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Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 6, 2013
 9:00 a.m.

James R. Mills Building
 Executive Conference Room
 1255 Imperial Avenue, San Diego

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	<u>ACTION RECOMMENDED</u>
1. ROLL CALL	
2. APPROVAL OF MINUTES - November 14, 2012	Approve
3. PUBLIC COMMENTS	
4. COMMITTEE DISCUSSION ITEMS	
a. <u>MTS: Appointment of Committee Chairman and Vice Chairman</u> Action would take nominations from the floor and elect the budget development committee chairman and vice chairman for the 2013 calendar year.	Elect
b. <u>MTS: FY 2014 Capital Improvement Program</u> Action would forward a recommendation to the Board of Directors to approve the FY 2014 Capital Improvement Program.	Approve

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 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.



4 COMMITTEE DISCUSSION ITEMS - Continued

- c. MTS: FY 2013 Midyear Adjustment Approve
Action would forward a recommendation to the Board of Directors to amend the FY 2013 Operating Budget.
- d. MTS: FY 2014 Preliminary Projections Receive
Action would receive and provide direction on the report for FY 2014 budget development.

5. ADJOURNMENT

DRAFT
JOINT MEETING OF THE BUDGET DEVELOPMENT COMMITTEE FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

November 14, 2012

MINUTES

1. ROLL CALL

Chairman Roberts called the Budget Development Committee (BDC) meeting to order at 9:00 a.m. A roll call sheet listing BDC member attendance is attached.

2. APPROVAL OF MINUTES

Mr. Mathis moved to approve the minutes of the June 14, 2012, MTS BDC meeting. Mr. McClellan seconded the motion, and the vote was 3 to 0 in favor with Mr. Cunningham and Mr. Young absent.

3. PUBLIC COMMENTS

There were no public comments.

4.a. MTS Management Pension Formula

Mr. Stumbo described the pension reform, consistent with the direction from the Board with one loophole that was discovered that needs to be closed. New hires, even if hired 10 years from now, who are members of CalPERS or a reciprocal pension plan, prior to December 31, 2012 would be eligible for the pension plan MTS had in effect on December 31, 2012. In order to close this loophole the pension formula must be modified to the 2% at 60 formula to include those people hired from another agency in the new formula. He explained there are a couple of holes in this legislation that may ultimately get resolved through the courts or clean up legislation, but MTS is taking the proactive step to stop it.

He reviewed the three steps that MTS needed to take: (1) to receive this special evaluation from CalPERS that discloses the savings that would be related to making this benefit change. The savings related to the change is approximately 10% less than the 2.7% at 55 formula. (2) The board is being asked to adopt a resolution 12-17 which would authorize a contract amendment to have the 2% at 60 formula. (3) On December 13, 2012, we will go back to the Board of Directors (Board) for formal final authority of the amendment, which are steps required by CalPERS.

Action Taken

Mr. Mathis moved to receive the report and to forward to the Board for their approval of the resolution to get the new 2% at 60 formula. Mr. McClellan seconded the motion, and the vote was 3 to 0 in favor, with Mr. Cunningham and Mr. Young absent.

4.b. San Diego Transit Corporation Pension Plan Actuary Report

Mr. Telfer introduced Bob McCrory, EFI Actuaries who gave a report on the history, what's happened with the plan and how it will impact future evaluations. He recommended shrinking the amortization period over time to get the plan funded. He pointed out that the charts indicate that the inactive members are not covered, meaning there is nothing set aside for the active members.

He made several proposals and reviewed the latest figures, actuarial valuations, costs, investment issues, and the funding methods.

He reviewed the EFI recommendations that included change funding methods and leaving asset smoothing where it is. To start, he suggested telescoping the unfunded liability and future gains and losses will amortize over 15 year periods. His funding recommendations included (1) Adopting individual entry age normal (to final) actuarial cost method and (2) revise the amortization method. If the new funding methods were adopted and the the contributions would increase by 1 2/3% of payroll. In addition, if the unfunded liability were telescoped over a 25 year period, , the cost would be an additional 1.33% of payroll. He added that for the approximate 3.0% of pay, which is about what is going to be recouped from employee contributions, a much sounder and more acceptable funding level will be reached.

It was suggested by Mr. Telfer that a recommendation be made so the actuarial report can be finished. The whole report can be presented to the full Board in December. The decision would be whether to go from the current 30 years rolling period to a 25 year telescoping period, which would be the conclusion when presenting the actuarial report for the Board.

This item will come back to the Budget Development Committee or the Executive Committee. There is no motion needed at this point, only direction.

Action Taken

Mr. McClellan made a motion to recommend to the Board to look at the newer GASB funding method and 25 year telescoping amortization. Mr. Mathis seconded the motion, and the vote was 3-0 in favor, with Mr. Cunningham and Mr. Young absent.

4.c. FY 2013 Operating Budget Update

Mr. Jablonski stated that this section reviews the FY 2013 operating budget, a quick review of where we are and a summary of issues. He pointed out that the large group of people that have come to attend this meeting would like to participate in the part of the agenda that covers youth passes which could potentially impact the operating budget.

Public Speakers

Richard Barrera, S.D. Unified School Board, affirmed the issue of students being able to ride the transit system at a reduced or no cost rate to and from school has been an issue that they have been wanting to explore for a couple of years. He stated that SD Unified has cut their own busing for students about 40% over the last three years. He added that right now about ¾ of the kids at SD High come to school

on the bus or the trolley. He stated first step would be to prepare a cost analysis, and the S.D. Unified School Board would be willing to participate.

Mr. Roberts clarified that a potential outcome would include a contract between MTS and SD Unified. Mr. Barrera was in favor of an agreement and stated that other school districts or community college districts may be interested in being part of the partnership.

Mr. Filner: He indicated that his office will be working closely to get the City of San Diego involved in the partnership. He added that this would be a cost saver to the society by keeping kids off the street. His discussion continued in exploring a family pass versus an individual pass due to the affordability.

Mr. Roberts stated the first step is to find out the costs, and Mr. Filner agreed and stated, "let's share it" and requested a proactive approach to this issue.

Maria Cortez: Mrs. Cortez asserted that the Center Line is needed coming through City Heights. Mr. Roberts affirmed that the Congressman's assistance is needed to make that happen. She acknowledged that she has been an activist working on transportation in City Heights since 1985.

She added that she is also working on free transit passes for students in City Heights. She clarified she works in an elementary school, and the stories from the parents to take their kids to school and get to work on time is difficult. The students tell stories of purchasing bus passes or putting food on the table is a decision that many families have to make. She acknowledged the ways that the community benefits by getting kids to school and to their jobs, and made the statement that kids are our future.

Mr. Roberts and Mr. Mathis confirmed that the State of California offers no support and it is not only SD Unified that has had their budgets cut. They continued to explain that it is important to find out the costs and options for this effort. They expressed that MTS understands the issues and concerns, and it is important to find out how it could be made to work.

Mr. Jablonski expressed that a meeting should be set up to find out what is being talked about and what is involved. There are not only cost issues, but a definition outlining the parameters of the bus pass (all day versus specific times of the day). It is necessary to understand exactly what is being requested, not only due to the costs but relating to many other issues including enforcement. Ms. Cortez clarified that it is mainly for high school and college students to get them to school and to and from work. Mr. Jablonski indicated that the bigger it gets, the bigger the price tag, and may not make it doable. Mr. Roberts confirmed that we collectively need to know the options and to come up with practical solutions.

Jobana Castellon: Ms. Castellon identified herself as a college student who joined Mid City CAN because she believes that it is important for students to have a transit pass to get to school. There are many students, including herself that face family financial problems and financial aid does not help. She added families have to make the decision between the monthly pass or to buy food for the family. Many of her neighbors were unable to attend this meeting, but asked her to carry their message for MTS to support our youth and assist them to obtain their educations and to invest in their futures.

FY 2013 Operating Budget Update – Mike Thompson

Mr. Thompson indicated that this presentation will cover a summary of the operating budget, updates on the service changes being put in effect in September and proposals for January 2013, security coverage, and unfreezing a position for procurement.

The operating budget YTD through September is \$885,000 favorable to budget. Mr. Jablonski reminded the committee, to temper the favorable outcomes in the beginning of the presentation, and reminded the committee that the budget includes one-time money used to balance the budget that amounted to nearly \$7 million.

Mr. Desmond reviewed the planned service changes that have been implemented thus far. The Board authorized the addition of \$6 million in service improvements during FY13. About \$800,000 has been implemented during June 2012 and another \$2.5 million in September 2012. The Board has authorized the CEO to decide on the remaining changes. What is being proposed is a package of \$1.3 to \$1.5 million in additional services in January 2013, with the remaining changes of the original proposal to be re-evaluated for future implementation.

Mr. Jablonski identified that the remainder of the presentation describes the number of areas that need additional security coverage including: graffiti and negative activity on trains in the evenings. He added that after 8:30 p.m. the plan is to have an officer on every train on the Blue Line and the Orange Line for about the next 6-7 months.

Mr. Burke began his presentation by describing the extra coverage that will be increased for safety to the patrons and MTS employees. He described the activity on the trains that will be uniformed and plain clothes to make security presence known. The public feels a level of added security by seeing security officers on the trains could offer assistance if needed.

He described the proposed additional coverage and what is being requested:

- Ten additional Security Officers
 - Increases authorized FTE from 155 to 165
- Existing Code Compliance Inspectors
 - Volunteering to work 8 hours overtime on their day off
 - Does not diminish regular deployment
 - No increase in personnel

\$435,000 – Estimated total annual cost

\$254,000 – Estimated FY 13 cost

Mr. Jablonski stated that MTS is going to try to implement these measures by the end of the month and measure the result. This will be dealt with in the mid-year budget.

Mr. Jablonski described what staff is proposing to unfreeze the Contract Administrator position. He described what the position accomplishes including exercising contract administration oversight to be sure that contracts are administered appropriately.

Action Taken

Mr. McClellan moved that the Budget Development Committee receive this report and direct staff to move forward with proposed staffing changes within Security and Procurement, which will be included in the midyear budget amendment. Mr. Mathis seconded the motion, and the vote was 3 to 0 in favor, with Mr. Cunningham and Mr. Young absent.

4.d. FY 2013 Capital Improvement Plan Amendment

Mr. Thompson reported that there are a number of funding changes to be added to the FY13 CIP. He stated the original CIP was approved in March 2012 and since this time MTS has received additional funding, most of which have been mentioned to the Board as they were received. He stated there is no new news; it is a matter of formally amending the FY13 CIP. He also stated there have been a number of adjustments due to estimates included in the FY13 CIP that came in a little bit lower and minor changes to the TDA, transfers and the Mendoza, Argentina U2sale proceed amounts.

Mr. Jablonski added that what will be an item on the next Board meeting agenda will be the finalizing an amendment with Mendoza. The first item is regarding 5 U2's that are in the bone-yard, and authorization will be requested from the Board to give to Mendoza these U2's for parts. There will also be a one-year maintenance contract involving MTS staff training the Mendoza staff who have no previous light rail vehicle maintenance experience. Additionally, we are selling them \$600,000 worth of spare U2 parts.

Mr. Thompson acknowledged that in total MTS is adding \$101 Million to the FY 13 CIP, and he described the adjustments. He added that the majority of the funding that is being added to CIP is dedicated to specific projects that he described. The complete lists of funding adjustments and funded projects are included in attachments A & B of the agenda item.

Action Taken

Mr. McClellan moved that the Budget Development Committee forward a recommendation to the MTS Board to approve the amended FY 2013 Capital Improvement Program. Mr. Mathis seconded the motion, and the vote was 3 to 0 in favor, with Mr. Cunningham and Mr. Young absent.

5. Adjournment

Chairman Roberts adjourned the meeting at 10:50 a.m.

Chairman of the Budget Development Committee

Clerk of the Budget Development Committee

Attachment: A. Roll Call Sheet



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Agenda

Item No. 4a

JOINT MEETING OF THE
BUDGET DEVELOPMENT COMMITTEE
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

ADM 110.7 (PC 50101)

March 6, 2013

SUBJECT:

MTS: APPOINTMENT OF COMMITTEE CHAIRMAN AND VICE CHAIRMAN

RECOMMENDATION:

That the Budget Development Committee:

Action would take nominations from the floor and elect the Budget Development Committee Chairman and Vice Chairman for the 2013 calendar year.

Budget Impact

None.

DISCUSSION:

Budget Development Committee and MTS Board of Directors' Finance Workshops are led by a Budget Development Committee appointed Chair, or Vice Chair in the Chair's absence.

The Chairman and Vice Chairman of the Budget Development Committee nomination procedures pursuant to Robert's Rules of Order are as follows:

1. The past Vice-Chairman opens the agenda item.
2. The past Vice-Chairman requests nominations from the floor. Nominations do not require a second.
3. The past Vice-Chairman closes the nominations.
4. The past Vice-Chairman invites the candidate(s) to address the Committee for 3 minutes.
5. The past Vice-Chairman asks for any Committee discussion.



6. The past Vice-Chairman calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.



Paul C. Jablonski
Chief Executive Officer

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Agenda Item No. 4b

JOINT MEETING OF THE
BUDGET DEVELOPMENT COMMITTEE
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

FIN 310.1 (PC 50601)

March 6, 2013

SUBJECT:

FISCAL YEAR 2014 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

That the MTS Board of Directors:

1. approve the fiscal year 2014 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, 5337, and 5339 applications for the MTS fiscal year 2014 CIP (shown in Attachment A);
3. approve the transfer of \$1,300,139 from previous CIP projects to the fiscal year 2014 CIP; and
4. recommend that the SANDAG Board of Directors approve amendment 12-03 of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2014 CIP recommendations.

Budget Impact

The total estimated funding for fiscal year 2014 is \$121.7 million (Attachment A). After the utilization of \$41.5 million in preventative maintenance, \$7.8 million for Americans

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with Disabilities Act (ADA) preventative maintenance (funding the fiscal year 2013 operating budget), funding for SANDAG planning studies totaling \$889,000, and \$9 million shifted to the operating budget, \$62.6 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 fiscal year 2014. 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 Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

There were a number of changes to funding sources in going from SAFETEA-LU to MAP-21. These changes include the inclusion of Fixed Guideway Modernization funds (formerly 5309) into section 5337 State of Good Repair, as well as the modification of section 5309 Bus and Bus Facilities to Fixed Guideway Capital Investments, which will now be focused on "New Starts" projects. Additionally, section 5316 Job Access Reverse Commute (JARC) funding has been repealed and JARC funding is now included in 5307 for urban services and 5311 for rural services.

The fiscal year 2014 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 fiscal year 2013, the estimated allocation for the MTS Section 5307 program is \$38.9 million, which would be matched with local funds of \$9.7 million. This program would provide an estimated \$48.6 million to fund MTS's fiscal year 2014 CIP.

Section 5337 is a new formula-based State of Good Repair 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 state of good repair.

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 fiscal year 2013, the Section 5337 funds MTS allocation estimate is \$20.6 million and will be matched with local funds of \$5.2 million. The program will provide an estimated \$25.8 million to fund MTS's fiscal year 2014 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2013, the Section 5339 funds MTS allocation estimate is \$3.4 million and will be matched with local funds of \$852,000. The program will provide an estimated \$4.2 million to fund MTS's fiscal year 2014 CIP.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/TransNet) is scheduled at the beginning of each fiscal year 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 fiscal year 2014 CIP implementation process in order to maximize the availability and flexibility of funding.

Other Revenue

MTS receives State Transit Assistance (STA) funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for fiscal year 2014 is \$22.2 million.

Additionally, MTS anticipates receiving its apportionment of \$2.8 million in Proposition 1B – Transit Security Grant Program (TSGP) for fiscal year 2014. 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.

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 \$1.3 million to the fiscal year 2014 CIP.

Development of the MTS Fiscal Year 2014 CIP

The CIP process began in October 2012 with the call for projects. The recommended CIP assumes funding \$41.5 million for preventative maintenance, \$7.8 million for ADA preventative maintenance, \$889,000 in SANDAG planning studies, \$9.0 million as a shift to the operating budget. 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.

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for fiscal year 2014. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, Chula Vista Transit (CVT), 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 \$62.6 million available after preventative maintenance and SANDAG planning studies, \$29.2 million (or 47 percent) has been dedicated to bus revenue vehicles, and 14.0 million (or 23 percent) has been dedicated to Rail Infrastructure related projects. 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.

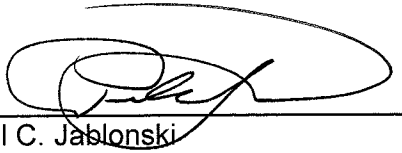
Capital Project Categories	Funding (000s)	% of Total
Bus Revenue Vehicles	\$ 29,240	47%
Rail Infrastructure	14,096	23%
Major Facility & Construction Projects	7,773	12%
Information Technology	5,727	9%
LRV Components (HVAC)	3,719	6%
Other Equipment & Installations	1,645	3%
Miscellaneous Operating Capital	382	1%

Grand Total

\$ 62,582

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 to increase by 1.0 percent for fiscal year 2014 and increase by 4 percent through 2018. 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 \$427.8 million. Projected deficits from fiscal year 2014 to fiscal year 2018 total \$70.8 million. The ratio of total funding to total capital needs over the five-year term is projected at 83.5 percent.



Paul C. Jablonski
Chief Executive Officer

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- Attachments:
- A. Fiscal Year 2014 Funding Sources
 - B. Fiscal Year 2014 Capital Improvement Projects List
 - C. Funding Compared to Capital Needs for Fiscal Years 2014 - 2018

**San Diego Metropolitan Transit System
FY 2014 Funding Sources (\$000s)**

Funding Description	FY14
Federal FY13 - 5307 Funding Estimate	\$ 38,875
Federal FY13 - 5337 Funding Estimate	20,624
Federal FY13 - 5339 Funding Estimate	3,409
Transportation Development Act (TDA)	32,530
Proposition 1B - Security	2,779
California State Transit Assistance (STA)	22,228
Project Transfers	1,300
Total Available Funding	\$ 121,746
Preventive Maintenance - Federal 5307	\$ (12,576)
Preventive Maintenance - Federal 5337	(20,624)
Preventive Maintenance - FY14 TDA Match	(8,300)
ADA Preventive Maintenance - Federal 5307	(3,887)
ADA Preventive Maintenance - FY14 TDA Match	(3,887)
SANDAG Planning Study - Federal 5307	(711)
SANDAG Planning Study - FT14 TDA Match	(178)
Operations Usage - \$5.0M TDA; \$4.0M STA	(9,000)
Total Preventative Maintenance/SANDAG Planning	\$ (59,164)
Available Funding for FY 14 Capital Program	\$ 62,582

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2014**

ATTACHMENT B

Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14 FY18
MTS Bus Replacement	36,346	27,365	760	28,069	29,602	28,607	27,468	141,870
Blue Line Rehab		10,000						10,000
EC Facility Redevelopment	45,007	5,000	5,000	-	-	-	-	10,000
Mainline Drainage and Slope Improvements	1,394	2,000		6,000	-	-	-	8,000
RTMS Expansion	3,235	1,950		950	-	-	-	2,900
Paratransit Vehicles	6,811	1,875		1,931	398	1,393	2,532	8,130
LRV HVAC Overhaul	1,985	1,564	1,000	-	-	-	-	2,564
IAD Roof & HVAC Repairs	209	1,313		-	-	-	-	1,313
SD100 Traction Motor Overhaul	660	1,135		1,135	1,135	1,135		4,540
Enhance Infrastructure (Fiber Optic)	200	1,069	-	2,000	2,000	2,000	2,000	9,069
New IT System	2,600	900		600	725	-	-	2,225
Sub Station DC Breaker Replacement		700		-	-	-	-	700
Video Surveillance System for ADA Paratransit	505	645		-	-	-	-	645
Cisco VOIP phone system		630						630
Regional Scheduling System Upgrade	1,000	600	400	-	-	-	-	1,000
Video Surveillance System for New Buses	731	525		-	-	-	-	525
SD100 Buffer/ Coupler Overhaul	980	520		500	-	-	-	1,020
SD100 Inverters Overhaul		500	500	500	-	-	-	1,500
Orange Line Feeder Cable Replacement (Similar to 43rd St.)		400		400	400	400	400	2,000
Hyrail Bucket Trucks		400		-	-	-	-	400
Network Infrastructure	890	350		250	250	250	250	1,350
MVE/Orange Line Signal Print Verification	500	350		-	-	-	-	350
Building A- AC and Heating Replacement	265	300		-	-	-	-	300
New Wheel Truing Machine/ Wheel scan	2,850	300		-	-	-	-	300
Misc. Capital with no Federal	1,396	250		250	250	250	250	1,250
Orange & Blue Line Bridge Rating		250		-	-	-	-	250
Substation SCADA Design	2,846	200		-	-	-	-	200
Emergency Power Backup Generator		200		-	-	-	-	200
OCS Standardization	1,645	196	1,000	-	-	-	-	1,196
Design for Second Elevator at Fashion Valley Station		150		1,000	-	-	-	1,150
CNG Dispenser Replacements		150		-	-	-	-	150
Roof Replacement on Building B and C	200	150		-	-	-	-	150
Orange Line Entry Monument Signs		132		-	-	-	-	132
TransitWatch Re-write	75	125		-	-	-	-	125
Emergency Operations Center		100		-	-	-	-	100
Three Ton Mini-Excavator and Trailer		75		-	-	-	-	75
Cyber Security Project	100	75		-	-	-	-	75
CPD Bus Wash Wall		40		-	-	-	-	40
SDTC Security Improvement	465	40		-	-	-	-	40
IAD Service Lanes Compressed Air System		30		-	-	-	-	30
RTMS Dispatch Radio Recording System Replacement		28		-	-	-	-	28
LRV Replacement - SD100			25,000	25,000	30,000	30,000	35,000	145,000
SD7 Truck Overhaul			3,600					3,600
LED Interior / Exterior Lighting Upgrade SD100			1,470					1,470
Switches 9 and 11 Crossover Replacement			1,200					1,200

San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2014

ATTACHMENT B

Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14- FY18
Roof Replacement on Building C			1,200	-	-	-	-	1,200
SD100 Propulsion System Overhaul			1,000	500	-	-	-	1,500
System Grade Crossing Replacements			900	900	900	900	900	4,500
25th and Commercial Crossover Replacement			700	700	-	-	-	1,400
LRV Interior Rehabilitation			520					520
C4 & C5 Mezzanine			500					500
ADA AVL / MDT Equipment			425	-	-	-	-	425
Orange Line Grade Crossing Signal Upgrades (Design)			400	1,848	1,038	1,038	1,038	5,362
12 & C Street Corridor Track Work			300	300	-	-	-	600
Station Platform - Rio Vista Stability			250	1,000	-	-	-	1,250
Video Surveillance System for Minibus Fleet			225					225
IAD Asphalt Seal & Patch			200	-	-	-	-	200
KMD Storeroom Decking Replacement			200	-	-	-	-	200
S70 Brake Tooling			200	-	-	-	-	200
MTS Service Trucks	240		160	300	-	270	-	730
El Cajon Station Parking Lot Pavement Sealing and Striping			150	-	-	-	-	150
Sanding / Shop			150	-	-	-	-	150
12th & Imperial Bus Plaza Upgrades			142	722	-	-	-	863
Station ADA Ramps - Design			125	1,000	-	-	-	1,125
Replace Wiggins Forklift 10K Capacity			80	-	-	-	-	80
Tool Vending Machines			60					60
Replacement Parts Washers			25					25
Replacement Paint Booth Compressor			25					25
CNG Compressor Replacement			-	150	150	-	-	300
LRV Electronic Components	1,540		-	-	180	-	-	180
LRV Procurement	128,519				18,538	18,538		37,076
SD100 Traction Motor Disconnects	1,070			600	600	-	-	1,200
Project Totals	283,718	62,582	47,867	76,605	86,166	84,781	69,838	427,838

San Diego Metropolitan Transit System Funding Compared to Capital Needs (\$000s)

Fiscal Years 2014-2018

	Proposed FY14	Projected FY15	Projected FY16	Projected FY17	Projected FY18	Total FY14 to FY18
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 95,438	\$ 96,293	\$ 97,156	\$ 98,027	\$ 98,907	\$ 485,821
Other Non Recurring Revenues	26,308	25,452	44,443	44,906	26,840	167,950
Total Capital Revenues	121,746	121,745	141,599	142,933	125,747	653,770
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (889)	\$ (898)	\$ (907)	\$ (916)	\$ (925)	\$ (4,533)
ADA Preventative Maintenance	(7,775)	(7,853)	(7,931)	(8,011)	(8,091)	(39,660)
Preventative Maintenance	(41,500)	(41,500)	(41,500)	(41,500)	(41,500)	(207,500)
Total "Off The Top" Expenses	(50,164)	(50,250)	(50,338)	(50,426)	(50,515)	(251,693)
Less: Shifted to Operations						
TDA to Operations	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (25,000)
STA to Operations	(4,000)	(4,000)	(4,000)	(4,000)	(4,000)	(20,000)
Total Shifted To Operations	(9,000)	(9,000)	(9,000)	(9,000)	(9,000)	(45,000)
Adjusted Available CIP Revenues						
Total Project Needs	\$ 62,582	\$ 62,495	\$ 82,261	\$ 83,507	\$ 66,232	\$ 357,077
Total Deficit	\$ (47,867)	\$ (14,110)	\$ (3,904)	\$ (1,274)	\$ (3,606)	\$ (70,761)
% of Funding / Needs Accumulated Deficit						
	56.7%	81.6%	95.5%	98.5%	94.8%	83.5%
	\$ (47,867)	\$ (61,977)	\$ (65,881)	\$ (67,155)	\$ (70,761)	



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Agenda

Item No. 4C

JOINT MEETING OF THE
BUDGET DEVELOPMENT COMMITTEE
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

FIN 310.1 (PC 50601)

March 6, 2013

SUBJECT:

MTS: FY 2013 MIDYEAR ADJUSTMENT

RECOMMENDATION:

That the Budget Development Committee forward a recommendation that the Board of Directors:

Enact Resolution No. 13-6 (Attachment M) amending the fiscal year 2013 operating budget for 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 fiscal year operating 2013 budget.

DISCUSSION:

Combined MTS FY 2013 Midyear Adjustment

Revenues. Passenger fare revenues resulted in a \$365,000 favorable midyear adjustment primarily due to an increase in average fare per passenger the agency has experienced so far this fiscal year. Through December 2012, year-to-date ridership is down 4.8% compared to the original FY 2013 budget, while average fares are up 6.7%.

Advertising revenues are projected to increase by approximately \$360,000. This revenue increase is attributed to a rebounding advertising market.



Other revenue is projected to increase \$42,000. This is primarily due to higher than expected rental income on MTS owned properties.

Non-operating revenues resulted in a \$9,184,000 favorable midyear adjustment. This is primarily due to increased sales tax generated revenues, which impacts MTS's share of Transportation Development Act (TDA) and TransNet revenues. The original projection for fiscal year 2013 was for an increase of 4.5% over the projection for fiscal year 2012. Based on sales tax receipts, SANDAG has revised their projection to an increase of 5.5% over the actual for fiscal year 2012. As a result of these increasing revenues, MTS operations will receive additional TDA revenue of \$2,617,000 and additional TransNet revenue of \$828,000.

Other midyear adjustments include:

- \$5,000,000 in carry forward proceeds from fiscal year 2012, used to make the final payment on the Dexia variable pension debt as directed by the MTS Board of Directors. This final payment, made in December 2012, reduced the payoff period for this variable debt from six years to three years.
- \$201,000 in additional TransNet revenue from SANDAG to reimburse SuperLoop operating expenses;
- \$290,000 in additional TransNet revenue from SANDAG to reimburse I-15 Bus Rapid Transit operating expenses;
- All other adjustments totaled an increase of \$248,000.

In total, consolidated revenues resulted in a \$9,951,000 favorable midyear adjustment.

Expenses. Total consolidated operating expenses resulted in a \$5,444,000 unfavorable midyear adjustment.

Personnel-related expenses resulted in a \$4,054,000 unfavorable midyear adjustment. This includes the previously mentioned additional \$5,000,000 for the final payment on the Dexia variable pension debt. Net of this debt payment, personnel-related expenses decreased by over \$946,000. These adjustments include an increase in labor expenses of \$246,000 primarily due to overtime usage, and a decrease in fringe expenses of \$1,192,000 primarily due to changes to budgetary assumptions for health and welfare (\$660,000) and a projected decrease in pension related expenses (\$308,000).

Total outside services produced an unfavorable midyear adjustment of \$466,000. This is partially due to increased costs within purchased transportation costs (\$292,000), due to higher than expected demand for ADA Paratransit services as well as addition service for I-15 Bus Rapid Transit operations. There were also additional costs within security expenses (\$656,000) and other outside services (\$305,000), which were partially offset by costs savings in repair and maintenance services (-\$198,000) and engines and transmission expenses (-\$591,000).

Staff projects an unfavorable midyear adjustment of \$62,000 for materials and supplies expenses due to increases to tire costs and parts for revenue vehicles within operations.

A total unfavorable increase in energy for the 2013 fiscal year is \$1,138,000. This is primarily due to increased traction power costs caused by increased rates and higher usage than expected. The natural gas rate will also be increased at midyear, partially offset by lower rates for diesel and gasoline. The amended rates are as follows:

	Original FY13	Amended FY13
CNG	\$0.72	\$0.75
Diesel	\$3.85	\$3.53
Gasoline	\$3.83	\$3.50
Electricity	\$0.149	\$0.154

Risk management produced a favorable midyear adjustment of \$213,000 due to decreased liability expenses within bus operations.

General and administrative costs produced an unfavorable midyear adjustment of \$178,000 primarily due to increased cost for credit card processing fees. As the utilization of Compass Cards has grown, MTS has experienced an increased usage of credit and debit cards.

Debt service produced a favorable midyear adjustment of \$277,000 primarily due to the lower than projected variable Dexia pension debt interest expense.

Vehicle/facility leases resulted in an unfavorable midyear adjustment of \$36,000.

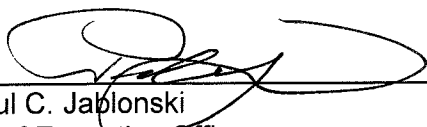
Net income. In total, the increases to revenues and expenses produce a \$4.5 million favorable variance as detailed below.

	Original FY13	Amended FY13	\$ Change	% Change
Operating Revenues	\$ 98,973	\$ 99,740	\$ 767	0.8%
Non-operating Revenues	138,534	147,718	9,184	6.6%
Recurring Expenses	\$ 237,507	\$ 247,458	\$ 9,951	4.2%
Operating Expenses	243,921	249,365	5,444	2.2%
Net Operating Deficit	\$ (6,413)	\$ (1,906)	\$ 4,507	-70.3%
Non-recurring Revenues	6,413	6,413	-	0.0%
Net Income	\$ (0)	\$ 4,507	\$ 4,507	

Staff will present options to address this \$4.5M favorable variance.

The FY 2013 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

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT A

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	90,764,526	93,662,436	94,027,678	365,243	0.4%
ADVERTISING REVENUE	784,204	540,000	900,000	360,000	66.7%
CONTRACT SERVICE REVENUE	186,728	-	-	-	-
OTHER INCOME	4,458,862	4,770,806	4,812,704	41,898	0.9%
TOTAL OPERATING REVENUES	96,194,320	98,973,242	99,740,382	767,141	0.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	130,866,837	138,026,450	142,026,248	3,999,798	2.9%
RESERVE REVENUE	7,546,136	(1,740,011)	3,342,498	5,082,509	-292.1%
OTHER INCOME	3,362,446	8,660,898	8,762,455	101,557	1.2%
TOTAL NON OPERATING REVENUE	141,775,420	144,947,337	154,131,201	9,183,864	6.3%
TOTAL COMBINED REVENUES	237,969,740	243,920,579	253,871,583	9,951,005	4.1%
OPERATING EXPENSES					
LABOR EXPENSES	63,949,111	67,107,874	67,353,860	245,986	0.4%
FRINGE EXPENSES	48,103,884	54,383,930	58,192,250	3,808,319	7.0%
TOTAL PERSONNEL EXPENSES	112,052,995	121,491,805	125,546,110	4,054,305	3.3%
SECURITY EXPENSES	5,906,435	6,117,081	6,773,504	656,423	10.7%
REPAIR/MAINTENANCE SERVICES	3,980,970	4,089,862	3,892,252	(197,609)	-4.8%
ENGINE AND TRANSMISSION REBUILD	1,350,938	1,697,412	1,106,687	(590,725)	-34.8%
OTHER OUTSIDE SERVICES	6,035,388	6,473,568	6,779,010	305,441	4.7%
PURCHASED TRANSPORTATION	54,549,050	56,195,010	56,487,146	292,136	0.5%
TOTAL OUTSIDE SERVICES	71,822,781	74,572,933	75,038,599	465,666	0.6%
LUBRICANTS	383,271	445,963	405,523	(40,440)	-9.1%
TIRES	791,780	824,141	897,086	72,945	8.9%
OTHER MATERIALS AND SUPPLIES	6,805,620	7,118,236	7,147,739	29,503	0.4%
TOTAL MATERIALS AND SUPPLIES	7,980,670	8,388,340	8,450,348	62,008	0.7%
DIESEL FUEL	7,143,683	7,811,656	7,644,268	(167,388)	-2.1%
CNG	6,904,516	6,045,105	6,497,901	452,796	7.5%
TRACTION POWER	6,220,841	5,530,750	6,500,000	969,250	17.5%
UTILITIES	3,132,978	3,071,236	2,954,271	(116,964)	-3.8%
TOTAL ENERGY	23,402,018	22,458,747	23,596,440	1,137,693	5.1%
RISK MANAGEMENT	3,657,043	4,046,365	3,833,463	(212,902)	-5.3%
GENERAL AND ADMINISTRATIVE	1,574,624	1,787,634	1,965,831	178,197	10.0%
DEBT SERVICE	10,127,054	10,035,998	9,759,269	(276,729)	-2.8%
VEHICLE / FACILITY LEASE	965,879	1,138,758	1,174,805	36,047	3.2%
TOTAL OPERATING EXPENSES	231,583,065	243,920,579	249,364,866	5,444,287	2.2%
NET OPERATING SUBSIDY	(135,388,744)	(144,947,337)	(149,624,483)	(4,677,146)	-3.2%
OVERHEAD ALLOCATION	(1)	0	-	(0)	-100.0%
ADJUSTED NET OPERATING SUBSIDY	(135,388,745)	(144,947,337)	(149,624,483)	(4,677,146)	-3.2%
TOTAL REVENUES LESS TOTAL EXPENSES	6,386,675	(0)	4,506,718	4,506,718	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT B

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	784,204	540,000	900,000	360,000	66.7%
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	2,932,904	3,088,826	3,197,704	108,878	3.5%
TOTAL OPERATING REVENUES	3,717,108	3,628,826	4,097,704	468,878	12.9%
NON OPERATING REVENUE					
SUBSIDY REVENUE	6,146,082	1,800,000	6,306,718	4,506,718	250.4%
RESERVE REVENUE	7,514,290	(1,800,000)	(1,800,000)	-	0.0%
OTHER INCOME	141,046	7,571,926	7,681,926	110,000	1.5%
TOTAL NON OPERATING REVENUE	13,801,418	7,571,926	12,188,644	4,616,718	61.0%
TOTAL COMBINED REVENUES	17,518,526	11,200,752	16,286,348	5,085,596	45.4%
OPERATING EXPENSES					
LABOR EXPENSES	9,514,939	10,199,556	10,062,490	(137,066)	-1.3%
FRINGE EXPENSES	5,211,480	5,123,622	5,963,431	839,809	16.4%
TOTAL PERSONNEL EXPENSES	14,726,419	15,323,179	16,025,921	702,742	4.6%
SECURITY EXPENSES	5,789,235	6,015,081	6,681,504	666,423	11.1%
REPAIR/MAINTENANCE SERVICES	70,344	57,333	58,664	1,331	2.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,682,438	3,925,738	4,299,720	373,982	9.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	9,542,017	9,998,152	11,039,888	1,041,736	10.4%
LUBRICANTS	-	-	-	-	-
TIRES	6,641	10,000	8,000	(2,000)	-20.0%
OTHER MATERIALS AND SUPPLIES	6,345	11,725	11,415	(310)	-2.6%
TOTAL MATERIALS AND SUPPLIES	12,986	21,725	19,415	(2,310)	-10.6%
DIESEL FUEL	163,532	159,918	173,022	13,104	8.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	472,679	470,394	475,800	5,406	1.1%
TOTAL ENERGY	636,211	630,312	648,822	18,510	2.9%
RISK MANAGEMENT	278,739	379,088	358,112	(20,977)	-5.5%
GENERAL AND ADMINISTRATIVE	1,347,288	1,424,729	1,548,137	123,409	8.7%
DEBT SERVICE	8,215,223	8,321,538	8,321,538	-	0.0%
VEHICLE / FACILITY LEASE	194,757	215,434	261,481	46,047	21.4%
TOTAL OPERATING EXPENSES	34,953,641	36,314,156	38,223,314	1,909,157	5.3%
NET OPERATING SUBSIDY	(31,236,533)	(32,685,330)	(34,125,609)	(1,440,279)	-4.4%
OVERHEAD ALLOCATION	23,772,940	25,113,404	26,443,683	1,330,279	5.3%
ADJUSTED NET OPERATING SUBSIDY	(7,463,593)	(7,571,926)	(7,681,926)	(110,000)	-1.5%
TOTAL REVENUES LESS TOTAL EXPENSES	6,337,825	0	4,506,718	4,506,718	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OTHER ACTIVITIES
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT C

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	964,876	1,005,000	1,030,000	25,000	2.5%
TOTAL OPERATING REVENUES	964,876	1,005,000	1,030,000	25,000	2.5%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	31,846	59,989	142,498	82,509	137.5%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	31,846	59,989	142,498	82,509	137.5%
TOTAL COMBINED REVENUES	996,722	1,064,989	1,172,498	107,509	10.1%
OPERATING EXPENSES					
LABOR EXPENSES	516,214	545,192	540,193	(4,999)	-0.9%
FRINGE EXPENSES	151,358	146,291	146,290	(1)	0.0%
TOTAL PERSONNEL EXPENSES	667,571	691,483	686,483	(5,000)	-0.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,689	9,600	9,600	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	85,864	117,000	202,000	85,000	72.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	91,553	126,600	211,600	85,000	67.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,141	5,000	26,700	21,700	434.0%
TOTAL MATERIALS AND SUPPLIES	10,141	5,000	26,700	21,700	434.0%
DIESEL FUEL	4,354	7,100	5,000	(2,100)	-29.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,279	5,000	5,000	-	0.0%
TOTAL ENERGY	9,633	12,100	10,000	(2,100)	-17.4%
RISK MANAGEMENT	23,543	22,300	22,300	-	0.0%
GENERAL AND ADMINISTRATIVE	101,805	106,700	109,200	2,500	2.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	904,246	964,183	1,066,283	102,100	10.6%
NET OPERATING SUBSIDY	60,630	40,817	(36,283)	(77,100)	188.9%
OVERHEAD ALLOCATION	(92,476)	(100,807)	(106,215)	(5,409)	5.4%
ADJUSTED NET OPERATING SUBSIDY	(31,846)	(59,989)	(142,498)	(82,508)	-137.5%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT D

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	90,764,526	93,662,436	94,027,678	365,243	0.4%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	186,728	-	-	-	-
OTHER INCOME	561,082	676,980	585,000	(91,980)	-13.6%
TOTAL OPERATING REVENUES	91,512,337	94,339,416	94,612,678	273,263	0.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	124,720,755	136,226,450	135,719,530	(506,920)	-0.4%
RESERVE REVENUE	-	-	5,000,000	5,000,000	-
OTHER INCOME	3,221,401	1,088,972	1,080,529	(8,443)	-0.8%
TOTAL NON OPERATING REVENUE	127,942,155	137,315,422	141,800,059	4,484,637	3.3%
TOTAL COMBINED REVENUES	219,454,492	231,654,837	236,412,738	4,757,900	2.1%
OPERATING EXPENSES					
LABOR EXPENSES	53,917,958	56,363,126	56,751,178	388,052	0.7%
FRINGE EXPENSES	42,741,046	49,114,017	52,082,529	2,968,511	6.0%
TOTAL PERSONNEL EXPENSES	96,659,004	105,477,143	108,833,707	3,356,564	3.2%
SECURITY EXPENSES	117,199	102,000	92,000	(10,000)	-9.8%
REPAIR/MAINTENANCE SERVICES	3,904,938	4,022,929	3,823,988	(198,940)	-4.9%
ENGINE AND TRANSMISSION REBUILD	1,350,938	1,697,412	1,106,687	(590,725)	-34.8%
OTHER OUTSIDE SERVICES	2,267,086	2,430,831	2,277,290	(153,541)	-6.3%
PURCHASED TRANSPORTATION	54,549,050	56,195,010	56,487,146	292,136	0.5%
TOTAL OUTSIDE SERVICES	62,189,212	64,448,181	63,787,111	(661,070)	-1.0%
LUBRICANTS	383,271	445,963	405,523	(40,440)	-9.1%
TIRES	785,139	814,141	889,086	74,945	9.2%
OTHER MATERIALS AND SUPPLIES	6,789,133	7,101,511	7,109,624	8,113	0.1%
TOTAL MATERIALS AND SUPPLIES	7,957,543	8,361,615	8,404,233	42,618	0.5%
DIESEL FUEL	6,975,796	7,644,638	7,466,246	(178,392)	-2.3%
CNG	6,904,516	6,045,105	6,497,901	452,796	7.5%
TRACTION POWER	6,220,841	5,530,750	6,500,000	969,250	17.5%
UTILITIES	2,655,021	2,595,842	2,473,471	(122,370)	-4.7%
TOTAL ENERGY	22,756,174	21,816,335	22,937,618	1,121,283	5.1%
RISK MANAGEMENT	3,354,761	3,644,976	3,453,051	(191,925)	-5.3%
GENERAL AND ADMINISTRATIVE	125,531	256,205	308,494	52,289	20.4%
DEBT SERVICE	1,911,831	1,714,460	1,437,731	(276,729)	-16.1%
VEHICLE / FACILITY LEASE	771,122	923,324	913,324	(10,000)	-1.1%
TOTAL OPERATING EXPENSES	195,725,178	206,642,240	210,075,269	3,433,030	1.7%
NET OPERATING SUBSIDY	(104,212,841)	(112,302,824)	(115,462,591)	(3,159,767)	-2.8%
OVERHEAD ALLOCATION	(23,680,465)	(25,012,598)	(26,337,468)	(1,324,870)	5.3%
ADJUSTED NET OPERATING SUBSIDY	(127,893,306)	(137,315,422)	(141,800,059)	(4,484,637)	-3.3%
TOTAL REVENUES LESS TOTAL EXPENSES	48,850	(0)	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT E

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	27,497,861	28,403,719	28,707,697	303,977	1.1%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	186,388	-	-	-	-
OTHER INCOME	9,190	10,000	10,000	-	0.0%
TOTAL OPERATING REVENUES	27,693,439	28,413,719	28,717,697	303,977	1.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE	59,662,329	69,187,765	66,593,222	(2,594,543)	-3.8%
RESERVE REVENUE	-	-	5,000,000	5,000,000	-
OTHER INCOME	2,963,673	789,426	789,426	-	0.0%
TOTAL NON OPERATING REVENUE	62,626,002	69,977,191	72,382,648	2,405,457	3.4%
TOTAL COMBINED REVENUES	90,319,441	98,390,910	101,100,345	2,709,434	2.8%
OPERATING EXPENSES					
LABOR EXPENSES	30,815,035	32,854,033	32,379,516	(474,517)	-1.4%
FRINGE EXPENSES	34,408,676	39,858,172	43,780,623	3,922,450	9.8%
TOTAL PERSONNEL EXPENSES	65,223,711	72,712,205	76,160,138	3,447,934	4.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	712,336	829,716	768,736	(60,980)	-7.3%
ENGINE AND TRANSMISSION REBUILD	678,256	909,412	569,687	(339,725)	-37.4%
OTHER OUTSIDE SERVICES	464,061	530,086	435,705	(94,381)	-17.8%
PURCHASED TRANSPORTATION	34,350	-	-	-	-
TOTAL OUTSIDE SERVICES	1,889,004	2,269,214	1,774,129	(495,085)	-21.8%
LUBRICANTS	190,827	220,608	180,168	(40,440)	-18.3%
TIRES	783,688	811,141	889,086	77,945	9.6%
OTHER MATERIALS AND SUPPLIES	3,567,271	3,718,727	3,547,722	(171,005)	-4.6%
TOTAL MATERIALS AND SUPPLIES	4,541,786	4,750,476	4,616,976	(133,500)	-2.8%
DIESEL FUEL	1,164,616	1,320,443	1,289,471	(30,972)	-2.3%
CNG	3,975,873	3,381,273	3,491,301	110,028	3.3%
TRACTION POWER	-	-	-	-	-
UTILITIES	565,941	609,000	485,000	(124,000)	-20.4%
TOTAL ENERGY	5,706,430	5,310,716	5,265,771	(44,944)	-0.8%
RISK MANAGEMENT	1,982,876	1,798,810	1,604,634	(194,176)	-10.8%
GENERAL AND ADMINISTRATIVE	137,373	146,143	149,732	3,589	2.5%
DEBT SERVICE	1,911,831	1,714,460	1,437,731	(276,729)	-16.1%
VEHICLE/ FACILITY LEASE	238,866	285,255	287,731	2,476	0.9%
TOTAL OPERATING EXPENSES	81,631,876	88,987,279	91,296,843	2,309,564	2.6%
NET OPERATING SUBSIDY	(53,938,437)	(60,573,560)	(62,579,146)	(2,005,586)	-3.3%
OVERHEAD ALLOCATION	(8,687,568)	(9,403,630)	(9,803,502)	(399,872)	4.3%
ADJUSTED NET OPERATING SUBSIDY	(62,626,005)	(69,977,190)	(72,382,648)	(2,405,458)	-3.4%
TOTAL REVENUES LESS TOTAL EXPENSES	(3)	1	-	(1)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT F

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	35,216,068	35,878,421	36,294,351	415,931	1.2%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	340	-	-	-	-
OTHER INCOME	551,893	666,980	575,000	(91,980)	-13.8%
TOTAL OPERATING REVENUES	35,768,301	36,545,401	36,869,351	323,951	0.9%
NON OPERATING REVENUE					
SUBSIDY REVENUE	25,772,158	26,780,057	28,135,205	1,355,148	5.1%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	25,772,158	26,780,057	28,135,205	1,355,148	5.1%
TOTAL COMBINED REVENUES	61,540,459	63,325,458	65,004,556	1,679,099	2.7%
OPERATING EXPENSES					
LABOR EXPENSES	22,309,238	22,663,071	23,539,982	876,911	3.9%
FRINGE EXPENSES	8,061,653	8,983,573	8,031,392	(952,181)	-10.6%
TOTAL PERSONNEL EXPENSES	30,370,891	31,646,644	31,571,374	(75,270)	-0.2%
SECURITY EXPENSES	117,199	102,000	92,000	(10,000)	-9.8%
REPAIR/MAINTENANCE SERVICES	3,042,531	3,028,345	2,738,448	(289,897)	-9.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	761,066	734,093	668,578	(65,515)	-8.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,920,796	3,864,438	3,499,026	(365,412)	-9.5%
LUBRICANTS	192,444	225,355	225,355	-	0.0%
TIRES	1,450	3,000	-	(3,000)	-100.0%
OTHER MATERIALS AND SUPPLIES	3,211,204	3,371,784	3,553,064	181,280	5.4%
TOTAL MATERIALS AND SUPPLIES	3,405,098	3,600,139	3,778,419	178,280	5.0%
DIESEL FUEL	431,592	471,363	464,370	(6,993)	-1.5%
CNG	-	-	-	-	-
TRACTION POWER	6,220,841	5,530,750	6,500,000	969,250	17.5%
UTILITIES	2,010,565	1,891,234	1,893,576	2,342	0.1%
TOTAL ENERGY	8,662,998	7,893,347	8,857,946	964,599	12.2%
RISK MANAGEMENT	1,350,487	1,820,866	1,823,117	2,251	0.1%
GENERAL AND ADMINISTRATIVE	49,785	87,920	144,030	56,110	63.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	238,881	339,650	326,516	(13,134)	-3.9%
TOTAL OPERATING EXPENSES	47,998,937	49,253,003	50,000,427	747,424	1.5%
NET OPERATING SUBSIDY	(12,230,636)	(12,707,602)	(13,131,076)	(423,474)	-3.3%
OVERHEAD ALLOCATION	(13,541,621)	(14,072,455)	(15,004,129)	(931,674)	6.6%
ADJUSTED NET OPERATING SUBSIDY	(25,772,256)	(26,780,057)	(28,135,205)	(1,355,147)	-5.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(98)	(0)	0	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT G

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	23,689,188	24,414,436	24,277,253	(137,183)	-0.6%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	23,689,188	24,414,436	24,277,253	(137,183)	-0.6%
NON OPERATING REVENUE					
SUBSIDY REVENUE	23,871,153	24,192,301	24,077,885	(114,416)	-0.5%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	182,576	210,030	210,030	-	0.0%
TOTAL NON OPERATING REVENUE	24,053,729	24,402,331	24,287,915	(114,416)	-0.5%
TOTAL COMBINED REVENUES	47,742,917	48,816,767	48,565,168	(251,599)	-0.5%
OPERATING EXPENSES					
LABOR EXPENSES	412,684	439,503	439,524	21	0.0%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	412,684	439,503	439,524	21	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	71,551	84,668	203,324	118,656	140.1%
ENGINE AND TRANSMISSION REBUILD	559,477	700,000	477,000	(223,000)	-31.9%
OTHER OUTSIDE SERVICES	416,317	533,261	485,189	(48,072)	-9.0%
PURCHASED TRANSPORTATION	39,172,202	40,141,918	39,923,077	(218,841)	-0.5%
TOTAL OUTSIDE SERVICES	40,219,546	41,459,847	41,088,590	(371,257)	-0.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	7,901	4,800	2,639	(2,161)	-45.0%
TOTAL MATERIALS AND SUPPLIES	7,901	4,800	2,639	(2,161)	-45.0%
DIESEL FUEL	3,124,372	3,580,471	3,289,308	(291,163)	-8.1%
CNG	2,971,147	2,246,465	2,683,032	436,567	19.4%
TRACTION POWER	-	-	-	-	-
UTILITIES	3,602	3,688	3,218	(470)	-12.7%
TOTAL ENERGY	6,099,121	5,830,624	5,975,558	144,933	2.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,323	4,045	1,364	(2,681)	-66.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	15,252	18,419	19,077	658	3.6%
TOTAL OPERATING EXPENSES	46,755,827	47,757,239	47,526,752	(230,487)	-0.5%
NET OPERATING SUBSIDY	(23,066,639)	(23,342,803)	(23,249,499)	93,304	0.4%
OVERHEAD ALLOCATION	(987,090)	(1,059,529)	(1,038,416)	21,113	-2.0%
ADJUSTED NET OPERATING SUBSIDY	(24,053,729)	(24,402,332)	(24,287,915)	114,417	0.5%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(1)	(0)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 CONTRACTED BUS OPERATIONS - PARATRANSIT
 OPERATING BUDGET - CONSOLIDATED
 FISCAL YEAR 2013**

ATTACHMENT H

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	1,690,932	1,985,095	2,068,156	83,061	4.2%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	1,690,932	1,985,095	2,068,156	83,061	4.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	11,645,339	12,037,947	12,664,685	626,737	5.2%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	75,152	89,516	81,073	(8,443)	-9.4%
TOTAL NON OPERATING REVENUE	11,720,491	12,127,463	12,745,758	618,294	5.1%
TOTAL COMBINED REVENUES	13,411,423	14,112,559	14,813,914	701,356	5.0%
OPERATING EXPENSES					
LABOR EXPENSES	129,381	149,336	139,857	(9,479)	-6.3%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	129,381	149,336	139,857	(9,479)	-6.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	321,012	308,847	363,515	54,668	17.7%
PURCHASED TRANSPORTATION	10,065,911	10,728,891	11,221,473	492,582	4.6%
TOTAL OUTSIDE SERVICES	10,386,923	11,037,738	11,584,988	547,249	5.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,249,573	2,266,002	2,417,314	151,312	6.7%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	884	960	960	-	0.0%
TOTAL ENERGY	2,250,457	2,266,962	2,418,274	151,312	6.7%
RISK MANAGEMENT	15,300	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	2,662	9,162	5,788	(3,374)	-36.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	278,123	280,000	280,000	-	0.0%
TOTAL OPERATING EXPENSES	13,062,846	13,758,498	14,444,207	685,709	5.0%
NET OPERATING SUBSIDY	(11,371,914)	(11,773,403)	(12,376,051)	(602,648)	-5.1%
OVERHEAD ALLOCATION	(348,577)	(354,061)	(369,708)	(15,647)	4.4%
ADJUSTED NET OPERATING SUBSIDY	(11,720,491)	(12,127,464)	(12,745,758)	(618,295)	-5.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	(0)	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT I

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	2,670,477	2,980,764	2,680,221	(300,543)	-10.1%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,670,477	2,980,764	2,680,221	(300,543)	-10.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE	3,264,684	3,516,250	3,730,646	214,395	6.1%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	3,264,684	3,516,250	3,730,646	214,395	6.1%
TOTAL COMBINED REVENUES	5,935,161	6,497,014	6,410,867	(86,148)	-1.3%
OPERATING EXPENSES					
LABOR EXPENSES	251,620	257,184	252,300	(4,884)	-1.9%
FRINGE EXPENSES	82,038	83,592	81,834	(1,758)	-2.1%
TOTAL PERSONNEL EXPENSES	333,657	340,776	334,133	(6,642)	-1.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	78,520	80,200	113,480	33,280	41.5%
ENGINE AND TRANSMISSION REBUILD	113,205	88,000	60,000	(28,000)	-31.8%
OTHER OUTSIDE SERVICES	150,914	169,044	168,803	(241)	-0.1%
PURCHASED TRANSPORTATION	5,115,676	5,156,251	5,168,888	12,637	0.2%
TOTAL OUTSIDE SERVICES	5,458,315	5,493,495	5,511,171	17,676	0.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,757	6,200	6,200	(0)	0.0%
TOTAL MATERIALS AND SUPPLIES	2,757	6,200	6,200	(0)	0.0%
DIESEL FUEL	5,643	6,360	5,784	(576)	-9.1%
CNG	(42,503)	417,367	323,568	(93,799)	-22.5%
TRACTION POWER	-	-	-	-	-
UTILITIES	74,028	90,960	90,717	(242)	-0.3%
TOTAL ENERGY	37,169	514,687	420,069	(94,618)	-18.4%
RISK MANAGEMENT	6,098	10,000	10,000	-	0.0%
GENERAL AND ADMINISTRATIVE	(65,611)	8,935	7,580	(1,355)	-15.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	5,772,385	6,374,092	6,289,153	(84,939)	-1.3%
NET OPERATING SUBSIDY	(3,101,909)	(3,393,328)	(3,608,932)	(215,604)	-6.4%
OVERHEAD ALLOCATION	(115,609)	(122,923)	(121,714)	1,209	-1.0%
ADJUSTED NET OPERATING SUBSIDY	(3,217,518)	(3,516,250)	(3,730,646)	(214,395)	-6.1%
TOTAL REVENUES LESS TOTAL EXPENSES	47,166	(0)	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT J

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ 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	160,911	167,949	173,708	5,758	3.4%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	160,911	167,949	173,708	5,758	3.4%
TOTAL COMBINED REVENUES	160,911	167,949	173,708	5,758	3.4%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	160,911	167,949	173,708	5,758	3.4%
TOTAL OUTSIDE SERVICES	160,911	167,949	173,708	5,758	3.4%
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	160,911	167,949	173,708	5,758	3.4%
NET OPERATING SUBSIDY	(160,911)	(167,949)	(173,708)	(5,758)	-3.4%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(160,911)	(167,949)	(173,708)	(5,758)	-3.4%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2013**

ATTACHMENT K

	ACTUAL FY12	ORIGINAL BUDGET FY13	AMENDED BUDGET FY13	\$ 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	344,180	344,180	344,180	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	344,180	344,180	344,180	-	0.0%
TOTAL COMBINED REVENUES	344,180	344,180	344,180	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
TOTAL PERSONNEL EXPENSES	188,680	188,680	188,680	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	153,716	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	153,716	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	342,396	344,180	344,180	-	0.0%
NET OPERATING SUBSIDY	(342,396)	(344,180)	(344,180)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(342,396)	(344,180)	(344,180)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	1,784	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	18,291,001	25,946,519	3,223,765	-	18,853,937	1,067,426	-	5,000,000	72,382,648
SDTI	16,000,000	7,135,205	-	-	5,000,000	-	-	-	28,135,205
MCS 801 - South Central	1,473,063	11,766,672	-	-	-	-	-	-	13,239,735
MCS 802 - JARC Otay	296,163	296,163	-	-	-	-	-	-	592,326
MCS 803 - JARC Mid City	156,058	156,058	-	-	-	-	-	-	312,117
MCS 820 - East County	-	5,503,834	-	-	-	-	-	-	5,503,834
MCS 830 - Commuter Express	-	262,780	-	-	150,000	1,210,030	-	-	1,622,810
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,129,642	-	-	-	-	-	-	2,129,642
MCS 840 - Regional Transit Center Maintenance	-	160,763	-	-	140,000	-	-	-	300,763
MCS 850 - ADA Access	4,977,632	5,120,773	-	1,320,000	709,697	181,102	-	-	12,309,204
MCS 856 - ADA Certification	-	274,408	-	-	-	-	-	-	274,408
MCS 875 - Coaster Connection	-	81,073	-	-	-	81,073	-	-	162,146
MCS 880 - Rural	434,837	151,850	-	-	-	-	-	-	586,687
Chula Vista Transit	-	3,730,646	-	-	-	-	-	-	3,730,646
Coronado Ferry	-	173,708	-	-	-	-	-	-	173,708
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	41,628,754	63,234,275	3,223,765	1,320,000	24,853,634	2,539,631	-	5,000,000	141,800,059
Taxicab SD&AE	-	-	-	-	-	-	-	170,000 (27,502)	170,000 (27,502)
Subtotal Other Activities	-	-	-	-	-	-	-	142,498	142,498
Administrative	110,000	4,506,718	1,800,000	-	-	-	7,571,926	(1,800,000)	12,188,644
Grand Total	41,738,754	67,740,993	5,023,765	1,320,000	24,853,634	2,539,631	7,571,926	3,342,498	154,131,201

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 13-6

Resolution Approving Amendments to FY 2013 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 12-10 on June 21, 2012, approving the FY 2013 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 fiscal year 2013 Operating Budget, per the attached proposed Budget Amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this 21st day of March 2013, 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



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

Item No. 4d

JOINT MEETING OF THE
BUDGET DEVELOPMENT COMMITTEE
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

FIN 310.1 (PC 50601)

March 6, 2013

SUBJECT:

MTS: FY 2014 PRELIMINARY PROJECTIONS

RECOMMENDATION:

That the Budget Development Committee receive a report regarding the preliminary projection for the fiscal year 2014 operating budget and provide guidance on budgetary closure.

Budget Impact

None at this time.

DISCUSSION:

Staff will present a preliminary forecast for the upcoming fiscal year 2014 operating budget, including preliminary sales tax related income projections and high level expense assumptions.

Time Line/Calendar of Budgetary Process

Attachment A provides a recommended budgetary process time line.

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Calendar of Budgetary Process



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FY 2014 BOARD MEETING CALENDAR**

DATE	Meeting	Review Points
3/6/2013	Budget Development Committee	FY13 Midyear Amendment, FY14 CIP, Preliminary FY14 Forecast
3/21/2013	Finance Workshop	FY13 Midyear Amendment, FY14 CIP, Preliminary FY14 Forecast
Week of 4/1/2013	Budget Development Committee	FY 2014 Draft Budget: Revenues, Expenses, Policy Issues, Operational Issues, Budget Closure
4/18/2013	Finance Workshop	FY 2014 Draft Budget: Revenues, Expenses, Policy Issues, Operational Issues, Budget Closure
5/16/2013	Public Hearing	Public Hearing, Board Adoption