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Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 4, 2014
9:00 a.m.

02-27-021-3E0

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 - April 4, 2013 | 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 2015 Capital Improvement Program</u>
Action would forward a recommendation to the Board of Directors to approve
the FY 2015 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. | <u>MTS: FY 2014 Midyear Adjustment</u>
Action would forward a recommendation to the Board of Directors to amend the FY 2014 Operating Budget. | Approve |
| d. | <u>MTS: FY 2015 Operating Budget Discussion</u>
Action would receive and provide direction on the report for FY 2015 budget development. | Receive |

5. ADJOURNMENT

BUDGET DEVELOPMENT COMMITTEE
METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) March 4, 2014

CALL TO ORDER (TIME) 9:05 am

RECESS N/A

RECONVENE _____

CLOSED SESSION N/A

RECONVENE _____

ADJOURN 10:05 am

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
COLE <input type="checkbox"/>		
MATHIS <input checked="" type="checkbox"/>	9:00 am	10:05 am
MCCLELLAN <input checked="" type="checkbox"/>	9:00 am	10:05 am
MINTO <input checked="" type="checkbox"/>	9:00 am	10:05 am
ROBERTS <input checked="" type="checkbox"/>	9:10 am	10:05 am

SIGNED BY THE CLERK OF THE BUDGET DEVELOPMENT COMMITTEE: Julia Simone

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: Karen Carde

cc: Clerk of the Board
Accounts Payable
Attachment to Original and Draft Minutes

MASTER - Budget Development Committee

MEETING OF THE METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

April 4, 2013

MINUTES

1. ROLL CALL

Chairman Roberts called the Budget Development Committee (BDC) meeting to order at 9:05 a.m. A roll call sheet listing BDC member attendance is attached.

2. APPROVAL OF MINUTES

Bob McClellan moved to approve the minutes of the March 6, 2013 MTS BDC meeting. John Minto seconded the motion, and the vote was 5 to 0 in favor.

3. PUBLIC COMMENTS

There were no public comments.

4.a. MTS: FY 2014 Operating Budget (Mike Thompson)

Mike Thompson, Budget Manager, began his presentation on Fiscal Year 2014 Budget Development. He discussed sales tax revenue for TDA/Transnet through the third quarter fiscal year 2013 which is up 5.6% higher than FY2012. MTS is on target to meet SANDAG's projection of 5.0%. He reported on Federal and STA revenue subsidies, and non-recurring revenue. Projected non-recurring revenue in FY2014 is \$7.4 million, broken down into \$5.6 million net subsidy cost of service added, and \$1.8 million of non-recurring revenue usage net of the added service. Mr. Thompson discussed passenger revenues, and the latest economic indicators reflect employment growth expected to be 1.6% to 1.9% next year. Currently the budget assumption is 1.8% growth in passengers for FY2014.

Mr. Jablonski acknowledged that the large group of people that have come to attend this meeting would like to participate and discuss youth passes which could potentially impact the operating budget. He explained that the speakers from Mid-City CAN are proposing reduced fare prices for students with financial issues. Mr. Jablonski stated that they received the proposal from Mid-City CAN and on the proposal it has a suggestion to provide 1,000 30 day passes and 1,000 15 day passes. He said that they can't really look at the numbers for the cost of the pilot yet because that is still being discussed. He explained that as we lay out this pilot, it should have some measureable goals and we will need to capture those goals to see if the program is successful. Mr. Jablonski stated that we are currently looking at this proposal and will prepare comments back to the City Representatives, the School District and Mid-City CAN.

Public Speakers

Abdullahi Mohamed: Mr. Mohamed introduced the group of people that attended the meeting. He indicated that the group is from Mid-City CAN, a community advocacy network from City Heights. He talked about the reason for their attendance is to support the Youth Opportunity Pass Pilot program.

Maria Cortez: Mrs. Cortez gave an update on the progress of the program, and stated the School Board is having a meeting on Tuesday, April 9, 2013 to approve \$150,000 toward the program. She handed out a copy of the pilot proposal and said that the pilot program is planned to roll out for the 2013-2014 school year. Mrs. Cortez explained the reasons why the program would be beneficial and why it is needed in the community.

Foos Ridwan: Mrs. Ridwan identified herself as a teacher who believes in this pilot program, because she is concerned that her students will miss school because they have to travel from further away. She is in support of this program because her students will have a better opportunity to get to school on time and in a safer and more efficient manner.

Barbara Nevarez: Mrs. Nevarez described her concerns of transportation for her children. She said that due to the economy it is hard to afford the passes for her children right now. She explained that she cannot take all of her children to school and having this pilot program will help them go to school, extracurricular activities and after school jobs.

Sahra Dugra: Mrs. Dugra voiced her concern of not being able to take her kids to school, and said she was in favor of the discounted youth pass. She explained that she sees a lot of issues in her area with children getting to school and she also sees issues on the streets. She said this pass would give her children a better and safer opportunity.

Amina Barre: Ms. Barre stated that she is a single mother and it is hard to make sure that both of her children go to school and on time. She believes that this pilot program will be a safer and better way to confirm that her children go to school and their extracurricular activities.

Ali Ridwan: Ali Ridwan wanted to say thank you to MTS on behalf of Mid-City CAN to take the time to listen to everyone today.

Abdurahim Mohamed: Abdurahim is a student and also a member of Mid-City CAN. He explained that this pilot program is a great investment for the youth and their future. He explained that a lot of students would benefit from this program and it can lead the students to a brighter future with more opportunities.

Chairman Roberts explained that we are not ready to make a choice today, but we will be working on trying to find a good agreement for the pilot program. Chairman Roberts asked what the total bottom line subsidy price would be for this pilot. Mr. Jablonski replied that the total bottom line, as outlined, would be \$416,000, and the breakdown of the cost would be \$376,000 worth of passes and \$40,000 for the study. He also added that this would run for the school year, 9 months.

Mr. Thompson continued with his presentation on the Fiscal Year 2014 Budget. He reported on FY14 revenue projection, stating that operating revenue had increased to \$101 million an increase of 1.7%. Total revenues have decreased by \$6 million or -2.4% to \$247.9 million. Excluding one-time revenue transactions in FY13 for comparison purposes, are growing by \$6.6 million or 2.7%. Mr. Thompson reported on expense assumptions for personnel which are decreasing by \$8.1 million or -6.4%. He reported that pension plan costs are increasing by \$1.8 million or 11.8%. Mr. Thompson explained that all employees now contribute towards their pension plan. He noted that IBEW Rail and TEOA have contributed 7% towards their pension plan and their rate will not increase, however they do not pay into

Social Security. Mr. Thompson also said that Health and Welfare costs are increasing by \$1.0 million or 8.3%.

Mr. Thompson discussed the energy assumptions starting with Compressed Natural Gas (CNG). He reported that CNG will be increasing by \$563K or 8.7%. He explained that the rate assumption used in FY2014 draft budget are not fixed at this time. The Committee agreed to continue to float the rate and to continue monitoring the rates. He reported that diesel and gasoline are increasing by \$130K or 1.7% and electricity and traction power are increasing by \$700K or 7.4%.

Mr. Thompson reported that outside services are increasing by \$4.6 million or 6.2%. This is due to a few factors including the Compass Card Program; increase in Purchased Transportation; Engines and Transmissions; as well as Repairs and Maintenance. He also said that the Total Materials and Supplies are increasing by \$373K or 4.4%.

He discussed FY2014 expense projection, and stated that total expenses are projected to decrease by \$1.5 million or -0.6%. Mr. Thompson also explained the consolidated revenues less expenses and stated that they are projecting a draft balanced budget.

Mr. Thompson reported that we are currently reviewing our existing Reserve Policy and that we are contacting peer agencies to compare their policy language and reserve levels. Mr. Jablonski stated that we have been at 10%, unofficially, for our Reserve Policy; however we would be comfortable to move to 12.5% over a period of time. Mr. Jablonski and the committee members agreed that over the next two years we could increase our reserves to 12.5%.

Mr. Thompson concluded with FY2014 open items. He listed the open items as the Federal sequestration risks; the potential delay in receiving Federal funding due to the 13(c) issue; CNG credits being reinstated; and energy rates.

Action Taken

Mr. McClellan moved to receive a report on the proposed combined MTS fiscal year 2014 operating budget, and to forward a recommendation to the Board of Directors to recommend staff hold a public hearing on May 16, 2013 with the purpose of reviewing the proposed combined MTS fiscal year 2014 operating budget. Mr. Minto seconded the motion, and the vote was 5-0 in favor.

4.b. MTS: California Public Employee's Pension Reform Act and Pending 13(c) Objections to MTS Grants (Cliff Telfer)

Mr. Jablonski discussed the Public Employee's Pension Reform Act (PEPRA) and Pending 13(c) Objections to MTS Grants. He explained that the only grant being held up right now is the East County Bus Maintenance Facility Reconstruction and Transit Asset Management System. However, during the month of April, we will be starting the process for our formula grants which total about \$63 million. He said that if our formula grants are held up, we have a problem because we expect to start spending those monies in August. He said that we wrote a joint letter to the Department of Labor; however their response was slightly dismissive. So, we have written another letter to the Department of Labor and we are also sending this letter to our Congressional Representatives, asking to activate interim certification. This certification will let the money flow through and let the issue stay active. Mr. Jablonski


stated that we are monitoring this situation and will continue to give updates on the status of the situation.

Action Taken

No action was taken.

5. Adjournment

Chairman Roberts adjourned the meeting at 11:05 a.m.



Chairman of the Budget Development Committee



Clerk of the Budget Development Committee

Attachment: A. Roll Call Sheet

BUDGET DEVELOPMENT COMMITTEE
METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) 04/04/2013

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

RECESS N/A

RECONVENE N/A

CLOSED SESSION N/A

RECONVENE N/A

ADJOURN 11:05 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
GLORIA <input checked="" type="checkbox"/>	9:00 a.m.	11:05 a.m.
MATHIS <input checked="" type="checkbox"/>	9:00 a.m.	11:05 a.m.
MCCLELLAN <input checked="" type="checkbox"/>	9:00 a.m.	11:05 a.m.
MINTO <input checked="" type="checkbox"/>	9:00 a.m.	11:05 a.m.
ROBERTS <input checked="" type="checkbox"/>	9:00 a.m.	11:05 a.m.

SIGNED BY THE CLERK OF THE BUDGET DEVELOPMENT COMMITTEE:

Julia Fansone

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

Walter Carl

c: Clerk of the Board
Accounts Payable
Attachment to Original and Draft Minutes

MASTER - Budget Development Committee



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Agenda Item No. 4a

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 4, 2014

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 2014 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.



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

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

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



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Agenda Item No. 4b

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 4, 2014

SUBJECT:

FISCAL YEAR 2015 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

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

1. approve the fiscal year 2015 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 fiscal year 2015 CIP (shown in Attachment A);
3. approve the transfer of \$357,409 from previous CIP projects to the fiscal year 2015 CIP; and
4. recommend that the SANDAG Board of Directors approve amendment number 14 of the 2012 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2015 CIP recommendations.

Budget Impact

The total estimated funding for fiscal year 2015 is \$170.7 million (Attachment A). After the utilization of \$57.5 million in preventative maintenance, \$8.2 million for Americans with Disabilities Act (ADA) preventative maintenance (funding the fiscal year 2014 operating budget), funding for SANDAG planning studies totaling \$958,000, \$104.1 million is available for capital projects.

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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 2015. 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

The fiscal year 2015 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 2014, the estimated allocation for the MTS Section 5307 program is \$41.0 million, which would be matched with local funds of \$10.3 million. This program would provide an estimated \$51.3 million to fund MTS's fiscal year 2015 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 2014, the Section 5337 funds MTS allocation estimate is \$22.1 million and will be matched with local funds of \$5.5 million. The program will provide an estimated \$27.6 million to fund MTS's fiscal year 2015 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 2014, the Section 5339 funds MTS allocation estimate is \$3.5 million and will be matched with local funds of \$900,000. The program will provide an estimated \$4.4 million to fund MTS's fiscal year 2015 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 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 2015 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 2015 is \$14.4 million.

Additionally, MTS anticipates receiving its apportionment of \$2.8 million in Proposition 1B – Transit Security Grant Program (TSGP) for fiscal year 2015. 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 \$357,000 to the fiscal year 2015 CIP.

Development of the MTS Fiscal Year 2015 CIP

The CIP process began in October 2013 with the call for projects. The recommended CIP assumes funding \$57.5 million for preventative maintenance, \$8.2 million for ADA preventative maintenance, and \$958,000 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.

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 2015. 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 \$104.1 million available after preventative maintenance and SANDAG planning studies, \$40.7 million (or 39 percent) has been dedicated to Rail infrastructure related projects, \$26.3 million (or 25 percent) has been dedicated to Bus revenue vehicles, and \$24.3 million (or 23 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
Rail Infrastructure	\$ 40,711	39%
Revenue Vehicles - Bus	26,360	25%
Revenue Vehicles - Rail	24,317	23%
Major Facility & Construction Projects	6,952	7%
Information Technology	1,717	2%
LRV Components	1,110	1%
Other Equipment & Installations	2,900	3%
Grand Total	\$ 104,067	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 to decrease by 1.0 percent for fiscal year 2016 and hold flat through 2019. 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 \$441.6 million. Projected deficits from fiscal year 2015 to fiscal year 2019 total \$97.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 78.0 percent.


Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Fiscal Year 2015 Funding Sources
B. Fiscal Year 2015 Capital Improvement Projects List
C. Funding Compared to Capital Needs for Fiscal Years 2015 - 2018

**San Diego Metropolitan Transit System
FY 2015 Funding Sources (\$000s)**

Funding Description	FY15
Federal FY14 - 5307 Funding Estimate	\$ 40,975
Federal FY14 - 5337 Funding Estimate	22,055
Federal FY14 - 5339 Funding Estimate	3,522
Transportation Development Act (TDA)	48,928
Proposition 1B	37,076
Proposition 1B - Security	2,779
California State Transit Assistance (STA)	14,400
Other (Transfers, 5311, SD&AE)	984
Total Available Funding	\$ 170,720
Preventive Maintenance - Federal 5307	\$ (23,945)
Preventive Maintenance - Federal 5337	(22,055)
Preventive Maintenance - FY15 TDA Match	(11,500)
ADA Preventive Maintenance - Federal 5307	(4,097)
ADA Preventive Maintenance - FY15 TDA Match	(4,097)
SANDAG Planning Study - Federal 5307	(767)
SANDAG Planning Study - FT14 TDA Match	(192)
Total Preventative Maintenance/SANDAG Planning	\$ (66,653)
Available Funding for FY 15 Capital Program	\$ 104,067

**San Diego Metropolitan Transit System
Capital Improvement Program - Funded Projects
Fiscal Year 2015**

ATTACHMENT B

Project Description	Funding Thru FY 2014	FY 2015 Funded	FY 2015 Unfunded	FY 2016	FY 2017	FY 2018	FY 2019	Budget FY15 FY19
Bus Replacement	44,095	23,579	-	29,000	26,377	23,299	23,218	125,473
LRV Procurement	144,325	15,317	-	-	-	-	-	15,317
SD100 Replacement	-	9,000	18,000	27,000	27,000	27,000	27,000	135,000
Orange and Blue Line Platforms	-	7,946	-	-	-	-	-	7,946
Orange and Blue Line Traction Power Substations (TPSS)	-	7,326	-	-	-	-	-	7,326
RTMS Expansion	3,939	5,942	-	-	-	-	-	5,942
Blue Line Station Rehab	-	4,439	-	-	-	-	-	4,439
Green Line Communication System Upgrade	-	4,170	-	-	-	-	-	4,170
Main Line Drainage (Hill Street)	3,394	3,000	-	-	-	-	-	3,000
Para-Transit Vehicles	8,686	2,781	-	-	2,623	2,701	2,782	10,887
OCS Insulator/Catch Cable Replacement	1,841	2,485	-	1,603	-	-	-	4,088
Orange Line Signal System Interface Upgrade	12,231	2,431	-	-	-	-	-	2,431
Substation DC Feeder Breaker Replacement (Implementation)	-	1,700	-	2,300	2,300	-	-	6,300
Orange and Blue Line Communications System	-	1,510	-	-	-	-	-	1,510
Network Switches and Comm Cabinets Upgrade	-	1,500	-	-	-	-	-	1,500
Fashion Valley Second Elevator	150	1,010	-	-	-	-	-	1,010
SD100 Buffer/Coupler Overhaul	1,133	1,000	-	2,212	-	-	-	3,212
Grade Crossing Replacements	-	980	-	1,000	1,000	1,000	1,000	4,980
System-wide CCTV	-	787	-	1,098	-	-	-	1,885
Behavior Recognition System (BRS)	-	667	-	500	500	-	-	1,667
Network Infrastructure	1,240	554	-	50	25	25	200	854
Orange and Blue Line Project Management	-	538	-	-	-	-	-	538
Design & Upgrades (Rio Vista/Morena Wall Buttress)	-	500	-	1,000	-	-	-	1,500
Wireless Infrastructure	400	414	-	414	-	-	-	828
Orange & Green Line Print Verification / Event recorders	850	368	-	256	-	-	-	624
Green Line Entry Monument Signs	-	300	-	-	-	-	-	300
Misc. Capital	1,250	250	-	-	-	-	-	250
Cubic Maintenance Server Replacement	-	250	-	-	-	-	-	250
SDSU Fire System Design & Installation	-	250	-	-	-	-	-	250
El Cajon & 8th Street Bridge Abutment Repairs (Design)	-	250	-	-	-	-	-	250
Crossing Diamond at Broadway	-	250	-	-	-	-	-	250
Enterprise Data Warehouse	-	202	-	-	-	-	-	202
Kronos Upgrade Project	-	201	-	-	-	-	-	201
Compass Card Back Office	-	200	-	-	-	-	-	200
LRV Fall Protection	-	200	-	-	-	-	-	200
Rail Lubricators	-	185	-	-	-	-	-	185
SharePoint Intranet	-	161	-	-	-	-	-	161
SD8 Brake Tooling	-	160	-	-	-	-	-	160
MCS Campo Rural Bus Parking Lot and Fencing	-	144	-	-	-	-	-	144
IAD Bus Wash Replacement	450	125	-	-	-	-	-	125
SDMTS Website Redesign	-	110	-	-	-	-	-	110
CPD Perimeter Fence Replacement	-	100	-	-	-	-	-	100
Station CCTV Upgrade	1,050	100	-	-	-	-	-	100
IAD Dispatch and Crew Room Upgrades	-	95	-	-	-	-	-	95
Trolley Station Cleaning Equipment	150	85	-	-	-	-	-	85
Cyber Security Project	75	75	-	-	-	-	-	75

**San Diego Metropolitan Transit System
Capital Improvement Program - Funded Projects
Fiscal Year 2015**

ATTACHMENT B

Project Description	Funding Thru FY 2014	FY 2015 Funded	FY 2015 Unfunded	FY 2016	FY 2017	FY 2018	FY 2019	Budget FY15 FY19
Compressor Replacement	-	62	-	-	-	-	-	62
Building "C" AC unit & SDSU AC Upgrade (Design)	-	60	-	-	-	-	-	60
S70 (SD7) Reverse Seating	-	60	-	-	-	-	-	60
ADA and Rural Radio Replacement	420	50	-	-	-	-	-	50
S70 Center Truck Axle Bearing Tooling/Training	-	50	-	-	-	-	-	50
Baltimore Power Switch Replacement	-	46	-	-	-	-	-	46
Wood Chipper	-	44	-	-	-	-	-	44
Scissor Lift	-	42	-	-	-	-	-	42
Electric Utility Vehicle	-	17	-	-	-	-	-	17
C Yard Track Expansion	-	-	4,693	-	-	-	-	4,693
Orange Line Parking Lots	-	-	500	-	-	-	-	500
Compass Card - CPOS Replacements	-	-	400	-	-	-	-	400
Euclid Crossing Equipment	-	-	362	-	-	-	-	362
Transit Service Trucks	-	-	250	250	250	-	250	1,000
Signal Case Fencing	-	-	35	-	-	-	-	35
Copier Replacement	-	-	20	20	20	20	20	100
Transit Facility	-	-	-	10,000	20,000	15,000	5,000	50,000
Bus Shelter	2,270	-	-	2,300	2,300	-	-	4,600
Replace S70 (3000) Bode ADA Ramps w/ IFE	-	-	-	1,540	-	-	-	1,540
University Crossing Design & Equipment	-	-	-	350	-	-	-	350
IAD/KMD Tire Shop Canopy	-	-	-	280	-	-	-	280
IAD/KMD Yard Camera Replacement	-	-	-	250	-	-	-	250
IAD Gas Detection System Replacement	-	-	-	125	-	-	-	125
Building C Shop Door Hinge Replacement	-	-	-	100	-	-	-	100
Replace Wiggins Forklift	-	-	-	100	-	-	-	100
CPD Roof Replacement	-	-	-	50	-	-	-	50
Compass Card - NexFare upgrade	-	-	-	-	-	10,000	-	10,000
SBMF Fuel Tank and Service Lanes Upgrade	-	-	-	-	200	1,200	-	1,400
LRV Remote Diagnostic System (128 LRVs)	-	-	-	-	3,840	-	-	3,840
SD8 Brake Overhaul	-	-	-	-	1,300	1,300	-	2,600
SD7 Truck Overhaul	-	-	-	-	-	-	2,750	2,750
Project Totals	\$ 227,949	\$ 104,067	\$ 24,260	\$ 81,798	\$ 87,735	\$ 81,545	\$ 62,220	\$ 441,624

**San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2015-2019**

	Proposed FY15	Projected FY16	Projected FY17	Projected FY18	Projected FY19	Total FY15 to FY19
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 115,480	\$ 110,191	\$ 110,191	\$ 110,191	\$ 110,191	\$ 556,244
Other Non Recurring Revenues	55,239	17,179	17,179	17,179	14,400	121,178
Total Capital Revenues	170,720	127,370	127,370	127,370	124,591	677,421
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (958)	\$ (958)	\$ (958)	\$ (958)	\$ (958)	\$ (4,791)
ADA Preventative Maintenance	(8,195)	(8,072)	(8,072)	(8,072)	(8,072)	(40,485)
Preventative Maintenance	(57,500)	(57,500)	(57,500)	(57,500)	(57,500)	(287,500)
Total "Off The Top" Expenses	(66,653)	(66,531)	(66,531)	(66,531)	(66,531)	(332,776)
Less: Shifted to Operations						
TDA to Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STA to Operations	-	-	-	-	-	-
Total Shifted To Operations	-	-	-	-	-	-
Adjusted Available CIP Revenues	\$ 104,067	\$ 60,840	\$ 60,840	\$ 60,840	\$ 58,060	\$ 344,646
Total Project Needs	128,326	81,798	87,735	81,545	62,220	441,624
Total Deficit	\$ (24,260)	\$ (20,958)	\$ (26,895)	\$ (20,705)	\$ (4,160)	\$ (96,979)
% of Funding / Needs	81.1%	74.4%	69.3%	74.6%	93.3%	78.0%
Accumulated Deficit	\$ (24,260)	\$ (45,218)	\$ (72,114)	\$ (92,819)	\$ (96,979)	



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Agenda Item No. 4c

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 4, 2014

SUBJECT:

MTS: FY 2014 MIDYEAR ADJUSTMENT

RECOMMENDATION:

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

Enact Resolution No. 14-3 (Attachment M) amending the fiscal year 2014 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 2014 budget.

DISCUSSION:

Combined MTS FY 2014 Midyear Adjustment

Revenues. Passenger fare revenues will result in a \$1,578,000 favorable midyear adjustment primarily due to an increase in passenger volume the agency has experienced so far this fiscal year. Through December 2013, year-to-date ridership is up 9.2% compared to the original FY 2014 budget, while average fares are down 7.4%.

Advertising revenues are projected to increase by approximately \$405,000. This revenue increase is attributed to a rebounding advertising market.

Other revenue is projected to increase \$1,499,000. This is primarily due to higher than expected admin fee revenue from Compass Card sales.

Non-operating revenues will produce a \$1,100,000 unfavorable midyear adjustment. This is primarily due to decreased fuel sales tax generated revenues, which impacts MTS's share of State Transit Assistance (STA)



revenues. The projected trend in STA revenues for fiscal year 2014 results in an unfavorable midyear adjustment of \$1,336,000.

Other midyear adjustments include:

- \$280,000 in Other State revenue for additional Medi-Cal reimbursement;
- All other adjustments totaled a decrease of \$108,000.

In total, consolidated revenues will yield in a \$2,383,000 favorable midyear adjustment.

Expenses. Total consolidated operating expenses will produce a \$559,000 unfavorable midyear adjustment.

Personnel-related expenses will yield a \$1,638,000 favorable midyear adjustment. These adjustments includes a decrease in labor expenses of \$430,000 primarily due to operator and administrative wages, and a decrease in fringe expenses of \$1,208,000, primarily due to changes to budgetary assumptions for personnel cost recovery and overhead reimbursement (\$1,283,000).

Total outside services will produce an unfavorable midyear adjustment of \$424,000. This is partially due to increased costs within purchased transportation costs (\$156,000), due to higher than expected demand for ADA Paratransit services. There were also additional costs within repair and maintenance services (\$260,000) and other outside services (\$278,000), which were partially offset by favorable variances in engine and transmission expenses (\$192,000) and security expenses (\$78,000).

Staff projects an unfavorable midyear adjustment of \$742,000 for materials and supplies expenses due to increased revenue vehicle parts costs within Rail Operations.

A total unfavorable increase in energy for the 2014 fiscal year is \$240,000. 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 FY14	Amended FY14
CNG	\$0.83	\$0.84
Diesel	\$3.42	\$3.28
Gasoline	\$3.40	\$3.25
Electricity	\$0.171	\$0.176

Risk management costs will produce an unfavorable midyear adjustment of \$562,000 due to increased liability expenses within bus operations.

General and administrative costs will produce an unfavorable midyear adjustment of \$344,000. This is primarily due to costs within the Compass Card

budget that were previously budgeted within Outside Services.

Debt service produced no midyear adjustment.

Vehicle/facility leases will result in a favorable midyear adjustment of \$115,000 due to rent adjustment at Copley.

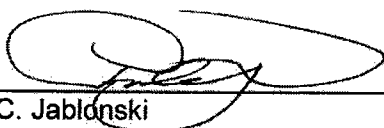
Net income. In total, the increases to revenues and expenses produce a \$1.8 million favorable variance as detailed below.

	Original FY14	Amended FY14	\$ Change	% Change
Operating Revenues	\$ 101,402	\$ 104,885	\$ 3,482	3.4%
Non-operating Revenues	140,381	139,281	(1,100)	-0.8%
Recurring Expenses	\$ 241,783	\$ 244,166	\$ 2,383	1.0%
Operating Expenses	248,197	248,756	559	0.2%
Net Operating Deficit	\$ (6,413)	\$ (4,589)	\$ 1,824	-28.4%
Non-recurring Revenues	6,413	6,413	-	0.0%
Net Income	\$ (0)	\$ 1,824	\$ 1,824	

Staff recommends this \$1.8M excess revenues over expenses be utilized to increase the contingency reserve balance.

The FY 2014 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. Board Resolution No. 14-3

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT A

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	93,493,239	95,312,025	96,890,066	1,578,042	1.7%
ADVERTISING REVENUE	972,189	720,000	1,125,000	405,000	56.3%
CONTRACT SERVICE REVENUE	900	-	-	-	-
OTHER INCOME	4,963,102	5,370,360	6,869,720	1,499,360	27.9%
TOTAL OPERATING REVENUES	99,429,430	101,402,385	104,884,786	3,482,402	3.4%
NON OPERATING REVENUE					
SUBSIDY REVENUE	146,479,470	146,223,449	145,167,600	(1,055,850)	-0.7%
RESERVE REVENUE	5,164,913	148,192	212,633	64,441	43.5%
OTHER INCOME	1,026,058	422,596	314,431	(108,165)	-25.6%
TOTAL NON OPERATING REVENUE	152,670,441	146,794,237	145,694,664	(1,099,573)	-0.7%
TOTAL COMBINED REVENUES	252,099,871	248,196,622	250,579,450	2,382,828	1.0%
OPERATING EXPENSES					
LABOR EXPENSES	66,746,874	68,536,547	68,106,348	(430,199)	-0.6%
FRINGE EXPENSES	57,427,800	49,058,857	47,850,683	(1,208,173)	-2.5%
TOTAL PERSONNEL EXPENSES	124,174,674	117,595,403	115,957,031	(1,638,372)	-1.4%
SECURITY EXPENSES	6,437,793	7,031,169	6,953,380	(77,789)	-1.1%
REPAIR/MAINTENANCE SERVICES	3,697,491	4,068,831	4,328,660	259,828	6.4%
ENGINE AND TRANSMISSION REBUILD	1,055,660	1,390,000	1,197,995	(192,005)	-13.8%
OTHER OUTSIDE SERVICES	5,625,323	8,225,040	8,502,725	277,685	3.4%
PURCHASED TRANSPORTATION	56,253,336	58,809,394	58,965,333	155,940	0.3%
TOTAL OUTSIDE SERVICES	73,069,601	79,524,434	79,948,093	423,659	0.5%
LUBRICANTS	418,608	413,833	436,862	23,029	5.6%
TIRES	867,891	940,839	940,313	(526)	-0.1%
OTHER MATERIALS AND SUPPLIES	7,190,632	7,469,036	8,188,594	719,557	9.6%
TOTAL MATERIALS AND SUPPLIES	8,477,131	8,823,708	9,565,769	742,061	8.4%
DIESEL FUEL	7,449,872	7,771,219	7,411,678	(359,541)	-4.6%
CNG	6,281,460	7,226,437	6,984,088	(242,350)	-3.4%
TRACTION POWER	6,688,307	7,220,000	7,900,000	680,000	9.4%
UTILITIES	3,009,183	3,134,537	3,296,927	162,390	5.2%
TOTAL ENERGY	23,428,822	25,352,193	25,592,692	240,499	0.9%
RISK MANAGEMENT	3,344,477	4,308,368	4,870,418	562,050	13.0%
GENERAL AND ADMINISTRATIVE	2,027,398	1,828,595	2,172,997	344,402	18.8%
DEBT SERVICE	9,777,520	9,542,576	9,542,576	-	0.0%
VEHICLE/ FACILITY LEASE	1,170,617	1,221,344	1,106,062	(115,282)	-9.4%
TOTAL OPERATING EXPENSES	245,470,241	248,196,622	248,755,638	559,016	0.2%
NET OPERATING SUBSIDY	(146,040,811)	(146,794,237)	(143,870,852)	2,923,385	2.0%
OVERHEAD ALLOCATION	-	-	(0)	(0)	-
ADJUSTED NET OPERATING SUBSIDY	(146,040,811)	(146,794,237)	(143,870,853)	2,923,385	2.0%
TOTAL REVENUES LESS TOTAL EXPENSES	6,629,630	(0)	1,823,811	1,823,812	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT B

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	972,189	720,000	1,125,000	405,000	56.3%
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	3,342,347	3,775,360	5,180,720	1,405,360	37.2%
TOTAL OPERATING REVENUES	4,314,536	4,495,360	6,305,720	1,810,360	40.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	6,127,240	140,000	1,963,811	1,823,811	1302.7%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	7,504,923	7,566,990	7,566,990	-	0.0%
TOTAL NON OPERATING REVENUE	13,632,163	7,706,990	9,530,801	1,823,811	23.7%
TOTAL COMBINED REVENUES	17,946,699	12,202,350	15,836,521	3,634,171	29.8%
OPERATING EXPENSES					
LABOR EXPENSES	10,102,550	10,998,781	10,944,591	(54,190)	-0.5%
FRINGE EXPENSES	6,336,887	6,740,335	6,308,412	(431,923)	-6.4%
TOTAL PERSONNEL EXPENSES	16,439,437	17,739,117	17,253,003	(486,113)	-2.7%
SECURITY EXPENSES	6,327,391	6,939,169	6,843,380	(95,789)	-1.4%
REPAIR/MAINTENANCE SERVICES	56,558	80,911	54,345	(26,566)	-32.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,796,529	6,080,169	6,265,891	185,723	3.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	10,180,478	13,100,249	13,163,616	63,368	0.5%
LUBRICANTS	-	-	-	-	-
TIRES	5,633	8,000	8,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	7,821	16,423	10,255	(6,168)	-37.6%
TOTAL MATERIALS AND SUPPLIES	13,453	24,423	18,255	(6,168)	-25.3%
DIESEL FUEL	162,922	173,250	174,950	1,700	1.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	541,569	507,720	563,600	55,880	11.0%
TOTAL ENERGY	704,491	680,970	738,550	57,580	8.5%
RISK MANAGEMENT	341,444	434,610	341,082	(93,527)	-21.5%
GENERAL AND ADMINISTRATIVE	1,587,056	1,441,345	1,736,474	295,129	20.5%
DEBT SERVICE	8,229,342	8,303,694	8,303,694	-	0.0%
VEHICLE / FACILITY LEASE	265,052	266,905	283,648	16,743	6.3%
TOTAL OPERATING EXPENSES	37,760,753	41,991,312	41,838,323	(152,989)	-0.4%
NET OPERATING SUBSIDY	(33,446,217)	(37,495,952)	(35,532,603)	1,963,349	5.2%
OVERHEAD ALLOCATION	26,443,683	29,788,962	27,825,613	(1,963,349)	-6.6%
ADJUSTED NET OPERATING SUBSIDY	(7,002,533)	(7,706,990)	(7,706,990)	(0)	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	6,629,629	-	1,823,811	1,823,811	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OTHER ACTIVITIES
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT C

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	1,043,568	1,010,000	1,000,000	(10,000)	-1.0%
TOTAL OPERATING REVENUES	1,043,568	1,010,000	1,000,000	(10,000)	-1.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	164,913	148,192	212,633	64,441	43.5%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	164,913	148,192	212,633	64,441	43.5%
TOTAL COMBINED REVENUES	1,208,481	1,158,192	1,212,633	54,441	4.7%
OPERATING EXPENSES					
LABOR EXPENSES	553,102	544,077	574,077	30,000	5.5%
FRINGE EXPENSES	145,491	152,634	152,635	0	0.0%
TOTAL PERSONNEL EXPENSES	698,593	696,711	726,712	30,000	4.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	10,695	10,000	10,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	239,679	177,500	224,160	46,660	26.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	250,373	187,500	234,160	46,660	24.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	21,113	7,000	7,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	21,113	7,000	7,000	-	0.0%
DIESEL FUEL	3,868	5,000	5,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,597	5,000	5,000	-	0.0%
TOTAL ENERGY	9,465	10,000	10,000	-	0.0%
RISK MANAGEMENT	18,892	27,300	17,000	(10,300)	-37.7%
GENERAL AND ADMINISTRATIVE	103,830	108,870	108,870	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,102,266	1,037,381	1,103,742	66,360	6.4%
NET OPERATING SUBSIDY	(58,697)	(27,381)	(103,742)	(76,360)	-278.9%
OVERHEAD ALLOCATION	(106,215)	(120,810)	(108,891)	11,919	-9.9%
ADJUSTED NET OPERATING SUBSIDY	(164,912)	(148,192)	(212,633)	(64,441)	-43.5%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT D

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	93,493,239	95,312,025	96,890,066	1,578,042	1.7%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	900	-	-	-	-
OTHER INCOME	577,187	585,000	689,000	104,000	17.8%
TOTAL OPERATING REVENUES	94,071,326	95,897,025	97,579,066	1,682,042	1.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	133,009,262	138,656,459	135,776,798	(2,879,661)	-2.1%
RESERVE REVENUE	5,000,000	-	-	-	-
OTHER INCOME	864,103	282,596	174,431	(108,165)	-38.3%
TOTAL NON OPERATING REVENUE	138,873,365	138,939,055	135,951,230	(2,987,826)	-2.2%
TOTAL COMBINED REVENUES	232,944,691	234,836,080	233,530,296	(1,305,784)	-0.6%
OPERATING EXPENSES					
LABOR EXPENSES	56,091,222	56,993,689	56,587,680	(406,009)	-0.7%
FRINGE EXPENSES	50,945,422	42,165,887	41,389,637	(776,250)	-1.8%
TOTAL PERSONNEL EXPENSES	107,036,645	99,159,575	97,977,316	(1,182,259)	-1.2%
SECURITY EXPENSES	110,402	92,000	110,000	18,000	19.6%
REPAIR/MAINTENANCE SERVICES	3,630,238	3,977,920	4,264,315	286,395	7.2%
ENGINE AND TRANSMISSION REBUILD	1,055,660	1,390,000	1,197,995	(192,005)	-13.8%
OTHER OUTSIDE SERVICES	1,589,115	1,967,372	2,012,674	45,302	2.3%
PURCHASED TRANSPORTATION	56,253,336	58,809,394	58,965,333	155,940	0.3%
TOTAL OUTSIDE SERVICES	62,638,750	66,236,686	66,550,317	313,631	0.5%
LUBRICANTS	418,608	413,833	436,862	23,029	5.6%
TIRES	862,259	932,839	932,313	(526)	-0.1%
OTHER MATERIALS AND SUPPLIES	7,161,698	7,445,613	8,171,339	725,725	9.7%
TOTAL MATERIALS AND SUPPLIES	8,442,565	8,792,285	9,540,514	748,229	8.5%
DIESEL FUEL	7,283,082	7,592,969	7,231,728	(361,241)	-4.8%
CNG	6,281,460	7,226,437	6,984,088	(242,350)	-3.4%
TRACTION POWER	6,688,307	7,220,000	7,900,000	680,000	9.4%
UTILITIES	2,462,017	2,621,817	2,728,327	106,510	4.1%
TOTAL ENERGY	22,714,866	24,661,223	24,844,142	182,919	0.7%
RISK MANAGEMENT	2,984,141	3,846,459	4,512,335	665,877	17.3%
GENERAL AND ADMINISTRATIVE	336,512	278,380	327,653	49,273	17.7%
DEBT SERVICE	1,548,179	1,238,882	1,238,882	-	0.0%
VEHICLE/ FACILITY LEASE	905,565	954,439	822,414	(132,025)	-13.8%
TOTAL OPERATING EXPENSES	206,607,222	205,167,929	205,813,574	645,645	0.3%
NET OPERATING SUBSIDY	(112,535,897)	(109,270,904)	(108,234,507)	1,036,397	0.9%
OVERHEAD ALLOCATION	(26,337,468)	(29,668,152)	(27,716,722)	1,951,430	-6.6%
ADJUSTED NET OPERATING SUBSIDY	(138,873,365)	(138,939,056)	(135,951,229)	2,987,826	2.2%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	0	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT E

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	28,621,361	28,993,362	27,670,601	(1,322,761)	-4.6%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	900	-	-	-	-
OTHER INCOME	4,877	10,000	5,000	(5,000)	-50.0%
TOTAL OPERATING REVENUES	28,627,138	29,003,362	27,675,601	(1,327,761)	-4.6%
NON OPERATING REVENUE					
SUBSIDY REVENUE	65,273,867	63,959,671	64,103,193	143,522	0.2%
RESERVE REVENUE	5,000,000	-	-	-	-
OTHER INCOME	789,426	-	-	-	-
TOTAL NON OPERATING REVENUE	71,063,293	63,959,671	64,103,193	143,522	0.2%
TOTAL COMBINED REVENUES	99,690,431	92,963,033	91,778,794	(1,184,240)	-1.3%
OPERATING EXPENSES					
LABOR EXPENSES	31,860,540	32,879,743	32,124,209	(755,534)	-2.3%
FRINGE EXPENSES	43,146,150	32,774,384	32,919,086	144,702	0.4%
TOTAL PERSONNEL EXPENSES	75,006,689	65,654,127	65,043,295	(610,832)	-0.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	715,702	799,317	734,961	(64,356)	-8.1%
ENGINE AND TRANSMISSION REBUILD	632,969	800,000	660,000	(140,000)	-17.5%
OTHER OUTSIDE SERVICES	244,247	331,400	251,925	(79,475)	-24.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,592,918	1,930,717	1,646,885	(283,831)	-14.7%
LUBRICANTS	177,793	188,478	190,862	2,384	1.3%
TIRES	862,180	932,839	932,313	(526)	-0.1%
OTHER MATERIALS AND SUPPLIES	3,477,617	3,624,373	3,695,438	71,064	2.0%
TOTAL MATERIALS AND SUPPLIES	4,517,590	4,745,690	4,818,613	72,922	1.5%
DIESEL FUEL	1,279,199	1,248,473	1,203,751	(44,722)	-3.6%
CNG	3,573,353	3,951,242	3,963,575	12,333	0.3%
TRACTION POWER	-	-	-	-	-
UTILITIES	484,478	486,000	543,050	57,050	11.7%
TOTAL ENERGY	5,337,030	5,685,715	5,710,376	24,662	0.4%
RISK MANAGEMENT	1,427,214	1,937,285	2,535,172	597,887	30.9%
GENERAL AND ADMINISTRATIVE	176,891	151,300	170,001	18,702	12.4%
DEBT SERVICE	1,548,179	1,238,882	1,238,882	-	0.0%
VEHICLE / FACILITY LEASE	280,418	298,665	308,382	9,716	3.3%
TOTAL OPERATING EXPENSES	89,886,929	81,642,381	81,471,606	(170,775)	-0.2%
NET OPERATING SUBSIDY	(61,259,791)	(52,639,019)	(53,796,005)	(1,156,986)	-2.2%
OVERHEAD ALLOCATION	(9,803,502)	(11,320,652)	(10,307,187)	1,013,465	-9.0%
ADJUSTED NET OPERATING SUBSIDY	(71,063,293)	(63,959,671)	(64,103,193)	(143,521)	-0.2%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT F

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	35,553,838	36,773,378	40,611,107	3,837,729	10.4%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	574,282	575,000	684,000	109,000	19.0%
TOTAL OPERATING REVENUES	36,128,120	37,348,378	41,295,107	3,946,729	10.6%
NON OPERATING REVENUE					
SUBSIDY REVENUE	28,143,220	31,042,874	27,652,233	(3,390,641)	-10.9%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	28,143,220	31,042,874	27,652,233	(3,390,641)	-10.9%
TOTAL COMBINED REVENUES	64,271,340	68,391,252	68,947,340	556,088	0.8%
OPERATING EXPENSES					
LABOR EXPENSES	23,408,962	23,261,240	23,571,240	310,000	1.3%
FRINGE EXPENSES	7,571,753	9,122,692	8,198,581	(924,111)	-10.1%
TOTAL PERSONNEL EXPENSES	30,980,715	32,383,932	31,769,821	(614,111)	-1.9%
SECURITY EXPENSES	110,402	92,000	110,000	18,000	19.6%
REPAIR/MAINTENANCE SERVICES	2,724,482	2,885,908	3,243,451	357,543	12.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	480,164	584,910	595,755	10,845	1.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,315,047	3,562,818	3,949,206	386,388	10.8%
LUBRICANTS	240,814	225,355	246,000	20,645	9.2%
TIRES	79	-	-	-	-
OTHER MATERIALS AND SUPPLIES	3,677,405	3,810,990	4,453,890	642,900	16.9%
TOTAL MATERIALS AND SUPPLIES	3,918,298	4,036,345	4,699,890	663,545	16.4%
DIESEL FUEL	454,886	475,180	437,788	(37,392)	-7.9%
CNG	-	-	-	-	-
TRACTION POWER	6,688,307	7,220,000	7,900,000	680,000	9.4%
UTILITIES	1,889,650	2,034,456	2,087,976	53,520	2.6%
TOTAL ENERGY	9,032,844	9,729,636	10,425,764	696,128	7.2%
RISK MANAGEMENT	1,541,627	1,883,874	1,951,864	67,990	3.6%
GENERAL AND ADMINISTRATIVE	148,802	103,120	141,913	38,793	37.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	329,878	356,997	357,000	3	0.0%
TOTAL OPERATING EXPENSES	49,267,211	52,056,722	53,295,458	1,238,736	2.4%
NET OPERATING SUBSIDY	(13,139,091)	(14,708,344)	(12,000,351)	2,707,993	18.4%
OVERHEAD ALLOCATION	(15,004,129)	(16,334,530)	(15,651,882)	682,648	-4.2%
ADJUSTED NET OPERATING SUBSIDY	(28,143,220)	(31,042,874)	(27,652,233)	3,390,641	10.9%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	(0)	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT G

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	24,469,119	24,635,673	23,810,039	(825,634)	-3.4%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	24,469,119	24,635,673	23,810,039	(825,634)	-3.4%
NON OPERATING REVENUE					
SUBSIDY REVENUE	23,598,494	26,162,197	26,618,435	456,238	1.7%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	202,037	98,570	(103,467)	-51.2%
TOTAL NON OPERATING REVENUE	23,598,494	26,364,234	26,717,005	352,771	1.3%
TOTAL COMBINED REVENUES	48,067,613	50,999,907	50,527,044	(472,863)	-0.9%
OPERATING EXPENSES					
LABOR EXPENSES	436,323	450,513	494,954	44,441	9.9%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	436,323	450,513	494,954	44,441	9.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	138,086	203,780	203,195	(585)	-0.3%
ENGINE AND TRANSMISSION REBUILD	399,539	530,000	402,000	(128,000)	-24.2%
OTHER OUTSIDE SERVICES	310,168	420,108	439,426	19,318	4.6%
PURCHASED TRANSPORTATION	39,873,037	41,506,796	41,655,670	148,874	0.4%
TOTAL OUTSIDE SERVICES	40,720,830	42,660,684	42,700,291	39,607	0.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,981	3,000	7,553	4,553	151.8%
TOTAL MATERIALS AND SUPPLIES	1,981	3,000	7,553	4,553	151.8%
DIESEL FUEL	3,154,039	3,429,529	3,223,062	(206,467)	-6.0%
CNG	2,696,525	3,000,573	2,852,216	(148,357)	-4.9%
TRACTION POWER	-	-	-	-	-
UTILITIES	3,040	3,338	2,883	(455)	-13.6%
TOTAL ENERGY	5,853,603	6,433,440	6,078,161	(355,279)	-5.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,190	3,830	1,843	(1,987)	-51.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	15,269	18,777	17,033	(1,745)	-9.3%
TOTAL OPERATING EXPENSES	47,029,197	49,570,244	49,299,835	(270,409)	-0.5%
NET OPERATING SUBSIDY	(22,560,078)	(24,934,570)	(25,489,795)	(555,225)	-2.2%
OVERHEAD ALLOCATION	(1,038,416)	(1,429,663)	(1,227,209)	202,454	-14.2%
ADJUSTED NET OPERATING SUBSIDY	(23,598,494)	(26,364,234)	(26,717,005)	(352,771)	-1.3%
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 2014**

ATTACHMENT H

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	2,007,302	2,125,105	2,129,309	4,204	0.2%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,007,302	2,125,105	2,129,309	4,204	0.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	12,422,926	13,137,789	13,134,715	(3,074)	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	74,677	80,559	75,861	(4,698)	-5.8%
TOTAL NON OPERATING REVENUE	12,497,603	13,218,348	13,210,576	(7,772)	-0.1%
TOTAL COMBINED REVENUES	14,504,905	15,343,453	15,339,885	(3,568)	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	132,926	146,424	141,401	(5,023)	-3.4%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	132,926	146,424	141,401	(5,023)	-3.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	254,282	329,363	429,028	99,665	30.3%
PURCHASED TRANSPORTATION	11,057,429	11,709,446	11,855,656	146,211	1.2%
TOTAL OUTSIDE SERVICES	11,311,711	12,038,809	12,284,684	245,876	2.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,389,694	2,433,834	2,361,406	(72,428)	-3.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	852	1,080	757	(323)	-29.9%
TOTAL ENERGY	2,390,546	2,434,914	2,362,163	(72,751)	-3.0%
RISK MANAGEMENT	15,300	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	4,715	10,695	4,685	(6,010)	-56.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	280,000	280,000	140,000	(140,000)	-50.0%
TOTAL OPERATING EXPENSES	14,135,197	14,926,141	14,948,233	22,092	0.1%
NET OPERATING SUBSIDY	(12,127,896)	(12,801,036)	(12,818,924)	(17,888)	-0.1%
OVERHEAD ALLOCATION	(369,708)	(417,313)	(391,652)	25,661	-6.1%
ADJUSTED NET OPERATING SUBSIDY	(12,497,603)	(13,218,349)	(13,210,576)	7,773	0.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT I

	<u>ACTUAL FY13</u>	<u>ORIGINAL BUDGET FY14</u>	<u>AMENDED BUDGET FY14</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	2,841,619	2,784,506	2,669,010	(115,496)	-4.1%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	(1,972)	-	-	-	-
TOTAL OPERATING REVENUES	2,839,647	2,784,506	2,669,010	(115,496)	-4.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE	3,095,626	3,827,138	3,741,433	(85,706)	-2.2%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	3,095,626	3,827,138	3,741,433	(85,706)	-2.2%
TOTAL COMBINED REVENUES	5,935,273	6,611,645	6,410,443	(201,202)	-3.0%
OPERATING EXPENSES					
LABOR EXPENSES	252,472	255,769	255,876	107	0.0%
FRINGE EXPENSES	81,599	80,131	83,290	3,159	3.9%
TOTAL PERSONNEL EXPENSES	334,071	335,900	339,165	3,266	1.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	51,968	88,915	82,708	(6,207)	-7.0%
ENGINE AND TRANSMISSION REBUILD	23,152	60,000	135,995	75,995	126.7%
OTHER OUTSIDE SERVICES	144,754	146,091	141,041	(5,050)	-3.5%
PURCHASED TRANSPORTATION	5,149,162	5,410,542	5,271,397	(139,145)	-2.6%
TOTAL OUTSIDE SERVICES	5,369,036	5,705,548	5,631,140	(74,408)	-1.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	4,696	7,250	14,458	7,208	99.4%
TOTAL MATERIALS AND SUPPLIES	4,696	7,250	14,458	7,208	99.4%
DIESEL FUEL	5,264	5,953	5,720	(233)	-3.9%
CNG	11,582	274,623	168,297	(106,326)	-38.7%
TRACTION POWER	-	-	-	-	-
UTILITIES	83,997	96,943	93,661	(3,281)	-3.4%
TOTAL ENERGY	100,843	377,518	267,678	(109,840)	-29.1%
RISK MANAGEMENT	-	10,000	10,000	-	0.0%
GENERAL AND ADMINISTRATIVE	4,914	9,435	9,210	(225)	-2.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	5,813,559	6,445,651	6,271,652	(173,999)	-2.7%
NET OPERATING SUBSIDY	(2,973,912)	(3,661,145)	(3,602,642)	58,503	1.6%
OVERHEAD ALLOCATION	(121,714)	(165,994)	(138,791)	27,202	-16.4%
ADJUSTED NET OPERATING SUBSIDY	(3,095,626)	(3,827,138)	(3,741,433)	85,706	2.2%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

ATTACHMENT J

	<u>ACTUAL FY13</u>	<u>ORIGINAL BUDGET FY14</u>	<u>AMENDED BUDGET FY14</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	182,610	182,610	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	<u>173,708</u>	<u>182,610</u>	<u>182,610</u>	<u>-</u>	<u>0.0%</u>
TOTAL COMBINED REVENUES	<u>173,708</u>	<u>182,610</u>	<u>182,610</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	182,610	182,610	-	0.0%
TOTAL OUTSIDE SERVICES	<u>173,708</u>	<u>182,610</u>	<u>182,610</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>182,610</u>	<u>182,610</u>	<u>-</u>	<u>0.0%</u>
NET OPERATING SUBSIDY	<u>(173,708)</u>	<u>(182,610)</u>	<u>(182,610)</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>(182,610)</u>	<u>(182,610)</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 2014**

ATTACHMENT K

	ACTUAL FY13	ORIGINAL BUDGET FY14	AMENDED BUDGET FY14	\$ 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 2013**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	18,564,216	22,666,349	2,440,339	-	20,154,289	278,000	-	-	64,103,193
SDTI	18,000,000	4,652,233	-	-	5,000,000	-	-	-	27,652,233
MCS 801 - South Central	4,853,050	9,583,390	-	-	-	-	-	-	14,436,440
MCS 802 - JARC Otay	352,263	384,417	-	-	-	-	-	-	736,680
MCS 803 - JARC Mid City	161,679	165,889	-	-	-	-	-	-	327,568
MCS 820 - East County	-	6,361,186	-	-	-	-	-	-	6,361,186
MCS 830 - Commuter Express	-	274,038	-	-	210,000	1,098,570	-	-	1,582,608
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,241,560	-	-	-	-	-	-	2,241,560
MCS 840 - Regional Transit Center Maintenance	-	238,087	-	-	140,000	-	-	-	378,087
MCS 850 - ADA Access	3,887,480	6,430,996	-	1,600,000	744,000	181,102	-	-	12,843,578
MCS 856 - ADA Certification	-	215,276	-	-	-	-	-	-	215,276
MCS 875 - Coaster Connection	-	75,861	-	-	-	75,861	-	-	151,722
MCS 880 - Rural	430,000	222,875	-	-	-	-	-	-	652,875
Chula Vista Transit	-	3,741,433	-	-	-	-	-	-	3,741,433
Coronado Ferry	-	182,610	-	-	-	-	-	-	182,610
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	46,248,688	57,780,380	2,440,339	1,600,000	26,248,289	1,633,533	-	-	135,951,230
Taxicab	-	-	-	-	-	-	-	183,982	183,982
SD&AE	-	-	-	-	-	-	-	28,651	28,651
Subtotal Other Activities	-	-	-	-	-	-	-	212,633	212,633
Administrative	-	-	1,823,811	-	-	140,000	7,566,990	-	9,530,801
Grand Total	46,248,688	57,780,380	4,264,150	1,600,000	26,248,289	1,773,533	7,566,990	212,633	145,694,664

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 14-3

Resolution Approving Amendments to FY 2014 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 13-12 on May 16, 2013, approving the FY 2014 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 2014 Operating Budget, per the attached proposed Budget Amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this 21st day of March 2014, 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

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 4, 2014

SUBJECT:

MTS: FY 2015 OPERATING BUDGET DISCUSSION

RECOMMENDATION:

That the Budget Development Committee receive a report regarding fiscal year 2015 operating budget development and provide guidance on budgetary issues.

Budget Impact

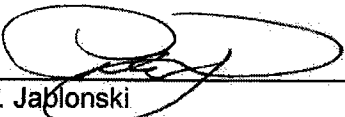
None at this time.

DISCUSSION:

Staff will review key assumptions and decision points for the development of the fiscal year 2015 operating budget.

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

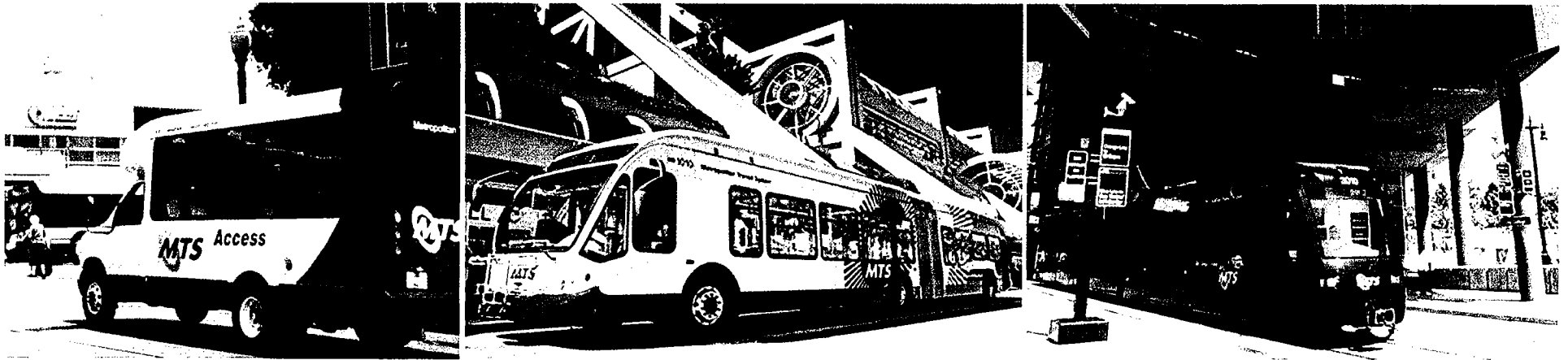


Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FY 2015 BOARD MEETING CALENDAR**

Date	Meeting	Review Points
3/4/2014	Budget Development Committee	FY14 Midyear Amendment, FY15 CIP
3/20/2014	Finance Workshop	FY14 Midyear Amendment, FY15 CIP
4/1/2014 (Tenative)	Budget Development Committee	Initial FY15 Forecast: Revenues, Expenses, Policy Issues, Operational Issues
4/14/2024	Finance Workshop	Initial FY15 Forecast: Revenues, Expenses, Policy Issues, Operational Issues
5/1/2014 (Tenative)	Budget Development Committee	FY 2015 Draft Budget: Revenues, Expenses, Five Year Forecast, Budget Closure
5/15/2014	Finance Workshop	FY 2015 Draft Budget: Revenues, Expenses, Five Year Forecast, Budget Closure
6/19/2014	Public Hearing	Public Hearing, Board Adoption

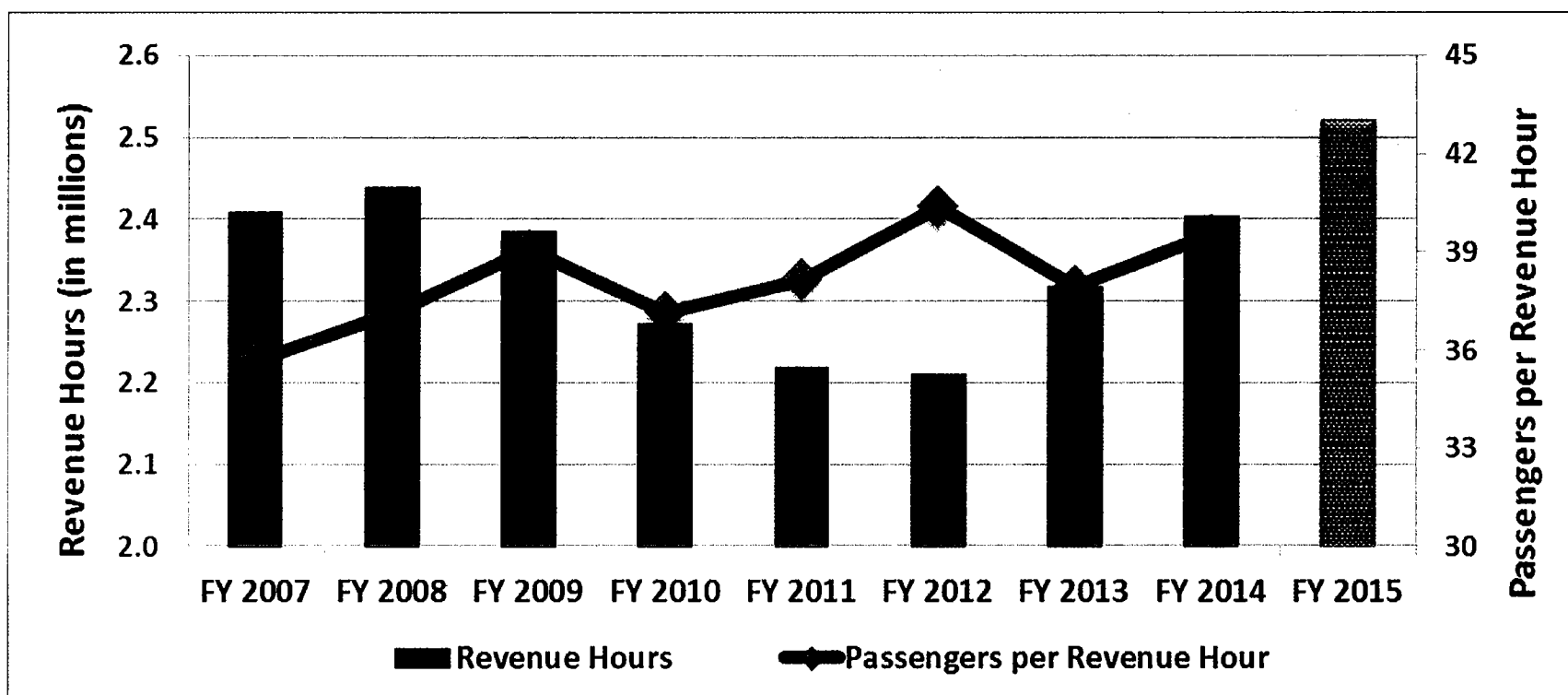
Metropolitan Transit System Budget Development Committee March 4, 2014



Operating / Capital Budget Background

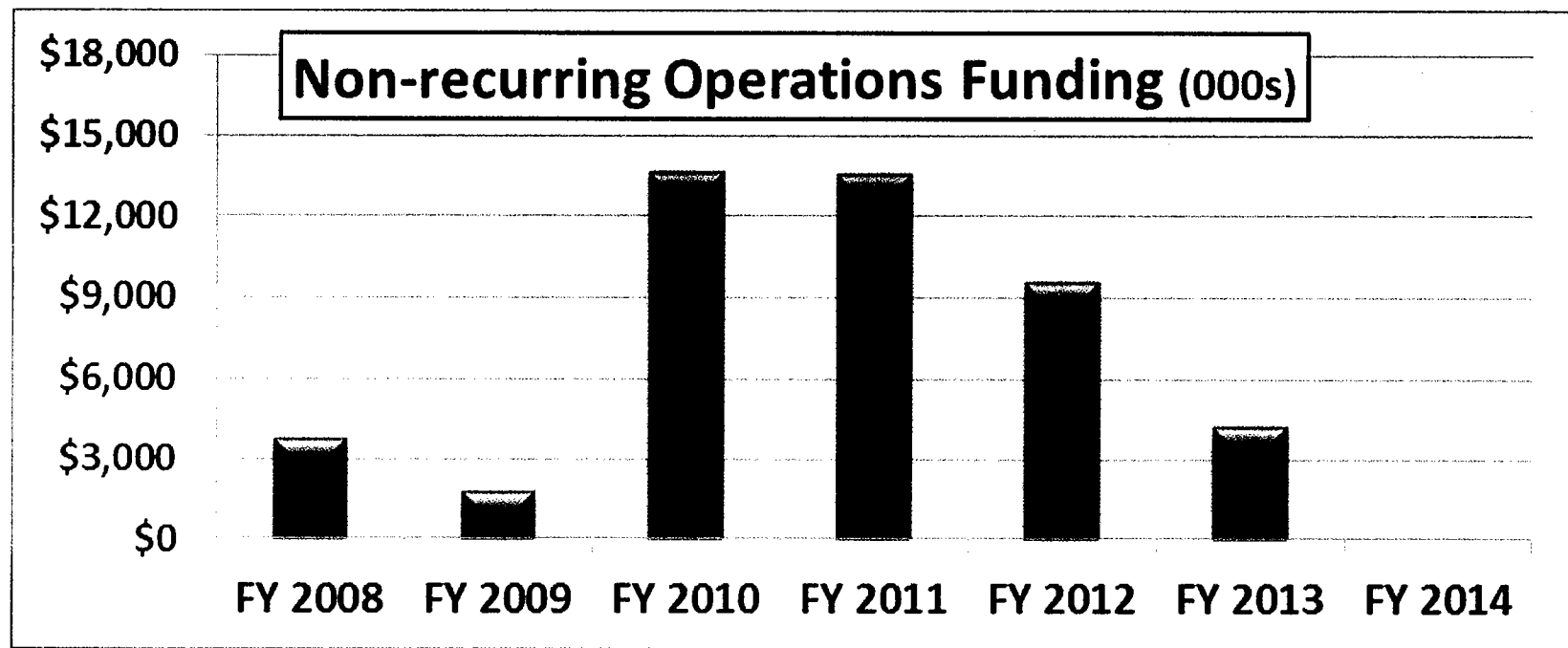
- Service Levels

- Service increases in June 2012, September 2012 and January 2013
- BRT service being added June or September
- No other service needs at this time



Operating / Capital Budget Background Cont'd

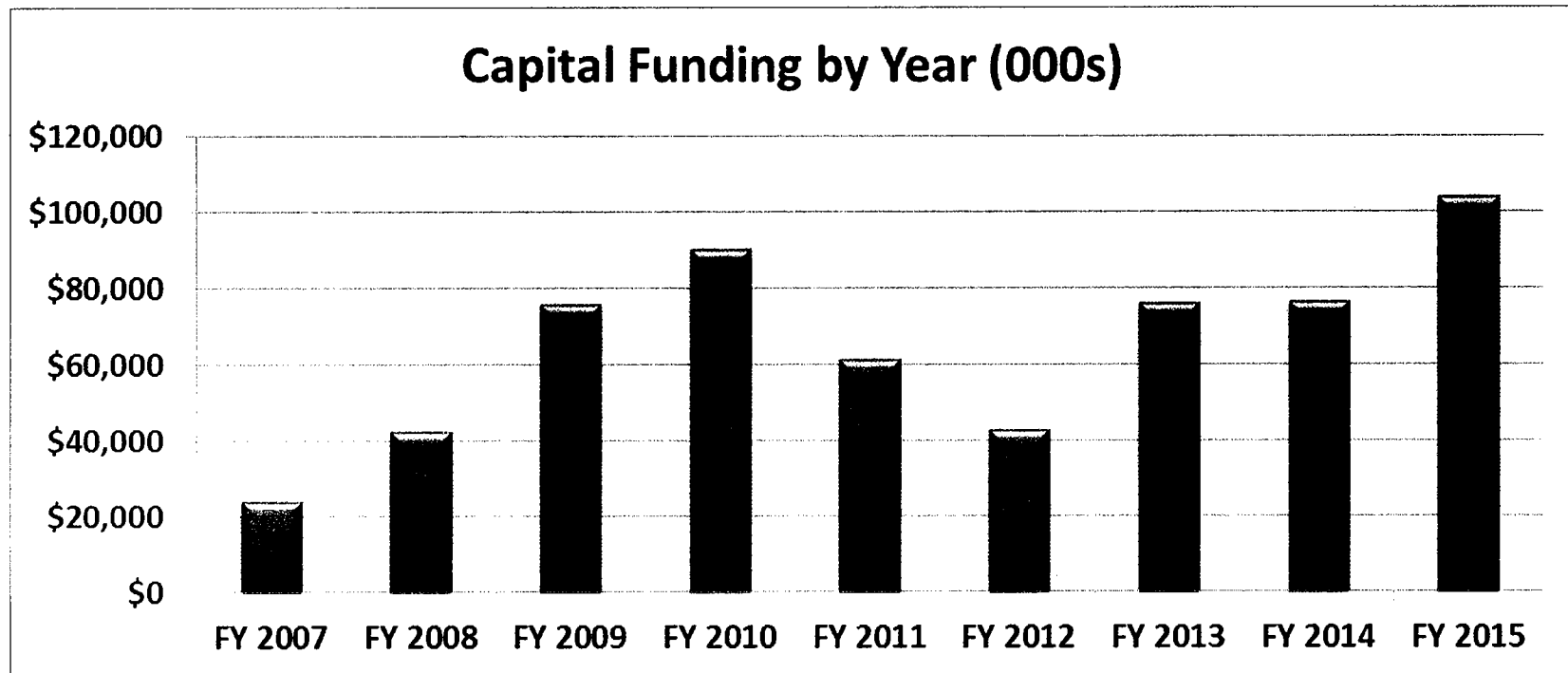
- Non-recurring revenues
 - Goal is to match recurring expenses with recurring revenues
 - Previous 6 years, total of \$46.8M of non-recurring funding within operating budget
 - FY14 amendment will utilize no non-recurring funding



Operating / Capital Budget Background Cont'd

- Capital

- Goal is to keep MTS System in a state of good repair
- Try to keep funding of non-recurring nature in the Capital program
- Trend by year below:



Metropolitan Transit System FY 2015 Capital Improvement Program (CIP)

MTS Board of Directors
Budget Development Committee
March 4, 2014



Development of the FY15 CIP

- Began September 2013 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
 - Chula Vista Transit
 - Metropolitan Transit Systems Administration
 - SANDAG Engineering
- Each Committee member was responsible for submitting and discussing their capital requests for the agency and cities it serves.
- The Committee reviewed and the CEO approved the prioritization of the capital requests
- The list of projects is also subject to an analysis based on social equity principles



Capital Funding Levels

Proposed Fiscal Year 2015

(\$000's)

Funding Description	Amount
Federal Funding (Sections 5307, 5337, 5339)	\$ 66,552
Transportation Development Act (TDA)	48,928
* California State Transit Assistance (STA)	14,400
* Proposition 1B	39,855
* Other	984
Total Preventative Maintenance	(65,695)
SANDAG Planning Studies	(958)
Available Funding for Capital Program	\$ 104,067

* Non-recurring funding totals:	\$ 40,839
---------------------------------	-----------



Capital Project Highlights

Proposed Fiscal Year 2015

(\$000's)

Capital Project Categories	Funding	% of Total
Trolley Renewal (Prop 1B)	\$ 37,076	36%
Bus Revenue Vehicles	26,360	25%
Rail Infrastructure	18,952	18%
Rail Revenue Vehicles	9,000	9%
Major Facility & Construction Projects	6,952	7%
Other Equipment & Installations	2,900	3%
Information Technology	1,717	2%
LRV Components	1,110	1%
Grand Total	\$ 104,067	

- 55 Projects Funded in FY15 CIP



Capital Improvement Program

Fiscal Years 2015-2019

	Proposed FY15	Projected FY16	Projected FY17	Projected FY18	Projected FY19	Total FY15 to FY19
Total Revenues						
Recurring CIP Revenues	\$ 115,480	\$ 110,191	\$ 110,191	\$ 110,191	\$ 110,191	\$ 556,244
Non Recurring Revenues	55,239	17,179	17,179	17,179	14,400	121,178
Total Capital Revenues	\$ 170,720	\$ 127,370	\$ 127,370	\$ 127,370	\$ 124,591	\$ 677,421
Less:						
PM/Planning Studies	\$ (66,653)	\$ (66,531)	\$ (66,531)	\$ (66,531)	\$ (66,531)	\$ (332,776)
Shifted to Operations	-	-	-	-	-	-
Available CIP Revenues	\$ 104,067	\$ 60,840	\$ 60,840	\$ 60,840	\$ 58,060	\$ 344,646
Total Project Needs	128,326	81,798	87,735	81,545	62,220	441,624
Total Deficit	\$ (24,260)	\$ (20,958)	\$ (26,895)	\$ (20,705)	\$ (4,160)	\$ (96,979)
% of Funding / Needs	81.1%	74.4%	69.3%	74.6%	93.3%	78.0%
Accumulated Deficit	\$ (24,260)	\$ (45,218)	\$ (72,114)	\$ (92,819)	\$ (96,979)	



Fiscal Year 2015 CIP Recommendations

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

1. approve the fiscal year 2015 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 2015 CIP (shown in Attachment A);
3. approve the transfer of \$357,409 from previous CIP projects to the fiscal year 2015 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 2015 CIP recommendations



Metropolitan Transit System FY 2014 Midyear Adjustment

MTS Board of Directors
Budget Development Committee
March 4, 2014



Fiscal Year 2014 Midyear Revenue Assumptions Summary

- Non-operating revenue
 - No change to sales tax receipts projection from SANDAG
 - \$1.3M reduction in STA revenue
 - \$280K increase in Medi-Cal revenue
 - In total, \$1.1M reduction in subsidy (-0.7%)
- Operating revenue
 - Passenger Revenue remains favorable
 - YTD Dec ridership 9.2% vs budget
 - YTD Dec average fare -7.7% vs budget
 - Increase of \$1.6M (1.7%)
 - Other Operating Revenue increase by \$1.9M (31.3%)
 - \$405K increase in Advertising revenue
 - \$1.5M increase in Other Income
 - Compass Card Admin Fees is \$1.1M of that increase



Fiscal Year 2014 Midyear Revenue Summary

	FY 2014 Original	FY 2014 Amended	Var.	Var. %
Passenger Revenue	\$ 95,312	\$ 96,890	\$ 1,578	1.7%
Other Operating Income	6,090	7,995	1,904	31.3%
Total Operating Income	\$ 101,402	\$ 104,885	\$ 3,482	3.4%
Federal	38,596	46,249	7,653	19.8%
TDA/Transnet	91,682	84,029	(7,653)	-8.3%
STA	5,600	4,264	(1,336)	-23.9%
Other	10,917	11,153	236	2.2%
Total Subsidy	\$ 146,794	\$ 145,695	\$ (1,100)	-0.7%
Total Revenue	\$ 248,197	\$ 250,579	\$ 2,383	1.0%

- Federal - TDA Swap to facilitate draw of Federal funds due to the 13c issue



Fiscal Year 2014 Midyear Expenses Assumption Summary

- Personnel
 - Favorable by \$1.6M (1.4%)
 - \$430K favorable in Wages
 - Favorable experience in Operator Overtime
 - \$1.2M favorable in Fringe Benefits
 - Pension, Health & Welfare, Cost Recovery
 - 6 position adjustments
 - Project Engineer, funded within capital budget
 - Compass Card Back Office, 3 positions ahead of FY15 transition
 - Unfrozen position in Marketing - Public Relations Specialist
 - Payroll position (coordinator) - budget neutral



Fiscal Year 2014 Midyear Expenses Assumption Summary - Continued

- Outside Services unfavorable \$424K in total (-0.5%)
 - Other Outside Services: \$278K unfavorable
 - Repairs & Maintenance Services: \$260K unfavorable
 - Purchased Transportation: \$156K unfavorable
 - Engines and Transmissions: \$192K favorable
- Materials & Supplies unfavorable by \$742K (-8.4%)
- Energy unfavorable \$240K in total (-0.9%)
 - Traction power/Electricity: \$842K unfavorable
 - CNG: \$242K favorable
 - Diesel/Gas: \$360K favorable

	Original FY14	Amended FY14	Change
CNG	\$0.83	\$0.84	1.2%
Diesel	\$3.42	\$3.28	-4.1%
Gasoline	\$3.40	\$3.25	-4.4%
Electricity	\$0.171	\$0.176	2.9%



Fiscal Year 2014 Midyear Expense Summary

	FY 2014 Original	FY 2014 Amended	Var.	Var. %
Personnel Expenses	\$ 117,595	\$ 115,957	\$ 1,638	1.4%
Outside Services	79,524	79,948	(424)	-0.5%
Materials and Supplies	8,824	9,566	(742)	-8.4%
Energy	25,352	25,593	(240)	-0.9%
Risk Management	4,308	4,870	(562)	-13.0%
Other	12,593	12,822	(229)	-1.8%
Total Expenses	\$ 248,197	\$ 248,756	\$ (559)	-0.2%



Fiscal Year 2014 Midyear Revenues less Expenses

	FY 2014 Original	FY 2014 Amended	Var.	Var. %
Operating Revenues	\$ 101,402	\$ 104,885	\$ 3,482	3.4%
Subsidy Revenues	146,646	145,482	(1,164)	-0.8%
Reserve Revenues	148	213	64	43.5%
Total Revenues	\$ 248,197	\$ 250,579	\$ 2,383	1.0%
Total Expenses	248,197	248,756	(559)	-0.2%
Total Revenues Less Expenses	\$ (0)	\$ 1,824	\$ 1,824	-



Fiscal Year 2014 Midyear Contingency Reserves

- Projected year end contingency reserve balance:

Balance, June 30 , 2013	\$ 26,588
Adjust for FY14 Midyear Operating Budget	<u>1,824</u>
Projected Balance, June 30 , 2014	<u>\$ 28,412</u>

- Goal is have a contingency reserve balance of 12.5% of operating expense budget by FY16
- \$28.4m Represents 11.5% of Amended FY14 operating expenses



Metropolitan Transit System

Fiscal Year 2014 Midyear Adjustment

Staff Recommendation

- That the Budget Development Committee forward a recommendation to the MTS Board of Directors to approve the Combined MTS FY 2014 Midyear Budget Amendment, including using excess revenues over expenses to increase contingency reserves.



Metropolitan Transit System FY 2015 Operating Budget

MTS Board of Directors
Budget Development Committee
March 4, 2014



Fiscal Year 2015

Open Items

- I-15 BRT and Mid-City Rapid
 - Timing of service implementation
 - Staffing/expense increases
 - Reimbursed with TransNet
- Compass Card Back Office transition from SANDAG
- Staffing
 - Management pension contribution for FY14, 4% beginning Jan. 1, 2014
 - Management salary grade increases tied to CPI
 - Management salary merit pool/performance incentive program



Metropolitan Transit System

Fiscal Year 2015 Budget Timeline

<u>Date</u>	<u>Meeting</u>
3/4/2014	Budget Development Committee
3/20/2014	Finance Workshop
4/1/2014	Budget Development Committee
4/17/2014	Finance Workshop
5/1/2014	Budget Development Committee
5/15/2014	Finance Workshop
6/19/2014	Public Hearing

