value to MTS on both groups A and B.**

AttB COST SUMMARY.BENEFITS RFP.doc



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

MTS JOB ORDER CONTRACT WORK ORDER FOR GRADE CROSSING
REPLACEMENT AT CENTRAL AVENUE, MERLIN DRIVE, AND NORTH AVENUE

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC1582-27, MTSJOC1582-28, and MTSJOC1582-30 with Herzog Contracting Corporation to perform work under MTS Doc. No. PWL134.0-12 for the replacement of grade crossings located at Central Avenue, Merlin Drive, and North Avenue on the Orange Line.

Budget Impact

The cost of each Work Order is as follows:

- MTSJOC1582-27 - \$203,572.09
- MTSJOC1582-28 - \$216,728.21
- MTSJOC1582-30 - \$451,280.99

MTS's use of SANDAG JOC Agreements also requires a 6.75% administrative fee, totaling \$58,831.74. The grand total amount of \$930,413.03 will be funded from the FY2015 Grade Crossing Replacement Project (CIP 11369-1000).

DISCUSSION:

This project will replace a combined total of 665 track feet of existing at-grade crossings for the above three locations.

Staff has conducted a thorough evaluation of system-wide grade crossings as to their condition. The grade crossings located at Central Avenue, Merlin Drive and North Avenue on the Orange Line have been considered near the end of their useful life and require replacement. Some of the existing conditions include metal flangeways deteriorating from the rail, wood crossties beginning to decompose, and this replacement will allow MTS to meet current ADA and FRA requirements.



The work will include new rail, timber crossties, pandrol plates, galvanized e-clips, ballast, 16-ounce filter fabric, tamping and surfacing, vehicular pre-cast grade crossing panels, asphalt paving, curb and gutter and hardscape. Work limits will include both eastbound and westbound tracks at Central Avenue, Merlin Drive, and North Avenue.

The work is scheduled to be performed over three weekends between the hours of 1:30 a.m. Saturday morning through 4:30 a.m. Sunday morning, and MTS will provide bus bridge services during revenue service on Saturdays. Weekday work will be performed between 9:30 p.m. through 1:30 a.m. and work will be performed between train revenue services.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft Job Order Contract Work Order; MTSJOC 1582-27
B. Draft Job Order Contract Work Order; MTSJOC 1582-28
C. Draft Job Order Contract Work Order; MTSJOC 1582-30
D. Standard Services Agreement; PWL134.0-12

DRAFT

JOB ORDER CONTRACT
WORK ORDERPWL134.0-12
CONTRACT NUMBERMTSJOC1582-27
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Herzog Construction, Inc. Address: 3760 Kilroy Airport Way Suite

Form of Business: Corporation Long Beach, CA 90806
(Corporation, partnership, sole proprietor, etc.)

Telephone: (562) 595-7414

Authorized person to sign contracts: Gene Chimits Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL134.0-12), 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 AMOUNT OF WORK ORDER SHALL NOT EXCEED \$ 203,572.09

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 203,572.09	11369-1000	2015

By: _____ Date
Chief Financial Officer

(____ total pages, each bearing contract number and work order number)

DRAFT

JOB ORDER CONTRACT
WORK ORDERPWL134.0-12
CONTRACT NUMBERMTSJOC1582-28
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Herzog Construction, Inc. Address: 3760 Kilroy Airport Way Suite

Form of Business: Corporation Long Beach, CA 90806

(Corporation, partnership, sole proprietor, etc.)

Telephone: (562) 595-7414

Authorized person to sign contracts: Gene Chimits Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL134.0-12), 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 AMOUNT OF WORK ORDER SHALL NOT EXCEED \$ 216,728.21

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 216,728.21	11369-1000	2015

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number and work order number)

DRAFT

JOB ORDER CONTRACT
WORK ORDERPWL134.0-12
CONTRACT NUMBERMTSJOC1582-30
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Herzog Construction, Inc. Address: 3760 Kilroy Airport Way Suite

Form of Business: Corporation Long Beach, CA 90806
(Corporation, partnership, sole proprietor, etc.)

Telephone: (562) 595-7414

Authorized person to sign contracts: Gene Chimits Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL134.0-12), 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 AMOUNT OF WORK ORDER SHALL NOT EXCEED \$ 451,280.99

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 451,280.99	11369-1000	2015

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number and work order number)

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ORIGINAL

STANDARD SERVICES AGREEMENT



PWL134.0-12
CONTRACT NUMBER
OPS 970.4
FILE NUMBER(S)

THIS AGREEMENT is entered into this 6 day of September 2011, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Herzog Contracting Corporation

Address: 600 South Riverside Road

Form of Business: Corporation

Saint Joseph, MO 64507

(Corporation, partnership, sole proprietor, etc.)

Telephone: 816.901.4076

Authorized person to sign contracts: Scott Norman
Name

Vice President
Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide Job Order Contract (JOC) services as described in SANDAG JOC No. 5001582, in accordance with the Standard Conditions Services, Federal Requirements, and MTS Safety Program (hereinafter "Contract Documents").

This contract shall be effective September 1, 2011, through August 31, 2014. The total cost of this contract shall not exceed \$2,000,000.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: [Signature]

Chief Executive Officer

Firm: Herzog Contracting Corp

By: [Signature]

Signature

Approved as to form:

By: [Signature]

Office of General Counsel

Title: Vice President

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

\$to be encumbered on JOC

By: [Signature]

Chief Financial Officer

FY 12-14

8/25/11
Date

(84 total pages, each bearing contract number)

SA-PWL134.0-12.HERZOGCONTRACTIMHCORP.MYNIGUEZ

8/12/11



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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

SDTC IMPERIAL AVENUE DIVISION (IAD) BUS WASH REPLACEMENT - CONTRACT
AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB149.0-14 (in substantially the same format as Attachment A) with Telliard Construction for the provision of a new bus wash system, including demolition of the existing bus wash and site improvements to accommodate the new bus wash.

Budget Impact

The total contract amount for this agreement will not exceed \$671,573 and will be funded by the Capital Improvement Project (CIP) number 11286-1000.

DISCUSSION:

MTS Policy No. 52, governing the procurement of goods and services, requires a formal competitive process for procurements exceeding \$100,000.00. A Request for Proposals (RFP) for the IAD Bus Wash Replacement project was issued on February 3, 2014. Three proposals were received on the due date of March 7, 2014. Two of the proposals, submitted by Telliard Construction and Air & Lube Systems, Inc. were found to be responsive and responsible.

An evaluation committee consisting of members from MTS Bus Maintenance, Facilities, and Project Management evaluated the proposals.

The evaluations were based on the following published criteria:

Cost and Price	= 50 Possible Points
Technical	= 35 Possible Points



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<u>Experience and Qualifications</u>	=	<u>15 Possible Points</u>
TOTAL	=	100 Points

Of the two proposers, evaluation points after receipt and review of Best and Final Offer's (BAFO) were as follows:

Telliard Construction	=	97 points
Air & Lube Systems, Inc.	=	83 points

Telliard presented the most technically compliant and cost effective proposal in accordance with the requirements and goals of this negotiated procurement.

Staff has determined the technical and price proposal presented by Telliard Construction to be fair and reasonable and the best value to the Agency.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Service Agreement; Contract PWB149.0-14

STANDARD CONSTRUCTION AGREEMENT

PWB149.0-14
 CONTRACT NUMBER
 CIP 11286-1000
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: TELLIARD CONSTRUCTIONAddress: 740 AMIFORD DRIVE

Form of Business: SOLE PROPRIETORSHIP
 (Corporation, partnership, sole proprietor, etc.)

SAN DIEGO, CA 92107Telephone: 619-224-4725

Authorized person to sign contracts: DAVID TELLIARD
 Name

President
 Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following:

Provide the necessary labor, equipment, materials, and supplies for the demolition of existing Bus Wash System, structural and ground improvements, and installation of a new Bus Wash System at the Imperial Avenue Division (IAD) facility of MTS, as specified in the scope of work; (as attached Exhibit A), Telliard Construction proposal (attached as Exhibit B), and in accordance with the Standard Conditions Construction (attached as Exhibit C), including Federal Requirements (attached as Exhibit D), and the MTS Safety Department's SOP, SAF 016-03, (attached as Exhibit E).

Total contract amount shall not exceed \$ 671,573.00 without the express written authorization from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**CONTRACTOR AUTHORIZATION**

By: _____
 Chief Executive Officer

Approved as to form:

By: _____
 Office of General Counsel

Firm: _____

By: _____
 Signature

Title: _____

AMOUNT ENCUMBERED**BUDGET ITEM****FISCAL YEAR****\$671,573.00****CIP11286-1000****FY14**

By: _____
 Chief Financial Officer

Date

(____ total pages, each bearing contract number)



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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR MARCH 2014 (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors receive the MTS operations budget status report for March 2014.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for March 2014 compared to the amended fiscal year 2014 budget. Attachment A-1 combines the operations, administration, and other activities results for March 2014. Attachment A-2 details the March 2014 combined operations results and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides March 2014 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending March 2014, MTS net-operating income unfavorable variance totaled \$52,000 (-0.1%). Operations produced a \$283,000 (-0.3%) unfavorable variance and the administrative/other activities areas were favorable by \$231,000.

MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through March 2014 were \$78,136,000 compared to the year-to-date budget of \$78,393,000 representing a \$257,000 (-0.3%) unfavorable variance.



Expenses. Year-to-date combined expenses through March 2014 were \$178,301,000 compared to the budget of \$178,506,000, resulting in a \$205,000 (0.1%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$87,128,000 compared to a budgetary figure of \$87,271,000, producing a favorable variance of \$143,000 (0.2%).

Outside Services and Purchased Transportation. Total outside services for the first nine months of the fiscal year totaled \$58,222,000 compared to a budget of \$58,637,000, resulting in a favorable variance of \$415,000 (0.7%). This is primarily due to a favorable experience with repairs/maintenance costs within Operations and a favorable variance for other outside services within Administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$7,154,000 compared to a budgetary figure of \$7,103,000, resulting in an unfavorable expense variance of \$51,000 (-0.7%). This unfavorable variance is primarily due to revenue parts costs within Rail Operations.

Energy. Total year-to-date energy costs were \$19,651,000 compared to the budget of \$19,316,000 resulting in an unfavorable variance of \$336,000 (-1.7%). The unfavorable variance is due to increased natural gas and electricity rates.

Risk Management. Total year-to-date expenses for risk management were \$3,591,000, compared to the budget of \$3,645,000, resulting in a favorable variance totaling \$55,000 (1.5%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$21,000 (-0.8%) unfavorable to budget, totaling \$2,556,000 through March 2014, compared to a budget of \$2,534,000.

YEAR-TO-DATE SUMMARY

The March 2014 year-to-date net-operating income totaled an unfavorable variance of \$52,000 (-0.1%). These factors include unfavorable variances in passenger revenue, materials costs and energy; partially offset by favorable variances in other operating revenue, personnel costs, risk management costs and outside services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 71,796	\$ 72,101	\$ (304)	-0.4%
Other Revenue	6,340	6,292	47	0.7%
Total Operating Revenue	\$ 78,136	\$ 78,393	\$ (257)	-0.3%
Personnel costs	\$ 87,128	\$ 87,271	\$ 143	0.2%
Outside services	58,222	58,637	415	0.7%
Transit operations funding	-	-	-	-
Materials and supplies	7,154	7,103	(51)	-0.7%
Energy	19,651	19,316	(336)	-1.7%
Risk management	3,591	3,645	55	1.5%
General & administrative	1,793	1,760	(33)	-1.9%
Vehicle/facility leases	762	774	12	1.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	0	0	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 178,301	\$ 178,506	\$ 205	0.1%
Operating income (loss)	\$ (100,165)	\$ (100,113)	\$ (52)	-0.1%
Total public support and nonoperating revenues	1,430	1,428	2	0.1%
Income (loss) before capital contributions	\$ (98,736)	\$ (98,685)	\$ (50)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 71,796	\$ 72,101	\$ (304)	-0.4%
Other Revenue	566	577	(11)	-1.9%
Total Operating Revenue	\$ 72,362	\$ 72,677	\$ (315)	-0.4%
Personnel costs	\$ 73,411	\$ 73,677	\$ 266	0.4%
Outside services	49,181	49,280	99	0.2%
Transit operations funding	-	-	-	-
Materials and supplies	7,144	7,089	(55)	-0.8%
Energy	19,081	18,745	(336)	-1.8%
Risk management	3,330	3,373	43	1.3%
General & administrative	191	200	9	4.5%
Vehicle/facility leases	562	568	6	1.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	21,777	21,777	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 174,677	\$ 174,709	\$ 33	0.0%
Operating income (loss)	\$ (102,315)	\$ (102,032)	\$ (283)	-0.3%
Total public support and nonoperating revenues	2,072	2,084	(13)	-0.6%
Income (loss) before capital contributions	\$ (100,243)	\$ (99,948)	\$ (295)	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 20,558	\$ 20,626	\$ (68)	-0.3%
Other Revenue	5	4	1	26.7%
Total Operating Revenue	\$ 20,563	\$ 20,630	\$ (67)	-0.3%
Personnel costs	\$ 48,714	\$ 48,776	\$ 62	0.1%
Outside services	1,283	1,281	(2)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	3,466	3,509	43	1.2%
Energy	4,428	4,352	(76)	-1.7%
Risk management	2,122	2,085	(37)	-1.8%
General & administrative	88	105	17	16.3%
Vehicle/facility leases	217	221	4	1.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	8,237	8,237	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 68,554	\$ 68,566	\$ 12	0.0%
Operating income (loss)	\$ (47,991)	\$ (47,935)	\$ (55)	-0.1%
Total public support and nonoperating revenues	(964)	(951)	(13)	1.3%
Income (loss) before capital contributions	\$ (48,954)	\$ (48,886)	\$ (68)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 20,558	\$ 20,626	\$ (68)	-0.3%
Other Revenue	5	4	1	26.7%
Total Operating Revenue	\$ 20,563	\$ 20,630	\$ (67)	-0.3%
Personnel costs	\$ 48,714	\$ 48,776	\$ 62	0.1%
Outside services	1,283	1,281	(2)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	3,466	3,509	43	1.2%
Energy	4,428	4,352	(76)	-1.7%
Risk management	2,122	2,085	(37)	-1.8%
General & administrative	88	105	17	16.3%
Vehicle/facility leases	217	221	4	1.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	8,237	8,237	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 68,554	\$ 68,566	\$ 12	0.0%
Operating income (loss)	\$ (47,991)	\$ (47,935)	\$ (55)	-0.1%
Total public support and nonoperating revenues	(964)	(951)	(13)	1.3%
Income (loss) before capital contributions	\$ (48,954)	\$ (48,886)	\$ (68)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 17,654	\$ 17,718	\$ (64)	-0.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 17,654	\$ 17,718	\$ (64)	-0.4%
Personnel costs	\$ 403	\$ 392	\$ (11)	-2.9%
Outside services	31,480	31,606	127	0.4%
Transit operations funding	-	-	-	-
Materials and supplies	5	5	0	4.4%
Energy	4,597	4,543	(54)	-1.2%
Risk management	-	-	-	-
General & administrative	0	0	0	79.1%
Vehicle/facility leases	10	11	1	6.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,022	1,022	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 37,517	\$ 37,579	\$ 63	0.2%
Operating income (loss)	\$ (19,863)	\$ (19,861)	\$ (2)	0.0%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (19,863)	\$ (19,861)	\$ (2)	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,534	\$ 1,548	\$ (14)	-0.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,534	\$ 1,548	\$ (14)	-0.9%
Personnel costs	\$ 108	\$ 108	\$ 0	0.2%
Outside services	9,076	9,085	9	0.1%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,766	1,740	(25)	-1.5%
Risk management	11	11	-	0.0%
General & administrative	2	3	1	18.3%
Vehicle/facility leases	70	70	(0)	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	307	307	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 11,340	\$ 11,325	\$ (15)	-0.1%
Operating income (loss)	\$ (9,806)	\$ (9,777)	\$ (29)	-0.3%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (9,806)	\$ (9,777)	\$ (29)	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,987	\$ 2,003	\$ (16)	-0.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,987	\$ 2,003	\$ (16)	-0.8%
Personnel costs	\$ 222	\$ 195	\$ (27)	-13.8%
Outside services	4,213	4,190	(24)	-0.6%
Transit operations funding	-	-	-	-
Materials and supplies	2	8	5	69.4%
Energy	147	151	3	2.1%
Risk management	-	-	-	-
General & administrative	6	1	(5)	-811.1%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	118	118	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 4,709	\$ 4,662	\$ (47)	-1.0%
Operating income (loss)	\$ (2,722)	\$ (2,659)	\$ (63)	-2.4%
Total public support and nonoperating revenues	2,870	2,870	-	0.0%
Income (loss) before capital contributions	\$ 149	\$ 212	\$ (63)	-29.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	137	137	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 137	\$ 137	\$ -	0.0%
Operating income (loss)	\$ (137)	\$ (137)	\$ -	0.0%
Total public support and nonoperating revenues	165	183	(18)	-9.6%
Income (loss) before capital contributions	\$ 28	\$ 46	\$ (18)	-38.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	4,761	4,812	(51)	-1.1%
Total Operating Revenue	\$ 4,761	\$ 4,812	\$ (51)	-1.1%
Personnel costs	\$ 13,172	\$ 13,086	\$ (86)	-0.7%
Outside services	8,964	9,254	289	3.1%
Transit operations funding	-	-	-	-
Materials and supplies	8	11	3	27.9%
Energy	563	563	(0)	0.0%
Risk management	250	252	2	0.8%
General & administrative	1,525	1,483	(42)	-2.8%
Vehicle/facility leases	200	206	6	2.8%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(21,865)	(21,865)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 2,818	\$ 2,990	\$ 172	5.8%
Operating income (loss)	\$ 1,944	\$ 1,823	\$ 121	-6.6%
Total public support and nonoperating revenues	(642)	(656)	14	-2.2%
Income (loss) before capital contributions	\$ 1,302	\$ 1,166	\$ 135	11.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
MARCH 31, 2014
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,013	904	109	12.1%
Total Operating Revenue	\$ 1,013	\$ 904	\$ 109	12.1%
Personnel costs	\$ 546	\$ 509	\$ (37)	-7.3%
Outside services	77	103	26	25.6%
Transit operations funding	-	-	-	-
Materials and supplies	2	3	1	39.3%
Energy	7	7	0	2.4%
Risk management	11	20	10	46.8%
General & administrative	77	77	(0)	0.0%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	88	88	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 807	\$ 807	\$ 0	0.1%
Operating income (loss)	\$ 206	\$ 96	\$ 110	-113.7%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 206	\$ 96	\$ 110	113.7%

Metropolitan Transit System FY 2014 - March 2014 Financial Review

MTS Board of Directors Meeting
May 15, 2014



1



COMBINED MTS TRANSIT OPERATORS COMPARISON TO BUDGET - MARCH 31, 2014 - FY 2014 (in \$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	\$ 71,796	\$ 72,101	\$ (304)	-0.4%
Other Revenue	566	577	(11)	-1.9%
Total Operating Revenue	\$ 72,362	\$ 72,677	\$ (315)	-0.4%



2



**COMBINED MTS TRANSIT OPERATORS
COMPARISON TO BUDGET - MARCH 31, 2014 - FY 2014
(in \$000's)**

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 73,411	\$ 73,677	\$ 266	0.4%
Purchased Transportation	43,958	43,914	(44)	-0.1%
Other Outside Services	5,223	5,366	143	2.7%
Energy	19,081	18,745	(336)	-1.8%
Other Expenses	<u>33,004</u>	<u>33,007</u>	<u>3</u>	<u>0.0%</u>
Total Expenses	\$ 174,677	\$ 174,709	\$ 33	0.0%
Operating Income/(Loss)	<u>\$ (102,315)</u>	<u>\$ (102,032)</u>	<u>\$ (283)</u>	<u>-0.3%</u>

Other Expenses:

- Risk Management: \$43K favorable variance
- Materials & Supplies: \$55K unfavorable variance



**METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - MARCH 31, 2014 - FY 2014
TOTAL OPERATING REVENUE LESS EXPENSES (\$000's)**

Combined Net Operating Variance

MTS Operating Revenue	\$ (315)	
MTS Operating Expenses	<u>33</u>	
Combined MTS Operators		\$ (283)
MTS Administration / Other Activities		<u>231</u>
Total Combined Net Operating Variance		\$ (52)
Variance Percentage		-0.1%



METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - MARCH 31, 2014 - FY 2014
ON-GOING CONCERNS

	FY14			
	YTD			Status
	Budget	Actual	Projection	
Sales Tax Subsidy Revenue	\$390 M	\$293 M	\$391 M	(Y)
State of California Budget	\$21.1 M	\$14.2 M	\$19.8 M	(Y)
Passenger Levels	95.4 M	71.3 M	95.0 M	(Y)
Energy Prices				
CNG	\$ 0.84	\$ 0.82	\$ 0.89	
Diesel	\$ 3.28	\$ 3.31	\$ 3.30	(Y)
Gas	\$ 3.25	\$ 3.24	\$ 3.17	
Electricity	\$0.171	\$0.176	\$ 0.176	

(G) Positive
(Y) Holding
(R) Negative





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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 15, 2014

SUBJECT:

QUARTERLY PERFORMANCE MONITORING REPORT (JANELLE CAREY)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42 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. The analyses, included in the attachment to this report, show trends for the current fiscal year and help to track performance throughout the year. Staff from the Planning Department will provide a summary of service performance for fiscal year 2014 through the third quarter.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

Attachment: A. Service Performance Monitoring Report



San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
PERIOD: JULY 2013 - MARCH 2014

Att. A, AI 46, 5/15/14
Page 1 of 7

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	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12- FY13	% Change FY13- FY14
Premium Express	218,934	228,468	224,520	9,534	(3,948)	4.4%	-1.7%
Express	1,571,071	1,763,741	1,843,274	192,670	79,533	12.3%	4.5%
Light Rail	23,449,389	21,997,259	29,667,395	(1,452,130)	7,670,136	-6.2%	34.9%
Rapid (SuperLoop)	-	-	1,216,841	-	1,216,841	-	-
Urban Frequent	27,242,631	28,609,288	28,000,835	1,366,657	(608,453)	5.0%	-2.1%
Urban Standard	9,515,677	9,998,796	8,991,559	483,119	(1,007,237)	5.1%	-10.1%
Circulator	599,113	627,825	541,031	28,712	(86,794)	4.8%	-13.8%
Rural	26,704	31,872	49,399	5,168	17,527	19.4%	55.0%
Demand-Responsive	266,488	280,115	304,866	13,627	24,751	5.1%	8.8%
System Total Passengers	62,890,007	63,537,364	70,839,720	647,357	7,302,356	1.0%	11.5%
Fixed-Route Bus Ridership	39,174,130	41,259,990	40,867,459	2,085,860	(392,531)	5.3%	-1.0%

NOTES: Fixed-route bus ridership is down slightly for FY14 compared to FY13. Overall, MTS system-wide ridership has increased +11.5%, primarily due to increased Trolley ridership. The Trolley ridership increase is primarily attributed to Automatic Passenger Counters (APCs), which improved accuracy and provide a clearer picture of ridership trends. The previous estimation methodology relied on the number of one-way tickets sold, which dropped significantly when Day Passes replaced transfers. Ridership decreases in some categories, such as Circulator, reflect high ridership routes changing to a different route category.

Average Weekday Passengers

Route Categories	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12- FY13	% Change FY13- FY14
Premium Express	1,205	1,206	1,173	1	(33)	0.1%	-2.7%
Express	8,394	8,607	8,935	213	328	2.5%	3.8%
Light Rail	98,401	87,461	121,649	(10,940)	34,188	-11.1%	39.1%
Rapid (SuperLoop)	-	-	5,139	-	5,139	-	-
Urban Frequent	125,714	125,111	121,905	(603)	(3,206)	-0.5%	-2.6%
Urban Standard	46,365	45,668	41,270	(697)	(4,398)	-1.5%	-9.6%
Circulator	3,554	3,697	2,748	143	(949)	4.0%	-25.7%
Rural	259	169	319	(90)	150	-34.7%	88.8%
Demand-Responsive	1,267	1,354	1,465	87	111	6.9%	8.2%
System Avg. Weekday Pass.	285,159	273,273	304,603	(11,886)	31,330	-4.2%	11.5%
Fixed-Route Bus Avg. Weekday Pass.	185,491	184,458	181,489	(1,033)	(2,969)	-0.6%	-1.6%

NOTES: The average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For FY14, there is a +11.5% increase in system-wide average weekday passengers, an increase of +31,330 passengers per average weekday. Most of this is a result of an increase of +34,188 Trolley passengers per average weekday (+39.1%). Fixed-route bus ridership had a slight decline of -1.6% passengers per average weekday (-2,969 passengers per average weekday). The greatest fixed-route percentage decrease in average weekday passengers was the Circulator category with a -25.7% decrease in average weekday passengers (-949 passengers per average weekday), mainly the result of routes changing categories.

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Passengers Per Revenue Hour

Route Categories	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	21.3	21.5	19.6	0.9%	-8.8%
Express	33.8	32.4	32.1	-4.1%	-0.9%
Light Rail	188.5	159.4	225.4	-15.4%	41.4%
Rapid (SuperLoop)	-	-	35.4	-	-
Urban Frequent	37.6	36.7	35.4	-2.4%	-3.5%
Urban Standard	29.5	28.7	27.3	-2.7%	-4.9%
Circulator	16.4	16.7	14.3	1.8%	-14.4%
Rural	9.4	9.2	11.9	-2.1%	29.3%
Demand-Responsive	2.1	2.1	1.9	0.0%	-9.5%
System Riders Per Rev. Hour	45.2	42.1	45.5	-6.9%	8.1%
Fixed-Route Bus Riders Per Rev. Hour	34.2	33.4	32.3	-2.3%	-3.3%

NOTES: MTS operated 3% more revenue hours in FY14 than the same period in FY13. The 'passengers per revenue hour' metric shows how the revenue hours (in-service hours plus layover hours) that were added or removed 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. For FY14, all MTS services carried 45.5 passengers per revenue hour, an increase of +8.1% (+3.4 riders per revenue hour). The change in riders per revenue hour figure on MTS' fixed-route bus services was a moderate decrease of -3.3%. For FY14, Trolley passengers per revenue hour increased +41.4% to 225.4 passengers per revenue hour, an increase of +66.0 riders per revenue hour.

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 effective MTS is at grouping trips and breaks together for a vehicle to operate (revenue hours).

Route Categories	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	23.6	24.0	20.8	1.7%	-13.3%
Express	41.0	41.1	39.3	0.2%	-4.4%
Light Rail	224.7	211.3	276.5	-6.0%	30.9%
Rapid (SuperLoop)	-	-	49.8	-	-
Urban Frequent	45.9	45.1	44.0	-1.7%	-2.4%
Urban Standard	39.4	38.7	37.5	-1.8%	-3.1%
Circulator	25.5	27.2	22.1	6.7%	-18.8%
Rural	10.0	6.3	11.4	-37.0%	80.2%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
System Riders/In-Svc. Hour	59.7	57.1	62.9	-4.4%	10.2%
Fixed-Route Bus Riders Per In-Svc. Hour	42.8	42.1	41.2	-1.6%	-2.1%

NOTES: Compared to FY13, MTS' system-wide passengers per in-service hour increased +5.8 to 62.9 passengers per in-service hour (+10.2%) in FY14. For FY14, fixed-route bus passengers per in-service hour experienced a moderate -2.1% decrease to 41.2 passengers per in-service hour.

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On-Time Performance

On-time performance is defined as departing within 5 minutes of the scheduled time. It is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Rapid and Urban Frequent bus routes, and 90% for Trolley and all other bus route categories.

Route Categories	Service Change					GOAL
	Sept. 2012	Jan. 2013	June 2013	Sept. 2013	Jan. 2014	
Premium Express	92.1%	98.4%	98.8%	91.9%	98.9%	90.0%
Express	86.1%	81.0%	81.8%	80.0%	79.8%	90.0%
Light Rail	88.3%	94.0%	95.2%	90.7%	89.9%	90.0%
Rapid (SuperLoop)	95.2%	91.2%	90.0%	84.0%	89.7%	85.0%
Urban Frequent	82.3%	83.6%	79.6%	83.4%	82.3%	85.0%
Urban Standard	84.9%	84.9%	83.1%	86.0%	82.2%	90.0%
Circulator	96.1%	87.4%	91.6%	86.6%	84.7%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
System On-Time Performance	86.0%	85.6%	84.0%	85.1%	83.7%	

NOTES: Overall, system-wide on-time performance has remained around 85%. Following the January 2014 service change, two route categories have met their on-time performance goal, while five route categories did not. Each route is 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. Trolley on-time performance has been impacted by Trolley Renewal construction activities and on-time performance is expected to increase as the project wraps-up next year. Performance of Urban Frequent bus routes is heavily impacted by construction, stop signs/stop lights, and traffic, as typically Urban Frequent services travel through high density corridors, and by far carry the greatest number of bus passengers.

Preventable Accidents Per 100,000 Miles

Operator	FY 2012	FY 2013	FY 2014
MTS Directly-Operated Bus	1.47	1.52	1.50
MTS Contract Services	0.89	0.78	1.49
MTS Trolley	0.04	0.05	0.02

NOTES: MTS Directly-Operated Bus preventable accidents are slightly down in FY14 compared to FY13. MTS Contract Services preventable accidents are up primarily due to a revision in contract service's accident classification. MTS Trolley reported one preventable accident in the first nine months of FY14. Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC). No MTS Trolley accident in FY14 involved a CVC violation by a Trolley operator. For bus and Trolley operations, continued operator retraining and safety awareness programs are held throughout the year to improve the operator average for this safety metric.

Complaints Per 100,000 Passengers

Operator	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
MTS Directly-Operated Bus	5.7	5.8	4.7	1.8%	-19.0%
MTS Contract Svcs. Fixed-Route Bus	8.3	9.1	7.2	9.6%	-20.9%
MTS Trolley	1.4	3.5	1.7	150.0%	-51.4%
General System	0.8	1.1	0.4	-	-62.6%

NOTES: Passenger complaints have decreased in FY14. In FY13, MTS saw an increase in the number of passenger complaints, mostly due to the realignment of the Blue, Orange, and Green Trolley Lines in September 2012. Complaints related to the MTS System, rather than an individual operator, are tracked separately. These complaints are in addition to any complaints that the operators receive and are related to planning issues, website problems, and general MTS policies and procedures. For FY14, the MTS General System received 0.4 complaints per 100,000 passengers.

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OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints.

In-Service Miles (Weekly)

Operator	Jan. 2013	Jan. 2014	# Diff	% Diff
MTS Directly-Operated Bus	167,757	167,972	215	0.1%
MTS Contract Svcs. Fixed-Route Bus	187,658	189,004	1,346	0.7%
MTS Trolley	22,974	22,968	(6)	0.0%
System	378,389	379,944	1,555	0.4%

NOTES: Service levels have slightly increased compared to last fiscal year. The increase in service levels is due to service adjustments to deal with high load factors, and also reflects the restoration of some previously reduced service.

In-Service Hours (Weekly)

Operator	Jan. 2013	Jan. 2014	# Diff	% Diff
MTS Directly-Operated Bus	12,439	12,457	18	0.1%
MTS Contract Svcs. Fixed-Route Bus	13,305	13,374	69	0.5%
MTS Trolley	1,106	1,106	0	0.0%
System	26,850	26,937	87	0.3%

NOTES: Service levels have slightly increased compared to last fiscal year. The increase in service levels is due to service adjustments to deal with high load factors, and also reflects the restoration of some previously reduced service.

Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any time in order to provide the levels of service that

Operator	Jan. 2013	Jan. 2014	# Change FY13-FY14
MTS Directly-Operated Bus	215	215	0
MTS Contract Svcs. Fixed-Route Bus	261	265	4
MTS Trolley	96	96	0

NOTES: Compared to last fiscal year, the number of weekday peak-vehicles has remained the same for MTS Directly-Operated Bus. In order to provide the scheduled level of service, mainly due to increased service implemented in mid-FY13, MTS Contract Services Bus weekday peak-vehicles increased compared to last year.

In-Service Bus Speeds (MPH) (Weekday)

Operator	Jan. 2013	Jan. 2014	# Change FY13-FY14
MTS Directly-Operated Bus	13.5	13.5	0.0%
MTS Contract Svcs. Fixed-Route Bus	14.1	14.1	0.0%
MTS Trolley	20.8	20.8	0.0%

NOTES: In-service speeds have remained relatively flat year-over-year.

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In-Service/Total Miles

The 'in-service miles per total miles' ratio is only calculated for MTS in-house bus operations, as contractors are responsible for bus and driver assignments (run-cutting) for MTS Contract Services.

Operator	Jan. 2013	Jan. 2014	% Change FY13-FY14
MTS Directly-Operated Bus	85.9%	85.9%	0.0%
MTS Contract Svcs. Fixed-Route Bus	N/A	N/A	N/A
MTS Trolley	99.4%	99.4%	0.0%

NOTES: Ratios have remained practically steady over the two service periods reported for MTS bus and MTS Trolley.

In-Service/Total Hours

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS in-house bus operations.

Operator	Jan. 2013	Jan. 2014	% Change FY13-FY14
MTS Directly-Operated Bus	75.9%	76.0%	0.1%
MTS Contract Svcs. Fixed-Route Bus	N/A	N/A	N/A
MTS Trolley	86.40%	86.40%	0.0%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time, with only minor changes from FY13 to FY14.

Route Headway

Category/Mode*	Headway Standard (Base Weekday) P = Peak B = Base
Premium Express	
Goal	30 min.
Routes	Actual
810	15
820	20
850	30
860	20 P / 30 B
880	50
Express	
Goal	30 min.
Routes	Actual
20	15
50	15 P / 30 P / 60 B
150	15 P / 30 P / 60 B
210	15
870	90
960	20
Light Rail	
Goal	15 min.
Routes	Actual
Blue	7.5 P / 15 B
Orange	15
Green	15

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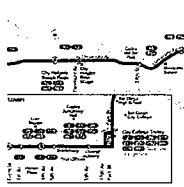
Rapid	
Goal	15 min.
Routes	Actual
201	10 P / 15 B
202	10 P / 15 B
204	10 P / 15 B
Urban Frequent	
Goal	15 min.
Routes	Actual
1	15
2	12 P / 15 B
3	15
5	15
6	15
7	6 P / 12 B
8	30
9	30
10	15
11	15
13	15
15	10 P / 15 B
30	15 P / 30 B
41	15
44	15
120	15
701	15
709	15
712	15
901	15 P / 30 B
906/907	15
929	12 P / 15 B
932	15
933/934	15
955	15
961	15
992	15
Urban Standard	
Goal	30 min.
Routes	Actual
4	30
14	60
27	30
28	30
31	30
35	15 P / 30 B
105	30
115	30
703	60
Urban Standard	
Goal	30 min.
Routes	Actual
704	30
705	30
707	60
815	30
816	30
832	30
833	30
834	30

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Urban Standard	
<i>Goal</i>	<i>30 min.</i>
Routes	Actual
844	30
845	30
848	30
854	30
855	30
856	30
864	30
871/872	30
874/875	30
904	30
905	30
916/917	60
921	30
923	30
928	30
936	30
962	30
963	30
967	60
968	60
Circulator	
<i>Goal</i>	<i>60 min.</i>
Routes	Actual
18	30
25	60
83	60
84	60
88	30
851	30
964	30 P / 60 B
965	35
972*	~30
973*	~30
978*	~30
979*	~30

*Routes 972, 973, 978, and 979 are timed to the Coaster schedule and wait for passengers to transfer from selected Coaster trips. Rural and Demand Responsive services have no minute specific headway goals.



FY 2014 Q1-Q3 Service Performance Monitoring Report

MTS Board of Directors
May 15, 2014



Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		SUSTAINABLE	
PRODUCTIVITY	QUALITY	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• Complaints/ 100,000 Passengers	<ul style="list-style-type: none">• In Service Miles• In Service Hours• Peak Vehicle Requirement	<ul style="list-style-type: none">• In Service Speeds• In Service/Total Miles• In Service/Total Hours• Farebox Recovery Ratio• Subsidy/ Passenger



Total Passengers

July – March

Route Categories	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12- FY13	% Change FY13- FY14
Premium Express	218,934	228,468	224,520	9,534	(3,948)	4.4%	-1.7%
Express	1,571,071	1,763,741	1,843,274	192,670	79,533	12.3%	4.5%
Light Rail	23,449,389	21,997,259	29,667,395	(1,452,130)	7,670,136	-6.2%	34.9%
Rapid (SuperLoop)	-	-	1,216,841	-	1,216,841	-	-
Urban Frequent	27,242,631	28,609,288	28,000,835	1,366,657	(608,453)	5.0%	-2.1%
Urban Standard	9,515,677	9,998,796	8,991,559	483,119	(1,007,237)	5.1%	-10.1%
Circulator	599,113	627,825	541,031	28,712	(86,794)	4.8%	-13.8%
Rural	26,704	31,872	49,399	5,168	17,527	19.4%	55.0%
Demand-Responsive	266,488	280,115	304,866	13,627	24,751	5.1%	8.8%
System Total Passengers	62,890,007	63,537,364	70,839,720	647,357	7,302,356	1.0%	11.5%
Fixed-Route Bus Ridership	39,174,130	41,259,990	40,867,459	2,085,860	(392,531)	5.3%	-1.0%

- Fixed-route bus ridership is down slightly for FY14 compared to FY13. Overall, MTS system-wide ridership has increased +11.5%, primarily due to increased Trolley ridership.



Average Weekday Passengers

July – March

Route Categories	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12- FY13	% Change FY13- FY14
Premium Express	1,205	1,206	1,173	1	(33)	0.1%	-2.7%
Express	8,394	8,607	8,935	213	328	2.5%	3.8%
Light Rail	98,401	87,461	121,649	(10,940)	34,188	-11.1%	39.1%
Rapid (SuperLoop)	-	-	5,139	-	5,139	-	-
Urban Frequent	125,714	125,111	121,905	(603)	(3,206)	-0.5%	-2.6%
Urban Standard	46,365	45,668	41,270	(697)	(4,398)	-1.5%	-9.6%
Circulator	3,554	3,697	2,748	143	(949)	4.0%	-25.7%
Rural	259	169	319	(90)	150	-34.7%	88.8%
Demand-Responsive	1,267	1,354	1,465	87	111	6.9%	8.2%
System Avg. Weekday Pass.	285,159	273,273	304,603	(11,886)	31,330	-4.2%	11.5%
Fixed Route Bus Avg. Weekday Pass.	185,491	184,458	181,489	(1,033)	(2,969)	-0.6%	-1.6%

- For FY14, there is a +11.5% increase in system-wide average weekday passengers, an increase of +31,330 passengers per average weekday. Most of this is a result of an increase of Trolley passengers per average weekday.



Passengers per Revenue Hour

July – March

Route Categories	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	21.3	21.5	19.6	0.9%	-8.8%
Express	33.8	32.4	32.1	-4.1%	-0.9%
Light Rail	188.5	159.4	225.4	-15.4%	41.4%
Rapid (SuperLoop)	-	-	35.4	-	-
Urban Frequent	37.6	36.7	35.4	-2.4%	-3.5%
Urban Standard	29.5	28.7	27.3	-2.7%	-4.9%
Circulator	16.4	16.7	14.3	1.8%	-14.4%
Rural	9.4	9.2	11.9	-2.1%	29.3%
Demand-Responsive	2.1	2.1	1.9	0.0%	-9.5%
System Riders Per Rev. Hour	45.2	42.1	45.5	-6.9%	8.1%
Fixed-Route Bus Riders Per Rev. Hour	34.2	33.4	32.3	-2.3%	-3.3%

- For FY14, all MTS services carried 45.5 passengers per revenue hour, an increase of +8.1% or +3.4 riders per revenue hour.
- The change in riders per revenue hour figure on MTS' fixed-route bus services was a moderate decrease of -3.3%.



On-Time Performance

By Service Change Period

Route Categories	Service Change					GOAL
	Sept. 2012	Jan. 2013	June 2013	Sept. 2013	Jan. 2014	
Premium Express	92.1%	98.4%	98.8%	91.9%	98.9%	90.0%
Express	86.1%	81.0%	81.8%	80.0%	79.8%	90.0%
Light Rail	88.3%	94.0%	95.2%	90.7%	89.9%	90.0%
Rapid (SuperLoop)	95.2%	91.2%	90.0%	84.0%	89.7%	85.0%
Urban Frequent	82.3%	83.6%	79.6%	83.4%	82.3%	85.0%
Urban Standard	84.9%	84.9%	83.1%	86.0%	82.2%	90.0%
Circulator	96.1%	87.4%	91.6%	86.6%	84.7%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
System On-Time Performance	86.0%	85.6%	84.0%	85.1%	83.7%	

- Overall, system-wide on-time performance has remained around 85%.
- Performance of bus routes is heavily impacted by construction, stop signs/stop lights, and traffic.



Preventable Accidents per 100,000 Miles

July - March

Operator	FY 2012	FY 2013	FY 2014
MTS Directly-Operated Bus	1.47	1.52	1.50
MTS Contract Services	0.89	0.78	1.49
MTS Trolley	0.04	0.05	0.02

- Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC).



Highlights

July - March

- **Trolley Ridership:** This fiscal year, ridership on MTS' light rail system anticipated to carry over 35 million passengers.
- **Route 950:** The new Express route from Otay Mesa to Iris Trolley Station has averaged **69.3** passengers per revenue hour for its first 7-months in operation.
- **NEW! Rapid Service:** Service along the I-15 Corridor, Rapid Route 235, begins June 8, 2014. Route 235 travels between Escondido Transit Center and Downtown San Diego, 7-days a week, with service every 30-minutes (15-minutes in weekday peaks).



Next update in Fall 2014:

***FY 2014 Annual Performance
Monitoring Report***





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Agenda Item No. 62

Chief Executive Officer's Report

ADM 121.7

May 15, 2014

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period April 11, 2014, through May 6, 2014.



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1201.0-14	HOLLAND LP	TRACK GEOMETRIC TESTING SERVICES	\$19,250.00	4/24/2014
G1712.0-14	HITECH SOFTWARE, INC.	SABRE SPRING STRUCTURE MAINT & SERVICES	\$35,521.20	4/25/2014
G1529.1-13	GIRO, INC	UPGRADE TO V2014	\$35,280.00	4/25/2014
PWL146.1-13	TRI-SIGNAL INTEGRATION	FIRE ALARM TESTING SABER SPRINGS AND PQ	\$30,706.00	4/28/2014
G1708.0-14	NTH GENERATION	RTMS BACK OFFICE EQUIPMENT	\$54,909.37	4/30/2014
G1366.1-11	TERMINIX	AMEND 1 - OPTION YRS 1 AND 2	\$38,280.00	5/2/2014

REVENUE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1200.0-14	JNR CIVIL ENGINEERS, INC.	ROE - LAND SURVEYING MASS TROLLEY STATIO	(\$750.00)	4/24/2014
G1485.3-13	HEALY NEWSPAPER	PLACEMENT OF 2ND NEWSRACK	(\$800.00)	5/5/2014

PURCHASE ORDERS				
DATE	Organization	Subject	AMOUNT	
4/11/2014	T. FETTER	COPLEY PARK MAINTENANCE	\$8,627.08	
4/11/2014	DLT SOLUTIONS, INC.	UPGRADE SOLARWINDS SERVER	\$8,414.28	
4/16/2014	NTH GENERATION COMPUTING, INC.	WINDOWS SERVER SOFTWARE	\$5,054.00	
4/16/2014	APPLIED DATA CONSULTANTS, INC	ARCGIS SPATIAL ANALYST	\$2,100.00	
4/16/2014	AT&T	CISCO UC CONFERENCE STATION	\$1,638.16	
4/16/2014	CELICO PARTNERSHIP	SAMSUNG GALAXY 2	\$33,598.50	
4/16/2014	PROCLIPS USA, INC.	PEDESTAL AND CHARGER HOLDER	\$31,841.36	
4/17/2014	DELL COMPUTER CORP	DELL LATITUDE E7440	\$2,338.95	
4/18/2014	MADDEN CONSTRUCTION, INC	TRANSIT STORE REPAIRS	\$980.00	
4/18/2014	WILLIAM NORRIS	R&R MARATHON CONSULTING	\$14,950.00	
4/22/2014	CINTAS CORP	AS NEEDED FIRE EXT INSPECTION	\$1,756.62	
4/28/2014	IACCESS, INC.	HID CARDS FOR HR	\$11,124.00	

PURCHASE ORDERS			
DATE	Organization	Subject	AMOUNT
4/28/2014	AAA PRINTING	HEADWAY PRINTING	\$2,994.73
4/29/2014	WILLIAM NORRIS	TSGP APPLICATION SERVICES	\$3,507.50
4/29/2014	COMMUNICATION WIRING SPECIALIS	TRUNK LINE RELOCATION IAD SERVER	\$4,432.26
4/29/2014	TRI-SIGNAL INTEGRATION, INC.	ALARM PANEL INTEGRATION IAD SERVER	\$2,432.00
5/5/2014	XEROX TRANSPORTATION SOLUTIONS	REPAIRS TO RTMS SYSTEM 26 BLUEBIRDS	\$25,000.00
5/5/2014	GALLEON SYSTEMS	GALLEON TIME SERVER	\$1,569.00

WORK ORDERS			
Doc #	Organization	Subject	Amount Day
G1493.0-13.05	KIMLEY HORN & ASSOCIATES	GREEN LINE COMM UPGRADE PHASE1	\$60,000.00 4/28/2014
PWL135.0-12.10.2	ABC CONSTRUCTION, INC.	IAD SERVER RM HVAC REPLACEMENT	(\$1,772.36) 5/2/2014

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	5/15/14	INFESTED TOO trolley & bus stops	
Name	Valerie Lightner	Please explain to bus drivers	
Address	4758 Imperial Ave	Security PERSONNEL what dual	
Telephone	609 264-0697	purpose means	
Organization Represented		Windows that are locked	
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:		<input type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



AGENDA ITEM NO.



64

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED



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(PLEASE PRINT)

DATE	5-15-14	
Name	THOMAS H. BRILI	THOMAS H. Brili
Address	P.O. 60545	
Telephone	(619) 921-66 623-9355	
Organization Represented		
Subject of Your Remarks		The New Vehicles
Regarding Agenda Item No.		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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