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03-06-15A10:35 RCVD

Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

March 12, 2015

» » 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. a. Fiscal Year 2016 Capital Improvement Program (Mike Thompson)

Approve

Action would: (1) approve the fiscal year (FY) 2016 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307 and 5337 applications for the MTS FY 2016 CIP; (3) approve the transfer of \$1,604,000 from previous CIP projects to the FY 2016 CIP; and (4) recommend that the SANDAG Board of Directors approve amendment number 2 of the 2014 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2016 CIP recommendations.

Please SILENCE electronics
during the meeting

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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 Vinlage 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.

b. Fiscal Year 2015 Midyear Adjustment (Mike Thompson)

Approve

Action would enact Resolution No. 15-3 amending the fiscal year (FY) 2015 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.

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. Next Finance Workshop: May 14, 2015

5. Adjournment

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

5. a. Roll Call

- b. Approval of Minutes - February 12, 2015

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. Property Insurance Renewal

Approve

Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties - Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2015, through March 31, 2016, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

7. Federal Legislative Representation - Contract Extension

Approve

Action would authorize the Chief Executive Officer (CEO) to execute the Partial Assignment No. 1 of the San Diego Association of Governments (SANDAG) two (2) year contract extension with Peyser Associates, LLC effective May 1, 2015.

8. Fiscal Year 2014-2015 Low Carbon Transit Operations Program (LCTOP) Funding

Approve

Action would: (1) adopt Resolution No. 15-4 which agrees to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; (2) authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and (3) authorize the use of, and application for, \$1,204,141 in Fiscal Year 2014-2015 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities.

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|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 9. | <u>Flushing Units for Light Rail Vehicle Braking Systems - Sole Source Purchase Order</u>
Action would authorize the Chief Executive Officer (CEO) to issue a purchase order to Knorr Brake Company LLC (Knorr), for the procurement of three (3) Knorr brake flushing systems on a sole source basis. | Approve |
| 10. | <u>Master Information Switching Technology (IST)/Switch Software License Agreement - Fidelity Information Services</u>
Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. G1808.0-15 with Fidelity Information Services, LLC (FIS), for the assignment of the FIS Master IST/Switch Software License Agreement from SANDAG to MTS beginning in fiscal year (FY) 2015; and (2) issue a Purchase Order to FIS, on a sole source basis, for the upgrade of the IST/Switch Software from version 7.4 to version 7.7 in support of the MTS Compass Card Program. | Approve |
| 11. | <u>Environmental Health and Safety Specialist Position</u>
Action would authorize the Chief Executive Officer (CEO) to add one (1) Environmental Health and Safety Specialist to the fiscal year 2015 budget, increasing total Full Time Equivalent (FTE) positions from 0 to 1. | Approve |
| 12. | <u>Closed-Circuit Television (CCTV) System Upgrade - Purchase of Cisco Network Equipment</u>
Action would authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T Datacomm, Inc. (AT&T), for the purchase of Cisco network equipment under the County of Merced's Fast Open Contracts Utilization Services (FOCUS) Contract No. 2009177. | Approve |
| 13. | <u>Investment Report - January 2015</u> | Information |
| 14. | <u>Number Not Used</u> | |
| 15. | <u>Amendment to Chief Executive Officer Employment Agreement</u>
Action would approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and fringe benefits. | Approve |
| 16. | <u>Class B Paratransit Buses - Creative Bus Sales Contract</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0623.0-15 with Creative Bus Sales (CBS) for the purchase of two (2) Class B paratransit vehicles under an existing California Association of Coordinated Transportation (CalACT) contract. | Approve |
| 17. | <u>Canon Multi-Function Devices: Purchase, Maintenance and Repair - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. G1703.0-14 with Signa Digital Solutions for purchase, maintenance and repair of Canon Multi-Function Devices for a two year base period with three, one-year option terms (for a total of five years); and (2) exercise each option year at the CEO's discretion. | Approve |

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| 18. | <u>Interagency Mid-Coast Agreement</u>
Action would authorize the Chief Executive Officer (CEO) to enter into an agreement with the San Diego Association of Governments (SANDAG), the University of California San Diego (UC San Diego), and the California Department of Transportation (Caltrans) regarding the Mid-Coast Corridor Transit Project in substantially the same format as Attachment A. | Approve |
| 19. | <u>2015 Transit and Intercity Rail Capital Program (TIRCP) Grant Application</u>
Action would approve Resolution No. 15-5 authorizing the Chief Executive Officer (CEO) to submit an application for up to \$41,181,000 in 2015 TIRCP funding to fund the Trolley Capacity Improvements project. | Approve |

CLOSED SESSION

- | | | |
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| 24. | a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant To California Government Code Section 54957.6
<u>Agency:</u> San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI)
<u>Agency-Designated Representative:</u> Jeff Stumbo
<u>Employee Organization:</u> International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Flaggers)
<u>Employee Organization:</u> International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Train Operators, Electromechanics, Servicers and Clerical)
<u>Employee Organization:</u> Transit Enforcement Officers Association (Representing Code Compliance Inspectors)
<u>Employee Organization:</u> Amalgamated Transit Union, Local 1309 (Representing Bus Operators and Clerical Employees at SDTC) | Possible Action |
| | b. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.9(d)(1) Geronimo Vasquez and Maria Vasquez v. Metropolitan Transit System San Diego Superior Court Case No. 37-2014-00002476-CU-OR-CTL MTS Claim No. MT-07-0275-13 | Possible Action |

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|-----|----------------------------------------------------------------------------------------------|---------------|
| 45. | <u>Operating Revenue Report (Sharon Cooney)</u> | Informational |
| 46. | <u>Quarterly Performance Monitoring Report (Denis Desmond)</u> | Informational |
| 47. | <u>Pacific Imperial Railroad (PIR) Desert Line Agreement - Status Update (Karen Landers)</u> | Informational |
| 60. | <u>Chairman's Report</u> | Informational |

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| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Informational |
| 62. | <u>Chief Executive Officer's Report</u> | Informational |
| 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> April 16, 2015 | |
| 66. | <u>Adjournment</u> | |



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Agenda Item No. 2a

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

FISCAL YEAR 2016 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors:

- 1) approve the fiscal year (FY) 2016 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
- 2) recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307 and 5337 applications for the MTS FY 2016 CIP (shown in Attachment A);
- 3) approve the transfer of \$1,604,000 from previous CIP projects to the FY 2016 CIP; and
- 4) recommend that the SANDAG Board of Directors approve amendment number 2 of the 2014 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2016 CIP recommendations.

Budget Impact

The total estimated funding for FY 2016 is \$154.7 million (Attachment A). After the utilization of \$48.0 million in preventative maintenance, \$4.5 million for Americans with Disabilities Act (ADA) Operation (funding the FY 2015 operating budget), funding for SANDAG planning studies totaling \$203,000, \$102.0 million is available for capital projects.



DISCUSSION:

Federal Funding

On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, reauthorizing surface transportation programs through FY 2016. MAP-21 establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. MAP-21 took effect on October 1, 2012.

MAP-21 supersedes Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous legislation to fund FTA programs. MAP-21 provides for the following funding streams MTS commonly receives:

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

The FY 2016 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) are estimates.

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

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For federal FY 2015, the estimated allocation for the MTS Section 5307 program is \$44.6 million, which would be matched with local funds of \$11.2 million. This program would provide an estimated \$55.8 million to fund MTS's FY 2016 CIP.

Section 5337 is a new formula-based SGR program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337

includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a SGR.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. For federal FY 2015, the Section 5337 funds MTS allocation estimate is \$22.0 million and will be matched with local funds of \$5.5 million. The program will provide an estimated \$27.5 million to fund MTS's FY 2016 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal FY 2015, the Section 5339 funds MTS allocation estimate is \$4.0 million and will be matched with local funds of \$1.0 million. The program will provide an estimated \$5.0 million to fund MTS's FY 2016 CIP.

The FTA issued a \$100 million discretionary Ladders of Opportunity funding notice for reclaimed 5309 funding for Bus and Bus Facilities. MTS submitted a grant proposal in this competitive process, proposing to replace the 40-foot diesel bus fleet that runs out of the East County Bus Maintenance Facility. MTS was awarded \$18 million, which will be matched with \$4.5 million of local funds to fund MTS's FY 2016 CIP.

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

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the FY 2016 CIP implementation process in order to maximize the availability and flexibility of funding.

Other Revenue

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for FY 2016 is \$17.5 million, of which \$13.9 million is planned in CIP with the remaining \$3.6 million planned for the operating budget.

MTS anticipates receiving its apportionment of \$2.8 million in Proposition 1B – Transit Security Grant Program (TSGP) for FY 2016. This funding was authorized by the California Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B at the November 7, 2006 general election. It authorized the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects.

The 2014-15 State of California Budget provides \$832 million to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs. The Low Carbon Transit

Operations Program (LCTOP) has \$25 million in total funding that will be distributed by the same formula as STA funding. MTS will receive \$1.2 million in this first year of funding, and due to the non-recurring nature of State of California funding, staff recommends including this funding in the CIP.

\$1 million of Desert Line lease funding has been contributed by San Diego & Arizona Eastern and included in the FY 2016 CIP. This will fund improvements along the rail line.

Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior-year capital programming remains tied up and unused. As a result of this review, MTS staff identified and transferred \$1.6 million to the FY 2016 CIP.

Development of the MTS FY 2016 CIP

The CIP process began in October 2014 with the call for projects. The recommended CIP assumes funding \$48.0 million for preventative maintenance, \$4.4 million for ADA Operations and \$203,000 in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. The list of projects is also subject to an analysis based on social equity principles. This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis and there was no disproportionate impact on low income and/or minority populations.

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2016. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

Of the \$102.0 million available after preventative maintenance and SANDAG planning studies, \$65.8 million (or 65 percent) has been dedicated to Bus Revenue Vehicles, \$10.5 million (or 10 percent) has been dedicated to Information Technology projects, and \$10.0 million (or 10 percent) has been dedicated to Rail Revenue Vehicles.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding. A full listing of projects with respective funding levels is available within Attachment B.

Capital Project Categories	Funding (000s)	% of Total
Bus Revenue Vehicles	\$65,822	65%
Information Technology	10,466	10%
Rail Revenue Vehicles	10,000	10%
Other Equipment & Installations	6,702	7%
Rail Infrastructure	6,494	6%
Facility & Construction Projects	1,455	1%
LRV Components	1,100	1%
Grand Total	\$102,039	100%

Five-Year Capital Program Projections

Attachment C summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to hold flat from FY 2016 through FY 2020. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$492.8 million. Projected deficits from FY 2016 to FY 2020 total \$160.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 67.5 percent.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachments: A. Fiscal Year 2016 Funding Sources
B. Fiscal Year 2016 Capital Improvement Projects List
C. Funding Compared to Capital Needs for Fiscal Years 2016 - 2020

San Diego Metropolitan Transit System FY 2016 Funding Sources (\$000s)

Funding Description	Total
Federal FFY15 - 5307 Funding Estimate	\$ 44,560
Federal FFY15 - 5337 Funding Estimate	22,024
Federal FFY15 - 5339 Funding Estimate	4,004
Federal Competitive - 5309 Funding	18,000
Transportation Development Act (TDA)	45,623
California State Transit Assistance (STA)	13,900
Proposition 1B - Security	2,779
California Cap and Trade	1,204
Other (Transfers, SD&AE)	2,604
Total Available Funding	\$ 154,698
Preventive Maintenance - Federal 5307	\$ (25,976)
Preventive Maintenance - Federal 5337	(22,024)
ADA Operation - Federal 5307	(4,456)
SANDAG Planning Study - FFY15 Local Match	(203)
Total Preventative Maintenance/SANDAG Planning	\$ (52,659)
Available Funding for Capital Program	\$ 102,040

**San Diego Metropolitan Transit System
Capital Improvement Program - B (\$000s)**

Att. B, AI 2a, 3/12/15

Fiscal Year 2016

Project Description	Funding Thru FY 2015	FY 2016 Funded	FY 2016 Unfunded	FY 2017	FY 2018	FY 2019	FY 2020	5 Year Total
Bus Replacement- 40 ft. and 60 ft heavy buses	-	58,872	-	7,638	22,537	22,434	26,000	-
SD100 Replacement	9,000	10,000	21,600	31,600	31,600	31,600	31,600	137,481
Fare System Upgrades	-	6,000	-	10,000	10,000	-	-	158,000
Bus Replacement- 27 ft. Mid Size (Type VII)	-	4,990	-	-	-	-	-	26,000
ERP/TAM System	7,250	3,191	-	-	-	-	-	4,990
Grade Crossing Replacement (5)	-	1,870	-	1,000	1,000	1,000	1,000	3,191
Automatic Vehicle Announcements on Buses	-	1,450	-	-	-	-	-	5,870
CCTV for ADA/Paratransit Buses	645	1,445	-	-	-	-	-	1,450
System-wide CCTV	787	1,334	-	2,779	2,779	1,000	1,000	1,445
Miscellaneous Capital	-	1,289	-	-	-	-	-	8,892
SD100 Buffer/Coupler Replacement	2,133	1,100	-	1,100	-	-	-	1,289
Old Town Transit Center West Improvements	-	1,055	-	650	-	-	-	2,200
Replacement of Switches #9 and #11	-	900	-	-	-	-	-	1,705
Shelters Replacement (Amaya, Arnele, Gillespie)	-	894	-	-	-	-	-	900
El Cajon Transit Center	-	630	-	-	-	-	-	894
ADA Para-Transit Vehicles	-	510	-	3,362	3,463	3,566	-	630
OL Horseshoe Curve Rail Replacement	-	407	-	-	-	-	-	10,901
Compass Card Back Office	450	405	-	-	-	-	-	407
IAD HVAC and Roof Improvements (SANDAG)	1,522	400	-	-	-	-	-	405
Network Switches & Communication Cabinet	1,500	400	-	-	-	-	-	400
SDSU Fire Alarm System Replacement	-	350	-	-	-	-	-	350
Transit Service Trucks	-	320	-	230	186	-	250	986
Bus Benches	-	300	-	300	300	-	-	900
GL Entry Monument Signs	300	300	-	-	-	-	-	300
VMS Signs at Transit Centers	-	300	-	-	-	-	-	300
Replacement of Switch #5	-	300	-	-	-	-	-	300
LRV Fall Protection Building C	-	260	-	-	-	-	-	260
Orange & Green Line Print Verification	1,218	258	-	-	-	-	-	258
Wheel Truing Machine	3,150	250	-	-	-	-	-	250
Transportation Office Renovations	-	220	-	-	-	-	-	220
Mobile Ticketing	-	200	-	-	-	-	-	200
KMD Fiber	-	200	-	-	-	-	-	200
Replace Wiggins Forklift	-	200	-	-	-	-	-	200
Station Cleaning Equipment	235	163	-	-	-	-	-	163
Wireless Network Expansion	-	160	-	-	-	-	-	160
Crossing Diamond at Broadway	250	150	-	-	-	-	-	150
Behavioral Analytical Software	-	110	-	110	110	110	110	550
Access to Transit Improvements	-	101	-	-	-	-	-	101
Building B & C HVAC	-	93	-	-	-	-	-	93
CPD Roof and HVAC Replacement	-	90	-	-	-	-	-	90
IAD/KMD Fall Protection	-	85	-	-	-	-	-	85
Paint Booth Overhaul (Vents & Motors)	-	83	-	54	-	-	-	137
Copier & Printer Replacement	160	80	-	65	-	-	-	145
Euclid/University Crossing - Design	-	80	-	650	-	-	-	730
Forklift Replacement	-	70	-	-	-	-	-	70
Compass Vending Machines at Airport	-	63	-	-	-	-	-	63

**San Diego Metropolitan Transit System
Capital Improvement Program - B (\$000s)
Fiscal Year 2016**

Att. B, AI 2a, 3/12/15

Project Description	Funding Thru FY 2015	FY 2016 Funded	FY 2016 Unfunded	FY 2017	FY 2018	FY 2019	FY 2020	5 Year Total
Concrete steps at 12 TPS substations	-	55	-	-	-	-	-	55
Signal Case Fencing	-	40	-	-	-	-	-	40
Facilities EUV	-	16	-	-	-	-	-	16
Mobile Learning Deployment and Demonstration	-	-	1,200	-	-	-	-	1,200
Bus Stop Improvement - Hollister St./Conifer Av.	-	-	33	-	-	-	-	33
Bus Stop Improvement - Hotel Circle South/Bachman	-	-	33	-	-	-	-	33
MTS Electric Bus Demonstration	-	-	-	6,000	-	-	-	6,000
ADA Paratransit Propane Buses Demonstration	-	-	300	-	-	-	-	300
SD100 LED Interior Lighting Retrofit	-	-	1,470	-	-	-	-	1,470
Replacement of 10 CPC substations	-	-	4,300	4,300	4,300	4,300	4,300	21,500
25th & Commercial Crossovers - Design	-	-	200	1,460	-	-	-	1,660
Bus Shelters	2,270	-	-	2,270	2,270	-	-	4,540
SB BRT CCTV	-	-	-	120	-	-	-	120
Transit Facility	-	-	-	10,000	20,000	15,000	5,000	50,000
Bus Replacement- 27 ft. Mid Size (Type VII) Rural	-	-	-	435	-	-	-	435
IAD/KMD Lighting Upgrades	-	-	-	300	-	-	-	300
IAD Chassis Wash Hoist and Canopy	-	-	-	900	-	-	-	900
IAD/KMD Tire Shop Canopy	-	-	-	280	-	-	-	280
IAD Gas Detection System Replacement	-	-	-	150	-	-	-	150
SBMF Diesel Tank Removal and Service Lanes	-	-	-	250	-	-	-	250
KMD Bus Wash Blowers and Modifications	-	-	-	-	250	-	-	250
IAD/KMD Yard Camera Replacement	-	-	-	250	-	-	-	250
KMD Parts Storage Second Flooring	-	-	-	50	-	-	-	50
Courthouse Station - Mid-Coast	-	-	-	3,000	-	-	-	3,000
C-Building Shop Doors Replacement	-	-	200	-	-	-	-	200
Orange Line Parking Lots Resurface (5 Stations)	-	-	-	500	-	-	-	500
LRV Remote Diagnostic System (128 LRVs)	-	-	-	3,840	-	-	-	3,840
Replace S70 (3000) Bode ADA Ramps	-	-	1,500	-	-	-	-	1,500
SD100 Traction Motor Overhaul	1,795	-	-	2,100	500	-	-	2,600
SD7 Truck Overhaul	-	-	-	-	-	2,750	-	2,750
OCS Insulator/Catch Cable Replacement	4,326	-	-	1,603	-	-	-	1,603
Substation DC Feeder Breaker Replacement	1,700	-	-	2,300	2,300	-	-	4,600
8th Street Bridge Repairs	250	-	-	3,000	-	-	-	3,000
C Yard Track Expansion	-	-	-	-	4,693	-	-	4,693
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Total Funding Requirement	\$ 38,941	\$ 102,039	\$ 30,836	\$ 102,646	\$ 106,288	\$ 81,760	\$ 69,260	\$ 492,829

San Diego Metropolitan Transit System

Funding Compared to Capital Needs (\$000s)

Fiscal Years 2016-2020

	Proposed FY16	Projected FY17	Projected FY18	Projected FY19	Projected FY20	Total FY16 to FY20
Total Revenues						
Total Capital Revenues	\$ 154,698	\$ 113,253	\$ 110,845	\$ 108,065	\$ 108,065	\$ 594,926
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (203)	\$ (194)	\$ (194)	\$ (194)	\$ (194)	\$ (978)
ADA Operation	(4,456)	(4,171)	(4,171)	(4,171)	(4,171)	(21,139)
Preventative Maintenance	(48,000)	(48,000)	(48,000)	(48,000)	(48,000)	(240,000)
Total "Off The Top" Expenses	(52,659)	(52,365)	(52,365)	(52,365)	(52,365)	(262,117)
Less: Shifted to Operations						
TDA to Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STA to Operations	-	-	-	-	-	-
Total Shifted To Operations	-	-	-	-	-	-
Adjusted Available CIP Revenues						
Total Project Needs	\$ 102,039	\$ 60,888	\$ 58,480	\$ 55,701	\$ 55,701	\$ 332,809
Total Deficit	132,875	102,646	106,288	81,760	69,260	492,829
	\$ (30,836)	\$ (41,758)	\$ (47,808)	\$ (26,059)	\$ (13,559)	\$ (160,020)
% of Funding / Needs						
Accumulated Deficit	76.8%	59.3%	55.0%	68.1%	80.4%	67.5%
	\$ (30,836)	\$ (72,593)	\$ (120,401)	\$ (146,461)	\$ (160,020)	

Metropolitan Transit System FY 2016 Capital Improvement Program (CIP)

MTS Board of Directors
Finance Workshop
March 12, 2015



1



Development of the FY16 CIP

- Began October 2014 with the request for projects
- Capital Projects Review Committee (CPRC) meeting was held to discuss the priority project list. The CPRC is comprised of:
 - Bus Operations
 - Rail Operations
 - Administration
 - SANDAG Engineering
- Each Committee member was responsible for submitting, prioritizing and discussing their capital requests for the agency and cities it serves.
 - Projects with operational, safety needs are priority 1
- The Committee reviewed and the CEO approved the prioritization of the capital requests
 - All priority 1 projects were approved
- The project list is also subject to an analysis based on social equity principles and there was no disproportionate impact on Low Income/Minority populations



2



CIP Project Highlights - Bus

- **Competitive grant funding**
 - Ladders of Opportunity \$100M opportunity
 - MTS proposed replacing it's 40 foot diesel bus fleet in East County
 - Awarded \$18M, with match equals funding for 44 of the 51 buses
 - 51 buses being purchased in FY16 with delivery timed with the completion of the renovated East County Bus Maintenance Facility
- **Bus Revenue Vehicles**
 - Plan tries to normalize the number replaced each year to avoid spikes
 - \$66M funding in FY16, typically fund \$25-30M per year
 - 40 foot CNG bus:
 - Current cost of \$515K per bus
 - 446 in fleet
 - 88 being replaced in FY16



3



CIP Project Highlights - Bus Continued

- **Bus Revenue Vehicles**
 - 60 foot articulated CNG bus: \$968K per bus
 - 86 in fleet including new BRT buses
 - Proposing 13 to be replaced in FY16, last diesel buses at SDTC
 - Entire 40 and 60 foot bus fleet will be powered by CNG



- 27 foot minibus: \$168K per bus
 - 34 in fleet
 - 7 year life
 - Propose replacing 31 in FY16



4



CIP Project Highlights - Rail

- **SD100 Replacement**
 - Current cost of \$4.1M per light rail vehicle
 - 52 SD100s to replace (placed in service between 1994 and 1997)
 - \$213M in today's dollars
 - \$10M funding in FY16
 - \$19M in total funding
- **Trolley Renewal**
 - Blue line basically complete
 - Focus shifted to the Orange Line
 - Grade Crossing replacements
 - Shelters replacements at Amaya, Arnele, and Gillespie



5



CIP Project Highlights - Future Multiyear Projects

- **Fare Collection System**
 - Compass software system, ticket vending machines, bus fareboxes
 - Back office system is over 10 years old already
 - Original cost of \$50M
 - \$26M total project cost for next generation fare system
 - Propose funding \$6M in FY16
- **New Bus Maintenance Facility**
 - With BRT expansion, all facilities close to capacity
 - Limits any future service growth
 - Estimated cost of \$50M, \$15M for land and \$35M for the facility
 - Not funded in this proposal



6



CIP Project Highlights - Cap and Trade

- Cap and Trade revenue
 - 2014-15 State of California Budget provides \$832M to the Greenhouse Gas Reduction Fund
 - Numerous programs each with a specific emphasis and primarily competitive opportunities
 - Low Carbon Transit Operations Program formula funding of \$25M, of which MTS will receive \$1.2M
 - Expecting between \$2.4M and \$4.8M for the 2015-2016 budget year
 - Reconvene BDC in early FY16 to address that revenue
 - Projects must be evaluated by applicants:
 - to ensure they provide a greenhouse gas reduction benefit
 - to see if they benefit disadvantaged communities (DACs) and/or are located within DACs (50% of LCTOP projects required to be)
 - must be ready to start work within 6 months of receipt (schedule to be submitted with application)
 - State of California funding has typically been included in the CIP due to its non-recurring nature



7



CIP Project Highlights - Cap and Trade

- Cap and Trade revenue - Low Carbon Transit Operations
 - El Cajon Transit Center (\$630K)
 - Disadvantaged communities (DAC) benefit project
 - Replace 3 shelters on west bound platform
 - Replace large shelter on east bound platform
 - Replace all benches to be consistent with rest of our system
 - Access to Transit Improvements (\$101K)
 - Improve 23 bus stops that are not ADA compliant
 - Central San Diego, Otay Mesa, San Ysidro, Spring Valley and El Cajon
 - Increase total pad size and add wheelchair loading pad
 - Old Town Transit Center (\$1.1M, \$473K funded by Cap and Trade)
 - Shelter, benches, and way finding signage would be replaced in the existing station
 - Design new transit island to add 2-4 new bus bays
 - Shelter, benches, and way finding signage in redesigned island



8



CIP Project Highlights - Cap and Trade

- Cap and Trade - Competitive portion
 - Transit and Intercity Rail Capital Program (TIRCP)
 - Competitive program, but regionally sensitive
 - Focus on GHG reductions and connectivity with high speed rail
 - A multi-year program of projects will be approved (similar to the STIP) with the ability to gain a Letter of No Prejudice
 - Funding will be budgeted if/when it is awarded
 - Proposed TIRCP project: Trolley Capacity Improvements
 - 9 new vehicles
 - Requesting 3 years of operational funding to increase capacity
 - New courthouse station
 - \$40 million total project cost
 - Will break the project into phases for the proposal to match the funding stream



9



Capital Funding Levels Proposed Fiscal Year 2016 (\$000's)

Funding Description	Amount
Federal Funding (Sections 5307, 5337, 5339)	\$ 70,588
* Federal Competitive Funding (Section 5309)	18,000
Transportation Development Act (TDA)	45,623
California State Transit Assistance (STA)	13,900
* Proposition 1B	2,779
* Other	3,808
Total Preventive Maintenance	(52,456)
SANDAG Planning Studies	(203)
Available Funding for Capital Program	\$ 102,039
* Non-recurring funding totals:	\$ 24,587



10



Capital Project Highlights Proposed Fiscal Year 2016 (\$000's)

Capital Project Categories	Funding	% of Total
Bus Revenue Vehicles	\$ 65,822	65%
Information Technology	10,466	10%
Rail Revenue Vehicles	10,000	10%
Other Equipment & Installations	6,702	7%
Rail Infrastructure	6,494	6%
Facility & Construction Projects	1,455	1%
LRV Components	1,100	1%
Grand Total	\$ 102,039	

- 49 Projects funded in FY16 CIP as listed in Attachment B

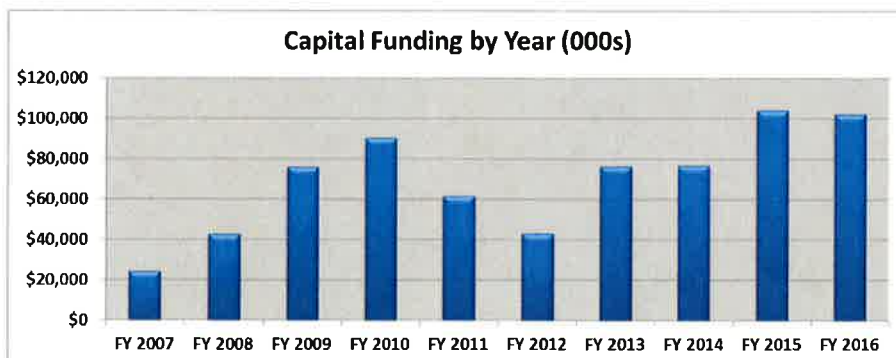


11



Capital Budget Funding Trend

- Goals of CIP
 - Keep MTS System in a state of good repair
 - Keep funding of non-recurring nature in the Capital program
- Trend by year below:



12



Capital Improvement Program Fiscal Years 2016-2020

	Proposed FY16	Projected FY17	Projected FY18	Projected FY19	Projected FY20	Total FY16 to FY20
Total Capital Revenues	\$ 154,698	\$ 113,253	\$ 110,845	\$ 108,065	\$ 108,065	\$ 594,926
Less:						
PM/Planning Studies	\$ (52,659)	\$ (52,365)	\$ (52,365)	\$ (52,365)	\$ (52,365)	\$ (262,117)
Available CIP Revenues	\$ 102,039	\$ 60,888	\$ 58,480	\$ 55,701	\$ 55,701	\$ 332,809
Total Project Needs	132,875	102,646	106,288	81,760	69,260	492,829
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% of Funding / Needs	76.8%	59.3%	55.0%	68.1%	80.4%	67.5%
Accumulated Deficit	\$ (30,836)	\$ (72,593)	\$ (120,401)	\$ (146,461)	\$ (160,020)	



13



Fiscal Year 2016 CIP Recommendations

That the Board of Directors:

1. approve the fiscal year 2016 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Sections 5307 and 5337 applications for the MTS fiscal year 2016 CIP (shown in Attachment A);
3. approve the transfer of \$1,460,919 from previous CIP projects to the fiscal year 2016 CIP;
4. recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2016 CIP recommendations



14





AGENDA ITEM NO.

2a

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	Mar 12 2015		
Name	Richard Thompson		
Address	3680 Moultrie		
Telephone	619 519 9187		
Organization Represented	self		
Subject of Your Remarks	viability of entire system		
Regarding Agenda Item No.	2a		
Your Comments Present a Position of:	<input checked="" 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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FIRST OCEAN-GOING SHIP TO PASS THROUGH CANAL

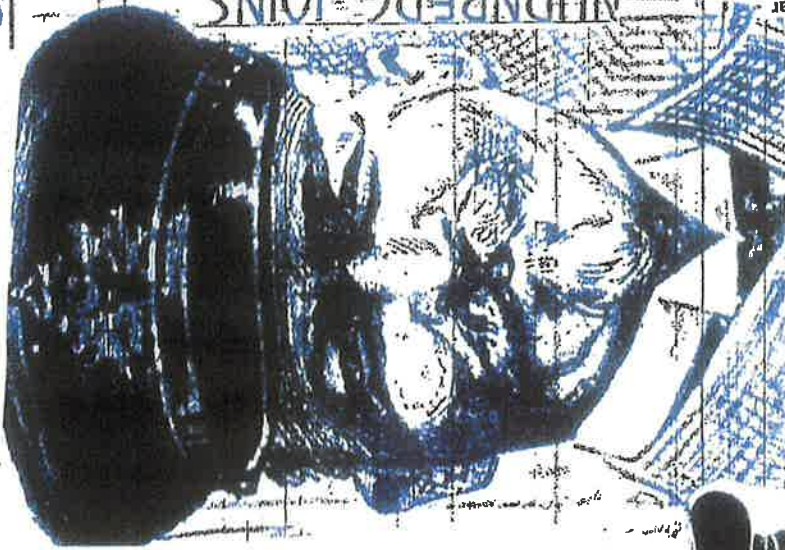
Government Vessel With Full Cargo Will Steam From Pacific to Atlantic

JAPAN SENDS ULTIMATUM

ON VERGE OF WAR

"We Are Ready to Stand by Our Treaty. Obligations If Emperor Orders Us" Say Captain Maruyama

Japanese Cruiser Idzumo Enters Harbor



thompinc@alum.calberkeley.org
B.A., English, U.C. Berkeley 80
1950-53



2008 Presidential Popular Vote
Total
69,498,516
59,948,323
Candidate (Party)
Barack Obama (Democrat)
John McCain (Republican)

San Diego Invites the World to Attend the Panama-California Exposition During Entire Year of 1915

SAN DIEGO, CALIFORNIA, TUESDAY MORNING, AUGUST 4, 1914

Battle Between Warships Off San Diego Imminent

Powerful Japanese Cruiser Protects British Sloops

Two German Fighting Craft Inferior to Combined Force

An engagement between the Japanese cruiser Idzuma and the British sloop-of-war Albatross is expected to take place off the coast of San Diego, California, within the next few hours. The Japanese cruiser, which is a powerful fighting craft, is reported to be in the vicinity of the coast, and the British sloop, which is a smaller vessel, is also expected to be in the area. The two ships are believed to be engaged in a battle, and it is expected that the Japanese cruiser will emerge victorious. The British sloop is reported to be in a poor state of repair, and it is believed that it will be unable to withstand the attack of the Japanese cruiser. The Japanese cruiser is a powerful fighting craft, and it is believed that it will be able to destroy the British sloop. The British sloop is a smaller vessel, and it is believed that it will be unable to withstand the attack of the Japanese cruiser. The Japanese cruiser is a powerful fighting craft, and it is believed that it will be able to destroy the British sloop. The British sloop is a smaller vessel, and it is believed that it will be unable to withstand the attack of the Japanese cruiser.

Lower California Coast With Leipzig Off

Nurnberg Joins

Two German Fighting Craft Inferior to Combined Force



Wins Praise From Charmed Visitors

More Photographs Showing Progress of Work at Panama-California Exposition. Top: Circus Orchard in Foreground, Right Center, Model Farm, and Skyline Showing Part of Main Group of Buildings. Below, Left to Right, Looking East on Prado and Corner of Science and Education Buildings.

Pledge of Magic Exposition Setting Made Good

Wonder Workers Give Beauty to Enchanted City

City Manager's Report and Recommendations

Some spokesman from the local taxicab industry assert that City-imposed entry controls in particular inhibit the industry's ability to engage in constructive competition and growth, and that such entry controls have severely limited broad-based ownership taxicabs. Demand for broader participation in the local taxicab industry began in late 1976, when the Yellow Cab Company underwent bankruptcy and a subsequent change in ownership.

The following are three recommendations which would allow the City of San Diego to gradually reduce its level of regulation over the local taxicab industry:

1. That the City Council adopt a transition program of phased certificate issuance for taxicabs, for a period of one year, at which time taxicab certificates would be issued without numerical limitation.
2. That the City establish a taxicab fare ceiling and allow taxicab operators to establish their own rates of fare below that ceiling.
3. That the City retain those taxicab operating regulations which provide for public safety and industry accountability.

Testimony of Ron Kirby

I'm the director of the transportation studies program at the Urban Institute in Washington, D.C. The Urban Institute is an independent, non-profit research organization which conducts research on urban questions for the federal government and other levels of government. We have been working on paratransit issues for over five years under funding from the Urban Mass Transportation Administration.

I think the City's proposal for gradual issuance of new certificates is a good one. I think this is a reasonable proposal given the number of licenses currently available. There is a great deal of interest in monitoring the effects of relaxed controls for entry in San Diego. This interest I think would extend to providing some funding to collect data on the impacts of deregulation, and also in providing some technical assistance in carrying out this particular activity. UMTA believes that changes of taxicab regulation are very much of national interest.

Councilman Schnaubelt: Are you familiar with the transportation system in Chattanooga, Tennessee? I understand 85 jitneys carry 20 million riders per year - the typical fare is 35 cents, and there's a extra 10 cent charge for going up to 3 blocks off the route.

Bob Curtis (Bob's \$2 ride): The more certificates you have to go to the airport will eventually force those people to save their investment to go out to serve the public whether it's Southeast San Diego or elsewhere. I know this for a fact because I drove cab for 16 years. And when the money wasn't anywhere else I went down to Southeast and got some.

Councilman Williams: You forced your way in but it was a good comment.

Councilman Sterling: I don't want a perfect world. I only want some attempt at analyzing the data and so far there has been none. The economist and the patronage analyst should be brought in. Let's get down to the issues. If necessary I'll go out and ride with Doc. There are about a hundred different options that are not being brought forward. A Tierrasanta neighborhood cab? A zone cab? A route cab or a jitney? If San Diego Transit has to pull out of one of its routes and we authorize a license for somebody to drive up and down that route how would you characterize it? How do you go about undertaking something like that? We know the passengers are there because we've been serving them for all these years and now we'll serve them with a zone cab instead of an airport cab.

Councilman Schnaubelt: Maybe if the taxi industry doesn't want those trips then we can find some other industry to come in and handle it. There's going to be a direct head on competition with the transit system.

How would the taxi trips be influenced by raising the fare to 50 cents? Will there be a 1 percent increase in taxi trips? If we allow linear routes down El Cajon Boulevard what impact is that going to have on the transit system?

Councilman Lowery: Philosophically I'm a believer in free market. The ultimate aim should be service to the consumer. Where did the existing certificates go? Did they go into the unserved markets or did they go to the high revenue-producing areas such as the airport, the bus depot, and downtown? Where now in a field where various vested interests within the industry are looking out for their own interests.

Councilman Williams: It's obvious we aren't going to resolve this issue this morning. Deputy City Manager John Fowler: I'd suggest it be worked gradually.

Councilman Lowery: Sounds like incremental decisions along the way that worked well for the paramedic program.

Councilman Schnaubelt: Cataclysmic or otherwise the decision will not be implemented until December.



Debemos de restaurar la planeación urbana como una voz independiente y líder para visualizar nuestras comunidades del futuro

Let's make it a binational Olympics," Filner said. "It would be a first-of-its-kind event and the excitement of doing this together will mean great things for both our cities," according to U-T San Diego. According to U-T San Diego, San Diego was among 35 U.S. cities that received letters from the Olympic Committee. ABC 10News reported if San Diego was selected to host the games, the city would have to build an Olympic Village for 16,000 athletes. The city would also need a larger airport, a team of 200,000 workers and more sports venues.

Mayor Carlos Bustamante

San Diego Mayor Bob Filner and Tijuana Mayor Carlos Bustamante officially opened the San Diego Office of Binational Affairs in Tijuana. The new office is located in the Via Corporativo, known as Tijuana's first green building. Filner appointed a full-time staff member, Mario Lopez, to focus on San Diego's relationship with Tijuana. "We are two cities, but one region," Filner said at the inauguration. "This office opening is not just a symbolic gesture. We are going to solidify our relationship and work together to build a great border community." According to U-T San Diego, Tijuana has had an office in San Diego since 2005. The new office in Tijuana will be a space for leaders of both sides to work on border issues, regional planning, environmental concerns, the reluctance of Americans to visit Tijuana and the long wait times at the border, according to Fronteras: The Changing America Desk.

Bob Filner Mayor of San Diego

We are going to solidify our relationship and work together to build a great border community.

Bob Filner Mayor of San Diego

Bob Filner Mayor of San Diego

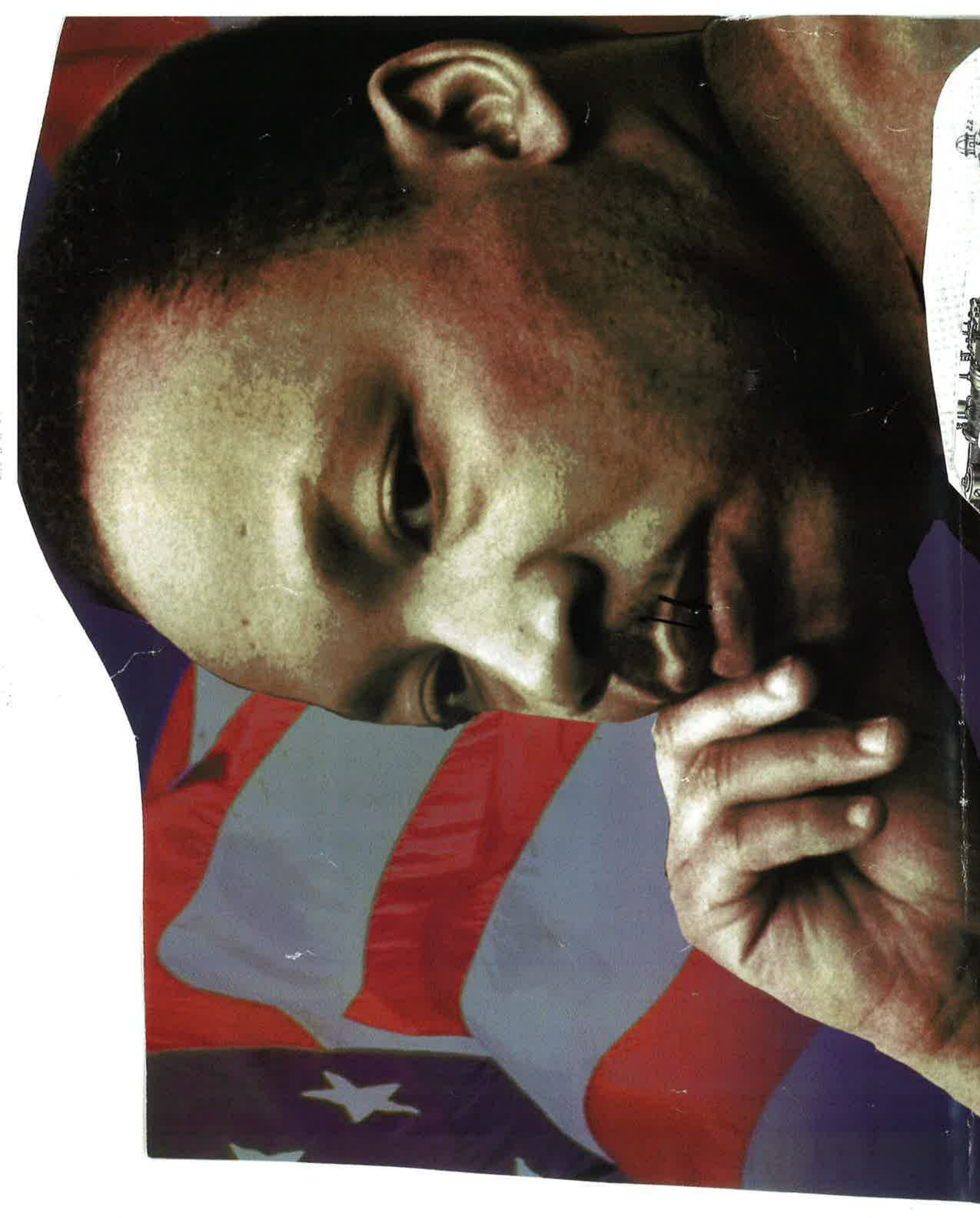
Bob Filner Mayor of San Diego

Bob Filner Mayor of San Diego

Bob Filner Mayor of San Diego

Bob Filner Mayor of San Diego

Bob Filner Mayor of San Diego



THIS BULLETIN IS POSTED TO ADVISE YOU OF AN INCIDENT THAT CONCERNS THE SAFETY OF THE UNIVERSITY COMMUNITY. PLEASE TAKE ALL NECESSARY PRECAUTIONS.



Black power / the third Shaft / box-office.

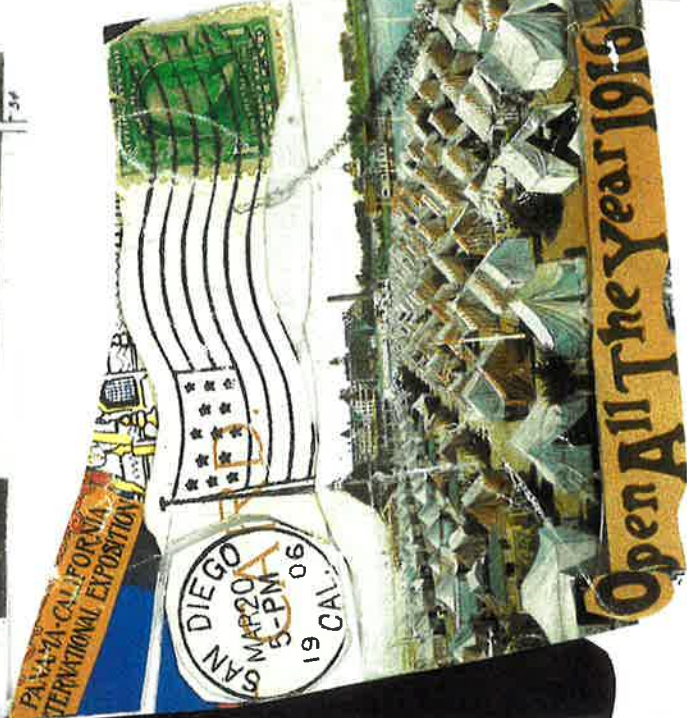
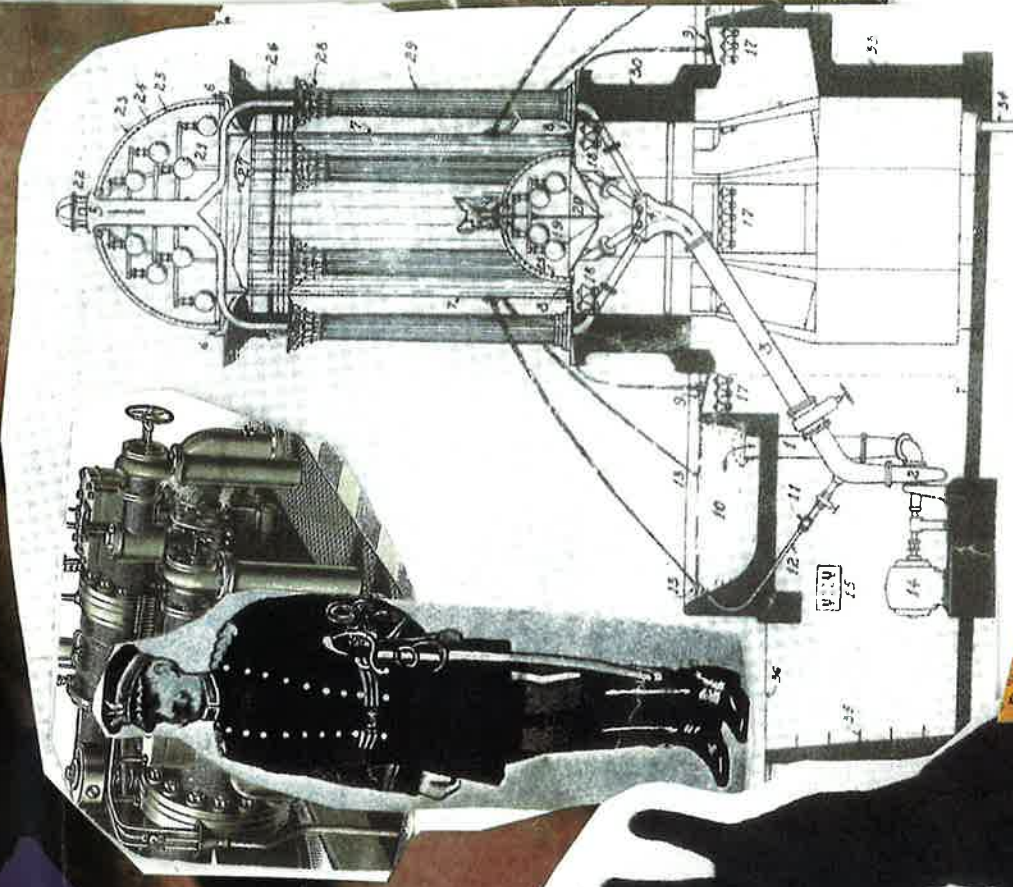


Down in San Diego featured (left to right) Leo Gorcey, Dorothy Morris, Charles Smith, Henry O'Neill, Ray McDonald, Bonita Grarville and Dan Dailey in a programmer about teenagers foiling spies at the US Navy base.



This shot of Raquel Welch was come-on for Flare-Up.

Pussy-a-Go-Go, was chased by a mad killer (Luke Askew), betrayed by a homosexual drug addict (Ron Rifkin), bedded by a car-hop (James Stacy), and finally grabbed a handy can of gasoline to turn the heavy into a human torch. Popcorn on sale in the lobby.





AGENDA ITEM NO.

2A

8

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

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(PLEASE PRINT)

DATE	3/12/15		
Name	Emily Serafy Cox		
Address	4035 University Ave Suite 550		
Telephone			
Organization Represented	Mid-City CAN		
Subject of Your Remarks	LCTOP		
Regarding Agenda Item No.	8		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

Agenda Item No. 2b

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

FISCAL YEAR 2015 MIDYEAR ADJUSTMENT (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors enact Resolution No. 15-3 (Attachment N) amending the fiscal year (FY) 2015 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.

Budget Impact

The action will amend the FY2015 operating budget.

DISCUSSION:

Combined MTS FY 2015 Midyear Adjustment

Revenues. Passenger fare revenues are tracking very close to the original budget and require no midyear adjustment.

Other revenue is projected to decrease \$343,000. This is primarily due to lower than expected revenue from natural gas credits, partially offset by increases in income within Compass Card and Land Management activities.

Subsidy revenue, in total, produces a favorable midyear adjustment of \$44,000. Federal subsidy revenue requires a favorable midyear adjustment of \$2,244,000 to maximize the federal revenue being utilized towards preventive maintenance, which is offset by an adjustment to TDA revenues of \$2,200,000.

Reserve revenue contribution produces an unfavorable midyear adjustment of \$849,000. The original budget reflected \$2.5 million being added to the contingency reserve balance. However, due to the projected decrease in income from natural gas credits mentioned above, only \$1.7 million is projected to be available to add to the contingency reserves.



Other non-operating income is produces a favorable midyear adjustment of \$73,985,000. 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). Investments on the cash received cover the cost of the debt in a back-to-back manner. In September 2014, the MTS Board of Directors approved the financial transactions that would conclude the Lease and Leaseback activity in FY 2016. The revenue and debt service expenses are both increasing by \$73,987,000 due to the revised payment schedule.

In total, consolidated revenues will yield in a \$74,536,000 favorable midyear adjustment.

Expenses. Total consolidated operating expenses will produce a \$74,536,000 unfavorable midyear adjustment (excluding debt service the total unfavorable midyear adjustment is just \$548,000).

Personnel-related expenses will yield an \$876,000 favorable midyear adjustment. These adjustments include a decrease in fringe expenses of \$3,232,000, primarily due to changes to budgetary assumptions for personnel cost recovery and overhead reimbursement (\$1,741,000) and decreases to pension costs (\$1,253,000). This is partially offset by increases in labor expenses (\$2,356,000), primarily due to increases in operator wages and flag person wages.

Total outside services will produce an unfavorable midyear adjustment of \$1,257,000. This is primarily due to increased costs within purchased transportation costs (\$909,000), due to higher than expected demand for Americans with Disabilities Act Paratransit services (ADA). There were also additional costs within repair and maintenance services (\$276,000), other outside services (\$349,000) and security expenses (\$115,000), which were partially offset by favorable variances in engine and transmission expenses (\$392,000).

Staff projects a favorable midyear adjustment of \$108,000 for materials and supplies.

The total unfavorable increase in energy for the FY 2015 is \$687,000. This is primarily due to increased traction power costs caused by increased rates and higher usage than expected. The increase will be partially offset by lower than expected expenses for natural gas, diesel and gasoline. The amended rates are as follows:

	Original FY15	Amended FY15
CNG	\$0.93	\$0.89
Diesel	\$3.18	\$2.63
Gasoline	\$3.15	\$2.72
Electricity	\$0.182	\$0.202

Risk management costs will produce a favorable midyear adjustment of \$563,000 due to decreased liability expenses within bus and rail operations.

General and administrative costs will produce an unfavorable midyear adjustment of \$171,000.

Debt service produced an unfavorable midyear adjustment of \$73,987,000 due to the Lease and Leaseback activity previously mentioned.

Vehicle/facility leases will result in a favorable midyear adjustment of \$20,000.

Net income. The increases to revenues and expenses still results in a balanced budget.

The FY 2015 amended budget is detailed in the following attachments:

- Attachment A provides the total combined MTS consolidated midyear budget adjustments.
- Attachment B includes the total combined administrative proposed adjustments.
- Attachment C provides the total combined other activities proposed adjustments.
- Attachment D supplies the combined operating budget adjustments.
- Attachments E - K provide supporting operating adjustments for each individual operator.
- Attachment L supplies the non-operating funding sources by activity and type.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachments: A. Operating Budget – Consolidated
B. Operating Budget – Consolidated Administration
C. Operating Budget – Consolidated Other Activities
D. Operating Budget – Consolidated Operations
E.-K. Operating Budgets by Operator
L. Non-Operating Funding Sources by Activity
M. Position Information Summary and Detail
N. Board Resolution No. 15-3

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. A, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	96,662,061	99,925,576	99,925,576	-	0.0%
ADVERTISING REVENUE	869,797	1,050,000	1,050,000	-	0.0%
CONTRACT SERVICE REVENUE	30,149	-	-	-	-
OTHER INCOME	8,397,250	9,501,827	9,158,757	(343,070)	-3.6%
TOTAL OPERATING REVENUES	105,959,257	110,477,403	110,134,333	(343,070)	-0.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	146,258,126	147,131,622	147,176,157	44,535	0.0%
RESERVE REVENUE	(12,965)	(2,526,444)	(1,677,207)	849,237	-33.6%
OTHER INCOME	275,030	27,268,485	101,253,302	73,984,817	271.3%
TOTAL NON OPERATING REVENUE	146,520,191	171,873,663	246,752,252	74,878,589	43.6%
TOTAL COMBINED REVENUES	252,479,449	282,351,066	356,886,585	74,535,518	26.4%
OPERATING EXPENSES					
LABOR EXPENSES	68,625,296	69,984,338	72,340,213	2,355,874	3.4%
FRINGE EXPENSES	47,398,130	50,601,182	47,369,520	(3,231,662)	-6.4%
TOTAL PERSONNEL EXPENSES	116,023,426	120,585,520	119,709,733	(875,787)	-0.7%
SECURITY EXPENSES	6,984,653	6,964,263	7,078,910	114,647	1.6%
REPAIR/MAINTENANCE SERVICES	4,305,883	4,343,494	4,619,342	275,848	6.4%
ENGINE AND TRANSMISSION REBUILD	1,165,303	1,275,000	883,360	(391,640)	-30.7%
OTHER OUTSIDE SERVICES	8,211,424	8,467,309	8,816,557	349,248	4.1%
PURCHASED TRANSPORTATION	59,160,396	65,152,653	66,061,975	909,322	1.4%
TOTAL OUTSIDE SERVICES	79,827,658	86,202,719	87,460,144	1,257,425	1.5%
LUBRICANTS	443,676	463,103	460,091	(3,013)	-0.7%
TIRES	962,619	1,178,344	1,017,170	(161,174)	-13.7%
OTHER MATERIALS AND SUPPLIES	8,111,527	8,548,353	8,604,846	56,493	0.7%
TOTAL MATERIALS AND SUPPLIES	9,517,822	10,189,800	10,082,107	(107,693)	-1.1%
DIESEL FUEL	7,497,433	7,568,514	6,747,480	(821,034)	-10.8%
CNG	7,552,333	9,000,020	8,630,613	(369,407)	-4.1%
TRACTION POWER	8,429,923	8,500,000	9,000,000	500,000	5.9%
UTILITIES	3,771,412	3,570,651	4,948,341	1,377,690	38.6%
TOTAL ENERGY	27,251,100	28,639,186	29,326,435	687,249	2.4%
RISK MANAGEMENT	4,877,642	4,438,280	3,875,067	(563,213)	-12.7%
GENERAL AND ADMINISTRATIVE	2,274,777	2,022,118	2,192,759	170,641	8.4%
DEBT SERVICE	9,366,879	28,950,663	102,937,953	73,987,289	255.6%
VEHICLE / FACILITY LEASE	1,086,963	1,322,780	1,302,388	(20,392)	-1.5%
TOTAL OPERATING EXPENSES	250,226,268	282,351,067	356,886,585	74,535,518	26.4%
NET OPERATING SUBSIDY	(144,267,011)	(171,873,663)	(246,752,252)	(74,878,589)	-43.6%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(144,267,011)	(171,873,663)	(246,752,252)	(74,878,589)	-43.6%
TOTAL REVENUES LESS TOTAL EXPENSES	2,253,181	(0)	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. B, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	869,797	1,050,000	1,050,000	-	0.0%
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	5,404,386	7,668,827	7,297,577	(371,250)	-4.8%
TOTAL OPERATING REVENUES	6,274,184	8,718,827	8,347,577	(371,250)	-4.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	3,028,674	140,000	140,000	-	0.0%
RESERVE REVENUE	-	(2,500,000)	(1,700,000)	800,000	-32.0%
OTHER INCOME	7,532,048	27,051,013	101,038,302	73,987,289	273.5%
TOTAL NON OPERATING REVENUE	10,560,723	24,691,013	99,478,302	74,787,289	302.9%
TOTAL COMBINED REVENUES	16,834,906	33,409,840	107,825,879	74,416,039	222.7%
OPERATING EXPENSES					
LABOR EXPENSES	10,952,047	11,594,840	11,503,150	(91,690)	-0.8%
FRINGE EXPENSES	6,599,329	7,090,711	6,994,904	(95,808)	-1.4%
TOTAL PERSONNEL EXPENSES	17,551,376	18,685,552	18,498,053	(187,498)	-1.0%
SECURITY EXPENSES	6,855,900	6,819,610	6,871,926	52,316	0.8%
REPAIR/MAINTENANCE SERVICES	42,661	53,745	50,745	(3,000)	-5.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	6,466,460	6,268,994	6,408,045	139,051	2.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	13,365,021	13,142,349	13,330,716	188,367	1.4%
LUBRICANTS	-	-	-	-	-
TIRES	7,526	8,000	8,500	500	6.3%
OTHER MATERIALS AND SUPPLIES	4,994	15,024	20,420	5,396	35.9%
TOTAL MATERIALS AND SUPPLIES	12,521	23,024	28,920	5,896	25.6%
DIESEL FUEL	162,791	175,125	141,200	(33,925)	-19.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	629,104	621,700	674,090	52,390	8.4%
TOTAL ENERGY	791,895	796,825	815,290	18,465	2.3%
RISK MANAGEMENT	366,075	368,511	451,677	83,166	22.6%
GENERAL AND ADMINISTRATIVE	1,824,434	1,573,340	1,784,329	210,988	13.4%
DEBT SERVICE	8,211,471	27,801,563	101,788,852	73,987,289	266.1%
VEHICLE / FACILITY LEASE	284,546	290,000	286,000	(4,000)	-1.4%
TOTAL OPERATING EXPENSES	42,407,338	62,681,165	136,983,838	74,302,673	118.5%
NET OPERATING SUBSIDY	(36,133,155)	(53,962,338)	(128,636,261)	(74,673,923)	-138.4%
OVERHEAD ALLOCATION	27,825,613	29,271,325	29,157,959	(113,366)	-0.4%
ADJUSTED NET OPERATING SUBSIDY	(8,307,542)	(24,691,013)	(99,478,302)	(74,787,289)	-302.9%
TOTAL REVENUES LESS TOTAL EXPENSES	2,253,181	-	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OTHER ACTIVITIES
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. C, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	1,188,367	1,124,000	1,182,180	58,180	5.2%
TOTAL OPERATING REVENUES	1,188,367	1,124,000	1,182,180	58,180	5.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	(12,965)	(26,444)	22,793	49,237	-186.2%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	(12,965)	(26,444)	22,793	49,237	-186.2%
TOTAL COMBINED REVENUES	1,175,402	1,097,556	1,204,973	107,417	9.8%
OPERATING EXPENSES					
LABOR EXPENSES	573,412	572,704	603,904	31,200	5.4%
FRINGE EXPENSES	154,988	167,027	179,507	12,480	7.5%
TOTAL PERSONNEL EXPENSES	728,400	739,731	783,411	43,680	5.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,102	5,000	6,000	1,000	20.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	198,274	100,610	149,510	48,900	48.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	202,375	105,610	155,510	49,900	47.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	6,349	7,000	19,000	12,000	171.4%
TOTAL MATERIALS AND SUPPLIES	6,349	7,000	19,000	12,000	171.4%
DIESEL FUEL	4,522	5,000	5,850	850	17.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,020	5,000	6,000	1,000	20.0%
TOTAL ENERGY	10,542	10,000	11,850	1,850	18.5%
RISK MANAGEMENT	15,194	17,000	16,000	(1,000)	-5.9%
GENERAL AND ADMINISTRATIVE	103,650	106,920	107,670	750	0.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,066,511	986,261	1,093,441	107,180	10.9%
NET OPERATING SUBSIDY	121,856	137,739	88,739	(49,000)	35.6%
OVERHEAD ALLOCATION	(108,891)	(111,295)	(111,532)	(237)	0.2%
ADJUSTED NET OPERATING SUBSIDY	12,965	26,444	(22,793)	(49,237)	186.2%
TOTAL REVENUES LESS TOTAL EXPENSES	0	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. D, AI 2b, 3/12/15

	<u>ACTUAL FY14</u>	<u>ORIGINAL BUDGET FY15</u>	<u>AMENDED BUDGET FY15</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	96,662,061	99,925,576	99,925,576	0	0.0%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	30,149	-	-	-	-
OTHER INCOME	1,804,497	709,000	679,000	(30,000)	-4.2%
TOTAL OPERATING REVENUES	98,496,707	100,634,576	100,604,576	(30,000)	0.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE	135,885,938	147,131,622	147,176,157	44,535	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	86,496	77,472	75,000	(2,472)	-3.2%
TOTAL NON OPERATING REVENUE	135,972,433	147,209,094	147,251,157	42,063	0.0%
TOTAL COMBINED REVENUES	234,469,140	247,843,670	247,855,733	12,063	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	57,099,838	57,816,794	60,233,159	2,416,365	4.2%
FRINGE EXPENSES	40,643,813	43,343,443	40,195,109	(3,148,334)	-7.3%
TOTAL PERSONNEL EXPENSES	97,743,650	101,160,237	100,428,268	(731,969)	-0.7%
SECURITY EXPENSES	128,753	144,653	206,984	62,331	43.1%
REPAIR/MAINTENANCE SERVICES	4,259,120	4,284,749	4,562,597	277,848	6.5%
ENGINE AND TRANSMISSION REBUILD	1,165,303	1,275,000	883,360	(391,640)	-30.7%
OTHER OUTSIDE SERVICES	1,546,690	2,097,704	2,259,002	161,297	7.7%
PURCHASED TRANSPORTATION	59,160,396	65,152,653	66,061,975	909,322	1.4%
TOTAL OUTSIDE SERVICES	66,260,262	72,954,760	73,973,918	1,019,158	1.4%
LUBRICANTS	443,676	463,103	460,091	(3,013)	-0.7%
TIRES	955,092	1,170,344	1,008,670	(161,674)	-13.8%
OTHER MATERIALS AND SUPPLIES	8,100,183	8,526,329	8,565,426	39,097	0.5%
TOTAL MATERIALS AND SUPPLIES	9,498,952	10,159,776	10,034,187	(125,589)	-1.2%
DIESEL FUEL	7,330,120	7,388,389	6,600,430	(787,959)	-10.7%
CNG	7,552,333	9,000,020	8,630,613	(369,407)	-4.1%
TRACTION POWER	8,429,923	8,500,000	9,000,000	500,000	5.9%
UTILITIES	3,136,289	2,943,951	4,268,251	1,324,300	45.0%
TOTAL ENERGY	26,448,664	27,832,361	28,499,295	666,934	2.4%
RISK MANAGEMENT	4,496,373	4,052,768	3,407,390	(645,379)	-15.9%
GENERAL AND ADMINISTRATIVE	346,694	341,858	300,761	(41,097)	-12.0%
DEBT SERVICE	1,155,408	1,149,100	1,149,100	-	0.0%
VEHICLE/FACILITY LEASE	802,417	1,032,780	1,016,388	(16,392)	-1.6%
TOTAL OPERATING EXPENSES	206,752,419	218,683,641	218,809,306	125,666	0.1%
NET OPERATING SUBSIDY	(108,255,712)	(118,049,064)	(118,204,730)	(155,666)	-0.1%
OVERHEAD ALLOCATION	(27,716,722)	(29,160,030)	(29,046,427)	113,603	-0.4%
ADJUSTED NET OPERATING SUBSIDY	(135,972,434)	(147,209,094)	(147,251,157)	(42,063)	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. E, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	27,781,182	26,768,186	27,215,850	447,664	1.7%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	29,420	-	-	-	-
OTHER INCOME	94,454	5,000	5,000	-	0.0%
TOTAL OPERATING REVENUES	27,905,056	26,773,186	27,220,850	447,664	1.7%
NON OPERATING REVENUE					
SUBSIDY REVENUE	64,374,696	68,780,906	66,928,260	(1,852,646)	-2.7%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	64,374,696	68,780,906	66,928,260	(1,852,646)	-2.7%
TOTAL COMBINED REVENUES	92,279,753	95,554,092	94,149,110	(1,404,982)	-1.5%
OPERATING EXPENSES					
LABOR EXPENSES	32,506,112	33,648,960	35,252,381	1,603,421	4.8%
FRINGE EXPENSES	32,477,831	33,647,319	32,090,657	(1,556,662)	-4.6%
TOTAL PERSONNEL EXPENSES	64,983,943	67,296,279	67,343,038	46,759	0.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	787,021	783,855	822,467	38,612	4.9%
ENGINE AND TRANSMISSION REBUILD	749,773	715,000	446,000	(269,000)	-37.6%
OTHER OUTSIDE SERVICES	231,160	272,399	254,001	(18,398)	-6.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,767,954	1,771,254	1,522,468	(248,786)	-14.0%
LUBRICANTS	167,135	217,103	204,091	(13,013)	-6.0%
TIRES	903,843	1,170,344	1,007,170	(163,174)	-13.9%
OTHER MATERIALS AND SUPPLIES	3,636,762	3,525,429	3,470,493	(54,937)	-1.6%
TOTAL MATERIALS AND SUPPLIES	4,707,740	4,912,876	4,681,754	(231,123)	-4.7%
DIESEL FUEL	1,167,662	1,303,411	1,008,379	(295,033)	-22.6%
CNG	4,332,854	5,046,538	4,671,912	(374,626)	-7.4%
TRACTION POWER	-	-	-	-	-
UTILITIES	606,307	543,300	626,528	83,228	15.3%
TOTAL ENERGY	6,106,823	6,893,249	6,306,819	(586,431)	-8.5%
RISK MANAGEMENT	2,791,239	1,928,900	1,596,567	(332,333)	-17.2%
GENERAL AND ADMINISTRATIVE	165,935	182,556	162,327	(20,229)	-11.1%
DEBT SERVICE	1,155,408	1,149,100	1,149,100	-	0.0%
VEHICLE / FACILITY LEASE	293,524	367,000	365,608	(1,392)	-0.4%
TOTAL OPERATING EXPENSES	81,972,566	84,501,215	83,127,681	(1,373,534)	-1.6%
NET OPERATING SUBSIDY	(54,067,509)	(57,728,029)	(55,906,831)	1,821,197	3.2%
OVERHEAD ALLOCATION	(10,307,187)	(11,052,877)	(11,021,429)	31,448	-0.3%
ADJUSTED NET OPERATING SUBSIDY	(64,374,696)	(68,780,906)	(66,928,260)	1,852,646	2.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. F, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	40,187,908	41,577,585	41,256,504	(321,081)	-0.8%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	729	-	-	-	-
OTHER INCOME	1,710,043	704,000	674,000	(30,000)	-4.3%
TOTAL OPERATING REVENUES	41,898,680	42,281,585	41,930,504	(351,081)	-0.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	27,360,307	29,798,599	30,988,105	1,189,506	4.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	27,360,307	29,798,599	30,988,105	1,189,506	4.0%
TOTAL COMBINED REVENUES	69,258,987	72,080,184	72,918,609	838,425	1.2%
OPERATING EXPENSES					
LABOR EXPENSES	23,654,486	23,557,864	24,194,866	637,002	2.7%
FRINGE EXPENSES	7,974,386	9,481,046	7,887,156	(1,593,890)	-16.8%
TOTAL PERSONNEL EXPENSES	31,628,872	33,038,911	32,082,022	(956,888)	-2.9%
SECURITY EXPENSES	120,371	110,000	100,000	(10,000)	-9.1%
REPAIR/MAINTENANCE SERVICES	3,300,275	3,256,902	3,545,109	288,207	8.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	403,830	591,158	711,958	120,800	20.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,824,476	3,958,060	4,357,067	399,007	10.1%
LUBRICANTS	276,541	246,000	256,000	10,000	4.1%
TIRES	-	-	1,500	1,500	-
OTHER MATERIALS AND SUPPLIES	4,444,759	4,908,660	5,007,760	99,100	2.0%
TOTAL MATERIALS AND SUPPLIES	4,721,301	5,154,660	5,265,260	110,600	2.1%
DIESEL FUEL	416,288	440,260	359,900	(80,360)	-18.3%
CNG	-	-	-	-	-
TRACTION POWER	8,429,923	8,500,000	9,000,000	500,000	5.9%
UTILITIES	2,373,161	2,244,976	3,443,000	1,198,024	53.4%
TOTAL ENERGY	11,219,371	11,185,236	12,802,900	1,617,664	14.5%
RISK MANAGEMENT	1,689,833	2,108,569	1,795,523	(313,046)	-14.8%
GENERAL AND ADMINISTRATIVE	169,647	137,062	119,552	(17,510)	-12.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	353,604	367,000	359,750	(7,250)	-2.0%
TOTAL OPERATING EXPENSES	53,607,105	55,949,497	56,782,074	832,576	1.5%
NET OPERATING SUBSIDY	(11,708,425)	(13,667,912)	(14,851,570)	(1,183,658)	-8.7%
OVERHEAD ALLOCATION	(15,651,882)	(16,130,687)	(16,136,535)	(5,848)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(27,360,307)	(29,798,599)	(30,988,105)	(1,189,506)	-4.0%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. G, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	23,931,980	27,738,976	27,508,209	(230,767)	-0.8%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	23,931,980	27,738,976	27,508,209	(230,767)	-0.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	26,556,143	31,270,209	31,157,926	(112,283)	-0.4%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	26,556,143	31,270,209	31,157,926	(112,283)	-0.4%
TOTAL COMBINED REVENUES	50,488,123	59,009,185	58,666,135	(343,050)	-0.6%
OPERATING EXPENSES					
LABOR EXPENSES	543,152	337,615	499,292	161,677	47.9%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	543,152	337,615	499,292	161,677	47.9%
SECURITY EXPENSES	8,381	34,653	106,984	72,331	208.7%
REPAIR/MAINTENANCE SERVICES	134,209	204,080	173,454	(30,626)	-15.0%
ENGINE AND TRANSMISSION REBUILD	279,535	530,000	417,525	(112,475)	-21.2%
OTHER OUTSIDE SERVICES	427,915	534,589	573,268	38,679	7.2%
PURCHASED TRANSPORTATION	41,519,445	48,754,797	48,550,199	(204,598)	-0.4%
TOTAL OUTSIDE SERVICES	42,369,485	50,058,119	49,821,430	(236,689)	-0.5%
LUBRICANTS	-	-	-	-	-
TIRES	536	-	-	-	-
OTHER MATERIALS AND SUPPLIES	15,729	82,140	71,727	(10,413)	-12.7%
TOTAL MATERIALS AND SUPPLIES	16,265	82,140	71,727	(10,413)	-12.7%
DIESEL FUEL	3,290,121	3,246,614	3,009,715	(236,899)	-7.3%
CNG	3,023,194	3,714,969	3,699,869	(15,099)	-0.4%
TRACTION POWER	-	-	-	-	-
UTILITIES	2,775	102,040	159,692	57,652	56.5%
TOTAL ENERGY	6,316,090	7,063,622	6,869,277	(194,346)	-2.8%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	634	4,595	4,881	286	6.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	15,287	18,780	17,034	(1,746)	-9.3%
TOTAL OPERATING EXPENSES	49,260,913	57,564,872	57,283,640	(281,232)	-0.5%
NET OPERATING SUBSIDY	(25,328,933)	(29,825,896)	(29,775,431)	50,465	0.2%
OVERHEAD ALLOCATION	(1,227,209)	(1,444,314)	(1,382,495)	61,818	-4.3%
ADJUSTED NET OPERATING SUBSIDY	(26,556,143)	(31,270,209)	(31,157,926)	112,283	0.4%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARATRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. H, AI 2b, 3/12/15

	<u>ACTUAL FY14</u>	<u>ORIGINAL BUDGET FY15</u>	<u>AMENDED BUDGET FY15</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	2,093,488	2,290,584	2,445,707	155,123	6.8%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,093,488	2,290,584	2,445,707	155,123	6.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	13,290,729	14,278,899	15,081,333	802,434	5.6%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	86,496	77,472	75,000	(2,472)	-3.2%
TOTAL NON OPERATING REVENUE	13,377,224	14,356,371	15,156,333	799,962	5.6%
TOTAL COMBINED REVENUES	15,470,712	16,646,955	17,602,040	955,086	5.7%
OPERATING EXPENSES					
LABOR EXPENSES	140,027	126,780	136,266	9,486	7.5%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	140,027	126,780	136,266	9,486	7.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	303,058	449,093	511,513	62,421	13.9%
PURCHASED TRANSPORTATION	12,023,495	12,922,438	14,016,146	1,093,707	8.5%
TOTAL OUTSIDE SERVICES	12,326,553	13,371,531	14,527,659	1,156,128	8.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,454,002	2,398,104	2,222,437	(175,668)	-7.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	704	720	1,145	425	59.0%
TOTAL ENERGY	2,454,707	2,398,824	2,223,582	(175,243)	-7.3%
RISK MANAGEMENT	15,300	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	2,471	13,425	6,382	(7,043)	-52.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	140,002	280,000	273,996	(6,004)	-2.1%
TOTAL OPERATING EXPENSES	15,079,060	16,205,860	17,183,185	977,324	6.0%
NET OPERATING SUBSIDY	(12,985,572)	(13,915,277)	(14,737,478)	(822,201)	-5.9%
OVERHEAD ALLOCATION	(391,652)	(441,094)	(418,856)	22,238	-5.0%
ADJUSTED NET OPERATING SUBSIDY	(13,377,224)	(14,356,371)	(15,156,334)	(799,963)	-5.6%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	(1)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. I, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	2,667,502	1,550,246	1,499,307	(50,939)	-3.3%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,667,502	1,550,246	1,499,307	(50,939)	-3.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	3,828,935	2,468,915	2,486,438	17,524	0.7%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	3,828,935	2,468,915	2,486,438	17,524	0.7%
TOTAL COMBINED REVENUES	6,496,437	4,019,161	3,985,746	(33,415)	-0.8%
OPERATING EXPENSES					
LABOR EXPENSES	256,060	145,575	150,354	4,779	3.3%
FRINGE EXPENSES	45,675	26,398	28,616	2,218	8.4%
TOTAL PERSONNEL EXPENSES	301,735	171,973	178,970	6,998	4.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	37,615	39,912	21,567	(18,345)	-46.0%
ENGINE AND TRANSMISSION REBUILD	135,995	30,000	19,835	(10,165)	-33.9%
OTHER OUTSIDE SERVICES	25,226	94,966	52,762	(42,204)	-44.4%
PURCHASED TRANSPORTATION	5,443,749	3,285,503	3,305,716	20,213	0.6%
TOTAL OUTSIDE SERVICES	5,642,585	3,450,381	3,399,880	(50,501)	-1.5%
LUBRICANTS	-	-	-	-	-
TIRES	50,713	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,933	10,100	15,446	5,346	52.9%
TOTAL MATERIALS AND SUPPLIES	53,646	10,100	15,446	5,346	52.9%
DIESEL FUEL	2,047	-	-	-	-
CNG	196,285	238,513	258,831	20,318	8.5%
TRACTION POWER	-	-	-	-	-
UTILITIES	153,341	52,915	37,886	(15,029)	-28.4%
TOTAL ENERGY	351,673	291,429	296,717	5,289	1.8%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	8,007	4,220	7,619	3,399	80.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	6,357,646	3,928,103	3,898,634	(29,469)	-0.8%
NET OPERATING SUBSIDY	(3,690,144)	(2,377,857)	(2,399,326)	(21,470)	-0.9%
OVERHEAD ALLOCATION	(138,791)	(91,058)	(87,112)	3,946	-4.3%
ADJUSTED NET OPERATING SUBSIDY	(3,828,935)	(2,468,915)	(2,486,438)	(17,524)	-0.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. J, Al 2b, 3/12/15

	<u>ACTUAL FY14</u>	<u>ORIGINAL BUDGET FY15</u>	<u>AMENDED BUDGET FY15</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
SUBSIDY REVENUE	173,708	189,914	189,914	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	<u>173,708</u>	<u>189,914</u>	<u>189,914</u>	<u>-</u>	<u>0.0%</u>
TOTAL COMBINED REVENUES	<u>173,708</u>	<u>189,914</u>	<u>189,914</u>	<u>-</u>	<u>0.0%</u>
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	173,708	189,914	189,914	-	0.0%
TOTAL OUTSIDE SERVICES	<u>173,708</u>	<u>189,914</u>	<u>189,914</u>	<u>-</u>	<u>0.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>173,708</u>	<u>189,914</u>	<u>189,914</u>	<u>-</u>	<u>0.0%</u>
NET OPERATING SUBSIDY	<u>(173,708)</u>	<u>(189,914)</u>	<u>(189,914)</u>	<u>-</u>	<u>0.0%</u>
OVERHEAD ALLOCATION	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
ADJUSTED NET OPERATING SUBSIDY	<u>(173,708)</u>	<u>(189,914)</u>	<u>(189,914)</u>	<u>-</u>	<u>0.0%</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2015**

Att. K, AI 2b, 3/12/15

	ACTUAL FY14	ORIGINAL BUDGET FY15	AMENDED BUDGET FY15	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
SUBSIDY REVENUE	301,421	344,180	344,180	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	301,421	344,180	344,180	-	0.0%
TOTAL COMBINED REVENUES	301,421	344,180	344,180	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	145,921	188,680	188,680	-	0.0%
TOTAL PERSONNEL EXPENSES	145,921	188,680	188,680	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	301,421	344,180	344,180	-	0.0%
NET OPERATING SUBSIDY	(301,421)	(344,180)	(344,180)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(301,421)	(344,180)	(344,180)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2015**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	18,096,000	15,050,398	3,632,936	-	29,870,927	278,000	-	-	66,928,261
SDTI	21,000,000	4,988,105	-	-	5,000,000	-	-	-	30,988,105
MCS 801 - South Central	9,108,000	9,576,857	-	-	-	-	-	-	18,684,857
MCS 802 - JARC Otay	110,000	516,825	-	-	-	-	-	-	626,825
MCS 803 - JARC Mid City	-	-	-	-	-	-	-	-	-
MCS 820 - East County	-	6,191,128	-	-	-	-	-	-	6,191,128
MCS 830 - Commuter Express	-	605,180	-	-	-	500,000	-	-	1,105,180
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	3,037,795	-	-	-	-	-	-	3,037,795
MCS 840 - Regional Transit Center Maintenance	-	154,406	-	-	-	-	-	-	154,406
MCS 845 - BRT Superloop	-	-	-	-	130,707	-	-	-	130,707
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	455,850	-	-	-	455,850
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	75,843	-	-	-	75,843
MCS 850 - ADA Access	4,456,000	7,750,754	-	1,600,000	766,000	181,102	-	-	14,753,856
MCS 856 - ADA Certification	-	223,705	-	-	-	-	-	-	223,705
MCS 875 - Coaster Connection	-	103,772	-	-	-	75,000	-	-	178,772
MCS 880 - Rural	487,000	208,335	-	-	-	-	-	-	695,335
Chula Vista Transit	-	2,486,438	-	-	-	-	-	-	2,486,438
Coronado Ferry	-	189,914	-	-	-	-	-	-	189,914
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	53,257,000	51,427,793	3,632,936	1,600,000	36,299,327	1,034,102	-	-	147,251,157
Taxicab	-	-	-	-	-	-	-	(21,426)	(21,426)
SD&AE	-	-	-	-	-	-	-	44,219	44,219
Subtotal Other Activities	-	-	-	-	-	-	-	22,793	22,793
Administrative	-	-	-	-	-	140,000	101,038,302	(1,700,000)	99,478,302
Grand Total	53,257,000	51,427,793	3,632,936	1,600,000	36,299,327	1,174,102	101,038,302	(1,677,207)	246,752,252

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M**

	Approved FY 2015 FTE's	Position Shifts FTE's	Net Positons Requiring Funding Adjs FTE's	Proposed Amended FY 2015 FTE's	Frozen Positions FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	3.0	0.0	0.0	3.0	0.0
COMPASS CARD	11.0	1.0	0.0	12.0	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	1.0	16.0	0.0
INFORMATION TECHNOLOGY	19.0	0.0	0.0	19.0	0.0
LEGAL	1.0	0.0	1.0	2.0	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)	14.0	0.0	0.0	14.0	0.0
STORES (RAIL)	8.0	0.0	0.0	8.0	0.0
TELEPHONE INFORMATION SERVICES	21.0	-1.0	0.0	20.0	0.0
TRANSIT STORES	6.0	0.0	0.0	6.0	0.0
Subtotal MTS Administration	207.5	0.0	2.0	209.5	-2.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	4.0	0.0	0.0	4.0	0.0
MAINTENANCE	186.0	0.0	0.0	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	2.0	11.5	0.0
TRANSPORTATION (BUS)	560.0	0.0	0.0	560.0	0.0
Subtotal Bus Operations	793.5	0.0	2.0	795.5	-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	10.0	0.0	0.0	10.0	0.0
Grand Total	1,481.0	0.0	4.0	1,485.0	-5.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Administrative Assistant I	03	1.0	0.0	0.0	1.0	0.0
Exec Asst GC/Asst Board Clrk	06	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		3.0	0.0	0.0	3.0	0.0
<u>COMPASS CARD</u>						
Compass Card Supervisor	07	1.0	0.0	0.0	1.0	0.0
Customer Serv Asst (Part-Time)	02	3.0	1.0	0.0	4.0	0.0
Customer Service Rep	03	3.0	0.0	0.0	3.0	0.0
Fare Technology Program Manager	11	1.0	0.0	0.0	1.0	0.0
Lead Computer Support Specialist	05	1.0	0.0	0.0	1.0	0.0
Regional Revenue Administrator	05	1.0	0.0	0.0	1.0	0.0
Systems Administrator - Compass	08	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		11.0	1.0	0.0	12.0	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Chief of Staff	14	1.0	0.0	0.0	1.0	0.0
Exec Asst CEO / Board Clerk	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		3.0	0.0	0.0	3.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	2.0	0.0	0.0	2.0	0.0
Admin Assistant II - Finance	05	1.0	0.0	0.0	1.0	0.0
Budget Manager	10	1.0	0.0	0.0	1.0	0.0
Capital Grants Analyst	05	1.0	0.0	0.0	1.0	0.0
Capital Grants Supervisor	08	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
ERP Project Manager	10	1.0	0.0	0.0	1.0	0.0
Financial Analyst	07	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	05	4.0	0.0	0.0	4.0	0.0
Payroll Manager	09	1.0	0.0	0.0	1.0	0.0
Staff Accountant	06	4.0	0.0	0.0	4.0	0.0
Transit Asset Administrator	06	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		21.0	0.0	0.0	21.0	0.0
<u>HUMAN RESOURCES</u>						
Dir of HR & Labor Relations	14	1.0	0.0	0.0	1.0	0.0
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Admin Assistant II - HR	05	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	07	2.0	0.0	0.0	2.0	0.0
HR Representative II	07	3.0	0.0	1.0	4.0	0.0
Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	1.0	0.0	0.0	1.0	0.0
Human Resources Supervisor	08	2.0	0.0	0.0	2.0	0.0
Manager of Human Resources	11	1.0	0.0	0.0	1.0	0.0
Mgr of Organizational Dev.	09	1.0	0.0	0.0	1.0	0.0
Receptionist- MTS	02	1.0	0.0	0.0	1.0	0.0
HUMAN RESOURCES TOTAL		15.0	0.0	1.0	16.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>INFORMATION TECHNOLOGY</u>						
Chief Technology Officer	14	1.0	0.0	0.0	1.0	0.0
Applications Development Mgr	10	1.0	0.0	0.0	1.0	0.0
Asst Chief Technology Officer	11	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst	10	4.0	0.0	0.0	4.0	0.0
Computer Support Specialist	05	3.0	0.0	0.0	3.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Network Administrator	09	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	10	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	1.0	0.0	0.0	1.0	0.0
Sr Programmer Analyst	10	1.0	0.0	0.0	1.0	0.0
Systems Administrator	08	4.0	0.0	0.0	4.0	0.0
INFORMATION TECHNOLOGY TOTAL		19.0	0.0	0.0	19.0	0.0
<u>LEGAL</u>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	09	0.0	0.0	1.0	1.0	0.0
LEGAL TOTAL		1.0	0.0	1.0	2.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Advertising Specialist	07	1.0	0.0	0.0	1.0	0.0
Communications Design Manager	09	1.0	0.0	0.0	1.0	0.0
Communications Designer III	07	2.0	0.0	0.0	2.0	0.0
Digital Design & Content Spec.	07	1.0	0.0	0.0	1.0	0.0
Manager of Marketing	10	1.0	0.0	0.0	1.0	0.0
Marketing Coordinator	05	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	0.5	0.0	0.0	0.5	0.0
Public Relations Specialist	07	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		9.5	0.0	0.0	9.5	0.0
<u>PLANNING</u>						
Director of Planning	12	1.0	0.0	0.0	1.0	-1.0
Assoc Transportation Planner	06	2.0	0.0	0.0	2.0	0.0
Associate Scheduler	06	1.0	0.0	0.0	1.0	0.0
Manager of Planning	10	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	2.5	0.0	0.0	2.5	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Sen Transp Plnr/Rail Ops An	09	1.0	0.0	0.0	1.0	0.0
Senior Transportation Planner	09	2.0	0.0	0.0	2.0	0.0
PLANNING TOTAL		12.0	0.0	0.0	12.0	-1.0
<u>PROCUREMENT</u>						
Manager of Procurement	12	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Procurement Assistant	05	2.0	0.0	0.0	2.0	-1.0
Procurement Specialist	08	6.0	0.0	0.0	6.0	0.0
PROCUREMENT TOTAL		12.0	0.0	0.0	12.0	-1.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Assistant Right of Way Agent	07	1.0	0.0	0.0	1.0	0.0
Right of Way Engineer	10	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		3.0	0.0	0.0	3.0	0.0
<u>RISK</u>						
Liability Claims Supervisor	07	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	06	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Dir of Transit System Security	12	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compliance Inspector	BU	30.0	0.0	0.0	30.0	0.0
Code Compliance Supervisor	06	5.0	0.0	0.0	5.0	0.0
Deputy Dir of Transit Security	10	1.0	0.0	0.0	1.0	0.0
Mgr of TSS Field Operations	09	1.0	0.0	0.0	1.0	0.0
Security / Crime Analyst	08	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		43.0	0.0	0.0	43.0	0.0
<u>STORES (Admin)</u>						
Materials Analyst	05	1.0	0.0	0.0	1.0	0.0
Materials Manager	10	1.0	0.0	0.0	1.0	0.0
STORES (Admin) TOTAL		2.0	0.0	0.0	2.0	0.0
<u>STORES (BUS)</u>						
Asst Manager of Stores (Bus)	08	1.0	0.0	0.0	1.0	0.0
Storeroom Clerks - IAD	BU	7.0	-1.0	0.0	6.0	0.0
Storeroom Clerks - KMD	BU	5.0	1.0	0.0	6.0	0.0
Storeroom Supervisor - KMD	07	1.0	0.0	0.0	1.0	0.0
STORES (BUS) TOTAL		14.0	0.0	0.0	14.0	0.0
<u>STORES (RAIL)</u>						
Asst Manager of Stores (Rail)	08	1.0	0.0	0.0	1.0	0.0
Aux Store Supervisor	BU	2.0	0.0	0.0	2.0	0.0
Storekeeper	BU	5.0	0.0	0.0	5.0	0.0
STORES (RAIL) TOTAL		8.0	0.0	0.0	8.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Sr Tele Info Supervisor	08	1.0	0.0	0.0	1.0	0.0
Tele Info Supervisor	07	2.0	0.0	0.0	2.0	0.0
Telephone Information Clerk	BU	18.0	-1.0	0.0	17.0	0.0
TELEPHONE INFORMATION SERVICES TOTAL		21.0	-1.0	0.0	20.0	0.0
<u>TRANSIT STORES</u>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	3.0	0.0	0.0	3.0	0.0
TRANSIT STORES TOTAL		6.0	0.0	0.0	6.0	0.0
Subtotal MTS Administration		207.5	0.0	2.0	209.5	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Asst Trans Ops Specialist	06	2.0	0.0	0.0	2.0	0.0
Contract Services Admin	11	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of BRT & East County Ops	11	1.0	0.0	0.0	1.0	0.0
Mgr of South Bay Operations	11	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Tech.	04	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
Transit Operations Specialist	05	1.0	0.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
Mgr of Capital Projects (Bus)	12	1.0	0.0	0.0	1.0	0.0
Project Mgr-Capital Projects	10	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		4.0	0.0	0.0	4.0	0.0
<u>MAINTENANCE</u>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Maintenance - IAD	10	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Communications Tech - KMD	BU	1.0	0.0	0.0	1.0	0.0
Dir of Fleet & Facility Maint	13	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	9.0	0.0	0.0	9.0	0.0
Maintenance Analyst	06	1.0	0.0	0.0	1.0	0.0
Maintenance Clerk - KMD	02	1.0	0.0	0.0	1.0	0.0
Manager Of Maintenance KMD	11	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	25.0	0.0	0.0	25.0	0.0
Mechanic A - KMD	BU	27.0	0.0	0.0	27.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	0.0	0.0	8.0	0.0
Mechanic Apprentice I - KMD	BU	1.0	0.0	0.0	1.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic B - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic C - IAD	BU	19.0	0.0	0.0	19.0	0.0
Mechanic C - KMD	BU	14.0	0.0	0.0	14.0	0.0
Mgr of Fleet & Facility Maint	11	1.0	0.0	0.0	1.0	0.0
Mgr of Maintenance Training	09	1.0	0.0	0.0	1.0	0.0
Quality Assurance Inspector	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Serviceman A - IAD	BU	34.0	0.0	0.0	34.0	0.0
Serviceman A - KMD	BU	20.0	0.0	0.0	20.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		186.0	0.0	0.0	186.0	0.0
<u>MAINTENANCE-FACILITY</u>						
Foreman - IAD	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
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Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Customer Service Clerk	BU	2.0	0.0	0.0	2.0	-1.0
Manager of Support Services	12	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Assistant	01	0.5	0.0	0.0	0.5	0.0
PASSENGER SERVICES TOTAL		6.5	0.0	0.0	6.5	-1.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Administrator	08	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
REVENUE (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		1.0	0.0	0.0	1.0	0.0
<u>TRAINING</u>						
Bus Op Training Instructor	06	6.0	0.0	2.0	8.0	0.0
P/T Bus Op Training Instructor	06	2.5	0.0	0.0	2.5	0.0
Sr Bus Operations Instructor	07	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		9.5	0.0	2.0	11.5	0.0
<u>TRANSPORTATION (BUS)</u>						
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Trans Comm & Techn	09	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	514.0	0.0	0.0	514.0	0.0
Bus Operators - P/T	BU	2.0	0.0	0.0	2.0	0.0
Comm/Ops Supv-Dispatch IAD	08	5.0	0.0	0.0	5.0	0.0
Comm/Ops Supv-Dispatch KMD	08	1.0	0.0	0.0	1.0	0.0
Comm/Ops Supv-Radio	08	11.0	0.0	0.0	11.0	0.0
Director of Transit Operations	13	1.0	0.0	0.0	1.0	0.0
Dispatch Clerk	BU	6.0	0.0	0.0	6.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Mgr of Trans Comm & Technology	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		560.0	0.0	0.0	560.0	0.0
Subtotal Bus Operations		793.5	0.0	2.0	795.5	-1.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M**

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	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Executive Assistant (COO Rail)	06	1.0	0.0	0.0	1.0	0.0
Mgr of Capital Projects (Rail)	12	1.0	0.0	0.0	1.0	0.0
Special Events Coordinator	09	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
Systems Engineer (Rail)	11	2.0	0.0	0.0	2.0	0.0
EXECUTIVE (RAIL) TOTAL		7.5	0.0	0.0	7.5	0.0
<u>FACILITIES</u>						
Facilities Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Serviceperson	BU	60.0	0.0	0.0	60.0	-1.0
FACILITIES TOTAL		67.0	0.0	0.0	67.0	-1.0
<u>LIGHT RAIL VEHICLES</u>						
Superintendant of LRV Maint	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent LRV	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
LRV Asst Lineman	BU	8.0	0.0	0.0	8.0	0.0
LRV Electromechanic	BU	61.0	0.0	0.0	61.0	0.0
LRV Lineman	BU	7.0	0.0	0.0	7.0	0.0
LRV Maint Supervisor	09	6.0	0.0	0.0	6.0	0.0
LRV Project Coordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	08	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		88.0	0.0	0.0	88.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Superintendant Wayside Maint	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry MOW	BU	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	08	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Electromechanic	BU	19.0	0.0	0.0	19.0	0.0
Wayside Lineman	BU	3.0	0.0	0.0	3.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		38.0	0.0	0.0	38.0	0.0
<u>REVENUE (RAIL)</u>						
Revenue Manager (Rail)	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry REV	BU	2.0	0.0	0.0	2.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Revenue Maintainer II	BU	2.0	0.0	0.0	2.0	0.0
Revenue Maintainer III	BU	12.0	0.0	0.0	12.0	0.0
Revenue Maintenance Supervisor	09	2.0	0.0	0.0	2.0	0.0
Revenue Supervisor	07	2.0	0.0	0.0	2.0	0.0
Ridership Surveyor	BU	5.0	0.0	0.0	5.0	0.0
Special Events Assistant	01	7.2	0.0	0.0	7.2	0.0
REVENUE (RAIL) TOTAL		41.2	0.0	0.0	41.2	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M**

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>TRACK</u>						
Track Supervisor	09	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	16.0	0.0	0.0	16.0	-1.0
TRACK TOTAL		18.0	0.0	0.0	18.0	-1.0
<u>TRANSPORTATION (RAIL)</u>						
Superintendant Transportation	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	4.0	0.0	0.0	4.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Flagpersons	BU	30.0	0.0	0.0	30.0	0.0
Systems Supervisors	08	14.0	0.0	0.0	14.0	0.0
Train Operator	BU	95.0	0.0	0.0	95.0	0.0
Train Operator - PT	BU	49.3	0.0	0.0	49.3	0.0
Training Supervisor - Trans	08	2.0	0.0	0.0	2.0	0.0
Transportation Controller	08	12.0	0.0	0.0	12.0	0.0
TRANSPORTATION (RAIL) TOTAL		210.3	0.0	0.0	210.3	0.0
Subtotal Rail Operations		470.0	0.0	0.0	470.0	-2.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2015 AMENDED BUDGET
ATTACHMENT M**

Att. M, AI 2b, 3/12/15

	Salary Grade	Approved FY 2015 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed Amended FY 2015 (FTE's)	Frozen Positions (FTE's)
<u>Other MTS Operations</u>						
<u>TAXICAB</u>						
Taxicab Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Taxi	05	1.0	0.0	0.0	1.0	0.0
Office Clerk II	03	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	3.0	0.0	0.0	3.0	0.0
Regulatory Enforcement Supvr	06	1.0	0.0	0.0	1.0	0.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0	0.0
TAXICAB TOTAL		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		1,481.0	0.0	4.0	1,485.0	-5.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 15-3

Resolution Approving Amendments to FY 2015 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 14-7 on June 19, 2014, approving the fiscal year (FY) 2015 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, Chula Vista Transit, and Coronado Ferry;

BE IT RESOLVED, that the MTS Board of Directors approves changes to the FY2015 Operating Budget, per the attached proposed Budget Amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this 26th day of February 2015, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Metropolitan Transit System FY 2015 Midyear Adjustment

MTS Board of Directors
Finance Workshop
March 12, 2015



1



Fiscal Year 2015 Midyear Revenue Assumptions Summary

- **Operating revenue**
 - Passenger Revenue tracking very close to budget, so recommending no change
 - Other Operating Revenue decrease by \$343K (-3.6%)
 - \$457K increase in Other Income
 - \$800K decrease in expected revenue from Biogas Energy Credits
 - Due to both price of state energy credits and volume of credits
 - Part of plan to add \$2.5M to the contingency reserve to get to 12.5%
 - » With reduction, only adding \$1.7M
 - » Will review the contingency reserve balance later in the presentation
- **Non-operating revenue**
 - No change to sales tax receipts projection from SANDAG
 - Maximize Federal Preventive Maintenance, \$2.2M swap with TDA



2



Fiscal Year 2015 Midyear Revenue Assumptions Summary - Continued

- 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
 - Board approved an early payoff of these transactions in September
 - Revenue/payments of \$101M for FY15 amended budget
 - \$18M more in FY16 to finalize the early payoff



3



Fiscal Year 2015 Midyear Revenue Summary

	FY 2015 Original	FY 2015 Amended	Var.	Var. %
Passenger Revenue	\$ 99,926	\$ 99,926	\$ -	0.0%
Other Operating Income	10,552	10,209	(343)	-3.3%
Total Operating Income	\$ 110,477	\$ 110,134	\$ (343)	-0.3%
Federal	51,012	53,257	2,245	4.4%
TDA/Transnet	89,927	87,727	(2,200)	-2.4%
STA	3,633	3,633	-	0.0%
Contingency Reserves	(2,526)	(1,677)	849	100.0%
Other	2,777	2,774	(2)	-0.1%
Total Subsidy	\$ 144,823	\$ 145,714	\$ 891	0.6%
Total Revenue	\$ 255,300	\$ 255,848	\$ 548	0.2%

- Federal - TDA Swap to maximize draw of Federal preventive maintenance funding
- Contingency reserves - Planned \$2.5M increase to reserves adjusted to \$1.7M
- Excludes Lease-Leaseback transaction



4



Fiscal Year 2015 Midyear Expenses Assumption Summary

- Personnel
 - Favorable by \$876K (0.7%)
 - \$2.4M unfavorable in Wages
 - Unfavorable experience in Bus Operator OT
 - Unfavorable experience in Flagger wages and OT
 - \$3.2M favorable in Fringe Benefits
 - Pension, Health & Welfare, Cost Recovery
 - Increase of 4 position previously approved by the Board
 - HR Recruiter
 - 2 Bus Operator Trainers
 - Staff Attorney - Regulatory Compliance

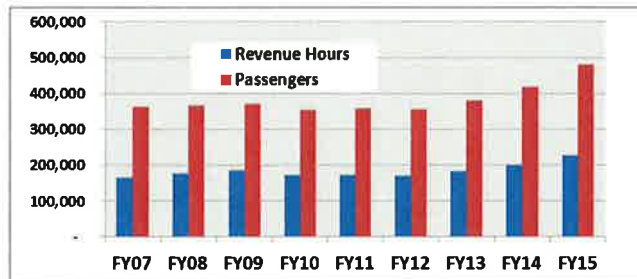


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Fiscal Year 2015 Midyear Expenses Assumption Summary - Continued

- Outside Services unfavorable \$348K in total (-1.6%)
 - Repairs & Maintenance Services: \$276K unfavorable
 - Engines and Transmissions: \$391K favorable
 - Other Outside Services: \$349K unfavorable
- Purchased Transportation: \$909K unfavorable (-1.4%)
 - Continued growth in the demand for ADA services



6



Fiscal Year 2015 Midyear Expenses Assumption Summary - Continued

- Energy unfavorable \$687K in total (-2.4%)

- Traction power/Electricity:

- \$1.9M unfavorable
- In FY14, Noble was \$0.02 cheaper than SDG&E (\$1.1M)
- First half of FY15, \$0.06 cheaper than SDG&E (over \$3M)

	FY13	FY14	FY15	Var.
Rate				
SDG&E	0.092	0.113	0.140	23.4%
Noble	0.065	0.072	0.062	-13.3%
Total per kWh	0.156	0.185	0.202	9.2%
kWh (000s)	54,026	56,311	60,838	8.0%
Cost (\$000s)	\$ 8,414	\$ 10,433	\$ 12,308	18.0%

- Diesel/Gas: \$821K favorable
- CNG: \$369K favorable

	Rate per	Original FY15	Amended FY15	Var.
CNG	Therm	\$ 0.93	\$ 0.88	-4.4%
Diesel	Gallon	\$ 3.18	\$ 2.63	-17.4%
Gasoline	Gallon	\$ 3.15	\$ 2.72	-13.7%



7



Fiscal Year 2015 Midyear Expense Summary

	FY 2015 Original	FY 2015 Amended	Var.	Var. %
Personnel Expenses	\$ 120,586	\$ 119,710	\$ 876	0.7%
Outside Services	86,203	87,460	(1,257)	-1.5%
Materials and Supplies	10,190	10,082	108	1.1%
Energy	28,639	29,326	(687)	-2.4%
Risk Management	4,438	3,875	563	12.7%
Other	5,245	5,395	(150)	-2.9%
Total Expenses	\$ 255,300	\$ 255,848	\$ (548)	-0.2%

- Excludes Lease-Leaseback transaction



8



Fiscal Year 2015 Midyear Revenues less Expenses

	FY 2015 Original	FY 2015 Amended	Var.	Var. %
Operating Revenues	\$ 110,477	\$ 110,134	\$ (343)	-0.3%
Subsidy Revenues	147,349	147,391	42	0.0%
Reserve Revenues	(2,526)	(1,677)	849	-33.6%
Total Revenues	\$ 255,300	\$ 255,848	\$ 548	0.2%
Total Expenses	255,300	255,848	(548)	-0.2%
Total Revenues Less Expenses	\$ (0)	\$ (0)	\$ (0)	-

- Excludes Lease-Leaseback transaction



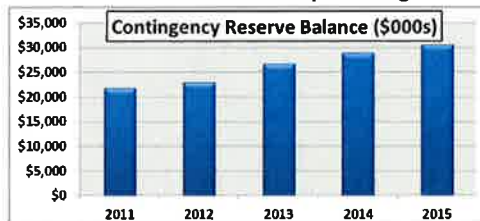
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Fiscal Year 2015 Midyear Contingency Reserves

- Projected year end contingency reserve balance:

Balance, June 30 , 2014	\$ 28,829
Adjust for FY15 Midyear Operating Budget	1,700
Projected Balance, June 30 , 2015	\$ 30,529
- \$30.5M represents 12.0% of Amended FY15 operating expenses
- Goal is have a contingency reserve balance of 12.5% of operating expense budget by FY16
 - \$7.6M added last 3 years
 - \$1.3M short of goal



10



Metropolitan Transit System
Fiscal Year 2015 Midyear Adjustment
Staff Recommendation

- That the Board of Directors enact Resolution No. 15-3 amending the fiscal year (FY) 2015 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.



MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

February 12, 2015

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Cunningham moved to approve the minutes of the January 28, 2015, MTS Board of Directors meeting. Mr. Minto seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

3. Public Comments

Barbara Nevarez – Mid-City CAN. Ms. Nevarez commented on the Youth Pass Pilot Program. She said that a pilot program needs to be in effect for three to five years in order to see real results. Ms. Nevarez stated that attendance is only one of the factors related to the program. The other factors include safety, air pollution, after school activities, and access to jobs.

Maria Cortez – Mid-City CAN. Ms. Cortez stated that there will be a forum regarding the Youth Opportunity Pass in April and invited all Board members to attend and participate in educating the youth about their transit passes. Ms. Cortez also said that she supports the taxicab drivers.

Lorraine Leighton – Ms. Leighton commented about her experience on Route 704, bus number 2305 the previous day. She stated that a person in a wheel chair came on the bus, but there were only three ties to hold the wheel chair instead of four ties. She said that the bus driver was driving with one shoe off of his foot and was not wearing his seat belt properly.

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 Meetings on January 27, 2015.

7. Excess Insurance Renewals for Liability and Workers' Compensation Program

8. Hewlett-Packard C7000 Server Platform

Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to CDW-G for the provision of a Hewlett-Packard (HP) C7000 BladeSystem server platform, including its associated network and storage interconnect modules, as well as software, support, and professional services necessary for the installation, configuration and testing of the equipment. This procurement utilizes the Western States Contracting Alliance (WSCA) / National Association of State Procurement Officials (NASPO) Master Price Agreement Contract Number B27164-CA.

9. Migration of Compass Card Program "Back Office" Software to New Hardware

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1789.0-15 with Cubic Transportation Systems, Inc. (Cubic), on a sole source basis, for the provision of

professional services to migrate all software related to the Compass Card “back office” program from existing hardware to new hardware.

10. Federal Discretionary State of Good Repair Funding Transfer
Action would approve the transfer of \$809,091 of excess State of Good Repair (SGR) funds from the East County Bus Maintenance Facility CNG Station project to the Enterprise Resource Planning (ERP) / Transit Asset Management (TAM) Replacement project.
11. Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects
Action would authorize the Chief Executive Officer (CEO) to approve the use of \$250,556 in the City of Chula Vista's unallocated TDA funds currently held by the County of San Diego (County). These TDA funds will cover the cost of rehabilitating the John Lippit Public Works Center in the City of Chula Vista.
12. Third Party Administration for the San Diego Transit Corporation (SDTC) Retirement Plans – Single Responsive Proposal Contract Award
Action would authorize the Chief Executive Officer (CEO) to: (1) execute, as agent for the Retirement Boards of the SDTC Employees' Retirement Plans (Plan), MTS Doc. No. G1706.0-14 with The Howard E. Nyhart Company, Inc. (Nyhart) for the provision of third party administration services for the Plan for a five-year base period with five one-year optional terms (for a total of 10 years); and (2) exercise each option year at the Retirement Boards' discretion.
13. Investment Report – December 2014
14. Revisions to Board Policy No. 22 (Rules of Procedure for the Metropolitan Transit System (MTS))
Action would approve the proposed revisions to Board Policy No. 22.

Action on Recommended Consent Items

Mr. Gastil moved to approve Consent Agenda Item Nos. 6 – 14. Ms. Cole seconded the motion, and the vote was 15 to 0 in favor.

DISCUSSION ITEMS:

30. An Ordinance Amending Ordinance No. 11, Providing for the Licensing and the Regulating of Transportation Services within the City by the Adoption of a Uniform Paratransit Ordinance (Sharon Cooney and Bill Kellerman) (TAKEN OUT OF ORDER)

Sharon Cooney, Chief of Staff, provided a presentation on the proposed amendments to Ordinance No. 11. She reviewed the proposed revisions including removing the limit on the maximum number of permits to be granted; permit transferees and new permit holders complying with screening criteria once Ordinance revisions are adopted; and existing permits held by corporations and LLC's complying with screening criteria by February 12, 2020. Ms. Cooney also reviewed the screening criteria, additional revisions recommended by staff, changes related to the contract and the implementation process.

Ms. Salas inquired about the strike out section in the Ordinance under Section 1.6, paragraph 2. She asked if that allows taxi drivers to pick up fares outside of their service zone. Ms. Cooney replied that Section 1.6 only applies to limited permits however limited permits will not be necessary anymore because there will now be an unlimited number of permits. Ms. Salas

inquired if a City of San Diego taxicab driver could pick up passengers within the City of Chula Vista if they do not have a City of Chula Vista taxicab permit. Bill Kellerman, Taxicab Administration Manager, replied that the City of San Diego taxicab drivers would not be allowed to pick up passengers within the City of Chula Vista unless that driver also had a City of Chula Vista taxicab permit.

Mr. McClellan asked if the El Cajon taxicab drivers could pick up passengers in the City of San Diego and also inquired if the insurance rate could be lowered for drivers. Mr. Kellerman stated that El Cajon taxicab drivers currently have suburban permits which allow the drivers to operate in all six other cities outside of San Diego. He said that if the Ordinance passes, the El Cajon drivers could also apply for a City of San Diego permit which would then allow them to also pick up passengers within the City of San Diego zone. Mr. Kellerman also stated that the insurance rate levels are not currently on the agenda for discussion. Mr. McClellan also inquired when the new required age of the cars would go into effect for the drivers. Mr. Kellerman stated that the age requirements for the cars would immediately go into effect for all new permit applicants and permit transfer applicants. He said that existing permit holders would need to comply with the new requirements by the year 2020. Ms. Cooney replied that if the El Cajon drivers applied for the City of San Diego permit, the drivers would have to immediately comply with all of the new rules.

Mr. Minto asked if there is a cap on how many taxicabs are allowed per permit. Ms. Cooney replied that a single permit is allowed per one vehicle. Mr. Minto inquired if a person or company would be allowed to purchase thousands of permits. Ms. Cooney replied that would be allowed.

Ms. Zapf inquired if the letters of intent were already sent out. Ms. Cooney replied that the letters are drafted and will be ready to send out if the Ordinance passes. Ms. Zapf asked how staff will deal with the potentially large influx of applications. Mr. Kellerman replied that staff will process applications as fast as possible, but the process will also depend on the applicants completing the mandatory requirements. He noted that MTS's inspection facility currently only holds one lift inspect vehicles. Ms. Zapf inquired how the fees are determined for the drivers. Mr. Kellerman stated that the fees will be determined based on demand. He said there is an application fee and then annual fees thereafter.

Mr. McClellan inquired if City of San Diego permit drivers are able to pick up in the City of El Cajon. Mr. Kellerman replied that is correct.

Ms. Rios asked if the application fee was refundable. Ms. Cooney replied that MTS will not remit any application fees. She also stated that the letter of intent fee would be a deposit towards the initial costs of licensing the vehicle. Ms. Rios asked for clarification regarding off street parking. Ms. Cooney replied that it would be up to the individual business to obtain off street parking.

Jan Goldsmith, San Diego City Attorney, commented on the inquiry if people could come from other cities and buy thousands of permits resulting in an unfair competition. He stated that there are laws at the State level to ensure that those actions do not happen and that fair competition is practiced.

PUBLIC COMMENTS

Sarah Saez – United Taxi Workers – Ms. Saez commented that there are currently multiple cities that do not have caps on their permit limits. She stated they have had a lot of support in lifting the cap on permits. Ms. Saez said that 89% of taxi drivers do not have their own permits

and can pay anywhere from \$400-\$900 per week to lease their vehicles. She stated that they support the staff recommendation for the proposed amendments to Ordinance No. 11. Ms. Saez referenced the United Taxi Workers position brief that was provided to the Board members for review.

Emily Howe – United Taxi Workers – Ms. Howe said they are in support of the proposed ordinance changes. She said that lifting the permit caps will improve competition and help make practices fair. Ms. Howe said that drivers have been leasing their permits for expensive costs every week and by releasing the cap, drivers will make more money and become independent.

Chris Morrison – United Taxi Workers – Mr. Morrison thanked MTS staff for the proposed changes to Ordinance No. 11. He said that these changes will help better the taxicab industry in the City of San Diego.

Mikel Hussein – United Taxi Workers – Mr. Hussein is the President of the United Taxi Workers and supports the amendments to Ordinance No. 11. He asked for clarification on the permit fees and the off street parking requirements. Mr. Hussein commented that they are in favor of the amendments, but believes there are other items in the Ordinance that will need to be clarified and worked on collaboratively.

Michel Anderson – San Diego Transportation Association – Mr. Anderson asked if the City of San Diego needs more taxicabs. He commented that there is not a visible need for more taxicabs. Mr. Anderson stated that Ordinance No. 11 calls for a study to be conducted every three years on the need and necessity of taxicabs. He said there should have been a study conducted in 2014, but no study was conducted. Mr. Anderson asked what will happen to the number of current taxicab permits if the proposed Ordinance changes pass. He said that there will be an increase in supply of taxicabs, but not necessarily a demand in taxicabs. Mr. Anderson stated that the City of San Diego regulates caps on many other businesses and should continue to regulate the taxicab permit cap. He said there is no evidence that there is a demand for more taxicabs. Mr. Anderson commented on the differences between the social networking transit industry and the taxicab industry. He stated that there has been no recent study to determine if the demand for taxicabs is greater than the current number of taxicabs currently holding a permit.

Chairman Mathis clarified that MTS cannot make any changes to the proposed Ordinance amendments without the changes being conducted on the City of San Diego side.

Michelle Krug – Ms. Krug applauded the work that has been done on the proposed amendments to the Ordinance. She commented that she does have a concern regarding the off street parking requirements. Ms. Krug also stated that she thinks it's unfair that current permit holders will not need to comply with vehicle requirements until the year 2020.

BOARD MEMBER COMMENTS

Ms. Emerald thanked the MTS staff, City of San Diego staff and taxicab industry. She said that she wants to see the same opportunity given to the taxicab drivers who are leasing cars from taxicab owners.

Ms. Cole commented that she supports the open market and the proposed amendments to the Ordinance.

Mr. Gloria commented that this is only a first step and there will be more components in order to obtain a free market approach. He also commented that there are companies such as Uber and Lyft that are currently in San Diego taking away business from the taxicab drivers. Mr. Gloria commented that a full cost recovery is the responsible approach and fees will need to be assigned accordingly. He said that the best practices at MTS will help implement the fees fairly. Mr. Gloria said he is in support of the motion today with the expectation that there will be continued work.

Ms. Zapf stated she feels that these changes were rushed and that there was no evidence of an increased demand for taxicabs. She commented that there have been studies about lifting permit caps on taxicabs and reviewed the negative results of those studies. Ms. Zapf stated that she would have liked to see a slower approach towards these proposed amendments. She said that she feels there will be unintended consequences if these changes are passed.

Ms. Salas commented that she hears from Chula Vista taxicab drivers and their concerns. She stated that these changes will help implement a better network of service all around San Diego. Ms. Salas said that she feels the market will self-regulate.

Mr. Minto inquired about City Attorney Jan Goldsmith's comments regarding the State fairness laws. Mr. Minto discussed a San Diego State University survey that was conducted related to taxicab driver wages. He asked if there will be decreased service in the City of Santee as a result of these changes. Lastly, Mr. Minto asked what will happen if these proposed changes do not work.

Mr. Cunningham inquired if the City Council amended their Policy to mandate taxicab vehicles to have cameras. Ms. Cooney referenced Council Policy 500-02 and replied that within the Policy it mentions a requirement for security cameras in taxicab vehicles. Ms. Cooney noted that the State of California does not allow a taxicab to have a continuous recording camera, but event recording cameras are allowed. She said that due to continuous talk of legislation being proposed to change the law and allow continuous recording cameras, MTS is waiting to impose these changes as a cost savings to the permit holders. Ms. Landers also commented that staff is not outright rejecting the City's proposal on the cameras however, according to State law, a continuous recording camera is not allowed. She noted that MTS is advocating for changing the types of required cameras at the State level within MTS's Legislative Program.

Mr. Roberts commented on the lack of the taxicab study being conducted. He stated that he believes there will be unintended consequences in the other cities if the proposed changes are passed.

Chairman Mathis stated that his concern is that this is a growing burden on MTS. He commented that there are still many unknowns about what the results will be from these potential changes.

Mr. Gastil commented that he believes conducting a study would not provide any new information that we don't already know. He believes that we can learn more by looking at other similar cities. He commented that raising the supply is not the issue, and that leveling the nature and control of the industry is the issue. He commented that he believes these proposed changes are a good solution.

Mr. McClellan commented that he feels the industry is moving in the right direction by decreasing regulation and increasing competition.

Action Taken

Ms. Emerald moved to: (1) read the title of Ordinance No. 11, and Ordinance Providing for the Licensing and the Regulating of Transportation Services within the City by the Adoption of a Uniform Paratransit Ordinance; (2) waive further readings of the ordinance; (3) adopt the proposed ordinance amendments; and (4) direct publication of an ordinance summary. Ms. Cole seconded the motion, and the vote was 12 to 3 in favor, with Bragg, Cole, Cunningham, Emerald, Gastil, Gloria, Mathis McClellan, McWhirter, Rios, Salas, and Woiwode voting aye and Minto, Roberts and Zapf voting nay.

CLOSED SESSION

PUBLIC COMMENTS – CLOSED SESSION (TAKEN OUT OF ORDER)

Lidia Gomez – ATU Local 1309. Ms. Gomez commented about mandatory call backs. She stated that she has had a mandatory call back every week since April 2014. Ms. Gomez said that she is fatigued and is not able to make plans or appointments due to the mandatory call backs. She also commented that she does not have a pension and would like to see an agreement met to include a pension as part of their contract negotiations.

Peter Cronin – ATU Local 1309. Mr. Cronin commented about mandatory overtime requirements. He said that operators who have Saturdays and Sundays off are being called back for mandatory overtime on a regular basis. Mr. Cronin stated that he cannot make plans for doctor's appointments because of mandatory call back requirements.

Christopher Todd – ATU Local 1309. Mr. Todd stated that he has worked for MTS as a bus driver for 27 years. He said that he is fortunate to have a pension when he retires, but the bus drivers now will unfortunately not have a pension. Mr. Todd stated that mandatory call backs have been misused and the retention level for new drivers is very low. He commented that there has been some progress in negotiations with improving the mandatory call back issue, but there are still matters that need to be addressed. He asked the Board to take these issues into consideration and to help guide negotiations toward a fair and equitable contract for its members.

Rudy Chicas – ATU Local 1309. Mr. Chicas gave up his spot to speak so Christopher Todd could have a longer speaking slot.

Lisa Fair – ATU Local 1309. Ms. Fair stated that she first came to work for San Diego Transit 24 years ago as a part time bus operator. She compared her rate of pay when she originally started versus the current beginning rate of pay. Ms. Fair stated that she used to have health benefits with no cost and a pension. She commented that Mr. Jablonski had previously provided a presentation in 2012 regarding MTS's economic state and that a cost savings was necessary during those negotiations. Ms. Fair stated that ATU wants a fair and equitable contract. She said there are still issues being discussed in the contract negotiations. She stated that one of the issues being discussed is paying 8% by the year 2017 for the defined benefit contribution.

Jesse Aston-Smith – ATU Local 1309. Mr. Aston-Smith gave up his spot to speak so Lisa Fair could have a longer speaking slot.

Paul Jenkins – ATU Local 1309. Mr. Jenkins gave up his spot to speak so Lisa Fair could have a longer speaking slot.

24. Closed Session Items

The Board convened to Closed Session at 11:05 a.m.

- a. CLOSED SESSION – PUBLIC EMPLOYEE PERFORMANCE EVALUATION/CONFERENCE WITH LABOR NEGOTIATORS – CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Harry Mathis
Employee: Paul C. Jablonski
- b. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS Pursuant To California Government Code Section 54957.6
Agency: San Diego Transit Corporation and San Diego Trolley, Inc.
Agency-Designated Representative: Jeff Stumbo
Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Flaggers)
Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Train Operators, Electromechanics, Services and Clerical)
Employee Organization: Transit Enforcement Officers Association (Representing Code Compliance Inspectors)
Employee Organization: Amalgamated Transit Union, Local 1309 (Representing Bus Operators and Clerical Employees at SDTC)

The Board reconvened to Open Session at 11:56 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board conducted a performance evaluation for the CEO and gave instructions to its labor negotiator.
- b. The Board received a report from negotiators.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

31. San Diego Metropolitan Transit System (MTS) Bus Shelters – Contract Award (Rob Schupp)

Rob Schupp, Director of Marketing and Communications, provided a presentation on the MTS Bus Shelter Contract Award. Mr. Schupp provided a background on the current shelters and reviewed the current management of the bus shelters. He reviewed the RFP process, the basis for recommending Brasco, the work plan and price, the proposed contract details, and the design examples. He presented pictures and described the details of the proposed shelters and the next steps going forward.

Ms. Zapf inquired about the issue of cigarette butts around the bus shelters. Mr. Schupp replied that MTS has an ordinance that smoking is not allowed within 25 feet of bus shelters. Mr. McWhirter inquired about the size of the trash receptacles. Mr. Schupp replied Clear Channel maintains the shelters and the trash receptacles. He stated that if there are some shelters that have issues with overflowing trash, Clear Channel will go out to those specific shelters more often to better maintain the trash.

Ms. Emerald inquired about the solar lights and if they will be on timers. Mr. Schupp replied that the lights will be on timers. Ms. Emerald also asked if there is a list of the shelters that will be replaced. Mr. Schupp stated that all of the shelters will eventually be replaced. He said that they have a preliminary idea of where the first 50 shelters will be replaced and will provide that list.

Mr. Roberts commented that in addition to the new design of the shelters, the shelters will also continue to bring in revenue from the advertising space.

Action Taken

Mr. Minto moved to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0615.0-14 with Brasco International, Inc. (Brasco) for the provision of bus shelters. Ms. Zapf seconded the motion, and the vote was 13 to 0 in favor with Ms. Rios and Ms. Salas absent.

REPORT ITEMS

45. Operating Revenue Report (Sharon Cooney)

This item was deferred to the March 12, 2015 meeting.

46. Quarterly Performance Monitoring Report (Denis Desmond)

This item was deferred to the March 12, 2015 meeting.

47. Operations Budget Status Report for December 2014 (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis, provided a brief report on the operations budget status for December 2014.

Action Taken

Informational item only. No action taken.

60. Chairman's Report

Chairman Mathis reported that the restoration is now complete on the 530 Vintage Trolley. He stated that there will be a formal ceremony commissioning the 530 car in a few weeks.

61. Audit Oversight Committee Chairman's Report

There was no Audit Oversight Committee Chairman's Report.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he attended the APTA Transit CEO's and General Manager's Conference in Phoenix.

63. Board Member Communications

Mr. Roberts reported that there is \$150 million in the President's budget for the Mid-Coast Project.

Mr. Jablonski commented that April 9th is being nationally recognized as 'Stand Up for Transportation Day'.

Mr. Gloria commented on the recent bike share program deployment. He stated that in two weeks there have been 3,000 unique users. Mr. Gloria said that he would like to have discussions in the future about utilizing MTS property for more bike share stations.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is March 12, 2015.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:12 p.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:



Clerk of the Board
San Diego Metropolitan Transit System



General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 12, 2015

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 11:05 a.m.

RECONVENE: 11:56 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: 1

ADJOURN: 12:12 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
COLE	<input checked="" type="checkbox"/> (Alvarez) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
EMERALD	<input checked="" type="checkbox"/> (Alvarez) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
GLORIA	<input checked="" type="checkbox"/> (Alvarez) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
MATHIS	<input checked="" type="checkbox"/>	9:05 a.m.	12:12 p.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:05 a.m.	10:45 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:08 a.m.	12:12 p.m.
SALAS	<input checked="" type="checkbox"/> (Miesen) <input type="checkbox"/>	9:05 a.m.	11:56 a.m.
WOIWODE	<input checked="" type="checkbox"/> (Sandke) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.
ZAPF	<input checked="" type="checkbox"/> (Alvarez) <input type="checkbox"/>	9:05 a.m.	12:12 p.m.

SIGNED BY THE CLERK OF THE BOARD:



CONFIRMED BY THE GENERAL COUNSEL:





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San Diego, CA 92101-7490
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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2015, through March 31, 2016, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

Budget Impact

The preliminary renewal premium would be a maximum of \$1,179,416, which is a 2.25% or \$26,600 decrease over last year's actual premium of \$1,206,016. The premium is anticipated to be charged against the budgets of MTS (\$10,501), SDTC (\$305,444), and SDTI (\$863,471). The premium will be split between fiscal years 2015 and 2016 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/15 - 03/31/16			
Agency	FY 15	FY 16	Total Premium
MTS	\$2,625	\$7,876	\$10,501
SDTC	\$76,361	\$229,083	\$305,444
SDTI	\$215,868	\$647,603	\$863,471
TOTAL	\$294,854	\$884,562	\$1,179,416

DISCUSSION:

MTS's current property insurance policy will expire on March 31, 2015. This line of coverage insures against physical damage, vandalism and theft caused to the real and personal property of MTS, SDTC, and SDTI. The coverage is obtained through the



California State Association of Counties – Excess Insurance Authority (CSAC-EIA) which is a joint purchase group of 52 California counties and 29 other California public entities. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC-EIA.

The CSAC-EIA Property Program is a complex layering of multiple insurance carriers, including both domestic and international insurers. Some of the CSAC-EIA members, including both the City and County of San Diego, have purchased earthquake insurance in the past. MTS and its entities have traditionally elected not to purchase this optional coverage.

Due to the size of its membership, the CSAC-EIA Program has tremendous premium purchasing power. Special form perils coverage provides risk protection on most perils (including terrorism), and causes of loss unless specifically excluded by the policy. Some of the perils excluded in MTS's program include earthquake, wear and tear, pollution, war risk, employee fraud, nuclear radiation, and loss to landscaping, money, or watercraft. These exclusions do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered.

The proposed renewal policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: 1) \$25,000 for real estate & personal contents property; 2) \$100,000 for bus collisions; 3) \$250,000 for light rail vehicle collisions; 4) \$250,000 comprehensive coverage on the combined rolling stock (buses and light rail vehicles); and 5) \$1.5 million on roads, bridges, and tunnels. Loss valuation is generally calculated on a replacement cost basis.

This year's premium is decreasing by approximately \$26,600 or 2.25% over the previous year. The premium decrease is particularly noteworthy in light of the fact that the agencies' total reported insurable values increased by \$13,642,870 from \$1,209,684,710 in March 2014 to \$1,223,327,580 in March 2015. The primary reason for the favorable premium reduction is that the property insurance market fared much better worldwide in 2014 than in previous years. This has resulted in a softer property insurance market overall.

A secondary reason for the premium decrease was due to the CSAC-EIA making a three year, pre-paid deal with the primary property insurance carrier, Lexington, for the first \$25M in coverage limits. This is year two of the three year deal.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619-557-4513, Sharon.Cooney@sdmts.com

Attachment: A. Preliminary Premium Allocations for MTS, SDTC, & SDTI

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2015 to March 31, 2016**

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM - METROPOLITAN TRANSIT DEVELOPMENT
BOARD**

DATE: March 2, 2015

REASON FOR REVISION OF PREMIUM ALLOCATION: 2015/2016 UPDATED RENEWAL ESTIMATE

2015/2016 TOTAL ESTIMATED ANNUAL PREMIUM:	\$10,501
2014/2015 TOTAL ANNUAL PREMIUM:	\$10,681
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	-1.69%
2015/2016 TOTAL REPORTED INSURABLE VALUES*:	\$37,683,295
2014/2015 TOTAL REPORTED INSURABLE VALUES:	\$36,801,255
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	2.40%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$37,392,825	0.0195	\$7,283
Terrorism, Boiler & Machinery, Brush Fire and Green (Miscellaneous Other Coverages)			\$1,410
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$290,470	0.1800	\$523
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$ 0	0.0000	\$0
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0089	\$ 0
Total Estimated Annual Premium			\$9,215
Estimated Taxes and Fees			\$ 44
Estimated EIA Administration Fees			\$1,157
Estimated Pre-Paid Balance Adjustment			\$ 85
No Claims Bonus (2013/14)			\$ 0
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of February 17, 2015	ESTIMATED COLLECTIBLE PREMIUM		\$10,501

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2015 to March 31, 2016**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TRANSIT CORPORATION

DATE: March 2, 2015

REASON FOR REVISION OF PREMIUM ALLOCATION: 2015/2016 UPDATED RENEWAL ESTIMATE

2015/2016 TOTAL ESTIMATED ANNUAL PREMIUM:	\$305,444
2014/2015 TOTAL ANNUAL PREMIUM:	\$305,836
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	-0.13%
2015/2016 TOTAL REPORTED INSURABLE VALUES*:	\$224,416,401
2014/2015 TOTAL REPORTED INSURABLE VALUES:	\$210,476,670
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	6.62%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$71,137,466	0.0588	\$41,827
Terrorism, Boiler & Machinery, Brush Fire and Green (Miscellaneous Other Coverages)			\$7,605
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$703,803	0.1800	\$1,267
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$152,575,132	0.1600	\$244,120
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0415	\$ 0
Total Estimated Annual Premium			\$294,819
Estimated Taxes and Fees			\$1,402
Estimated EIA Administration Fees			\$5,023
Estimated Pre-Paid Balance Adjustment			\$4,199
No Claims Bonus (2013/14)			\$ 0
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of February 17, 2015	ESTIMATED COLLECTIBLE PREMIUM		\$305,444

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2015 to March 31, 2016**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TROLLEY, INC.

DATE: March 2, 2015

REASON FOR REVISION OF PREMIUM ALLOCATION: 2015/2016 UPDATED RENEWAL ESTIMATE

2015/2016 TOTAL ESTIMATED ANNUAL PREMIUM:	\$863,471
2014/2015 TOTAL ANNUAL PREMIUM:	\$891,410
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	-3.13%
2015/2016 TOTAL REPORTED INSURABLE VALUES*:	\$1,236,577,580
2014/2015 TOTAL REPORTED INSURABLE VALUES:	\$1,209,684,710
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	2.22%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$751,747,058	0.0168	\$126,070
Terrorism, Boiler & Machinery, Brush Fire and Green (Miscellaneous Other Coverages)			\$43,766
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$1,914,417	0.1800	\$3,446
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$481,916,105	0.1367	\$658,985
C. Mobile Equipment (Non-highway licensed)	\$1,000,000	0.1500	\$1,500
D. Fine Arts (scheduled)	\$ 0	0.0090	\$ 0
Total Estimated Annual Premium			\$833,767
Estimated Taxes and Fees			\$3,966
Estimated EIA Administration Fees			\$14,207
Estimated Pre-Paid Balance Adjustment			\$11,531
No Claims Bonus (2013/14)			\$ 0
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of February 17, 2015			\$863,471
ESTIMATED COLLECTIBLE PREMIUM			\$863,471



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

FEDERAL LEGISLATIVE REPRESENTATION – CONTRACT EXTENSION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute the Partial Assignment No. 1 (Attachment A) of the San Diego Association of Governments (SANDAG) two (2) year contract extension with Peyser Associates, LLC effective May 1, 2015.

Budget Impact

The total estimated cost of this agreement would not exceed \$108,000, which is funded under 902-53116. The MTS costs for the contract extension are as follows:

5/1/15 through 4/31/16 = \$54,000
5/1/16 through 4/31/17 = \$54,000
Total = \$108,000

DISCUSSION:

As part of the consolidation of the region's transportation agencies, SANDAG initiated a joint procurement for federal legislative services in 2005. The purpose of the joint procurement was to enhance the federal advocacy efforts of North County Transit District (NCTD), SANDAG, and MTS. The MTS Board approved funding for a contract with the chosen firm, Blank Rome Government Relations, LLP, on October 27, 2005.

The original contract with Blank Rome included a one-year base contract with four option years, all of which were exercised. Subsequently, SANDAG, with the concurrence of MTS and NCTD, amended the contract to add two more years to the contract. In 2012 SANDAG again amended the contract to extend it by 30 months and assigned the remainder of the contract to Peyser Associates, LLC when Peter Peyser, the principal on SANDAG's account since 2005, left Blank Rome to start his own firm.



Mr. Peyser has provided assistance in a number of areas, including reauthorization of the Surface Transportation Act, the region's navigation of the New Starts process for its proposed extension of the Trolley, alternative fuel tax credits, and various regulatory matters.

Retention of Peyser Associates for an additional 24-month period is being recommended by SANDAG to maintain continuity of representation during this critical period in gaining federal funding for the next extension of the Trolley. The federal New Starts process is complex and lengthy, and local agencies benefit from having strong representation in Washington to advocate on their behalf. MTS staff agrees that retention of Peyser Associates is in the best interest of advancing the Mid-Coast Trolley Extension Project.

While the total cost of SANDAG's contract will be \$11,300 less annually than when the contract was shared with NCTD, MTS's cost for federal legislative services will increase under this assignment due to NCTD's decision to seek Washington representation independently. In prior years MTS reimbursed SANDAG for 25% of the total contract with Peyser; MTS's new reimbursement will be for 37% of the contract. Staff believes that retention of Peyser Associates will provide MTS with strong advocacy support in Washington at a favorable fixed price.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Partial Assignment No. 1, MTS Doc. No. G0980.6-06 (Ref: SANDAG Contract No. 5004488)

MTS Doc. No. G0980.6-06

**PARTIAL ASSIGNMENT NO. 1 OF CONTRACT FOR
SAN DIEGO ASSOCIATION OF GOVERNMENT'S
FEDERAL LEGISLATIVE REPRESENTATION SERVICES WITH PEYSER ASSOCIATES, LLC
CONTRACT NO. 5004488**

THIS PARTIAL ASSIGNMENT NUMBER 1 AND ASSUMPTION OF CONTRACT FOR FEDERAL LEGISLATIVE REPRESENTATION Services (herein after "Assignment") is made and entered into, between the San Diego Association of Governments (SANDAG), a public agency (hereinafter "Assignor"), Metropolitan Transit System (MTS), a public agency (hereinafter "Assignee"), and Peyser Associates, LLC (hereinafter Contractor).

WHEREAS, Assignor entered into a Federal Legislative Representation Services contract with Contractor on May 1, 2015, SANDAG Contract No. 5004488;

NOW THEREFORE, the parties agree as follows:

1. Assignor hereby assigns, transfers, and sets over unto Assignee a \$108,000 portion of Assignor's interest in its contract for Federal Legislative Representation Services, Contract No. 5004488, a copy of which is incorporated herein by reference.
2. Assignee hereby: (i) accepts the partial assignment of Assignor's interest in the Federal Legislative Representation Services contract; (ii) assumes the relevant portion of Assignor's obligations under the Contract, and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the Federal Legislative Representation Services Contract No. 5004488 or task or work orders issued by Assignee.
3. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning SANDAG Contract No. 5004488.
4. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.
5. All tasks or work orders issued by Assignee shall be labeled with a letter or other distinct numbering designation that clearly distinguishes the documents from Task Orders issued by Assignor to Contractor.
6. This Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

The effective date of this assignment is on or after February _____, 2015.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Assignment to be executed and delivered as of the date of the Contractors signature.

Assignor:

Assignee:

San Diego Association of Governments

Metropolitan Transit System

for  2-21-2015
GARY L. GALLEGOS Date
Executive Director or designee

PAUL C. JABLONSKI Date
Chief Executive Officer

Approved as to form:

Approved as to form:

 2-20-15
Office of the General Counsel Date

Office of the General Counsel Date

Contractor hereby consents to the assignment from SANDAG to MTS and releases SANDAG from any and all liability associated with performing any work for MTS as a result of this Assignment. Consent granted on this 17th of FEBRUARY, 2015.

PEYSER ASSOCIATES, LLC

 2/17/15
PETER A. PEYSER Date
Principal



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

FISCAL YEAR 2014-2015 LOW CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) FUNDING

RECOMMENDATION:

That the Board of Directors:

- 1) adopt Resolution No. 15-4 which agrees to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects;
- 2) authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and
- 3) authorize the use of, and application for, \$1,204,141 in Fiscal Year 2014-2015 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities.

Budget Impact

None. There are no matching requirements for LCTOP funding.

DISCUSSION:

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 (SB 862). The LCTOP is a formula-based program which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As a condition of the LCTOP, the San Diego Metropolitan Transit System (MTS) must agree to comply with specific terms and conditions outlined in the LCTOP Certification



and Assurances Form. In addition, the Board of Directors must authorize the CEO, or their designated representative, to execute all required documents of the LCTOP and amendments thereto with the California Department of Transportation. MTS's allocation of \$1,204,141 will be used to fund the following projects: Old Town Transit Center West Improvements (\$473,141), El Cajon Transit Center (\$630,000), and Access to Transit Improvements (\$101,000). Please see the following project descriptions:

Old Town Transit Center West Improvements – This project includes rehabilitation and/or replacement of passenger amenities and the construction of two to four new bus bays at the Old Town Transit Center to increase capacity at the station.

El Cajon Transit Center – This project includes the replacement of existing shelters, trash receptacles, and benches at the El Cajon Transit Center.

Access to Transit Improvements – This project includes the widening of existing sidewalk at 23 bus stop locations to meet current ADA requirements.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Resolution No. 15-4

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 15-4

Resolution Approving Fiscal Year 2014-2015 Low Carbon Transit Operations (LCTOP) Funding

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the San Diego Metropolitan Transit System (MTS) wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer and designated representatives.

WHEREAS, the San Diego Metropolitan Transit System (MTS) will apply for and use \$1,204,141 in Fiscal Year 2014-2015 LCTOP funding for the following projects: Old Town Transit Center West Improvements (\$473,141), El Cajon Transit Center (\$630,000), and Access to Transit Improvements (\$101,000).

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, and applicable statutes, regulations, and guidelines for all Low Carbon Transit Operations (LCTOP) funded transit projects.

BE IT FURTHER RESOLVED by the San Diego Metropolitan Transit System Board of Directors that the Chief Executive Officer, or designated representative, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the San Diego Metropolitan Transit System Board of Directors that the San Diego Metropolitan Transit System be authorized to apply for and use \$1,204,141 in Fiscal Year 2014-2015 LCTOP funding for the following capital projects: Old Town Transit Center West Improvements (\$473,141), El Cajon Transit Center (\$630,000), and Access to Transit Improvements (\$101,000).

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2015 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

FLUSHING UNITS FOR LIGHT RAIL VEHICLE BRAKING SYSTEMS – SOLE SOURCE
PURCHASE ORDER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to Knorr Brake Company LLC (Knorr), for the procurement of three (3) Knorr brake flushing systems on a sole source basis.

Budget Impact

The total value of this agreement will not exceed \$160,380.00 which includes freight and California sales tax. Funding will be from MTS Capital Improvement Program (CIP) project number 11382-0200.

DISCUSSION:

Background

San Diego Trolley, Inc. (SDTI) operates a fleet of 128 light rail vehicles (LRV). These LRVs were manufactured by Siemens in 1995 and 2003, and from 2010 thru 2014. With the retirement of the older U2 fleet, MTS's fleet is now standardized to hydraulic braking systems, resulting in an increase in maintenance support needs. To make certain that existing maintenance capacity remains at the highest level, staff recommends MTS acquire an additional three (3) hydraulic flushing units to supplement the two (2) that are currently in place.

The brake system used on MTS's fleet were designed and built by Knorr due to SDTI's very strict specifications. This was necessary to ensure safety remained paramount as the LRVs move through the varied operating environments inherent in MTS's operating area. As an added layer of protection, SDTI's maintenance procedures require that only



fully compatible parts, tools, and equipment shall be used in the maintenance and repair of its fleet. All drawings, specifications, and processes used in the manufacturing of the braking system are proprietary to Knorr, and no other sources exist for this product in today's market. A review of previous procurement history shows that the price of \$49,500.00 per unit offered by Knorr is fair and reasonable. With California sales tax, the total cost of this procurement is detailed as follows:

Item Description	Quantity	Unit Price	Extended Price
Knorr Flushing Units	3	\$ 49,500.00	\$ 148,500.00
California Sales Tax			\$ 11,880.00
Grand Total			\$ 160,380.00

MTS staff completed an independent cost estimate (ICE), and the actual MTS price is 8% lower than the ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue a purchase order to Knorr for the procurement of three (3) Knorr brake flushing systems on a sole source basis totaling \$160,380.00.



Paul C. Jablonski
Chief Executive Officer

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



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

MASTER INFORMATION SWITCHING TECHNOLOGY (IST)/SWITCH SOFTWARE
LICENSE AGREEMENT - FIDELITY INFORMATION SERVICES

RECOMMENDATION:

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

- 1) Execute MTS Doc. No. G1808.0-15 (in substantially the same format as Attachment A), with Fidelity Information Services, LLC (FIS), for the assignment of the FIS Master IST/Switch Software License Agreement from SANDAG to MTS beginning in fiscal year (FY) 2015; and
- 2) Issue a Purchase Order to FIS, on a sole source basis, for the upgrade of the IST/Switch Software from version 7.4 to version 7.7 in support of the MTS Compass Card Program.

Budget Impact

The assignment of the agreement has no cost implications to MTS, however once the assignment has been completed, MTS will become responsible for the annual IST/Switch maintenance fees. The total estimated cost of the annual IST/Switch maintenance fees are estimated at \$246,994.34 covering the period of September 2014 through August 2020, as follows:

Annual Maintenance	Cost
2015	\$ 37,051.34
2016	\$ 40,342.00
2017	\$ 41,149.00
2018	\$ 41,972.00
2019	\$ 42,812.00
2020	\$ 43,668.00
Total Cost	\$ 246,994.34



Funding will be from the MTS Compass Card program operation account (532-53910) and will be included in the annual MTS operating budget.

The total cost to upgrade the IST/Switch software from version 7.4 to 7.7 will not exceed \$154,200.00 and is funded as follows:

CIP# 11380	Professional Services	\$139,200.00
CIP# 11380	Tokenization Server	\$12,500.00
IT Dept. Operating Acct # 532-53910	Tokenization Server Maintenance	\$2,500.00
	Total Cost of Upgrade	\$154,200.00

DISCUSSION:

Regional Automated Fare Collection System

In August 2002, MTS competitively procured a Regional Automated Fare Collection System which was awarded to Cubic Transportation Systems, Inc. (Cubic) under contract number G0794.0-03. In December 2003, SANDAG took responsibility of the Fare Collection System in San Diego County and assumed the Cubic agreement. A portion of this agreement was for Cubic to competitively procure a vendor capable of establishing a debit/credit gateway with a standard banker interface. Consequently, Cubic awarded a contract to eFunds Canada, which in 2008, was purchased by FIS. In March 2004, Cubic assigned the Master Software License Agreement to SANDAG. In July 2014, MTS assumed the management of the Fare Collection System and all of its technology related components and services including the support services previously handled by SANDAG.

IST/Switch Software

A critical component of this complex fare technology system is the IST/Switch software that allows MTS passengers to complete their purchase of fare instruments at Ticket Vending Machines (TVM). The IST/Switch encrypts debit/credit card information before they are sent to the payment gateway, and once the transaction is processed, it takes the approval or declination information from the payment gateway back to the TVM to complete the transaction. FIS licenses the use of this technology and this assignment will transfer that license from SANDAG to MTS. The license has been in effect since the system was deployed and will be required for as long as MTS utilizes the IST/Switch software. Once the assignment has been completed, MTS will be responsible for the annual IST maintenance fees described previously. There is no expiration on the agreement and annual maintenance fees are due for as long as we utilize the IST/Switch.

The IST/Switch software is a vital and proprietary component of the Compass Card system; therefore staff recommends the assignment of the Master Software License Agreement from SANDAG. There are currently no known third party resellers or service providers for this product. The estimated maintenance cost for the software through August 2020 is \$246,994.34.

In addition to taking on the responsibility for the software through the assignment of the license agreement and maintenance obligations, the IST/Switch software also needs to be upgraded from the currently deployed version 7.4 to the most recent version 7.7. The upgrade is required to maintain the integrity of the system and is necessary for Data Security Standard Compliance which helps MTS protect cardholder information. The cost of this upgrade is \$154,200.00. The cost of the software upgrade and maintenance coverage for this system is, on average, in line with other vendor upgrades and maintenance services for vendor specific software. Staff has determined that pricing for the upgrade and maintenance coverage and use of the FIS software is fair and reasonable.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No.G1808.0-15

ATTACHMENT A

**ASSIGNMENT AND ASSUMPTION
OF MASTER SOFTWARE LICENSE AGREEMENT**

THIS ASSIGNMENT AND ASSUMPTION OF Master Software License Agreement ("Assignment") is made and entered into as of the _____ day of March, 2015, by and between SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG), with a mailing address of 401 B Street, Suite 800, San Diego, California 92101 (Assignor) and SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS), with an address at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101 (Assignee).

WITNESSETH:

WHEREAS, on or about September 16, 2002, the Metropolitan Transit Development Board (also known as MTS) awarded Contract G0794.0-03 to Cubic Transportation Systems ("Cubic") for a regional automated fare collection system; and

WHEREAS, on or about March 15, 2004, Cubic entered into a Master Software License Agreement ("License Agreement") with eFunds Canada Corporation, bearing the number CUB-0403-LA-001, following a competitive procurement to select a vendor capable of establishing a debit/credit gateway with a standard banker's interface; and

WHEREAS, on or about September 12, 2006, Amendment 1 to the License Agreement bearing the number CUB-0403-LA-001-AMD1 (Amendment 1) was agreed to by the parties; and

WHEREAS, Fidelity Information Systems ("FIS") acquired eFunds Canada Corporation in 2007; and

WHEREAS, on or about September 25, 2008, eFunds Canada Corporation, Cubic, and SANDAG entered into an agreement which transferred the License Agreement from Cubic to SANDAG; SANDAG #5001113; and

WHEREAS, on or about June 24, 2010, eFunds Corporation and SANDAG entered into an amendment to the License Agreement (SANDAG Contract No. 5001113), confirming SANDAG's assumption of the License Agreement, as amended, and making further amendments to the License Agreement; and

WHEREAS, SANDAG, MTS and North County Transit District entered into Addendum No. 21 on July 14, 2014, under which it was agreed to transition the Compass Card Program to MTS.

WHEREAS, Assignor desires to assign all of its rights, obligations, and interest in and to the License Agreement, and Assignee desires to assume all of Assignor's rights, obligations, and interest in and to the License Agreement.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. SANDAG hereby assigns to Assignee all of its rights, obligations and interest in and to the License Agreement.
2. MTS assumes and agrees to perform, as of the Effective Date first noted above, all of the obligations, duties and covenants of SANDAG under the License Agreement, as amended, arising out of

and to be performed and observed pursuant to the License Agreement, including any amendments thereto.

3. MTS hereby agrees that, upon effectiveness of this Assignment, MTS will be bound by, and will pay, perform and otherwise discharge the obligations and liabilities of SANDAG under, the License Agreement (whether accruing or arising before or after the effective date of this Assignment).

4. Other than the assignment and transfer of the License Agreement to MTS, nothing contained in the Assignment or in this consent is intended to supersede or modify any of the terms of the License Agreement, and the License Agreement remains in full force and effect.

5. This Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above, by the proper officers duly authorized hereunto.

ASSIGNOR:

SANDAG

By: _____
Name:
Title:

ASSIGNEE:

MTS

By: _____
Name:
Title:

CONSENT TO ASSIGNMENT

Reference is made to the ASSIGNMENT AND ASSUMPTION TO ASSIGNMENT OF MASTER SOFTWARE LICENSE AGREEMENT (the "Assignment") dated March ___, 2015 by which SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) is purportedly assigning and transferring all of SANDAG's rights, burdens, liabilities, responsibilities and obligations under a certain Master Software License Agreement with eFunds Canada Corporation dated March 15, 2004 (as amended, the "License Agreement") to SAN DIEGO METROPOLITAN TRANSIT SYSTEM ("MTS"). SANDAG has requested that Fidelity Information Services, LLC ("FIS"), as successor in interest to eFunds Canada Corporation, consent to the Assignment of the License Agreement from SANDAG to MTS.

Fidelity Information Services, LLC hereby consents to the above-described Assignment and hereby releases and discharges SANDAG from any and all liabilities for the performance of any covenants, duties or obligations which have accrued or will accrue under the Agreement. FIS's approval of and consent to the Assignment and the Merger is, however, effective only if and to the extent that MTS has agreed in writing to assume the obligations and liabilities of SANDAG under the License Agreement and has provided FIS with an executed copy of said Assignment. To the extent that SANDAG fails to deliver an executed copy of said Assignment, then FIS's consent, release, and discharge shall not be effective.

**FIDELITY INFORMATION SERVICES, LLC
for itself and its Affiliates**

By: _____
Pamela K. Phillips
Senior Vice President and
Deputy General Counsel

Dated: September ___, 2014



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

ENVIRONMENTAL HEALTH AND SAFETY SPECIALIST POSITION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to add one (1) Environmental Health and Safety Specialist to the fiscal year 2015 budget, increasing total Full Time Equivalent (FTE) positions from 0 to 1.

Budget Impact

Total annual cost (wage and benefits) of approximately \$18,314, as part of cost is offset by elimination of electro-mechanic position. Position will be in Salary Grade #9 (\$61,093 to \$98,802).

DISCUSSION:

The Environmental Health and Safety Specialist would be responsible for ensuring MTS's compliance with local, State and Federal safety rules and requirements that are applicable to the handling, storage and disposal of hazardous materials.

Regulatory compliance requirements for MTS have increased significantly over the past several years. Compliance with various federally mandated programs is a condition of MTS's federal funding. In addition, when new state laws are enacted, adjustments are required to MTS policies and procedures. Because of these expanded regulatory requirements, and the high risks associated with failure to comply, MTS's compliance efforts would benefit from a dedicated Environmental Health and Safety Specialist to stay abreast of new and changing requirements or federal guidelines, assist staff in developing and implementing compliance monitoring programs, and provide additional support in advance of state and local audits.

A survey of similarly sized transit agencies revealed that MTS devotes far fewer staff to environmental health and safety management and compliance. MTS employs two staff



dedicated to managing and improving MTS's safety culture and initiatives – one Safety Manager at MTS Bus and one System Safety Manager at MTS Rail. While these employees have done an admirable job in their roles, we believe environmental health and safety management requires unique skills, special education and experience and a dedicated, focused position to ensure strict regulatory compliance.

The Environmental Health and Safety Specialist's primary goals are:

1. To centralize ever-increasing regulatory compliance responsibilities associated with hazardous materials and environmental safety management.
2. To ensure risk is minimized as it relates to regulatory reporting standards pertaining to hazardous materials and environmental safety business plans that are department specific and agency-wide.
3. To provide a continuous agency-wide auditing process ensuring employees responsible for all aspects of hazardous materials processing, storage, use and documentation, is performed in compliance with State and Federal regulatory standards and requirements.

A Position Description outlining a detailed list of duties and responsibilities is attached.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, Director of Human Resources and Labor Relations,
619.557.4509, jeff.stumbo@sdmts.com

Attachment: A. Environmental Health and Safety Specialist Position Description



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METROPOLITAN TRANSIT SYSTEM POSITION DESCRIPTION

TITLE:	Environmental Health and Safety Specialist
DEPARTMENT:	Safety
REPORTS TO:	Chief Operating Officer – Transit Services and Chief Operating Officer – MTS Rail
FLSA JOB STATUS:	Exempt

Maintaining efficiency and economy in operations management requires flexibility in job assignments. While each employee shall have a primary responsibility for the job that employee has been hired for or later promoted to, each employee may be expected to perform other jobs from time to time.

SUMMARY:

The Environmental Health and Safety Specialist is responsible for ensuring the compliance of all local, State and Federal safety rules and regulations that are applicable to the handling, storage and disposal of hazardous materials. The Environmental Health and Safety Specialist reviews and analyzes work environments and develops regulatory compliance programs, monitoring processes and related-training in order to ensure adherence to all requirements.

EXAMPLES OF DUTIES:

Essential Functions

- Develops, implements and oversees Environmental Health and Safety (EH&S) policies and procedures.
- Plans, develops and maintains facility-specific required Hazardous Materials Business Plans, Spill Prevention Control and Countermeasure Plans, Hazardous Waste Source Reduction Plans, EH&S manuals and record keeping systems for multiple MTS facilities.
- Reviews, implements and administers complex regulatory safety plans and programs by reviewing technical reports, training programs and bid documents, ensuring programs are revised and implemented as necessary and that proper training is conducted for affected employees.
- Develops, coordinates and participates in industrial hygiene and environmental safety programs such as chemical hazard communications, alternate fuel safety (compressed



Environmental Health and Safety Specialist
Page 2 of 4

natural gas & hybrid buses), blood borne pathogens, indoor air quality, air quality management, district permitting and reporting compliance, hazardous materials emergency response, and right-to-know and HAZMAT training programs for all personnel.

- Provides advice and assistance to management and operating personnel in achieving and maintaining compliance with all applicable regulations.
- Maintains hazardous waste documents and processes/submits annual permit applications and fees.
- Responds to and reports release of hazardous materials.
- Coordinates biological and hazardous waste disposal with Project Managers.
- Conducts monthly HAZMAT meetings with site managers.
- Develops comprehensive environmental and occupational safety and health inspection checklists and protocols, conducts inspections of facilities, and escorts regulatory inspectors during inspections.
- Reviews and approves all chemical products purchased or used at facilities.
- Conducts routine inspections of facilities for compliance with environmental health and HAZMAT policies.
- Audits inventory of hazardous materials site maps.
- Evaluates floor plans and work processes at facilities where hazardous materials are present.
- Interfaces with government agencies to maintain regulatory compliance with Federal, State, regional, and local environmental laws and regulations by preparing permit applications and renewal documents and negotiating permit conditions and developing corrective action plans.
- Maintains California Environmental Reporting System (CERS) on-premise log; submits EPCRA Tier I & II reports.
- Reviews and approves chemical products used in relation to environmental and industrial hygiene impacts and ensures compliance with applicable Air Quality Management District (AQMD) and OSHA regulations.
- Functions as an expert for Cal/OSHA regulations or citations and on matters related to industrial hygiene, hazardous materials or toxic emissions and other public health and safety issues.

Duties May Include, But Are Not Limited To, The Following:

- Performs other duties as assigned.



Environmental Health and Safety Specialist
Page 3 of 4

QUALIFICATIONS:

Knowledge, Skills and Abilities

Knowledge of industrial safety standards and local, State and Federal safety rules and regulations that are applicable to the handling, storage and disposal of hazardous materials; knowledge of or ability to learn principles and practices of administration, organization, management analysis, supervision, fiscal management and program development; knowledge of or ability to learn principles, practices and procedures pertaining to the operation of a large and complex multi-modal transportation system; knowledge of or ability to learn principles and practices of environmental health and safety management including hazardous materials, hazardous waste, air emission, wastewater, storm water, spill control, asbestos, pesticides, chemical safety, worker right-to-know, accident prevention, and other environmental and occupational safety and health programs; knowledge of or ability to learn Federal, state, and local laws and regulations applicable to environmental health and safety compliance and management; knowledge of or ability to learn the methods, techniques and practices used in the management of environmental health and safety programs including detection, analysis and elimination of environmental health and safety hazards; knowledge of or ability to learn principles and practices of hazardous materials and hazardous waste management including proper selection, use, storage, recycling, transporting and disposal; knowledge of or ability to learn principles and practices of air pollution abatement, storm water control, water and wastewater treatment, and workplace and equipment safety; skill in utilizing training techniques, developing training programs, and developing procedures and manuals; ability to generate regulatory agency reports within record keeping requirements.

Physical Requirements

The successful candidate must be able to fulfill the physical demands of the job such as walking, stooping, sitting, bending, reaching overhead and occasional lifting (must be able to lift up to 15 pounds). Must be able to operate a motor vehicle and perform tasks involving manual dexterity, such as use of a computer and 10-key. Work will at times require more than 8 hours per day or an irregular work week to perform the essential duties of the position. Duties will be performed primarily in an office type environment and may require travel to external locations and agencies.

Experience/Education/Certificates/License(s)

Possess a Bachelor's degree in Occupational Safety and Health specializing in Industrial Hygiene, Engineering, Physics, Chemistry or a closely related field. Must have completed a Cal-OSHA 30-hour course for General Industry or a Hazardous Waste Operations and Emergency Response (HAZWOPER) 40-hour course. Designation as Associate Safety Professional or possess a current professional certification within this focus. Must possess and maintain a valid California driver's license.



Environmental Health and Safety Specialist
Page 4 of 4

GENERAL:

Must satisfactorily pass all applicable examinations including, but not limited to, a pre-employment physical and a background check.

SALARY GRADE: Environmental Health and Safety Specialist I – 7 (\$47,531 to \$74,391)
Environmental Health and Safety Specialist II – 9 (\$61,093 to \$98,802)

DISCLAIMER: The above described job elements are intended to indicate the general nature and levels of work being performed by employees assigned to the job. They are not intended to be an exhaustive list of duties, responsibilities and skills required of employees so classified. Management retains the discretion to add to or change the duties of the position at any time.





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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

CLOSED-CIRCUIT TELEVISION (CCTV) SYSTEM UPGRADE - PURCHASE OF CISCO
NETWORK EQUIPMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T Datacomm, Inc. (AT&T), for the purchase of Cisco network equipment under the County of Merced's Fast Open Contracts Utilization Services (FOCUS) Contract No. 2009177.

Budget Impact

Funding will be from MTS Capital Improvement Project 11324 (CCTV System Upgrade). The total cost of the purchase will not exceed \$149,366.00 and is detailed as follows:

Switch Equipment	\$ 123,857.25
Sales Tax	9,908.58
Professional Services	15,600.00
Grand Total Expenses:	\$ 149,365.83

DISCUSSION:

MTS utilizes a network infrastructure comprised of Cisco equipment to provide interconnectivity between computers, sites, servers, and information technology systems and services in support of a variety of its day-to-day business operations. This network infrastructure provides core interconnectivity to information technology systems and services that include e-mail, financial management systems, asset management systems, CCTV, and many other systems and services. In addition, the MTS network spans 53 trolley stations, 5 bus yards, 2 trolley maintenance yards, as well as corporate buildings and retail outlets.



The CCTV system upgrade currently underway includes replacing existing cameras and the installation of additional cameras at all remaining trolley stations. The cameras used by MTS are Internet Protocol (IP) surveillance cameras. IP cameras are digital video cameras used for surveillance that can send and receive information via a network. A survey of the trolley stations identified multiple locations with aged or insufficient network equipment. This purchase will provide 28 Cisco switches to be installed at these locations and will provide the network infrastructure necessary to support the CCTV System Upgrade Project at the trolley stations.

Cisco sells equipment through third party vendors and the standard pricing is set by Cisco. Per Federal Transit Administration (FTA) Circular 4220.1F, Page V-2 Section 4, the FTA encourages recipients and subrecipients to enter into state and intergovernmental agreements for procurements of property or services. As a public agency and a federal grantee, MTS has the ability to purchase Cisco network infrastructure hardware, professional services, and Cisco SMARTNET maintenance using competitively procured state procurement contracts. MTS intends to utilize the County of Merced Contract No. 2009177 with AT&T for this procurement. The quote for stated pricing is based on Fast Open Contracts Utilization Services (FOCUS), which is California's only nationwide, local government-to-government purchasing program created to allow cities, counties, schools, special districts and other public entities to acquire technology products and services at competitive rates.

By choosing this method of procurement, MTS receives a 45% discount over the standard list price of the equipment.



Paul C. Jablonski
Chief Executive Officer

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



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

MARCH 12, 2015

SUBJECT:

INVESTMENT REPORT – JANUARY 2015

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of January 31, 2015. The combined total of all investments has decreased month to month from \$203.1 million to \$115.1 million. This \$88.0 million decrease is attributable to \$79.6 million liquidated to satisfy part of the debt obligation related to the 1995 lease and leaseback transactions described in the paragraph below and expenditures of \$7.0 million for acquisition of capital assets, 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. On January 2, 2015, \$79.6 million of these restricted funds were liquidated to satisfy part of the outstanding debt obligation and the remaining balance will be paid in full by the end of the calendar year 2015.

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 January 2015

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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.



**San Diego Metropolitan Transit System
Investment Report
January 31, 2015**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	11,155,017	11,155,017	0.00%
Total Cash and Cash Equivalents	<u>-</u>	<u>11,155,017</u>	<u>11,155,017</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	4,758,582	-	4,758,582	N/A *
San Diego County Investment Pool Proposition 1B TSGP grant funds	3,231,909	444,505	3,676,414	
Total Cash - Restricted for Capital Support	<u>7,990,491</u>	<u>444,505</u>	<u>8,434,996</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	19,745,588	39,560,203	59,305,791	0.262%
Total Investments - Working Capital	<u>19,745,588</u>	<u>39,560,203</u>	<u>59,305,791</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$36,220,000)	36,203,158	-	36,203,158	
Total Investments Restricted for Debt Service	<u>36,203,158</u>	<u>-</u>	<u>36,203,158</u>	
Total cash and investments	<u>\$ 63,939,237</u>	<u>\$ 51,159,725</u>	<u>\$ 115,098,962</u>	

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



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

Number not used.





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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

MARCH 12, 2015

SUBJECT:

AMENDMENT TO CHIEF EXECUTIVE OFFICER EMPLOYMENT AGREEMENT

RECOMMENDATION:

That the Board of Directors approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and fringe benefits.

Budget Impact

The cost of the proposed 3.5% merit increase (\$11,722 salary adjustment from \$334,907 to \$346,629) and the \$24,000 bonus totals \$35,722. The proposed merit increase and bonus adjustment increases the total annual cost of the CEO contract by \$14,395 as compared to calendar year 2014 (during which the CEO had a lower pension contribution rate - 4% - and received a one-time bonus and compensatory time benefits valued at \$17,881).

DISCUSSION:

At the Board's regular meeting on February 12, 2015, the Board conducted a closed session performance evaluation of Chief Executive Officer Paul Jablonski. The Board also conducted a closed session conference with Board Chairman Harry Mathis, who acts as the Board's chief negotiator regarding the CEO contract, to discuss a potential merit increase for the CEO.

Section 4.b of Mr. Jablonski's Executive Employment Agreement states:

Performance and Salary Review: Each year, beginning in January 2014, the Board of Directors shall review the performance of Mr. Jablonski and determine a salary adjustment, bonus or fringe benefit adjustment, if any. An award of a salary adjustment, bonus and/or fringe benefit adjustment, if any, will be made by the Board of Directors in its sole and absolute discretion.



Some highlights of MTS's 2014 successes under Mr. Jablonski's leadership include:

- MTS adopted a balanced budget for Fiscal Year (FY) 2015, using no one-time monies.
- MTS set a new ridership record for FY 2014 – 95,026,413 passengers.
- MTS and SANDAG's trolley renewal project is nearly complete, with low floor service now implemented on all MTS trolley lines. These changes have improved the efficiency and effectiveness of the system.
- MTS implemented three new Bus Rapid Transit (BRT) projects: Rt. 235 (I-15), Rt. 237 (to UCSD), and Rt. 215 (Mid-City) along with significant realignment of existing service to better coordinate with the new BRTs.
- MTS was awarded an \$18.4 million discretionary federal grant through the "Ladders of Opportunity" program to purchase new buses.
- MTS implemented a UPass program with UC San Diego following a successful student ballot initiative for a transit fee. MTS receives \$35 per quarter per student and each eligible UC San Diego student receives an MTS pass.
- Construction on the new South Bay Bus Maintenance Facility in Chula Vista was completed and the facility is now operational.
- Completed construction and installation of a CNG fueling station at the East County Bus Maintenance Facility, allowing MTS to begin the phase-out process for its remaining diesel buses.
- Construction of the new East County Bus Maintenance Facility commenced in El Cajon.
- MTS added a significant number of new vehicles to its fleets, allowing for expanded service and retirement of older vehicles: took final delivery of the 65 light rail vehicle order from Siemens, 50 Gillig 40 foot buses, 47 BRT 60 foot New Flyer articulated buses, 6 mini-buses and 57 paratransit vehicles.

Mr. Jablonski's skills and accomplishments were recognized by the transit industry when the American Public Transportation Association named him the North American Transit Manager of the Year.

In recognition of his exceptional performance, an amendment to Mr. Jablonski's Executive Employment Agreement is proposed to provide a merit increase to his salary of 3.5%, consistent with the merit pool provided for Management employees in the FY 15 budget, and also to provide Mr. Jablonski with a bonus in the form of a one-time \$24,000 contribution to a deferred compensation account designated by Mr. Jablonski. This increase is partially offset by Mr. Jablonski contributing an additional 2% of his pensionable salary towards his CalPERS pension, bringing his total contribution to 6% (consistent with other Management employees).



Harry Mathis
Chair, MTS Board of Directors

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

Attachment: A. MTS Doc. No. G0912.8-04 – Proposed Amendment No. 8 to CEO Executive Employment Agreement

March 12, 2015
G0912.8-04

MTS Doc. No.

Mr. Paul Jablonski
Chief Executive Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

Dear Mr. Jablonski:

Subject: AMENDMENT 8 TO MTS DOC. NO. G0912.0-04
EXECUTIVE EMPLOYMENT AGREEMENT (CHIEF EXECUTIVE OFFICER)

This letter shall serve to modify our agreement for professional services pursuant to the Executive Employment Agreement dated July 1, 2008 and modified by amendments dated March 5, 2009, March 24, 2011, December 13, 2012, March 21, 2013 and February 20, 2014 ("Agreement"), as set forth below:

- A. Modify base salary pursuant to Section 4(a) to increase compensation by 3.5% retroactive to January 1, 2015 (increasing base pay from \$334,907 to \$346,629).
- B. Modify Exhibit A "Fringe Benefits for Chief Executive Officer" to include the following additional fringe benefit, for calendar year 2015 only:
 - 2015 Additional Deferred Compensation: One-time contribution of \$24,000.00 to a deferred compensation account as directed by Mr. Jablonski.

If you agree with the above, please sign in the space provided below and return one document marked "Original" to MTS. All other terms and conditions shall remain in effect.

Sincerely,

Accepted:

Harry Mathis
Chairman

Paul C. Jablonski

Approved as to Form:

By: _____
Karen Landers, General Counsel



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

CLASS B PARATRANSIT BUSES – CREATIVE BUS SALES CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors (Board) authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0623.0-15 (in substantially the same format as Attachment A) with Creative Bus Sales (CBS) for the purchase of two (2) Class B paratransit vehicles under an existing California Association of Coordinated Transportation (CalACT) contract.

Budget Impact

The unit price for each bus is \$73,092.54, for a total cost of \$146,185.08. Funding is through the fiscal year (FY) 2016 Capital Improvement Project (CIP) number 11306.

DISCUSSION:

In February 2014, MTS entered into a contract with CBS through a California State government purchasing schedule administered by CalACT. This contract allowed for the purchase of up to sixty (60) Paratransit buses and up to six (6) Class E medium duty body, on-chassis buses (minibuses). All sixty-six (66) buses have been purchased under that contract (MTS Doc. No. B0611.0-14 as amended).

The current fleet replacement plan calls for a replacement of two (2) more Paratransit vehicles in FY 2016 to respond to additional demands resulting from service changes and service capacity increases. To respond to this, staff recommends MTS purchase two (2) additional paratransit buses under the CalACT contract.

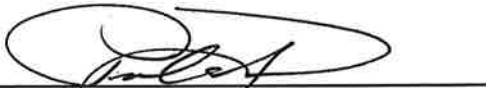
The CalACT Vehicle Purchasing Cooperative was competitively bid in accordance with FTA procurement guidelines and contains all of the federally required clauses and certifications. Pricing obtained through the latest CalACT purchasing cooperative after



component adjustments represents a price that is slightly higher than the February 2014 purchase due to pre-negotiated annual U.S. Bureau of Labor Statistics, Producer Price Index (PPI) increase of 1.97%.

The vehicles being purchased are the same make and model and are similarly equipped as the majority of the current MTS Paratransit bus fleet which allows for additional savings in common spare parts and maintenance. Delivery of the Paratransit buses would occur approximately 120 days after an executed contract amendment.

Therefore, staff recommends that the Board authorize the CEO to execute MTS Doc. No. B0623.0-15 totaling \$146,185.08.



Paul G. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. B0623.0-15

STANDARD PROCUREMENT AGREEMENT

B0623.0-15
 CONTRACT NUMBER
 CIP11306
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2015, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Creative Bus Sales

Address: 13501 Benson Avenue

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

Chino, CA 92710

Telephone: 909.465.5529

Authorized person to sign contracts: Tony Matijevich

President

Name

Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following: Up to two (2) Type B Cutaway Buses as specified in the Creative Bus Sales Specification Quotation dated February 11, 2015 (attached as Exhibit A), the MTS Standard Conditions Procurement (attached as Exhibit B), and the Federal Requirements (attached as Exhibit C).

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

Vehicle shall be delivered to: **Metropolitan Transit System (MTS) c/o First Transit**

7490 Copley Park Place

San Diego, CA 92111

Attn: Dan McCaslin – 619.235.2648

The registered owner will be:

San Diego Metropolitan Transit System (MTS)

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

This is a firm-fixed-price contract not subject to escalation prior to March 23, 2015. The total cost for up two (2) Type B buses shall not exceed \$73,092.54 each, for a total not to exceed of \$146,185.08, which includes sales tax, "exempt" license, California tire fee, and delivery.

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
 \$146,185.08

BUDGET ITEM
 11306

FISCAL YEAR
 FY 16

By: _____
 Chief Financial Officer
 (____ total pages, each bearing contract number)

MAR-12.15 AIIA.B0623.0-15.CREATIVE BUS.2Type B.SREED.doc



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

CANON MULTI-FUNCTION DEVICES: PURCHASE, MAINTENANCE AND REPAIR -
CONTRACT AWARD

RECOMMENDATION:

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

- 1) execute MTS Doc. No. G1703.0-14 (in substantially the same format as Attachment A) with Signa Digital Solutions for purchase, maintenance and repair of Canon Multi-Function Devices for a two year base period with three, one-year option terms (for a total of five years); and
- 2) exercise each option year at the CEO's discretion.

Budget Impact

Funding for the purchase will be from MTS Capital Improvement Program (CIP) project number 11200-0200; and maintenance and repair services will be from operating funds account number 902-53650. The total cost of this agreement will not exceed \$594,407.64 as follows:

Purchase	\$273,699.28
5 Years Maintenance & Repair	\$320,708.36
Total	<u>\$594,407.64</u>

BACKGROUND:

In 2006, MTS standardized all existing copiers, or Multi-Function Devices, to the Canon brand. Standardization allowed MTS to increase staff efficiency and permitted the consolidation of multiple pieces of equipment into one central network environment for copying, printing, scanning, emailing and faxing.



MTS currently has a total of 29 Canon copiers in operation (12 leased and 17 owned). The lease contract terminates on March 31, 2015 and MTS is looking to replace the leased copiers and refresh aging MTS-owned copiers during the contract term.

As required by MTS Procurement Policy, on October 30, 2014, staff issued a Request for Proposals (RFP) for Canon copier lease and/or purchase, maintenance and repair services. Proposals were due on February 5, 2015, and one proposal was received from Signa Digital Solutions (Signa). Signa's proposal was deemed responsive and responsible and was evaluated on the following criteria:

1.	Qualifications of the Firm	25%
2.	Staffing, Firm Organization, and Management Plan	5%
3.	Work Plan	30%
4.	Cost and Price	40%
Total		100%

After a lease versus purchase analysis, MTS staff concluded it was in MTS's best interest to pursue the purchase option.

As required by law, staff conducted a cost analysis on the single proposal to compare with current costs paid by other similar agencies. Signa's copier unit cost is based on pricing competitively obtained by the California State University Contract #70818, which is the lowest by a comparison to two other cooperative agreements, the State of California Schedules and the Federal Supply Schedules.

An analysis of the cost-per-page by comparison with twenty-four other agencies in California revealed that Signa's costs were no different from prevailing market rates. Based on this analysis, staff deemed that the pricing presented by Signa was fair and reasonable, and staff moved forward with evaluating the proposal.

MTS interviewed Signa and negotiated proposed costs and terms. MTS requested and received a revised proposal for \$594,407.64, a difference of \$34,045.03 from the initial proposal.

All twelve leased copiers will be replaced starting in March 2015. After all twelve leased copiers have been replaced Procurement and Finance staff will jointly establish a refresh schedule for the existing owned copiers depending on the service life and workflow optimization. Staff will prioritize the useful life of existing owned copiers by identifying low volume departments and deploying existing copiers where applicable. The projected cost includes replacement of up to 23 copiers by FY 2017. Based on the estimated useful life of the 6 remaining copies in MTS ownership, replacement of those copiers is not anticipated during the term of this contract.

	Purchase (up to 23 copiers)	Maintenance & Repair (based on actual usage cost per page)
FY15 / FY16	\$207,916.46	\$67,852.24
FY17	\$65,782.82	\$63,214.03
FY18	\$0.00	\$63,214.03
FY19	\$0.00	\$63,214.03
FY20	\$0.00	\$63,214.03
Total	\$273,699.28	\$320,708.36
Grand Total	\$594,407.64	

Staff is recommending that the Board authorize MTS to contract with Signa Digital Solutions for the purchase, maintenance and repair of Canon copiers for a two year base period with three, one-year option terms totaling \$594,407.64.



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 G1703.0-14

**ATTACHMENT A
(DRAFT)**

**G1703.0-14
CONTRACT NUMBER**

**Various
FILE/PO NUMBER(S)**

**STANDARD PROCUREMENT AGREEMENT
FOR
TEMPORARY STAFFING SERVICES**

THIS AGREEMENT is entered into this _____ day of _____ 2015, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Signa Digital Solutions Address: 7350 Opportunity Road
Form of Business: Corporation San Diego, CA 92111
(Corporation, partnership, sole proprietor, etc.) Telephone: (858) 790-8272

Authorized person to sign contracts: Shannon Kirby President
Name Title

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

Canon Multi-Function Devices (MFDs) purchase, maintenance and repair services as set forth in the Scope of Work (attached as Exhibit A), Signa Digital Solutions cost proposal (attached as Exhibit B) and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C).

This contract term is for up to a two (2)-year base period and three (3) 1-year option terms, exercisable at MTS's sole discretion, option year blocks to be determined by MTS, for a total of five years. Base period shall be effective March 16, 2015 through March 15, 2017 and option years shall be effective March 16, 2017 through March 15, 2020, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of the contract shall not exceed \$338,982.73 for the base years and \$255,424.91 for the option years, for a total not to exceed \$594,407.64 without the express written consent of MTS.

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
Base years (1 and 2)	\$273,699.28 (11200-0200)	FY 15 – FY 17
Base years (1 and 2)	\$131,066.27 (902-53650)	FY 15 – FY 17
Option years (3 through 5)	\$189,642.09 (902-53650)	FY 18 – FY 20
Total	\$594,407.64	FY 15 – FY 20

By: _____ Date
Chief Financial Officer
(____ total pages, each bearing contract number) SA-PROCUREMENT



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

INTERAGENCY MID-COAST AGREEMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into an agreement with the San Diego Association of Governments (SANDAG), the University of California San Diego (UC San Diego), and the California Department of Transportation (Caltrans) regarding the Mid-Coast Corridor Transit Project in substantially the same form as Attachment A.

Budget Impact

None.

DISCUSSION:

The Mid-Coast Corridor Transit Project is being developed by SANDAG with MTS's assistance. The Mid-Coast Project will extend Trolley service from Santa Fe Depot in Downtown San Diego to the University City community with two stations and an elevated guideway on the campus of UC San Diego. Caltrans and SANDAG will construct certain improvements in the Interstate 5 Corridor concurrently in order to minimize construction costs and impacts. A master interagency agreement will be executed prior to the start of these projects that will define the responsibilities of each agency and provide direction for each subsequent agreement between the parties involved in these highway and transit projects.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft Mid-Coast Interagency Agreement
(Attachment to be provided with Board materials)





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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

2015 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) GRANT
APPLICATION

RECOMMENDATION:

That the Board of Directors approve Resolution No. 15-5 authorizing the Chief Executive Officer (CEO) to submit an application for up to \$41,181,000 in 2015 TIRCP funding to fund the Trolley Capacity Improvements project.

Budget Impact

None.

DISCUSSION:

The TIRCP is a discretionary grant program that was created by Senate Bill 862 to provide grants from the from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles travelled throughout California. The total solicitation for the 2015 TIRCP utilizes \$24,792,000 of Fiscal Year 2014-2015 budget authority and \$100,000,000 of expected Fiscal Year 2015-2016 program authority, for a total solicitation of \$124,792,000. MTS is eligible to request up to one-third of the total solicitation, or \$41,181,000, to fund one Major Capital Project (\$3,000,000 or greater). MTS is also eligible to apply for up to \$3,000,000 of 2015 TIRCP funding to fund one smaller scale operational or integration effort, minor capital project, or demonstration project. MTS will submit an application for up to \$41,181,000 to fund Trolley Capacity Improvements as a Major Capital Project. Trolley Capacity Improvements would include



the following elements: Purchase of nine Siemens SD-8 light rail vehicles, operational funding to increase capacity, and the construction of a new station at the downtown San Diego Courthouse. The exact scope, project phasing, and budget are currently under development.

A handwritten signature in black ink, appearing to read 'P. 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. Resolution No. 15-5

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 15-5

Resolution Authorizing the Filing of an Application for 2015 Transit and Intercity Rail Capital Program (TIRCP) Funding

WHEREAS, The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will reduce greenhouse gas emissions; and

WHEREAS, The San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the Transit and Intercity Capital Program (TIRCP) now or sometime in the future for transit projects; and

WHEREAS, The San Diego Metropolitan Transit System will apply for up to \$41,181,000 in 2015 Transit and Intercity Rail Capital Program (TIRCP) funding for the Trolley Capacity Improvements project.

WHEREAS, The Trolley Capacity Improvements project includes the following scope: Purchase of nine Siemens SD-8 light rail vehicles, operational funding to increase capacity, and the construction of a new station at the downtown San Diego courthouse.

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that the San Diego Metropolitan Transit System is authorized to submit an application for up to \$41,181,000 in 2015 Transit and Intercity Rail Capital Program (TIRCP) funding for the Trolley Capacity Improvements project.

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2015 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

OPERATING REVENUE REPORT (SHARON COONEY)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Fare revenue is a significant funding source for MTS transit service operations. Staff will provide a report on fares and special fare programs.

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



Operating Revenue Report

March 12, 2015
Board of Directors



1



Regional Fares

Cash Fares

Bus	- Adult+Youth	\$2.25
	- SDM	\$1.10
Express	- Adult+Youth / Rapid Exp	\$2.50 / \$5.00
	- SDM / Rapid Express	\$1.25 / \$2.50
Trolley	- Adult+Youth	\$2.50
	- SDM	\$1.25

Monthly/30 Day Passes

- Adult / Rapid Express	\$72 / \$100
- Youth / Rapid Express	\$36 / \$50
- SDM / Rapid Express	\$18 / \$25

Day Passes (no free transfers)

- Regular / Premium	\$5 / \$12
---------------------	------------



2



Ridership & Fare Revenue Significance

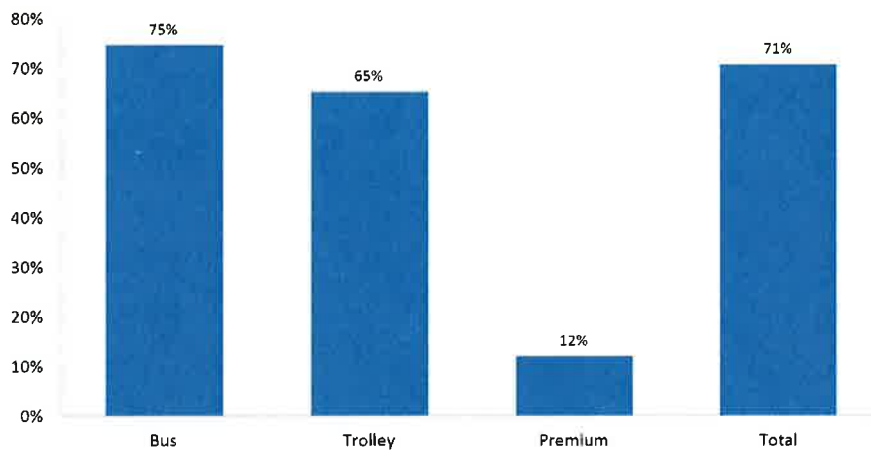
- 95.2 million MTS riders in FY 2014 generated \$96.7 million in Operating Revenue
- Farebox Recovery Ratio is 41.5%
- Fare revenue extremely important to MTS
- MTS riders are sensitive to any fare changes that increase their costs
 - 70% of riders live in households with income below \$30K



3



Rider Transit Dependency Rate



4



Discounted Fares

- 43% of all passengers ride free (under 6) or pay a significantly discounted fare (Youth or Senior/Disabled/Medicare)
- 21% of passengers receive the discounted fare due to a disability
- 9% of MTS passengers are 60+ years old (senior)



5



Boardings & Fare Revenue Shares

Source	Type	% Riders	% Fare Rev
Cash	Full + SDM	12%	22%
Passes	Day	25%	34%
	Adult + Prem + Cstr	20%	21%
	SDM	28%	12%
	Youth	9%	8%
	College	2%	3%
Free		4%	0%
Total		100%	100%



6



Securing the Senior-Disabled-Medicare Benefit

- Strong incentive to get the SDM discount (\$18 versus \$72)
- In 2011 began a more vigorous certification process
- Have denied 1842 individuals' applications since 2011 (\$1.19 million annual revenue capture)
- In 2014 approved nearly 8,000 applications
- Revised process repeatedly to improve compliance with law



7



Circumstances Uncovered During Processing

1. Irregularities in signatures
2. Changing diagnoses from previous application(s)
3. Physician signing for applicants from a closed medical facility
4. Physician signing from a tennis academy address
5. Physicians signing with revoked license
6. Physicians certifying disabilities that they're not treating patient for
7. Applicants altering approval letters
8. Applicants forging doctors' signature
9. Someone other than physician completing physician's statement
10. Doctor conducting satellite office visits
11. Physician found guilty of defrauding Medicare
12. Unlicensed physicians
13. Physicians who don't recall applicant or disability & can't verify eligibility



8



Increased Fare Enforcement

- Significantly improved ability to check fares on Trolley
- On the bus -- a growing problem of SDM use without eligibility
 - Performed 10,000 checks on-board 21 bus routes
 - 6% of discounted fare users had no proof of eligibility
 - On some routes the fare evasion rate was extremely high
 - On one bus in Mid-City 67% of the SDM fare users had no proof of eligibility
 - Staff is formulating a process for migrating all reduced-fare Compass Cards to photo ID cards



9



Update on Youth Pass Pilot

- Free pass use continues to be below the total available passes
- In February: Of 573 passes provided to students, 428 were used
- 75% of student participants in the program used the passes, 25% did not
- SDUSD removed and added participants to the program in FY 2015 to improve utilization over the previous year (currently 595 passes in the program)
- Data from the school district indicates the pass program did not improve attendance



10



UC San Diego Student UPass

- Replaced 44-year fare-free Zone Pass program in Fall 2015.
- Expands coverage from 8 routes touching UCSD campuses to entire MTS/NCTD system (except Rapid Express & Coaster) in Fall, Winter & Spring Academic Quarters for five years.
- Funded by self-imposed student (undergraduate and graduate) registration fee of \$49.95 per quarter.
- UPass ridership in first quarter was 755,000, up 10.8% over student Zone Pass ridership in Fall 2014.
- Significant impact on ridership on Super Loop (10,000 average weekday versus 7,500)
- Students now considering a referendum to expand program to include summer coverage.



11



Operating Revenue Report

Board of Directors



12





AGENDA ITEM NO.

45

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	3/12/15		
Name	Emily Serafy Cox		
Address			
Telephone			
Organization Represented	Mid - City CAN		
Subject of Your Remarks	Youth Opportunity Pass		
Regarding Agenda Item No.	45		
Your Comments Present a Position of:	<input checked="" 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.



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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

QUARTERLY PERFORMANCE MONITORING REPORT (DENIS DESMOND)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, Transit Service Evaluation and Adjustment, establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. 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 fiscal year 2015 service performance through the end of the second 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
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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 (July - December)

Route Categories*	FY 2013	FY 2014	FY 2015	# Change FY13- FY14	# Change FY14- FY15	% Change FY13- FY14	% Change FY14- FY15
Premium Express	156,517	151,528	4,250	(4,989)	(147,278)	-3.2%	-97.2%
Rapid Express (Route 270, 280, 290)	-	-	148,292	-	148,292	-	-
Express	1,186,633	1,226,731	1,083,945	40,098	(142,786)	3.4%	-11.6%
Light Rail	15,340,836	20,090,539	20,099,102	4,749,703	8,563	31.0%	0.0%
Silver Line (Light Rail)	-	13,712	15,864	13,712	2,152	-	15.7%
Rapid (SuperLoop, Route 215, 235, 237)	792,515	812,575	1,951,171	20,060	1,138,596	2.5%	140.1%
Urban Frequent	19,421,540	19,094,007	19,071,586	(327,533)	(22,421)	-1.7%	-0.1%
Urban Standard	5,969,216	5,691,377	5,854,322	(277,839)	162,945	-4.7%	2.9%
Circulator	394,134	356,903	388,491	(37,231)	31,588	-9.4%	8.9%
Rural	20,980	34,700	38,107	13,720	3,407	65.4%	9.8%
Demand-Responsive	186,962	201,350	231,210	14,388	29,860	7.7%	14.8%
System Total Passengers	43,469,333	47,673,422	48,886,340	4,204,089	1,212,918	9.7%	2.5%
Fixed-Route Bus Ridership	27,941,535	27,367,821	28,540,164	(573,714)	1,172,343	-2.1%	4.3%

NOTES: Overall, MTS system-wide ridership increased +2.5%. New Rapid services, low-floor Trolley cars, reconfigured routes, an improved economy, and additional service contributed to the ridership gains. Fixed-route bus ridership increased significantly, partially due to construction delays on major routes ending, and implementation of new services. Ridership decreases in some categories, such as Premium Express, reflect routes changing to a different route category and implementation of new routes under a new category.

Average Weekday Passengers (July - December)

Route Categories*	FY 2013	FY 2014	FY 2015	# Change FY13- FY14	# Change FY14- FY15	% Change FY13- FY14	% Change FY14- FY15
Premium Express	1,223	1,174	98	(49)	(1,076)	-4.0%	-91.7%
Rapid Express (Route 270, 280, 290)	-	-	1,157	-	1,157	-	-
Express	8,482	8,827	7,907	345	(920)	4.1%	-10.4%
Light Rail	95,319	122,170	121,929	26,851	(241)	28.2%	-0.2%
Silver Line (Light Rail)	-	174	195	174	21	-	12.1%
Rapid (SuperLoop, Route 215, 235, 237)	1,665	5,149	13,032	3,484	7,883	209.2%	153.1%
Urban Frequent	129,971	123,470	125,420	(6,501)	1,950	-5.0%	1.6%
Urban Standard	40,490	38,769	39,848	(1,721)	1,079	-4.3%	2.8%
Circulator	3,386	2,707	2,950	(679)	243	-20.1%	9.0%
Rural	248	290	336	42	46	16.9%	15.9%
Demand-Responsive	1,315	1,433	1,645	118	212	9.0%	14.8%
System Avg. Weekday Pass.	282,099	304,163	314,517	22,064	10,354	7.8%	3.4%
Fixed-Route Bus Avg. Weekday Pass.	185,465	180,386	190,748	(5,079)	10,362	-2.7%	5.7%

NOTES: The average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For FY15, there is a +3.4% increase in system-wide average weekday passengers (10,354 passengers per average weekday). Most of this is a result of an increase of +10,362 fixed-route bus passengers per average weekday (+5.7%). The greatest fixed-route percentage decrease in average weekday passengers was the Premium Express category, with a -91.7% decrease in average weekday passengers, mainly the result of routes changing categories to Rapid Express. Added together, overall, average weekday ridership for premium fixed-route bus services along the I-15 corridor has increased (Premium Express plus Rapid Express).

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Passengers Per Revenue Hour (July - December)

Route Categories*	FY 2013	FY 2014	FY 2015	% Change FY13-FY14	% Change FY14-FY15
Premium Express	24.6	21.5	18.0	-12.6%	-16.3%
Rapid Express (Route 270, 280, 290)	-	-	25.2	-	-
Express	32.5	31.3	28.1	-3.7%	-10.2%
Light Rail	166.2	224.7	232.3	35.2%	3.4%
Silver Line (Light Rail)	-	37.6	54.6	-	45.2%
Rapid (SuperLoop, Route 215, 235, 237)	33.0	33.2	29.2	0.6%	-12.0%
Urban Frequent	37.5	35.2	35.7	-6.1%	1.4%
Urban Standard	27.3	26.2	26.6	-4.0%	1.5%
Circulator	19.6	17.4	17.0	-11.2%	-2.3%
Rural	9.4	12.4	14.1	31.9%	13.7%
Demand-Responsive	2.0	2.1	2.0	5.0%	-4.8%
System Riders Per Rev. Hour	43.1	45.9	44.8	6.5%	-2.4%
Fixed-Route Bus Riders Per Rev. Hr.	33.9	32.1	32.0	-5.3%	-0.3%

NOTES: MTS operated 5% more revenue hours in FY15 than in FY14. 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 FY15, all MTS services carried 44.8 passengers per revenue hour, a decrease of -2.4% (-1.1 riders per revenue hour). The change in riders per revenue hour figure on MTS' fixed-route bus services was a minor decrease of -0.3% (-0.1 riders per revenue hour). For FY15, Trolley passengers per revenue hour increased +3.4% to 232.3 passengers per revenue hour, an increase of +7.6 riders per revenue hour.

Weekday Passengers Per In-Service Hour (July - December)

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 2013	FY 2014	FY 2015	% Change FY13-FY14	% Change FY14-FY15
Premium Express	27.5	22.5	19.6	-18.2%	-12.9%
Rapid Express (Route 270, 280, 290)	-	-	27.9	-	-
Express	40.7	38.2	34.1	-6.1%	-10.7%
Light Rail	233.1	277.7	277.1	19.1%	-0.2%
Silver Line (Light Rail)	-	61.2	68.2	-	11.4%
Rapid (SuperLoop, Route 215, 235, 237)	15.7	50.1	46.0	219.1%	-8.2%
Urban Frequent	47.2	43.8	45.3	-7.2%	3.4%
Urban Standard	36.2	35.6	36.1	-1.7%	1.4%
Circulator	34.3	27.0	25.9	-21.3%	-4.1%
Rural	9.3	9.2	10.3	-1.1%	12.0%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
System Riders/In-Svc. Hour	59.2	62.5	62.6	5.6%	0.2%
Fixed-Route Bus Riders Per In-Svc. Hr.	42.6	40.8	41.7	-4.2%	2.2%

NOTES: Compared to FY14, MTS' system-wide passengers per in-service hour increased +0.1 to 62.6 passengers per in-service hour (+0.2%) in FY15. For FY15, fixed-route bus passengers per in-service hour experienced a slight +2.2% increase to 41.7 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 Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories.

Route Categories*	Service Change					GOAL
	Sept. 2013	Jan. 2014	Jun. 2014	Aug. 2014	Oct. 2014	
Premium Express	91.9%	99.2%	-	-	-	90.0%
Rapid Express (Route 270, 280, 290)	-	-	85.7%	100.0%	98.9%	90.0%
Express	80.0%	80.2%	83.3%	86.1%	78.7%	90.0%
Light Rail	90.7%	89.0%	88.0%	89.0%	89.1%	90.0%
Silver Line (Light Rail)	88.8%	88.6%	91.0%	96.4%	88.1%	90.0%
Rapid (SuperLoop, Route 215, 235, 237)	84.0%	88.6%	90.8%	86.5%	83.2%	85.0%
Urban Frequent	83.4%	82.1%	81.2%	79.5%	81.2%	85.0%
Urban Standard	86.0%	83.1%	86.1%	79.7%	83.4%	90.0%
Circulator	86.6%	92.4%	90.5%	95.3%	71.0%	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	85.1%	84.5%	85.0%	83.0%	81.8%	

NOTES: Overall, on-time performance remained around 85%. Following the October 2014 service change, five route categories have not met their goal. 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 Blue Line Trolley Renewal construction activities and is expected to increase as the project wraps up next year. Performance of bus routes that operate in heavily used corridors, and carry the greatest number of passengers, is heavily impacted by construction, traffic signals, and traffic as they typically go through high density corridors.

Preventable Accidents Per 100,000 Miles

Operator	FY 2013	FY 2014	FY 2015
MTS Directly-Operated Bus	1.28	1.52	1.04
MTS Contract Services	1.37	1.65	1.39
MTS Rail	0.08	0.05	-

NOTES: MTS Directly-Operated Bus preventable accidents were slightly down for FY15 compared to FY14. MTS Contract Services preventable accidents are down comparing FY15 versus FY14. There are no preventable Trolley accidents to report in FY15. Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC). 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.

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 Hours (Weekly)

Operator	Sept. 2013	Oct. 2014	# Diff	% Diff
MTS Directly-Operated Bus	12,451	12,698	247	2.0%
MTS Contract Svcs. Fixed-Route Bus	13,365	14,642	1,277	9.6%
MTS Rail	2,862	2,861	(1)	0.0%
System	28,678	30,201	1,523	5.3%

NOTES: Service levels have increased compared to last fiscal year, largely due to changes made in conjunction with new Rapid services along the I-15 Corridor and in Mid-City.

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In-Service Miles (Weekly)

Operator	Sept. 2013	Oct. 2014	# Diff	% Diff
MTS Directly-Operated Bus	167,865	188,001	20,136	12.0%
MTS Contract Svcs. Fixed-Route Bus	188,776	202,460	13,684	7.2%
MTS Rail	59,660	59,642	(18)	0.0%
System	416,301	450,103	33,802	8.1%

NOTES: Service levels have increased compared to last fiscal year, largely due to changes made in conjunction with new Rapid services along the I-15 Corridor and in Mid-City.

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 have been scheduled.

Operator	Sept. 2013	Oct. 2014	# Change FY14-FY15
MTS Directly-Operated Bus	215	228	13
MTS Contract Svcs. Fixed-Route Bus	265	281	16
MTS Rail	96	96	-

NOTES: Peak vehicles have seen an increase for MTS Bus Directly-Operated and MTS Contract Services fixed-route services. These increases are mainly due to changes made in conjunction with new Rapid services along the I-15 Corridor and in Mid-City. Trolley's peak car requirement has remained consistent between FY15 and FY14.

In-Service Speeds (MPH) (Weekday)

Operator	Sept. 2013	Oct. 2014	% Change FY14-FY15
MTS Directly-Operated Bus	13.5	14.8	9.6%
MTS Contract Svcs. FR Bus	14.2	13.9	-2.1%
MTS Rail	20.8	20.9	0.5%

NOTES: MTS Directly-Operated Bus speeds are up due to implementation of Rapid service along the I-15 Corridor, which operates on managed lanes along Interstate 15. MTS Contract Services speeds are down mainly due to MTS Contract Services assuming operation of routes with slower speeds.

In-Service/Total Miles (Weekly)

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 (runcutting) for MTS Contract Services.

Operator	Sept. 2013	Oct. 2014	% Change FY14-FY15
MTS Directly-Operated Bus	85.9%	85.6%	-0.3%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Rail	99.3%	99.3%	0.0%

NOTES: Ratios have remained practically steady over the two service periods reported for MTS Directly-Operated Bus and MTS Trolley operations.

In-Service/Total Hours (Weekly)

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

Operator	Sept. 2013	Oct. 2014	% Change FY14-FY15
MTS Directly-Operated Bus	76.0%	75.2%	-0.8%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Rail	97.7%	97.7%	0.0%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

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Title VI Compliance	
The indicators below are required by the FTA to be monitored by and reported to the MTS Board.	
Route Headway, On-Time Performance, and Passenger Load Factor	
Category/Mode	Headway Standard (Base Weekday) P = Peak B = Base
Premium Express	
Goal	30 min.
Routes	Actual
880#	50
Rapid Express	
Goal	30 min.
Routes	Actual
270^	60
280^	15
290^	10 P
Express	
Goal	30 min.
Routes	Actual
20	15 P / 30 B
50	15 P / 30 P / 60 B
60^	15 P / 30 P
110^	20
150	15 P / 30 P / 60 B
870	90
950^	30
Light Rail	
Goal	15 min.
Routes	Actual
Blue	7.5 P / 15 B
Orange	15
Green	15
Silver Line	30
Rapid	
Goal	15 min.
Routes	Actual
201	10 P / 15 B
202	10 P / 15 B
204	10 P / 15 B
215^	10 P / 15 B
235^	15 P / 30 B
237^	15
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	20
9	20
10	12 P / 15 B
11	15
13	15
15#	10 P / 15 B
30	15 P
41	7.5 P / 15 B
44	7.5 P / 15 B
120	15
701	15
709	15

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Urban Frequent	
<i>Goal</i>	<i>15 min.</i>
Routes	Actual
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	
<i>Goal</i>	<i>30 min.</i>
Routes	Actual
4	30
14	60
27	30
28	30
31	30
35	15 P / 30 B
105	30
115	30
703	60
704	30
705	30
707	60
815	30
816	30
832	30
833	30
834	30
848	30
854	30
855	30
856	30
864	30
871/872	30
874/875	30
904	30
905	30
916/917	30 P / 60 B
921	30
923	30
928	30
936	30
944/945^	30
962/963	30
967	60
968	60

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Circulator	
Goal	60 min.
Routes	Actual
18	30
25	60
83	60
84	60
88	30
851	30
964	30
965	30
972	~30
973	~30
978	~30
979	~30

Note 1: (#) Route discontinued in FY15. (^) New route in FY14/15.

Note 2: Routes 972, 973, 978, are 979 are timed to the COASTER schedule and wait for passengers to transfer from the selected COASTER trips.

Note 3: Rural and Demand Responsive services have no specific goals for on-time performance, headway, or load standard.

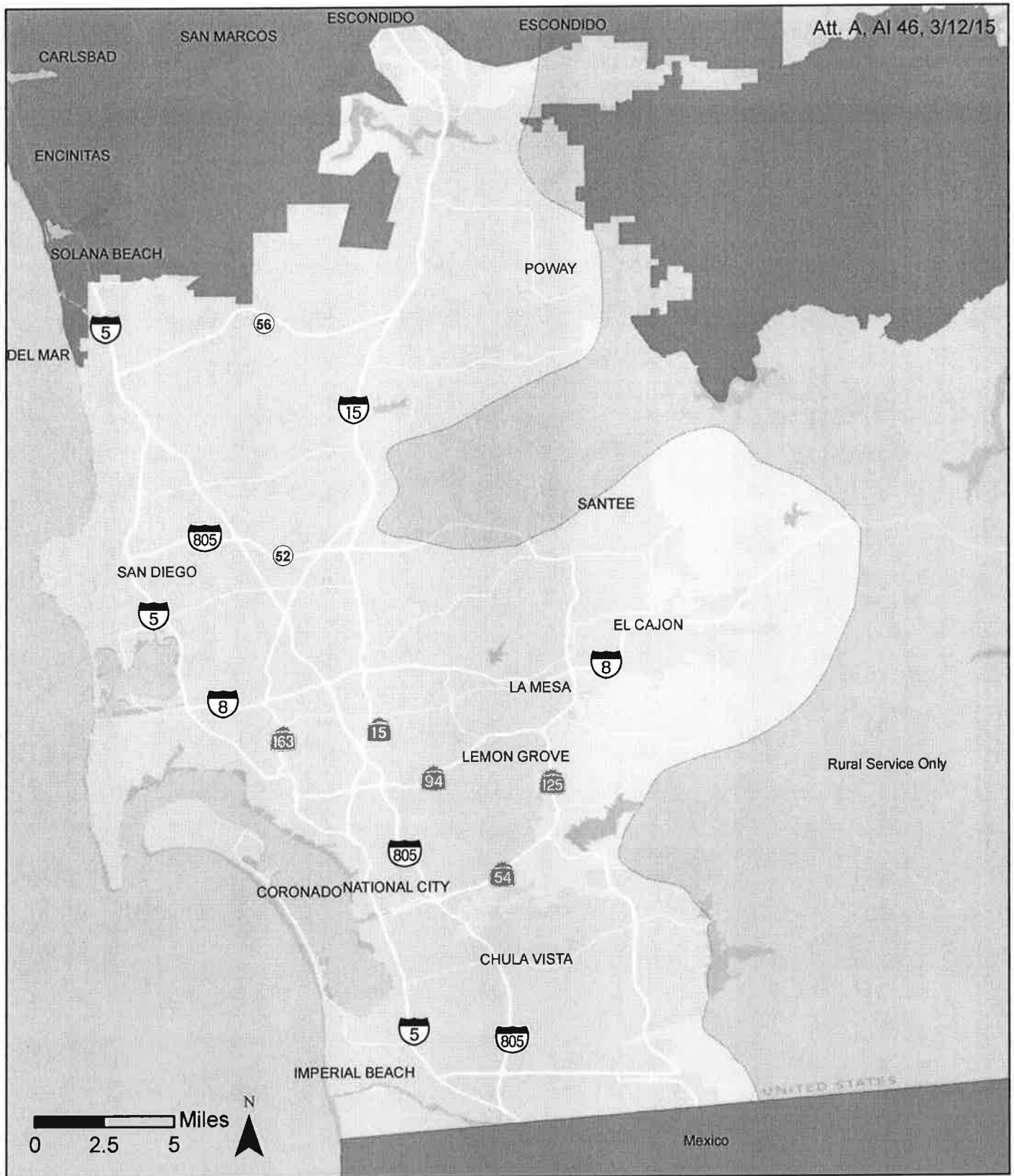
Service Availability

> 80% of residents or jobs within ½ mile of a bus stop or rail station in urban areas.

Goal		
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop or rail station in urban areas	% of jobs within 1/2 mile of a bus stop or rail station in urban areas
	98.1%	98.2%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages (Lakeside and Alpine).	Available Service	
	Route 848 serves Lakeside seven days a week and Route 864 serves Alpine seven days a week.	

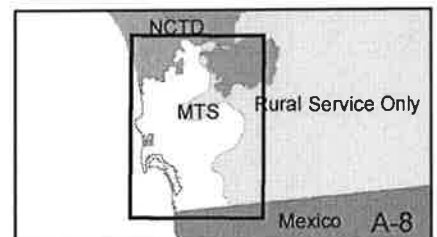
See attached map entitled 'Metropolitan Transit System Area of Jurisdiction'.

*FY13 and FY14 data updated to reflect latent data.



Metropolitan Transit System AREA OF JURISDICTION

June, 2014





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MTS Board of Directors
March 12, 2015



1



Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	QUALITY	CONNECTIVITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers • Average Weekday Passengers • Passengers/ Revenue Hour • Passengers/ In-Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor • On-Time Performance • Accidents/ 100,000 Miles • Comments/ 100,000 Passengers • Mean Distance Between Failures 	<ul style="list-style-type: none"> • Route Headway • Span-of-Service Consistency • Service Availability 	<ul style="list-style-type: none"> • In-Service Miles • In-Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In-Service Speed • In-Service/ Total Miles • In-Service/ Total Hours • Farebox Recovery Ratio • Subsidy/ Passenger



2



ADA Paratransit

Notable MTS Access ridership & cost increases

- Required by Americans with Disabilities Act
- Most expensive service provided by MTS
- Ridership up 14.8% year-to-date FY14 to FY15
- Few opportunities to save costs or increase revenue.
 - FTA sets service standards
 - FTA caps fares
 - MTS has a favorable contract rate for operations
- FTA guidance on ADA paratransit is evolving
- MTS using technology to improve efficiency



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Average Weekday Passengers

Year-over-year improvement by Route, Category, and System

Route Categories	FY 2013	FY 2014	FY 2015	# Change FY14- FY15	% Change FY14- FY15
Premium Express/Rapid Express	1,223	1,174	1,255	81	6.9%
Express	8,482	8,827	7,907	(920)	-10.4%
Light Rail	95,319	122,170	121,929	(241)	-0.2%
Silver Line (Light Rail)	-	174	195	21	12.1%
Rapid (SuperLoop, Route 215, 235, 237)	1,665	5,149	13,032	7,883	153.1%
Urban Frequent	129,971	123,470	125,420	1,950	1.6%
Urban Standard	40,490	38,769	39,848	1,079	2.8%
Circulator	3,386	2,707	2,950	243	9.0%
Rural	248	290	336	46	15.9%
Demand-Response	1,315	1,433	1,645	212	14.8%
System	282,099	304,163	314,517	10,354	3.4%
Fixed-Route Bus	185,465	180,386	190,748	10,362	5.7%



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Passengers Per Revenue Hour

Improve route category average

Route Categories	FY 2013	FY 2014	FY 2015	% Change FY14-FY15
Premium Express/Rapid Express	24.6	21.5	25.2	17.2%
Express	32.5	31.3	28.1	-10.2%
Light Rail	166.2	224.7	232.3	3.4%
Silver Line (Light Rail)	-	37.6	54.6	45.2%
Rapid (SuperLoop, Route 215, 235, 237)	33.0	33.2	29.2	-12.0%
Urban Frequent	37.5	35.2	35.7	1.4%
Urban Standard	27.3	26.2	26.6	1.5%
Circulator	19.6	17.4	17.0	-2.3%
Rural	9.4	12.4	14.1	13.7%
Demand-Response	2.0	2.1	2.0	-4.8%
System	43.1	45.9	44.8	-2.4%
Fixed-Route Bus	33.9	32.1	32.0	-0.3%



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On-Time Performance

85% for Urban Frequent and Rapid, and 90% for all other route categories

Route Categories	Service Change					GOAL
	Sept. 2013	Jan. 2014	Jun. 2014	Aug. 2014	Oct. 2014	
Premium Express	91.9%	99.2%	-	-	-	90.0%
Rapid Express (Rts. 270, 280, 290)	-	-	85.7%	100.0%	98.9%	90.0%
Express	80.0%	80.2%	83.3%	86.1%	78.7%	90.0%
Light Rail	90.7%	89.0%	88.0%	89.0%	89.1%	90.0%
Silver Line (Light Rail)	88.8%	88.6%	91.0%	96.4%	88.1%	90.0%
Rapid: SuperLoop	84.4%	89.1%	89.4%	86.0%	82.9% *	85.0%
Rapid 215, 235, 237	-	-	96.8%	97.0%	89.8% *	85.0%
Rapid All	84.4%	89.1%	91.2%	88.8%	86.3% *	85.0%
Urban Frequent	83.4%	82.1%	81.2%	79.5%	81.2%	85.0%
Urban Standard	86.0%	83.1%	86.1%	79.7%	83.4%	90.0%
Circulator	86.6%	92.4%	90.5%	95.3%	71.0%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Response	N/A	N/A	N/A	N/A	N/A	
System	85.1%	84.5%	85.0%	83.0%	81.8%	



8



New Service/Major Service Changes TRIAL SERVICES

Route	Passengers/Revenue Hour			% Over (Under) Goal	Average Weekday Boardings
	Category Average	12-mo. Trial Goal	Current Actual		
Route 14 (Grantville-La Mesa)	26.6	11.5	10.6	-8%	270
Route 170 (Adams Ave. Exp.)	28.1	25.0	7.4	-70%	150
Route 270 (RB-Sorrento Mesa)	25.2	21.0	11.6	-45%	54



9



Questions



10





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

Agenda Item No. 47

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 12, 2015

SUBJECT:

PACIFIC IMPERIAL RAILROAD (PIR) DESERT LINE AGREEMENT – STATUS
UPDATE (KAREN LANDERS)

INFORMATIONAL ONLY

Budget Impact

None. To date, MTS has received \$2,000,000 in revenue related to this lease agreement. In addition, inspections have been undertaken of the Desert Line infrastructure by engineering firm JL Patterson, Inc. at no cost to MTS.

DISCUSSION:

Staff will give a status update on the PIR Desert Line agreement.



Paul C. Jablonski
Chief Executive Officer

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

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.





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San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407



Via Email to tdneveau@aol.com and djs@slgseclaw.com

March 6, 2015

T. Daniel Neveau
Pacific Imperial Railroad, Inc.
c/o Kinsell, Newcomb & De Dios, Inc.
2697 Coventry Road
Carlsbad, CA 92010

Donald J. Stoecklein
Pacific Imperial Railroad, Inc.
c/o Stoecklein Law Offices
401 West A Street, Suite 1150
San Diego, CA 92101

Re: Pacific Imperial Railroad (PIR) Desert Line Project

Dear Mr. Neveau and Mr. Stoecklein:

MTS is in receipt of the Status Update letter submitted by Mr. Stoecklein on March 3, 2015. While it is promising to hear that PIR believes it will be able to complete all repairs necessary to bring the Desert Line to Class I track standard by the September 1, 2015 Initial Repairs/October 1, 2015 Test Train Operations deadlines, MTS still does not have any information regarding how and when PIR plans to do so. As discussed below, MTS has to approve, *in advance*, any work that is completed on the line. To date, no plans or specifications have been submitted to MTS for individual bridge, tunnel or track work by PIR or its contractors.

In addition, our February 13, 2015 request for a status update asked for more details on the new investor group and their management plans for PIR. This information was specifically requested by a member of the MTS Board of Directors, Mary Salas. As we previously informed you, we will be giving a status update on the PIR contract and PIR's progress on the Desert Line milestones at our March 12, 2015 board meeting. Mr. Stoecklein's letter did not contain any information about the identity, background or management plans of the new investor group. It is our understanding that you are having a shareholder/investor meeting later this week. Please inform the investors of MTS's request for more information.

Initial Repairs/Test Train Operations:

On August 28, 2014, MTS conditionally approved the Desert Line Reconstruction Plan (DLRP) and started the clock running for the Initial Repairs/Test Train Operations milestones. PIR's contract with MTS allows the DLRP to be submitted in phases consistent with the Test Train Operations, Limited Operations, and Full Scale Operations milestones if certain work will not be commenced until a later milestone. Section 3.3.1 sets forth the minimum items that must be completed before the first substantive operational milestone. Because not all of those items had been completed at the time the supplemental DLRP was submitted to MTS in June 2014, our August 28, 2014 approval specifically called out the items that MTS expects PIR to update "and submit[]" to MTS for review and approval before work on an individual segment of Desert [Line] Infrastructure may begin." (See August 28, 2014 letter.)



Ltr to Dan Neveau/Donald Stoecklein
 Pacific Imperial Railroad
 March 6, 2015
 Page 2

Section 3.3 of our Agreement provides (emphasis added):

3.3. Desert Line Reconstruction Plan. The Desert Line Reconstruction Plan (DLRP) required in Section 1.2.2 shall include, at a minimum, a detailed schedule and description of the work to be completed prior to and in conjunction with each stage of operations (i) Test Train Operations as described in Section 1.2.4, (ii) Limited Operations as described in Section 1.2.6, and (iii) Full Scale Operations as described in Section 1.2.8.

3.3.1. Prior to Test Train Operations the DLRP shall be updated and submitted to SD&AE and at a minimum shall: (a) update the October 2007 Osmose Services Bridge Report, (b) repair and/or remediate the deficiencies identified in the Osmose Services Bridge Report, (c) commission a study of the tunnel and track conditions on the Desert Line including ultrasonic rail flaw, loaded gauge, track geometry and tunnel clearance testing by a contractor approved by SD&AE, and (d) repair and/or remediate any track or tunnel deficiencies identified through such testing. If additional repairs or modifications beyond those in the DLRP are planned for the Desert Line infrastructure or later required in order to bring PIR into compliance with this Lease, PIR shall submit such plans to SD&AE for review and approval. The DLRP shall ensure that the Desert Line bridges meet Cooper Loading System standards based on maximum axle loading for the freight to be carried by PIR, but not less than [286,000] pounds per car.

Our August 28, 2014 DLRP approval letter requested the following supplemental information (emphasis added):

Notwithstanding the above approval of the DLRP for the purposes of initiating the Initial Repairs milestone, the following supporting reports must be completed and submitted to MTS for review and approval before work on an individual segment of Desert Infrastructure may begin:

- JL Patterson work product (it is our understanding that JL Patterson has not completed the final reports for the inspections it conducted and that additional subcontractor inspections may not have been scheduled):
 - Bridge Repairs. Complete report for each individual bridge structure citing existing conditions, detail of each repair needed, cost estimates based on those recommendations, and a reconstruction schedule. The supplemental DLRP contains some, but not all, of this information.
 - Tunnel Condition Review. Although it is our understanding that JL Patterson conducted visual inspections of each tunnel, a written report documenting the findings of each inspection has not been submitted. A written report for each tunnel should be submitted including recommendations for track geometry testing using LiDAR or similar means, engineering experts, geotechnical consultants, and/or structural consultants as needed. Following such additional testing, a detailed repair recommendation for each tunnel, cost estimate, and repair schedule must be submitted to MTS. No test trains may run through a tunnel until the above reports are provided.

Ltr to Dan Neveau/Donald Stoecklein
 Pacific Imperial Railroad
 March 6, 2015
 Page 3

- Track Condition Review. It is our understanding that subcontractor Nordco conducted ultrasonic testing for rail defects and provided raw data to PIR. Still to be provided is a final detailed report with a milepost basis of rail conditions. Similarly, it is our understanding that subcontractor Holland conducted track geometry, rail profile, and track gauge strength testing and provided the raw data to PIR. A detailed report still needs to be prepared showing the results on a per milepost basis. The results of these two reports should then be used to develop track rehabilitation strategies, cost estimates and repair schedules. This needs to be completed so repairs necessary for the Initial Repairs milestone, if any, are identified.
- Tie Inspections. It is our understanding that JL Patterson completed tie inspections on the Desert Line. However, no detailed reports of these inspections have been prepared by JL Patterson. This work must be completed and submitted to MTS with a detailed replacement recommendation, cost estimate and replacement schedule.
- Railroad Signaling Conditions. It is unclear if these inspections and analyses of work needed, if any, was completed by JL Patterson. An evaluation of the signaling infrastructure and compliance with FRA standards must be completed before Limited Operations (Agreement § 1.2.6) can take place.

Currently, PIR has less than six months to complete the Initial Repairs milestone and less than seven months to run a test train. Notwithstanding this fact, we are not aware of any additional inspection work taking place since JL Patterson stopped work in early 2014. Your contract with MTS only allows PIR employees to access the right of way or conduct work. All third party contractors must be issued a right of entry permit by MTS before entering the right of way. We have not received a right of entry permit application for any third party contractors on the Desert Line since the original permits were issued to JL Patterson and Watkins Environmental in 2013. We are not aware of Watkins Environmental performing any work under that permit.

Mr. Stoecklein's letter states "[c]ontrary to your assessment of the requirements to comply with Class I FRA standards, we believe a significant portion of the Line complies with such standards ..." While MTS has no information to contradict this statement, it must be supported by a signed statement from an applicable engineer, certifying that no repairs are necessary to bring a particular bridge, tunnel or track section to Class I standards. In addition, the track and tunnel testing required by Section 3.3.1(c) is required to be completed before Test Train Operations take place. This requirement is not tied to Class I railroad standards. MTS has not agreed to waive this requirement and expects it to be completed before the October 1, 2015 Test Train Operations milestone. Since this testing could reveal additional repairs that may be necessary to meet that milestone, MTS recommends that PIR take action to complete this testing with Nordco and Holland as soon as possible.

To clarify MTS's expectations for the work to be done:

1. Before any item of work can commence, the JL Patterson report related to that particular bridge, tunnel or track section must be finalized with an engineering recommendation and engineered plans and specifications.
2. The plans and specifications must be submitted to MTS for review and approval.
3. The contractor who will do the work must have a valid Right of Entry permit issued by MTS. Work must be completed according to the notice provisions in the Right of Entry permit document.

Ltr to Dan Neveau/Donald Stoecklein
Pacific Imperial Railroad
March 6, 2015
Page 4

4. If a particular bridge, tunnel or track section does not need repair work to meet the Test Train Operations standard, then this conclusion must be supported by a specific statement or report that is signed/certified by an applicable engineer.

Interchange Facility Plans

Mr. Stoecklein's status letter and oral reports from PIR representatives have identified plans to establish an interchange facility and "commence limited operations with a trucking onload/offload facility by December 15, 2015." While we are aware that PIR is exploring various sites for this interchange facility, please be forewarned that MTS cannot establish if the proposed facility will meet the terms and intent of the Limited Operations milestone until a specific plan is identified and presented to MTS for review. In addition, you are aware that depending on PIR's plan and site, additional non-MTS permits and reviews may be required. We have previously encouraged PIR to hire environmental and land use counsel to advise PIR as to what regulatory or procedural hurdles an interchange/intermodal facility may need to overcome.

The recently issued California appellate decision in *Friends of the Eel River v. North Coast Railroad Authority, et al* (230 Cal.App.4th 85 (2014), cert. granted, 339 P.3d 329, Cal. S.C. Case No. S222472) found that the federal Interstate Commerce Commission Termination Act "generally preempts CEQA's application to a project involving railroad operations." However, the California Supreme Court has agreed to review this decision. Whether this preemption applies to a proposed PIR project will require a fact-specific legal analysis. In addition, this preemption (if upheld by the California Supreme Court) simply states that the Surface Transportation Board (STB) has jurisdiction over such projects. You will need to research and confirm what specific STB reviews and approvals are required for your interchange facility or other project plans.

Bi-National Railroad Operations

We are encouraged to hear that PIR continues to negotiate with Baja California Railroad and the Governor of Baja California to reach an agreement that allows for freight to be loaded onto the Mexican segment of the railroad and then carried over the Desert Line to the Union Pacific Railroad in Plaster City. In a recent meeting with MTS, the Director General of Baja California Railroad (BJRR), Roberto Romandia Tomayo, confirmed for MTS that the negotiations are ongoing and that his company is interested in negotiating an interchange or other agreement with PIR. He expressed a need to know PIR's specific construction schedule and operational plan so that business/supply chain certainty can be provided to the rail line's targeted manufacturing customers (e.g. Toyota) and plans can be made by BJRR. Please keep us informed of the status of these negotiations and let us know if we can be of assistance.

Sincerely,



Karen Landers
General Counsel

cc: Paul C. Jablonski, MTS Chief Executive Officer



PACIFIC IMPERIAL RAILROAD, INC.

March 4, 2015

Ms. Karen Landers
General Counsel
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, California 92101-7490

RE: Pacific Imperial Railroad-MTS Status

Dear Ms. Landers:

As General Counsel, I have been requested to prepare this letter in response to your letter dated February 13, 2015 and your letter dated December 22, 2014, in reference to Pacific Imperial Railroad's ("PIR") update "for completing (a) all items listed in Metropolitan Transit System's ("MTS") August 28, 2014 letter conditionally approving the Desert Line Reconstruction Plan (DLRP), and (b) performing the work necessary to reach the Initial Repairs and Test Train Operations Milestones" as such status relates to PIR's obligations to San Diego & Arizona Eastern Railway Company ("SD&AE") and MTS pursuant to the terms of the "Desert Line Lease and Operating Agreement" (the "Lease").

As duly noted in your August 28, 2014 correspondence to PIR, the Lease states in §1.2.3, "Initial Repairs are defined as "those repairs and/or maintenance required to rehabilitate the Desert Line to qualify the Class of Track at a minimum as a Class I Track pursuant to Federal Railroad Administration ("FRA") track safety standards." In preparation of the Initial Repairs, PIR retained the services of JL Patterson & Associates, at an initial cost of \$600,000, to perform such inspections that at a minimum allowed for PIR's contractors to complete work for the Initial Test Train. Although much of the inspection work completed by JL Patterson exceeded the inspections required for the Initial Test Train, short of minimal inspections in the tunnels, most inspection work has been completed to the Initial Test Train goal. We have reached out to Dan Davis, the supervisor of the project for JL Patterson, who is currently working for another company, to assist in facilitating the information requested in your prior correspondence. Contrary to your assessment of the requirements to comply with Class I FRA standards, we believe a significant portion of the Line complies with such standards. By way of example, only several of the Bridges inspected required work to comply with the FRA standards. Additionally, although the Tunnel Condition Review may not be to the extent set forth in your letter of August 28, 2014, we believe that the tunnels comply with the FRA standards and allow for Test Train Operations.

As part of the Track Condition Review, we retained the subcontracted services of Nordco, through JL Patterson, to conduct ultrasonic testing for rail defects which supplied the raw data to both JL Patterson and PIR. Holland conducted track geometry, rail profile, and track gauge strength testing and provided the raw data to both JL Patterson and PIR. Although we still intend to have Nordco, via JL Patterson generate a detailed report on the ultrasonic testing, and Holland to complete track geometry, rail profile, and track gauge strength testing, we are unaware of any testing that essentially prevents PIR from operating the Test Train under the Class I Track Standards of the FRA.

As regards to the Tie Inspections, JL Patterson, to our knowledge did complete the inspections of the railroad ties on the Desert Line, and we are awaiting receipt of the reports from JL Patterson; however have no expectation that such Tie Reports will prevent Test Train Operations.

PIR's railroad operations contain three signaling devices, of which PIR is unaware of any defects and or issues related to their operational status to the extent such status would prevent Test Train Operations.

In an effort to complete the work required for the Test Train, and work required to commence minimal operations for PIR's Trucking and Logistics Plan, various projects are being planned that simultaneously provide for the Test Train while creating an interchange facility to allow trucking on loads and off loads. Contractors have been contacted, who are capable of completing the rehabilitation sufficient to meet the Class I Track Standards as referenced above, which essentially allows for the train to operate at 10 mph. Funds sufficient to cover the expense of the rehabilitation were referenced in a financial credit facility submitted to MTS on or about January 15, 2015. However, concurrent with compliance with the above, PIR has been in negotiations with Baja Railroad in Baja Mexico, in addition to acquiring commitments for a capital infusion sufficient to cover the expenses of an interchange facility to commence limited operations pursuant to the Lease. In an effort to obtain the required commitments for capital, it became necessary for PIR to negotiate with their majority shareholders to accept a proposal from the proposed investor group that would allow for such funding to the benefit of PIR and the regional area.

PIR continues to move forward with its strategy to (a) complete rehabilitation sufficient for the Test Train by October 1, 2015, (b) establish an interchange facility sufficient to commence limited operations with a trucking onload/offload facility by December 15, 2015, (c) negotiate its bi-national rail agreement with Baja Railroad prior to year end, and (d) continue with funding sufficient capital to rehabilitate the Desert Line to meet its obligations as set forth in the Lease.

As the above is being accomplished, Baja Rail has continued to enhance its infrastructure, spending in excess of \$18 million toward bridges, new track, new crossings, and spurs to enhance additional capacity. An inspection of the line, provided to PIR by the principals of Baja Rail demonstrated a substantial commitment to the rehabilitation of the line, which also included the daylighting of the collapsed Tunnel Number 3, which we understood cost upwards of \$4 million and is nearly complete. These improvements by Baja Railroad, and the government of Mexico continue to demonstrate support for a bi-national railroad in the Cali-Baja region. As a result of the dialogue which was facilitated by MTS and commenced during the discussion between PIR, Baja Railroad, MTS, and the Governor of Baja California at the US Consulate in Mexico in December of 2014, we are continuing meetings and open discussions pertaining to a negotiated transaction for a bi-national railroad.

As to the "Hazardous Materials Issues" discussed in your correspondence of August 28, 2015, those issues have been addressed separately by CGS in the attached correspondence from Mr. Josh Brody, President of CGS. We have requested that CGS provide us assistance with the various Hazardous Materials Issues as set forth in your correspondence and should you have additional issues with same, please do not hesitate to contact us for a response.

We look forward to MTS's continued support in the project, in addition to that of the other San Diego and Baja regional groups interested in seeing this railroad re-activated.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald J. Stoecklein", written over a horizontal line.

Donald J. Stoecklein, General Counsel



A Service-Disabled, Veteran-Owned Small Business

March 3, 2015

Pacific Imperial Railroad
401 West A Street, Suite 1150
San Diego, CA 92101
Attn: Donald Stoecklein

Subj: PACIFIC IMPERIAL RAILROAD HAZARDOUS MATERIALS ISSUES

Mr. Stoecklein,

Thank you for requesting information on how CGS can assist Pacific Imperial Railroad (PIR) in meeting strict environmental compliance requirements. Below are each individual issue listed by MTS and our response.

1.) Obtain a valid Unified Program Facility Permit from the County of San Diego Hazardous Materials Division (HMD) for all locations that utilize hazardous materials.

Response: CGS will perform the necessary records review search, interviews, and site visits and complete the application process for PIR in obtaining the required HMD and any other County permits.

2.) Prepare and submit a Hazardous Materials Business Plan for all locations that utilize hazardous materials.

Response: While completing hazardous material and hazardous waste contract work for the DoD, CGS has developed a multitude of Hazardous Material Business Plans which include all NFPA information, GIS layers, inventory of materials, etc.

3.) If PIR believes that a Unified Program Facility Permit and a Hazardous Materials Business Plan are not required, PIR must provide MTS with written justification detailing why these are not.

Response: CGS will perform the necessary records search, interviews, and site visits to determine if a Unified Program Facility Permit and Hazardous Material Business Plan are required. If it is not, we will develop a written justification detailing our findings and rationale for submittal to HMD.



A Service-Disabled, Veteran-Owned Small Business

4.) For all facilities operated by PIR, provide written confirmation that all drums or any other containers with hazardous waste that have been at any site for more than 180 days have been properly disposed of.

Response: CGS will perform an inventory of all hazardous waste at ALL locations and ensure proper containerization, labeling, and disposal of all hazardous waste prior to 180 days.

5.) Provide written confirmation that PIR has obtained professional training on how to properly label and store hazardous waste to prevent the unauthorized disposal of hazardous waste to the environment, and to prevent a fire or explosion.

Response: CGS operates a Training Division that will provide all necessary training to include 8 hour, 24 hour, and 40 hour Hazardous Waste Site Operator, and 40 hour, and 8 hour refresher HAZWOPER training which meets 29 CFR 1910.120 requirements. Each employee will receive a certificate of completion and CGS will provide a training roster and letter outlining type of training and personnel trained to PIR for submittal to MTS.

6.) Provide written confirmation that PIR has implemented proper procedures relating to the labeling, storage, and disposal of hazardous waste at all locations that utilize hazardous materials.

Response: CGS will develop Standard Operating Procedures (SOP) for labeling, storage, and disposal of hazardous waste, and provide a presentation to PIR personnel to ensure widest dissemination.

7.) Provide written confirmation that PIR has obtained professional training for its employees on how to conduct timely and proper inspections to ensure that hazardous wastes, including used oil filters, are properly labeled, stored, and disposed of, and that all facilities are properly maintained.

Response: CGS will provide training to PIR personnel on how to properly perform hazardous waste site inspections and/or provide the service of inspecting all sites operated by PIR to ensure compliance. CGS will provide a training roster and letter outlining type of training and personnel trained to PIR for submittal to MTS.

8.) Provide written confirmation that PIR has obtained professional training for its employees on how to handle, store, and dispose of hazardous materials and hazardous waste and how to properly respond in emergency situations.

Response: CGS will provide training to all PIR personnel requiring the skills to handle, store, label, and respond to emergencies. CGS will provide a training roster and letter outlining type of training and personnel trained to PIR for submittal to MTS.



A Service-Disabled, Veteran-Owned Small Business

9.) Provide written confirmation that PIR has obtained professional environmental audit to confirm that its operations are in accordance with all local, state, and federal environmental laws and regulations.

Response: CGS will perform a detailed audit, annotate any deficiencies, correct all deficiencies, and provide a detailed report of all finding and improvements.

REMEDIATION

The letter from MTS states, "PIR must confirm that the Jacumba Depot property has been remediated to the satisfaction of applicable regulatory authorities.

Response: CGS will perform a Phase I review and site visit to the Jacumba Depot and if the property has not been remediated, CGS will perform a Phase II response, confirmation sampling, backfill, and final reporting. We will also work with the regulatory agencies to ensure proper remediation and site closure.

Furthermore, if you would like a detailed proposal for each task listed above, please let us know at your earliest convenience. If so, we would like to have a pre-proposal meeting to discuss details, priorities, and set expectations.

Lastly, CGS has many years of experience in all of the above and employs personnel that have accomplished all of the tasks outlined above. Many of our staff have worked directly with the County of San Diego HMD on projects at Camp Pendleton, MCAS Miramar, and other locations within the County. A detailed list of qualifications and past performance is available upon request.

Thank you for asking CGS Incorporated to review and potentially assist. Please contact me directly should you have any questions at (760) 651-2247, or via email josh@cgseenv.com.

Kind Regards,

A handwritten signature in black ink, appearing to read 'JB' followed by a stylized flourish.

Josh Brody

President



AGENDA ITEM NO.

47

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	3/12/2015		
Name	Chaz McCaffee		
Address	2700 6th Ave SD		
Telephone	619-347-1569		
Organization Represented	PTR		
Subject of Your Remarks	Update		
Regarding Agenda Item No.	47		
Your Comments Present a Position of:	<input checked="" 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.

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

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(PLEASE PRINT)

DATE	3/12/2015		
Name	DONALD J. STOECKLEIN		
Address	2500 6th Ave SD CA		
Telephone	619 704 1310		
Organization Represented	PIR		
Subject of Your Remarks	Update		
Regarding Agenda Item No.	47		
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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MTS Board Meeting

March 12, 2015

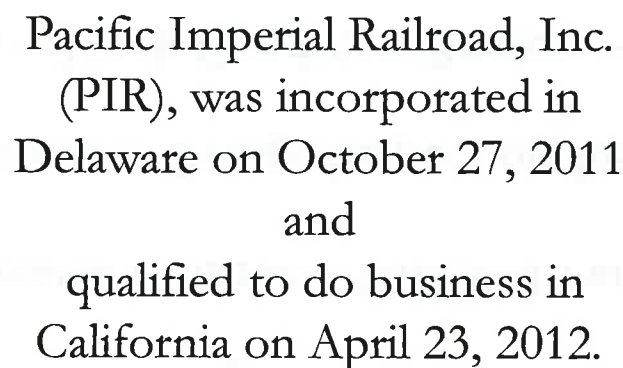
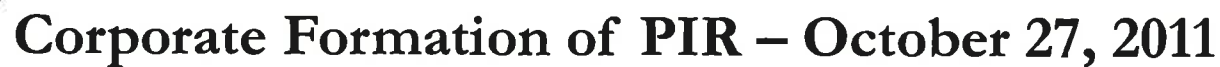


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NOT FOR DISTRIBUTION TO THE PUBLIC

PIR Performance Milestones

- ☒ Corporate Formation of PIR - October 2011
- ☒ Acquisition of Operating Rights – November 2011
- ☒ Acquisition of 99 Year Desert Line Lease – December 2012
- ☒ Submission to MTS of Business Plan - January 2013
- ☒ Surface Transportation Board Approval – March 2013
- ☒ Submission to MTS of Desert Line Reconstruction Plan – March 2013
- ☒ Completion of Marketing Plan - March 2013
- ☒ U.S. Department of Homeland Security – Customs and Border Protection

- ☒ Meeting with U.S. Department of State – Presidential Permit – October 2013
- ☒ Presidential Permit Exemption Obtained – December 9, 2013
- ☒ Lease Payments to MTS totaling \$ 2 Million
- ☒ JL Patterson & Associates Contract - \$600,000 Paid – June 2013
- ☒ JL Patterson & Associates – Bridge inspection Report – October 2013
- ☒ Holland and Nordco – Track Condition Review – Oct.–Dec. 2013
- ☒ SCEDC Board Voted to Support Reactivation of Desert Line – July 2014
- ☒ Submission of DLRP Supplement and Approval by MTS – August 2014
- ☒ US Consulate Mediation – December 2014



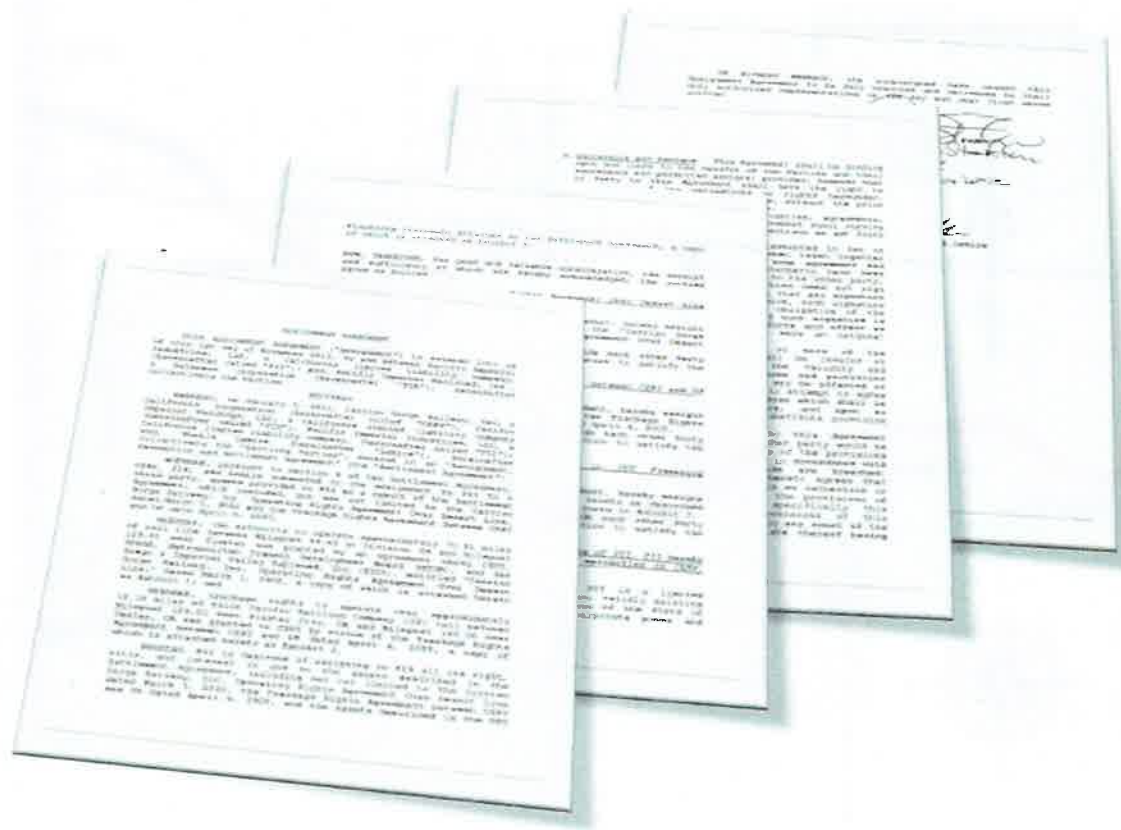
MTS BOARD MEETING — MARCH 12, 2015 — DONALD J. STOECKLEIN — PACIFIC IMPERIAL RAILROAD



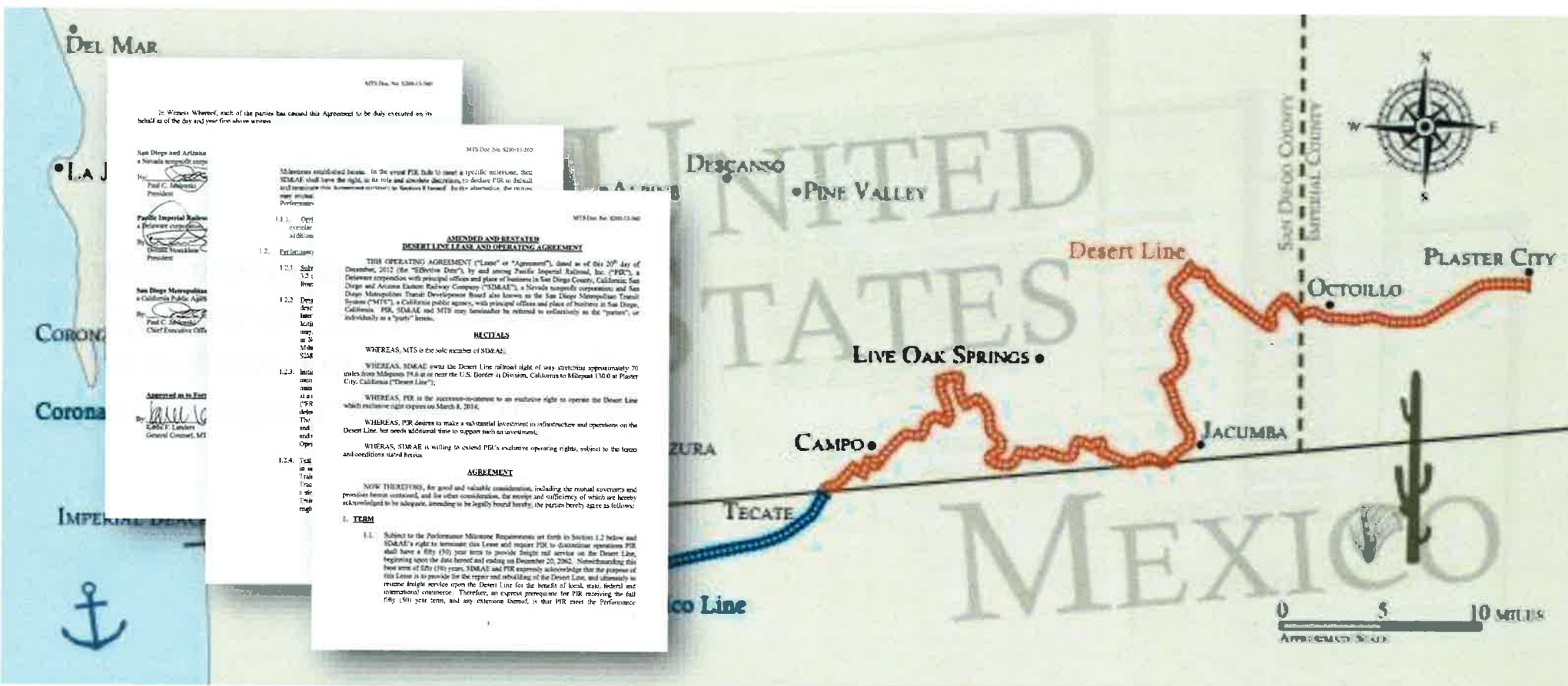


Acquisition of Operating Rights – November 1, 2011

On November 1, 2011 PIR obtained an assignment of rights providing PIR with the “Operating Rights Agreement Over the Desert Line.”



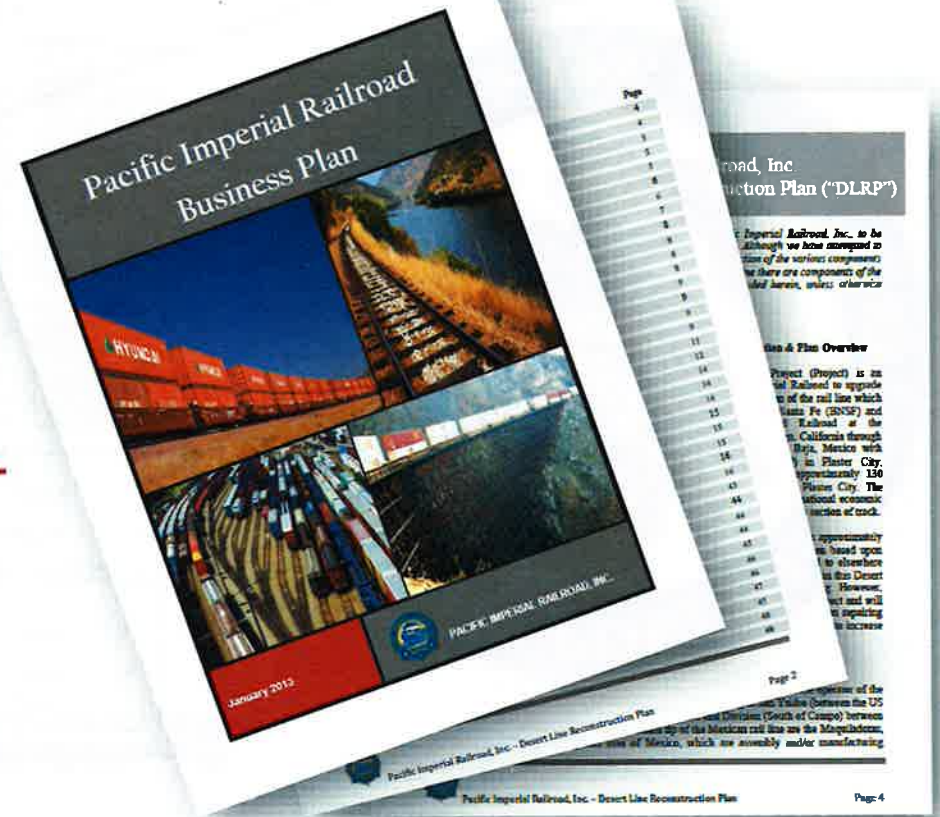
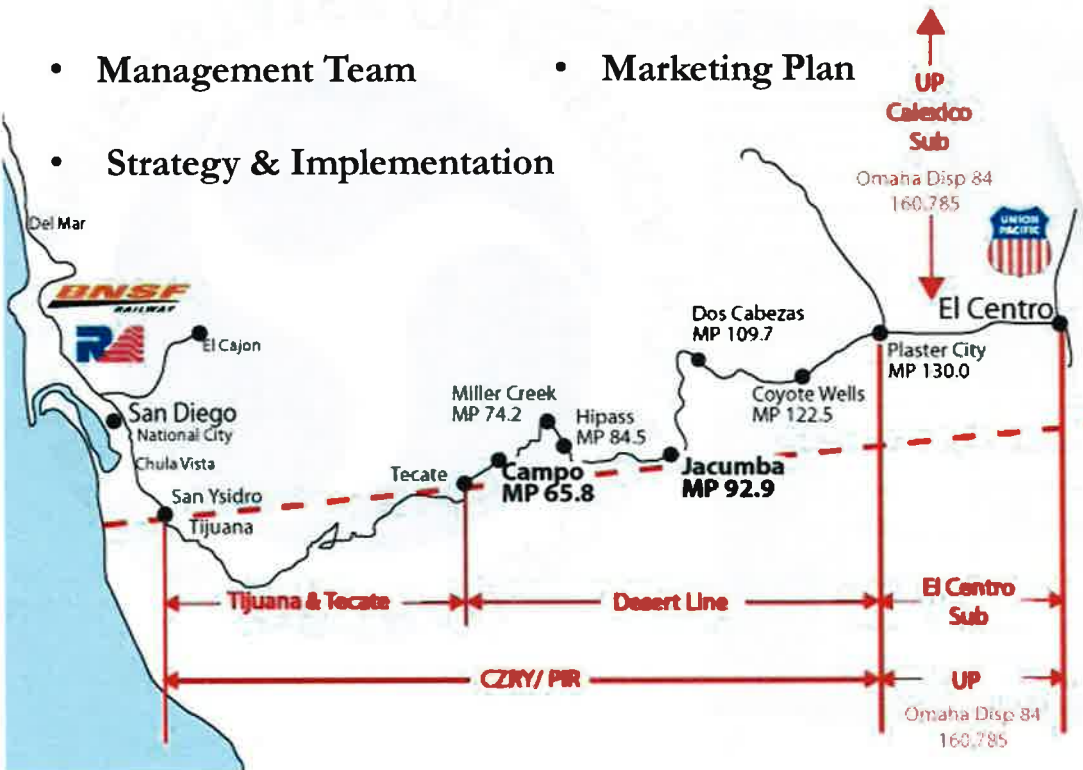
✓ Acquisition of 99 Year Desert Line Lease – December 20, 2012





Submission to MTS of Business Plan - January 20, 2013

- Executive Summary
- Management Team
- Strategy & Implementation
- Financing Plan
- Marketing Plan





Surface Transportation Board Approval – March, 2013

Federal Register / Vol. 78, No. 15 / Wednesday, January 23, 2013 / Notices 4981

CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
229.101(a)(1)(i)—Maintenance of Current Emergency Telephone Numbers.	2 railroads	2 current lists	1 hour	2
229.101(a)(3)—Joint Emergency Preparedness Plan (JEPP).	5 railroad pairs	1 joint plan	16 hours	16
229.101(a)(5)—Liason with Emergency Responders—Updated Plans Containing Emergency Responder Liason Information.	25 railroads	25 updated plans	40 hours	1,000
229.101(a)(7)(i)—Passenger Safety Information—Plans and Posting of Safety Awareness Messages.	3 new railroads/3 commuter railroads.	1,500 cards/3 plans/3 safety messages/3 plans/3 safety messages.	5 minutes/16 hours/48 hours/ 8 hours/24 hours.	388
229.105—Derailing and Collision After Each Passenger Train Emergency Situation or Full Scale Simulation.	25 railroads	44 derailing/collision exercises	27 hours	1,188
229.201—Operational Efficiency Tests of On-board and Control Center Employees and Records of Tests.	25 railroads	25,000 tests/records	15 minutes	6,250

Total Responses: 43,536.
Total Estimated Annual Burden: 11,520 hours.
Type of Request: Extension of a Currently Approved Collection.
Pursuant to 44 U.S.C. 3506(a) and 5 CFR 1320.5(b), 1320.6(h)(3)(vi), PRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.
Authority: 44 U.S.C. 3509–3520.
Issued in Washington, DC on January 13, 2013.
Rebecca Pennington,
Chief Financial Officer, Federal Railroad Administration.
DPR Doc. 2013-01289 Filed 1-22-13; 4:41 am.
BILLING CODE 4910-04-P

DEPARTMENT OF TRANSPORTATION Surface Transportation Board (Docket No. FD 36709)

Pacific Imperial Railroad, Inc.—Change in Operator Exemption—Rail Line of San Diego and Arizona Eastern Railway Company

Pacific Imperial Railroad, Inc. (PIR), a non-carrier, has filed a verified notice of exemption under 49 CFR 1150.21 to change operators from San Diego & Imperial Valley Railroad Company, Inc. (SDIV) to PIR over a 70.01-mile rail

line between milepost 59.60 in Division, Cal., and milepost 120.61 in Plaster City, Cal. (Desert Line). The Desert Line is owned by San Diego and Arizona Eastern Railway Company (SDAAR). The change in operators for the line is being accomplished through SDIV's assignment of its authority to operate the Desert Line to PIR, with the consent of SDAAR and its parent, San Diego Metropolitan Transit Development Board. This change in operators is exempt under 49 CFR 1150.21(a)(3).¹ PIR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier. However, because its projected annual revenues will exceed \$5 million, PIR certified to the Board that, pursuant to the notice requirements of 49 CFR 1150.22(e), it has provided notice to employees on the affected line and that notice was not served on the national offices of any rail labor union because an employee on the affected line belonged to a rail labor union. Under 49 CFR 1150.22(e), this exemption cannot become effective until March 3, 2013, 60 days after the latest certification that PIR provided the required notice to employees.²

Exemption from 49 U.S.C. 10601 to 11301, FD 36622 (DEC. 2002, Aug. 17, 2004).
¹ To qualify for a change of operator exemption, an applicant must give notice to shippers on the line. See 49 CFR 1150.22(b). It is later filed January 2, 2013. PIR certified to the Board that, at present, there are no shippers on the Desert Line dependent on service of this notice as required on shippers.
² PIR supplemented the certification in its verified notice by letters filed on December 27, 2012 and January 2, 2013. On January 8, 2013, PIR certified that the employees of SDIV are not

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10522(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 22, 2013 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36709, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1800, Chicago, IL 60604-1112.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: January 17, 2013.
By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Judith Barby,
Clearance Clerk.
DPR Doc. 2013-01289 Filed 1-22-13; 8:46 am.
BILLING CODE 4910-04-P

members of a laborer, bus, union certification was not required.

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA





Submission to MTS of Desert Line Reconstruction Plan (DLRP) – June, 2013

Corporate Governance

Governance involves setting policy, is administered properly, is monitored, and enforced. For passengers are represented and protect implementing shareholder-set expectations.

Railway Enterprise Structure

Company Governance and M

Typical enterprise governance in the figure below. Legal responsibilities of these organs

Board of Directors

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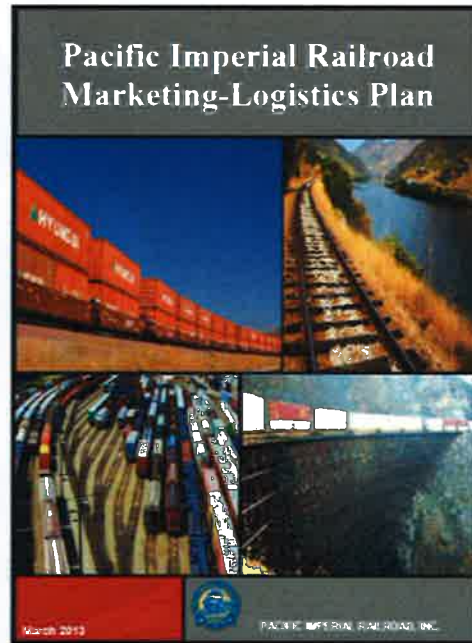
Board of Directors

Pacific Imperial Railroad Reconstruction Plan

CHAPTER 1: INTRODUCTION	1.1
1.2 Project Overview	1.2
1.3 Summary of Findings	1.3
1.4 Project Objectives	1.4
CHAPTER 2: BACKGROUND	2.1
2.2 Project History	2.2
2.3 Summary	2.3
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3.3 Project Location	3.3
3.4 Project Scope	3.4
3.5 Project Schedule	3.5
3.6 Project Budget	3.6
3.7 Project Risks	3.7
3.8 Project Benefits	3.8
3.9 Project Conclusion	3.9
CHAPTER 4: CONCLUSIONS	4.1
4.2 Summary	4.2
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4.100 Project Summary	4.100

- Stages of Operation
- Detailed Repair Schedule
- Test Train Operations
- Osmose Services Bridge Report
- Tunnel and Track Conditions

✓ Completion of Marketing Plan – March, 2013



Met with 40 Maquiladora Companies



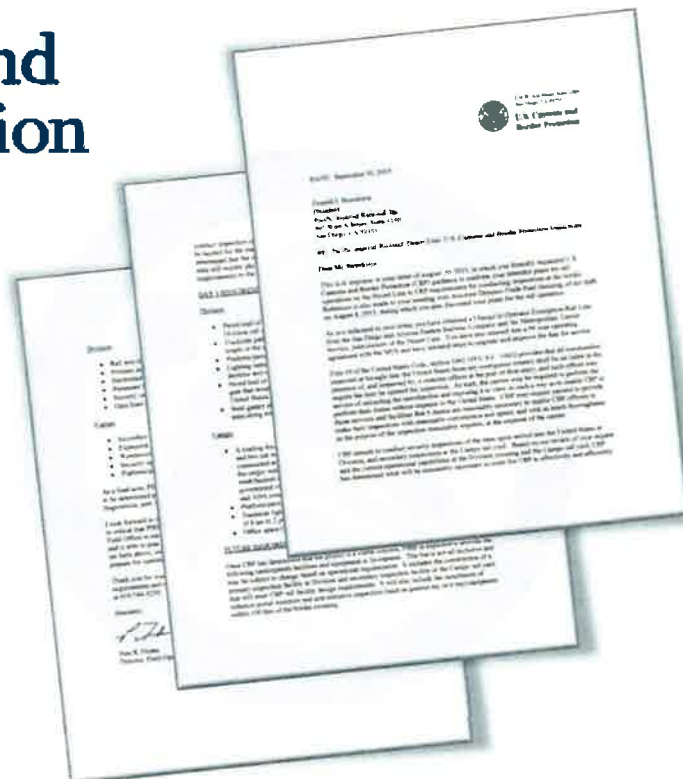


U.S. Department of Homeland Security – Customs and Border Protection



U.S. Customs and Border Protection

- In August, 2013, PIR representatives met with the Department of Homeland Security – U.S. Customs and Border Protection (CBP) to obtain guidance to conform PIR's plans for rail operations on the Desert Line to CBP requirements for conducting inspections.
- In September 2013 PIR received guidance pursuant to Title 19 of the United States Code, section 1461 (19 U.S.C. 1461).





Meeting with U.S. Department of State – Presidential Permit – October 2013

- Met with Peter Marigliano, Border Affairs officer, on September 11th, 12th and October 2nd, 2013.
- Requested change in Operator Exemption
- Formally sought the assistance of the Department of State to help conform our intended plans to the requirements of Executive Order 11423



PACIFIC IMPERIAL RAILROAD, INC.

October 1, 2013

Mr. Peter Marigliano
Border Affairs Officer
U.S. Department of State
W-1400 Room 4608
2001 C St. NW
Washington, DC 20520

RE: Pacific Imperial Railroad, Desert Line – Presidential Permit – US-Mexico Border

Dear Mr. Marigliano:

This letter is in follow up to our meeting on September 11, in our offices in San Diego, our follow up meeting on September 12, during the Bi-national Bridges and Border Crossing Meeting in Pasadena, Baja California, and our meeting in your office on October 2, 2013, and to answer for the purpose of informing the U.S. Department of State of our plans to the Pacific Imperial Railroad, Inc. (PIR) for making ready the Desert Line in California for cross-border freight train service between the United States and Mexico. As provided in the dropped off informational package, the Desert Line (the line) consists of a 700 mile rail line in California, between Imperial Valley in California to the Mexican border (PIR) in Mexico City, and to connect with the rest of the network. To begin the process of opening route on this line, we petitioned the Department of Transportation, Surface Transportation Board (STB), with Docket # STB 12-0394, which requested a Change in Operator Exemption Rail Line from the San Diego and Arizona Eastern Railway Company (SDAEC) and the Metropolitan Transit System (MTS), joint owners of the line. The STB decided in favor of the change on January 17, 2013 and the notice was then published by the STB in "The Federal Register" on January 23, 2013. Now, we have recently entered into a 10-year operating agreement with the MTS, opening the line for us to begin to operate and improve the line for service.

Ownership of the line remains with SDAEC and MTS and the general operations to date of the movement of goods across the border remain the same. Additionally, the line crosses the border from Mexico into the United States in a one called 25 miles, which is where the train has crossed the border for nearly 100 years.

401 West A Street, Suite 1100, San Diego, California 92101
Phone 619-544-0700 www.pacificimperialrailroad.com



Presidential Permit Exemption Obtained – December 9, 2013



- Exempt from Presidential Permit Requirement
- Allowed to operate border crossing under lease from the current owner - MTS
- PIR remains responsible for complying with all other applicable state, federal, and local laws in regards to the border crossing.





Made Lease Payments to MTS - \$2,000,000

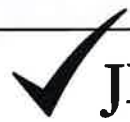
- In 1979, MTS acquired SD+AE which owned the Desert Line
- From 1979 until July of 2013, MTS earned \$0.0 on the Desert Line
- Since the execution of its 99-year lease with MTS, PIR has paid MTS \$2,000,000

1979 – July, 2013

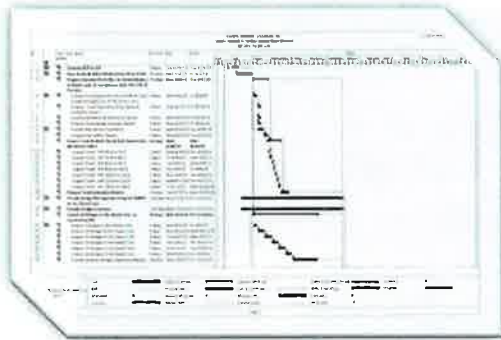
\$0.0

July, 2013 – March 2015

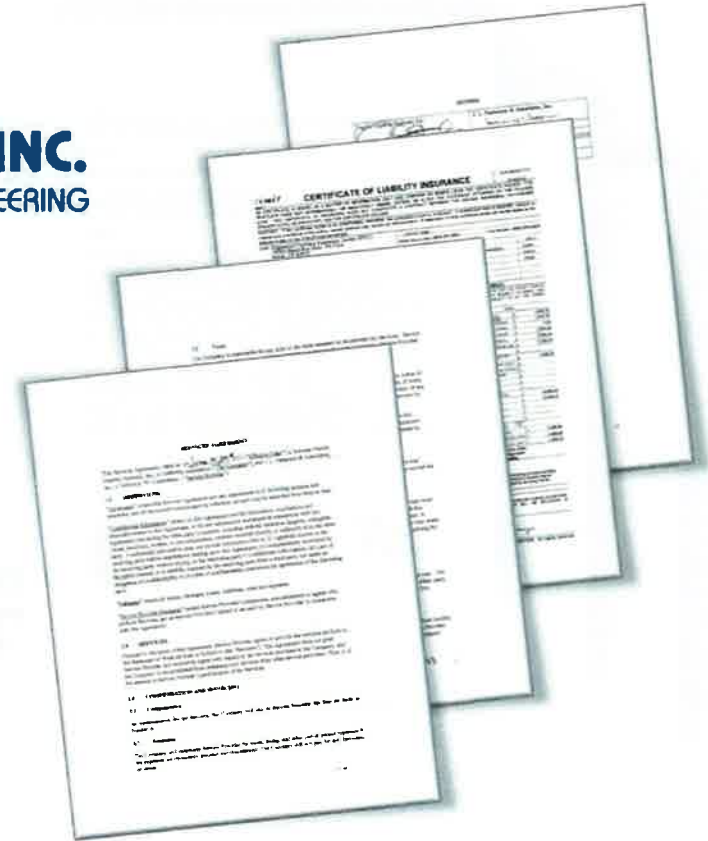
\$2,000,000



JL Patterson & Associates Contract - \$600,000 Paid – June 14, 2013

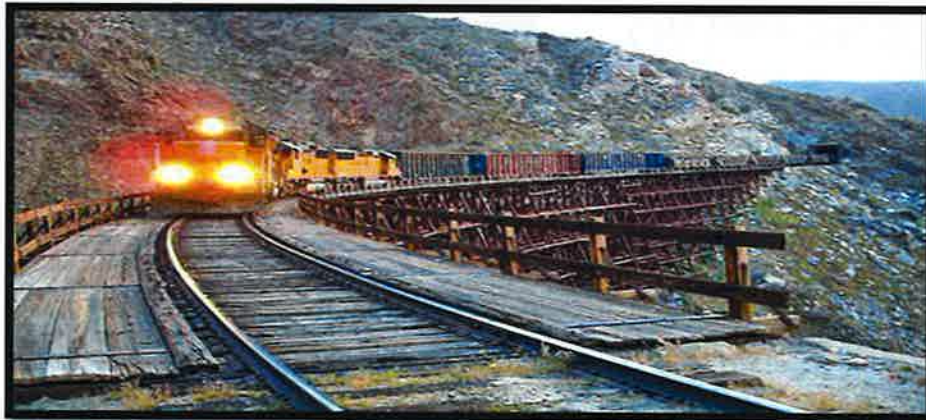


On June 14, 2013, PIR executed its contract with JL Patterson to commence inspections of the bridges, tunnels, track and rail.



✓ JL Patterson & Associates – Bridge Inspection Report – October 2013

Summary level report of the general condition of the PIR mainline bridges between milepost 59.94 and milepost 129.6





Holland and Nordco – Track Condition Review – Oct.–Dec. 2013

TrackSTAR®

Track Strength,
Track Geometry
and
Rail Profile
Measurement
Report



Presented by

Holland L.P.
1000 Holland Drive
Crest, Illinois 60417-2120

Telephone: 708-672-2300
FAX: 708-672-0119
Web Site: www.hollandco.com

Holland L.P. conducted
track geometry, rail profile,
and track gauge strength
testing

Nordco conducted
ultrasonic testing for rail
defects



Service from the Ground Up®



Desert Line Receives Support from SCEDC Board Members– July 2014

- “South County EDC and its members have historically been champions of finding more effective ways to move people and goods across the border. We recognize the economic drain that lengthy border wait times have on our region.”

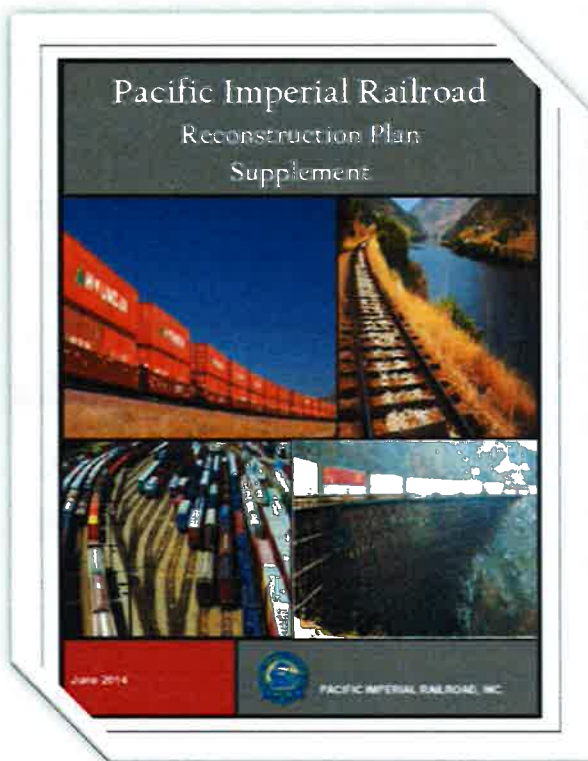


SCEDC
South County Economic
Development Council

- South County Economic Development Council (SCEDC) board members voted to support the reactivation of the San Diego Arizona Eastern Railway at its May Board of Directors meeting.
- “Re-opening the Desert Line will help expedite the import-export process for cargo without compromising national security.”



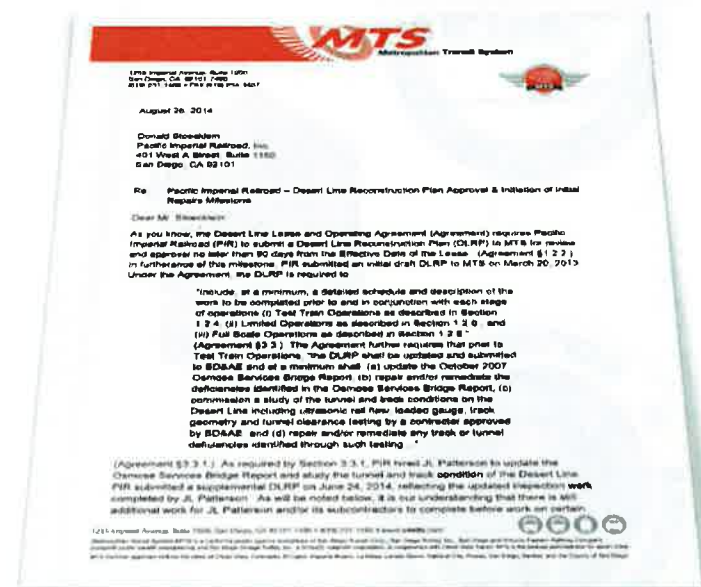
Submission of DLRP Supplement and Approval by MTS – August 2014



DLRP Supplement submitted
to MTS for review - July 2014

Submitted and
approved in 30 days

DLRP Supplement Approved
by MTS – August 2014





U.S. Consulate Mediation – December 2014

On December 15, 2014, MTS, PIR, Baja Rail, and the Governor of Baja's representative met with the Consul General, Andrew Erickson, to discuss and mediate the creation of a bi-national rail line.





MTS BOARD MEETING — MARCH 12, 2015 — DONALD J. STOECKLEIN — PACIFIC IMPERIAL RAILROAD





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

Agenda Item No. 62

Chief Executive Officer's Report

ADM 121.7

March 12, 2015

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 February 4, 2015 through March 5, 2015.



EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1366.2-11	TERMINIX	INCREASE SERVICE FREQUENCY	\$1,900.00	2/10/2015
L6709.0-15	BRG CONSULTING INC	JROE PERMIT - ENV PLANNING A&E	\$9.00	2/18/2015
PWB133.2-11	SOUTHCOAST HVAC	HVAC MAINTENANCE SVCS FOR KMD AND IAD	\$18,880.00	2/18/2015
PWG162.0-15	NPG INC	ASPHALT SERVICES AT COPLEY PARK	\$41,355.73	2/18/2015
G1513.1-13	PUN & MCGEADY LLP	AMENDMENT NO. 1 PAYMENT MILESTONES	\$0.00	2/18/2015
PWL161.0-15	CALIFORNIA AIR COMPRESSOR CO	TWO AIR COMPRESSORS FOR BLDG C TROLLEY	\$57,843.49	2/20/2015
PWG148.2-14	MOBILE RELAY ASSOCIATES	ADD 6TH DISPATCH STATION	\$7,238.00	2/23/2015
G1791.0-15	THE PELOTON ALLIANCE	ERP/TAM IMPLEMENTATION QA CONSULTANT	\$75,000.00	2/25/2015
PWL154.1-15	SCHMIDT FIRE PROTECTION CO	ADMDMENT 1 ADDITIONAL EQUIPMENT	\$7,950.00	2/25/2015
G1679.4-14	SIGNA DIGITAL SOLUTIONS, INC	1-MONTH TIME EXTENSION		2/26/2015
PWB156.1-14	WATSON FURNITURE GROUP	10 YEAR FREE WARRANTY	\$0.00	2/27/2015
G1528.2-13	INTELLICHOICE DBA EFORCE	MODIFICATION OF BOARD 405 REPORT	\$3,458.00	3/2/2015
L0983.2-11	SIEMENS	AMNDMNT 2 TIRE KITS FOR LRV SD 100	\$0.00	3/2/2015
PWL161.1-15	CALIFORNIA AIR COMPRESSOR	PROCURE/INSTALL AIR COMPRESSORS BLDG C	\$0.00	3/2/2015
PWL158.2-14	ELECTRO SPECIALTY SYSTEMS	CCTV BLUE LINE 2ND AMENDMENT	\$51,415.71	3/5/2015

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1802.0-15	CALTRANS DIVISION OF RAIL	STUDY OF PASSENGER AND FREIGHT RAIL OPS	\$0.00	2/5/2015
L1226.0-15	SDG&E	LEASE AGMT FOR APN 384-311-38-00	(\$30,480.00)	2/5/2015
L6708.0-15	HDR ENGINEERING INC	JOINT ROE PERMIT - A&E SANDAG SSA	\$0.00	2/6/2015
G1798.0-15	MEDIA ARTS CENTER SAN DIEGO	LATINO FILM FESTIVAL	\$0.00	2/18/2015
L1221.2-15	SAN DIEGO SPORTS ENT CENTER	LEASE AMENDMENT PYRAMID BUILDING	\$0.00	2/19/2015
B0618.0-15	SDG&E	INTERCONNECTION AGMT	\$0.00	2/23/2015
G1801.0-15	SAN DIEGO CITYBEAT	PARTNERSHIP/IN-KIND FOR PRINT ADS	\$0.00	2/23/2015
L1247.0-15	SAN DIEGO HALF MARATHON	KETTNER AND G STREET ROE PERMIT	(\$750.00)	2/23/2015
L1236.0-15	GLOBAL SIGNAL GROUP, INC	DROE PERMIT - GENERAL A/E SYSTEM DESIGN	(\$4,500.00)	2/25/2015
G1797.0-15	US PROBATION OFFICE	COMPASS CARD EMPLOYER PROGRAM		3/2/2015
L1248.0-15	KLEINFELDER INC	DROE PERMIT - PIPELINE ENHANCEMENT PROJE	(\$3,000.00)	3/2/2015

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L1249.0-15	ACCO ENGINEERING SYSTEMS	DROE PERMIT - AC BUILDING MAINT 402 W BR	(\$1,000.00)	3/2/2015
S200-15-617	MORALE, WELFARE AND RECREATION	ROE PERMIT FOR NAVY BRIDGE RUN/WALK	\$0.00	3/2/2015
G1747.0-15	SDUSD	COMPASS CARD	\$0.00	3/4/2015

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/5/2015	VICTOR STANLEY INC	BENCHES, TRASH RECEPTACLES AND ARMR	\$13,300.00
2/5/2015	VICTORY STANLEY INC	BENCHES, TRASH RECEPTACLES	\$13,300.00
2/5/2015	FUSION STORM	QUANTUM SCALAR i500	\$67,119.32
2/6/2015	CDW GOVERNMENT	APC REPLACEMENT BATTERY RBC43	\$2,420.48
2/6/2015	CDW GOVERNMENT	CISCO CATALYST COMPACT	\$2,703.61
2/9/2015	S & A SYSTEMS INC	SOFTWARE LICENSE & MAINTENANCE	\$16,995.00
2/9/2015	CDW GOVERNMENT	VARIOUS ITEMS	\$1,003.98
2/9/2015	AZTEC TECHNOLOGY CORP	OCEAN CONTAINER 8X20 FOR 43 ST	\$2,734.56
2/10/2015	RICOH	KOFAX SUPPORT 1.1.15 - 12.31.15	\$11,357.00
2/11/2015	AT&T	SWITCH UPGRADES FOR COPLEY PARK	\$11,860.53
2/11/2015	DELL COMPUTER CORP	LATITUDE E7440 BTX GSA#GS-35F-4076D	\$7,795.29
2/18/2015	T FETTER	COPLEY PARK PLACE MAINTENANCE	\$9,411.36
2/18/2015	CDW GOVERNMENT	ANTI VIRUS LICENSES	\$21,984.45
2/18/2015	INIT INNOVATIONS IN TRANSPORTA	ANNUAL EXT. OF MAINTENANCE SUPP	\$11,690.56
2/18/2015	BMC SOFTWARE INC	TRACK-IT! MAINTENANCE RENEWAL	\$4,271.96
2/18/2015	CDW GOVERNMENT	HP CLJ PRO 400 AND VARIOUS OTHERS	\$1,962.57
2/18/2015	AMIGOS DESIGN BUILD LANDSCAPER	12TH & IMPERIAL LANDSCAPING	\$19,870.00
2/19/2015	CUBIC TRANSPORTATION SYSTEMS	SCRIPT TO REMOVE PII	\$47,880.00
2/19/2015	CDW GOVERNMENT INC	SONY 70" AND LG 55"	\$2,990.44
2/20/2015	MYTHICS INC	ORACLE DATABASE LICENSES	\$4,995.32
2/20/2015	BAY ALARM	BAYS 1-4 AND MONITORING AND MAINT.	\$15,120.00
2/23/2015	CUSTOM ECO FRIENDLY	7000 LAMINATED GROCERY TOTES	\$10,271.80
2/24/2015	SAN DIEGO PADRES	PADRES TICKETS	\$7,200.00

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/26/2015	AT&T	SWITCH UPGRADE FOR COPLEY/EL CAJON	\$15,949.33
2/26/2015	AMERICAN OFFICE PRODUCTS	BOXES OF COFFEE FOR 1 YEAR	\$9,480.24
2/26/2015	SOFTCHOICE CORPORATION	MAINT & SUPPORT RENEWAL	\$5,967.23
3/2/2015	CDW GOVERNMENT	BARRACUDA NG	\$70,279.20
3/2/2015	DELL COMPUTER CORP	OPTIPLEX AND MONITORS	\$86,304.13
3/3/2015	DIANE MCDEVITT CONSULTING	SCOPE OF WORK REVIEW	\$10,000.00
3/4/2015	DAY WIRELESS SYSTEMS	RECTIFIER BATTERIES	\$16,741.00
3/4/2015	MIRAMAR BOBCAT INC	18 INCH CLASS 3 TRENCHING BUCKET	\$1,142.86
3/5/2015	HUMAN RESOURCES TECHNOLOGIES	HRT-TSS-3002 SECRET SERVER	\$3,302.42

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1673.0-14.2	SANDAG	RAPID ROUTE 237 SOW		2/18/2015
G1493.0-13.12	KIMLEY HORN	TENANT IMPROVEMENT AT 1255 IMPERIAL	\$26,300.00	2/25/2015
G1493.0-13.08.01	KIMLEY HORN	SOIL AND GROUND ANALYSIS 1535 NEWTO	\$2,790.00	3/2/2015