

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
16	04/13/09	Open	Action	04/06/09

Subject: Release Fiscal Year 2010 Operating and Capital Budgets

## ISSUE

Authorizing Staff to Release the Sacramento Regional Transit District Proposed Fiscal Year 2010 Operating and Capital Budgets and Notice of a Public Hearing for May 11, 2009

## RECOMMENDED ACTION

Adopt Resolution 09-04-\_\_\_\_, Authorizing Staff to Release the Sacramento Regional Transit District Proposed Fiscal Year 2010 Operating and Capital Budgets and Set Notice of a Public Hearing for May 11, 2009.

## FISCAL IMPACT

None as a result of this action.

## DISCUSSION

### **Budget Summary**

The Fiscal Year 2010 Budget proposes operating revenues and expenditures totaling \$145.4 million. This is a \$3.6 million (2.8% decrease) from the Fiscal Year 2009 Adopted Budget of \$149.1 million, and an \$8.5 million ( 5.7% decrease) from the Fiscal Year 2009 proposed revised operating budget of \$154.0 million, which includes \$8.0 million in additional federal fundings from the American Recovery and Reinvestment Act (ARRA). Attachment 1 is the Proposed Budget for Fiscal Year 2010. This is a conservative Budget Proposal that incorporates the latest Federal, State and Local revenue projections/estimates received by the District.

### **Budget Process**

The budget development process for Fiscal Year 2010 began in January. Major cost drivers were identified, and the Office of Management & Budget developed preliminary revenue estimates. Staff made one presentation to the Finance & Administration Committee during the budget development process. In February, staff presented key assumptions, projects and initiatives to the Executive Committee and the RT Board of Directors. With the release of the Governor's proposed state budget in January 2009, RT's overall outlook has declined since last year. Economic indicators for the State and the Sacramento region have dropped dramatically in Fiscal Year 2009 with projections worsening in Fiscal Year 2010. Staff has been working diligently over the past two years to implement and maintain cost containment measures identified in Fiscal Years 2008 and 2009.

In February, staff presented a preliminary financial assessment for Fiscal Years 2008 and 2009 to the Executive Committee and the Board of Directors identifying areas of concern and various

Approved:

  
General Manager/CEO

Presented:

  
Chief Financial Officer

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budget deficit reduction strategies for the District in preparing its Fiscal Year 2010 Operating and Capital budgets.

Since the February budget presentation, staff has updated revenues to reflect the award of \$14.0 million in Federal 5307 and Federal 5309 ARRA funds - \$8.0 million in FY 2009 and \$6.0 million in FY 2010. This award of ARRA funds to pay for preventive maintenance costs, increases the expected Local Transportation Funds (LTF) carryover from Fiscal Year 2009 to Fiscal Year 2010 from zero to \$8.0 million.

Also, the General Manager/CEO has directed staff to reduce expenditures in Fiscal Year 2009 for a total of \$2.0 million District-wide, to build carryover for FY 2010 to support operations. While every effort is underway to achieve this level of reduction, the exact amount will not be known until the end of the fiscal year. Additional reductions will result in increased carryover in Fiscal Year 2010.

## Strategic Plan & Goals

The District's Fiscal Year 2010 Service Plan and the District's overall Strategic Plan were the principal drivers in developing the proposed Budget. Specifically, the drivers include:

- **RT's Strategic Plan** adopted by the Board of Directors on January 26, 2004, which sets forth the District's vision, goals and key performance indicators;
- **The Sacramento Metropolitan Transportation Plan (MTP)** and the **Metropolitan Transportation Improvement Program (MTIP)**, which define regional transportation priorities and anticipated funding;
- **Measure A**, which commits the District to specific project delivery;
- **RT's Service Plans**, which determine the level and types of transit services offered;
- **RT Service Contracts** with other agencies to provide service, fare discounts and transfers;
- **RT's Capital Improvement Plan**, which outlines the District's five-year capital improvement plan;
- **RT's Short Range Transit Plan**, which outlines the District's overall transit service and capital plans for the period Fiscal Year 2000 – Fiscal Year 2010; and
- **RT's Financial Forecasting Model**, developed to provide assurance to funding partners that the District has the long-term financial capacity to build and operate existing and planned transit services, and which includes a series of assumptions and commitments derived from RT Service Plans.

## Service Plan

The Fiscal Year 2010 Service Plan assumes that the District will operate 652,300 annual revenue hours of Bus service and 216,700 annual revenue hours of Light Rail service. The programmed level of Bus and Light Rail service will remain at the level the District provided in Fiscal Year 2009.

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## Voting System

On March 12, 2007, the District Board of Directors adopted the new Schedule of Weighted Voting Distribution. The schedule for all subsequent years is to be included in the proposed budget document and distributed to the voting agencies at least 60 days in advance of budget adoption. A detailed Proposed Fiscal Year 2010 Schedule of Weighted Voting is shown in this proposed budget document. *This proposal is subject to change based on changes in revenue projections.*

## Operating Revenue

**Federal:** Funds are subject to an annual appropriation by Congress and allocated on a formula basis by the Federal Transit Administration. These funds can be used for operating, planning and capital projects, but are subject to specific guidelines and regulations. The Fiscal Year 2010 Budget proposes \$30.0 million in federal funding, a decrease of \$0.8 million (-2.6%) from the Fiscal Year 2009 Budget (\$30.8 million). This decrease reflects a decrease of \$2.0 million in ARRA funding and an increase of \$1.2 million in regular Section 5307 funding. The ARRA was signed into law February 17, 2009. The Act provides \$8.4 billion to public transit. The Sacramento region will receive about \$31 million in Section 5307 and Section 5309 based on allocation rules. Of this amount, RT will receive \$8,000,000 for FY 2009 and \$6,000,000 for FY 2010 in ARRA preventive maintenance funds.

**State and Local:** Funds are derived from sales taxes collected within Sacramento County by the State of California and returned to the county for transit programs based on established formulas. This category includes the District's one-third share of the Measure A, a local half cent sales tax initiative authorized by Sacramento County voters in 1987. Measure A is a flexible funding source that can be used for either operating or capital expenses. The category also includes State of California Transportation Development Act (TDA) LTF and State Transit Assistance (STA) allocations. However, beginning FY 2010 year, the STA funds are being eliminated from the State budget as a funding source for transit, so there are no STA funds in the FY 2010 Operating Budget. The Fiscal Year 2010 Budget proposes \$58.7 million in state and local funding revenue, a decrease of \$14.7 million (-20.0%) from the Fiscal Year 2009 Budget (\$73.4 million). This reflects a decrease in Measure A revenue of \$7.2 million and a decrease in TDA revenue of \$7.5 million.

**Fare Revenue:** Fare revenue includes fare receipts collected from monies deposited in the fare box by riders and through the sale of tickets and passes. The Fiscal Year 2010 Budget proposes \$40.8 million in fare revenue, an increase of \$4.0 million (10.9%) from the Fiscal Year 2009 Budget (\$36.8 million). Transit fares, representing approximately 28% of all operating revenue, are the only significant revenue source that the District directly controls. In response to an \$18.3 million loss in state funds for Fiscal Year 2009, RT implemented the fare increase beginning January 1, 2009. This increase will provide an additional revenue of \$4.0 million for FY 2010 budget, with the fare increase in effect for a full 12 months.

**Contract Services:** The Cities of Citrus Heights, Elk Grove, and Folsom contract with the District for fixed route transit services. The Fiscal Year 2010 Budget proposes \$4.1 million in contract

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revenue, a decrease of \$0.6 million (-12.9%) from the Fiscal Year 2009 Budget (\$4.7 million). The decrease is due to the Folsom contract decrease of \$0.18 million and Citrus Heights contract decrease of \$.47 million due to decline in LTF funding projections and elimination of STA funding. Elk Grove contract will increase slightly by \$0.04 million.

*Other:* Revenue derived from a variety of activities – investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales and photo identification fees. The Fiscal Year 2010 Budget proposes \$11.7 million in other revenue, an increase of \$3.5 million (42.6%) from the Fiscal Year 2009 Budget (\$8.2 million). This increase reflects \$3.6 million increase in carryover funds, an increase in advertising revenue of \$0.2 million. In addition, \$0.5 million in revenue is included from the proposed Light Rail Park-N-Ride lot fee which will begin in September 2009. The CNG tax rebate is expected to decrease by \$0.8 million.

### Operating Expenditures

*Salary & Fringe Benefits:* This category includes payroll and fringe benefit costs for all positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision and all other the District paid employee benefits. The Fiscal Year 2010 Budget proposes \$92.2 million for salaries and benefits, an increase of \$1.1 million (1.2%) from the Fiscal Year 2009 Budget (\$91.1 million). This increase is mainly due to pension contribution and medical costs increases.

*Professional Services:* This category includes Paratransit, Inc., Transit Security Services, and a variety of other professional and contract services that include legal fees, consultant costs, and maintenance agreements for the upkeep of bus and light rail stations. The Fiscal Year 2010 Budget proposes \$25.2 million for services, a decrease of \$0.7 million (-2.7%) from the Fiscal Year 2009 Budget (25.9 million). Transit Security Services and Paratransit costs, which account for 80% of the costs in this category, will remain the same as in the FY 2009 budget. The decrease in Professional Services is partly due to decreases in outside services and consultant services.

*Materials and Supplies:* This category includes fuels, parts, general office supplies, printing materials, cleaning supplies, bus/light rail parts and small maintenance tools and equipment. The Fiscal Year 2010 Budget proposes \$9.5 million for materials and supplies, a decrease of \$0.8 million (-7.7%) from the Fiscal Year 2009 Budget (\$10.3 million). This reflects a decrease in compressed natural gas, gasoline and diesel fuel costs, and a decrease in light rail vehicle part costs.

*Utilities:* This category includes light rail traction power, electricity, water, gas, refuse, and telephone expenses for the bus, light rail and administrative facilities of the District. The Fiscal Year 2010 Budget proposes \$5.5 million for utilities, a decrease of \$0.1 million (-2.2%) from the Fiscal Year 2009 Budget (\$5.6 million). This primarily results from a decrease in traction power costs.

*Insurance and Liability Costs:* This category represents the District's Personal Liability/Property

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Damage and Worker's Compensation funding reserves, and commercial insurance for amounts in excess of self-insured amounts. It includes insurance premiums, claim expenses, attorney costs, and other corporate insurance. The Fiscal Year 2010 Budget proposes \$10.3 million for casualty and insurance, an increase of \$0.2 million (1.6%) from the Fiscal Year 2009 Budget (\$10.1 million).

*Miscellaneous:* Other expenditures include all expenses not classifiable by the foregoing categories. These expenditures include travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and bad debt. The Fiscal Year 2010 Budget proposes \$2.7 million for other expenditures, a decrease of \$0.2 million (-5.1%) from the Fiscal Year 2009 Budget (\$2.9 million). The decrease primarily results from a decrease in the dues and subscriptions and awards and ceremonies costs.

### **Additional Operating Budget Contingencies**

Staff has learned from SACOG and STA that due to the dramatic decline in sales tax receipts, further revenue reductions pending for FY 2009 include a shortfall in Measure A revenue of approximately \$4 million and a shortfall of LTF funding of \$1.5 - \$2 million. In addition, indicators show there may be a fare revenue shortfall of as much as \$800,000.

These potential reductions in FY 2009 may reduce RT's available carryover for FY 2010 to \$1.7 million. A reduction of this magnitude, once known, would require intensified re-balancing strategies for the FY 2010 Budget. Due to the timing of these reductions, actions within FY 2009 to mitigate the effects are limited. Cost reduction programs are already in place and are targeted toward meeting all previous reductions.

Final FY 2009 Budget revisions will take place when the FY 2010 Budget is adopted in June. Required revisions to the FY 2010 Budget will also be proposed at that time. Potential re-balancing strategies for FY 2010 can include any or all of the following to generate up to \$6.3 million through revenue generation or cost reductions:

- Add Parking Citation revenue for LR park and ride parking lots – \$500,000 in 2010.
- Additional Fare increases in FY 2010 of 25%
- Service Reductions in FY 2010 of 10%

### **Positions**

The Fiscal Year 2010 Budget proposes personnel strength of 1,234 Board authorized positions, an increase of one position from the Fiscal Year 2009 Budget (1,233 positions). The abridged budget document contains a summary of all positions. There are 79 vacant positions, which leaves 1155 funded positions in the proposed FY 2010 budget.

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## Capital Improvement Plan

In October 2008, the Board adopted a comprehensive 5-Year Capital Improvement Plan, which represents the District's efforts to strategically plan and prioritize capital activities from Fiscal Year 2009 to Fiscal Year 2013. The 5-Year Capital Plan is intended to be a "living document". It includes a prioritized list of the District's capital needs for the next 5 years with designations of Tiers ranging from 0 to IV.

- Tier 0: These projects are fully funded.
- Tier I: The District plans to fund these projects in the 5-Year Capital Plan as these are the highest priority projects. The District is 90% confident that revenue will be available to fund these projects at the levels identified.
- Tier II: The District would like to fund these projects in the 5-Year Capital Plan, but they are contingent upon adequate revenue being available. There are limitations associated with the various revenue sources available to RT, and this could impact its ability to move Tier 2 projects forward.
- Tier III: These projects are identified as "Opportunity-Based". They are unfunded in the 5-Year Capital Plan based on current revenue projections; however, there is significant potential for "new" state and federal transportation funding sources. Tier 3 projects were included in the program to both recognize and maximize the District's ability to take advantage of potential new funding streams and are the basis for the District's capital advocacy efforts.
- Tier IV: Future projects planned for completion from 2014 to 2039. The projects are contingent upon adequate revenues being available to RT, and this could impact its ability to work on these projects. If funding falls short, these projects will move out on the time line.

On an annual basis, the Capital Improvement Plan is reviewed, updated, and reissued in its entirety as one year drops and a new year is added. As part of the annual budget development cycle, the current year (Fiscal Year 2010) of the 5-year Capital Improvement Plan will be adopted as the Fiscal Year 2010 Capital Budget.

## Capital Budget

The Abridged Budget document includes a comprehensive list of proposed capital projects for new expenditure authorization and a complete list of all currently funded capital projects. The Fiscal Year 2010 Capital Budget proposes \$117.1 million for Tier 0 and Tier I capital projects. The largest funding category is System Expansion (\$78.7 million). Projects represented in this category are: Northeast Corridor Enhancements (\$2.4 million), Downtown Natomas Airport Light Rail Extension (\$37.2 million), and South Sacramento Phase 2 Light Rail Extension (\$38.9 million). No Tier II, III, or IV projects are proposed for Fiscal Year 2010. In addition there was ARRA funding was awarded for the UTDC Light Rail Vehicle Acquisition and Retrofit project of \$8,240,000.

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## Looking Ahead

The District must work diligently to conform and modify plans with the federal and state budget constraints and recent funding changes. As previously stated, the overall outlook for the District has not improved from earlier projections of severely constrained operating and capital revenues through 2011. The District will continue to work through these fiscal challenges and uncertain funding levels by focusing on cost containment, with all discretionary spending being reviewed. Staff will continue to search for new and innovative revenue sources to support operating and capital expenditure plans. Staff continues to implement ongoing cost containment efforts.

## Fiscal Year 2010 Budget Schedule

The Fiscal Year 2010 budget schedule includes the following:

- April 13<sup>th</sup>, 2009 - Presentation of Abridged Budget to Board of Directors
  - Request Board Authorization to Release the Fiscal Year 2010 Budget
  - Request to Set a Public Hearing for Fiscal Year 2010 Proposed Budget
- May 11, 2009 - Public Hearing for Proposed Fiscal Year 2010 Budget
- June 22, 2009 - Request Board Adoption of Fiscal Year 2010 Budget

## Public Hearing Process

Pursuant to Section 102205(c)&(d) of the District's enabling legislation, the proposed budget must be submitted to each voting entity represented on the Board not less than 60 days prior to its adoption, and the Board must adopt the budget at a public hearing that is advertised in a newspaper of general circulation 15 days prior to the hearing. Staff is requesting Board authorization to release the Fiscal Year 2010 Budget on April 13, 2009. In addition to the hearing required by District's enabling legislation when the budget is adopted, staff recommends that the Board set a budget hearing prior to the adoption of the budget in order to obtain public comments earlier in the budget development process. Staff recommends that a hearing on the preliminary budget to be conducted at the District's regular meeting beginning at 6:00 p.m. on May 11, 2009. The public hearing will be advertised in a newspaper of general circulation, on District's web site [www.sacrt.com](http://www.sacrt.com) and in an RT news release.

In addition to the foregoing, District's Standard Operating Procedure FI-SOP-03-001 contains notification procedures required by FTA regulations pertaining to a grant recipient's program of projects (capital projects). Since the District adopts a combined operating and capital budget, RT must comply with the FTA's notification requirements pertaining to RT's program of projects. Pursuant to FI-SOP-03-001, the preliminary capital budget must be released for at least a 30-day review period before action is taken by the Board of Directors. The notice of availability for the preliminary capital budget will be distributed via first-class mail to incorporated cities within the District, the County of Sacramento, neighboring cities adjacent to the District, interested special

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districts within the District, public transit operators and private transportation providers. The notice will also be published in a newspaper of general circulation and minority-focused newspapers as well as on mini-posters for display inside bus and light rail vehicles.

Staff recommends that the Board authorize staff to release the Sacramento Regional Transit District Proposed Fiscal Year 2010 Operating and Capital Budgets and set notice of a Public Hearing for May 11, 2009.





# **Sacramento Regional Transit District**

## **Abridged Proposed Budget Fiscal Year 2009-2010**

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## **Board of Directors**

**Steve Cohn, Chair**  
City of Sacramento

**Steve Miller, Vice Chair**  
City of Citrus Heights

**Roger Dickinson**  
County of Sacramento

**Lauren Hammond**  
City of Sacramento

**Pat Hume**  
City of Elk Grove

**Roberta MacGlashan**  
County of Sacramento

**Andy Morin**  
City of Folsom

**Don Nottoli**  
County of Sacramento

**Bonnie Pannell**  
City of Sacramento

**David Sander, Ph.D.**  
City of Rancho Cordova

**Ray Tretheway**  
City of Sacramento

## **Board of Directors Alternates**

**Steve Detrick**  
City of Elk Grove

**Jeff Slowey**  
City of Citrus Heights

**Robert McGarvey**  
City of Rancho Cordova

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## Executive Team

**Mike Wiley**  
General Manager/CEO

**Bruce Behrens**  
Chief Legal Counsel

**Dee Brookshire**  
Chief Financial Officer

**Larry Corcoran**  
Compliance and Quality Assurance Auditor

**RoseMary Covington**  
Assistant General Manager, Planning & Transit System Development

**Dan Bailey**  
Chief Administrative Officer

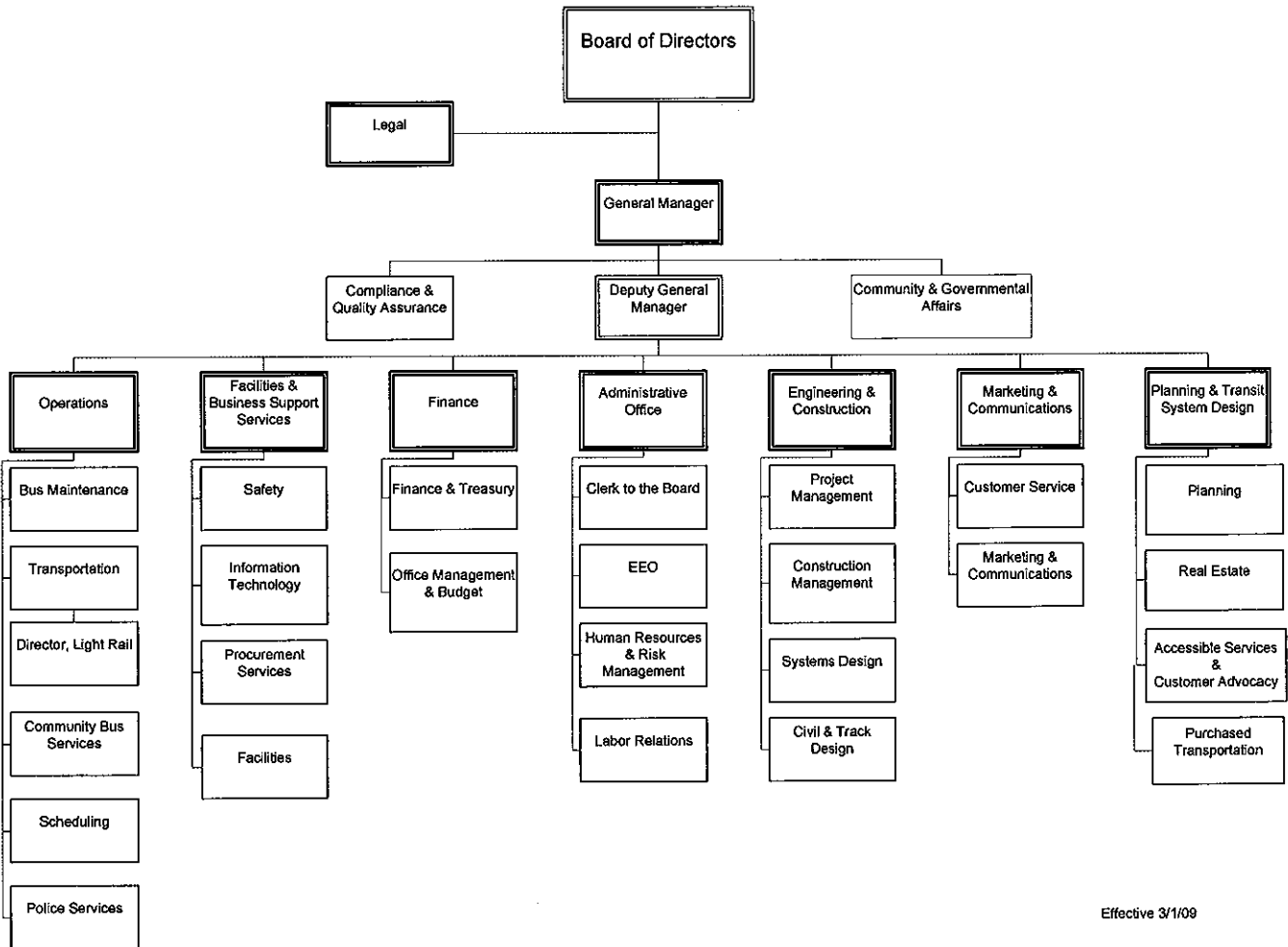
**Mark Lonergan**  
Chief Operating Officer

**Alane Masui**  
Assistant General Manager, Marketing and Communications

**Mike Mattos**  
Chief of Facilities & Business Support Services

**Diane Nakano**  
Assistant General Manager, Engineering and Construction

# Organizational Structure



Effective 3/1/09

## District Profile

### Facts

<b>Sacramento Regional Transit District</b>	Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County
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<b>Bus Service</b>	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	94
Schedule	5:00 am to 11:30 pm daily
Stops	3,500
Vehicles	216 CNG Buses; 4 CNG Replica Streetcars; 20 Shuttle Vans (11 diesel, 9 gasoline)
Annual Ridership	17,465,817

<b>Light Rail Service</b>	
Power	Electrical
Miles	37.42
Schedule	4:30 am to 1:00 am daily
Stops	48
Vehicles	76
Annual Ridership	15,484,670

<b>Paratransit</b>	
ADA Passenger Trips Provided	330,616
ADA Vehicle Revenue Miles	3,102,585
Vehicles	109

<b>Passenger Amenities/ Customer Service</b>	
Transfer Centers	26
Park & Ride	18
Annual Customer Service Calls	950,904
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

<b>History</b>	
Apr 1, 1973	Began operations by acquiring the assets of Sacramento Transit Authority
1973	Completed new maintenance facility and purchased 103 new buses
1987	Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento
Sep 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line corridor
Sep 2003	Opened the South Line, extending light rail to South Sacramento
Jun 2004	Extended light rail from Mather Field/Mills to Sunrise Boulevard
Oct 2005	Extended light rail from Sunrise Boulevard to Folsom, including four new stations
Dec 2006	Extended light rail from downtown Sacramento to Sacramento Amtrak station

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## Strategic Plan

Adopted by the Board of Directors in January 2004, the RT strategic plan establishes RT's commitment to become a more efficient and competitive public transportation provider in the Sacramento region.

The Strategic Plan outlines the way RT will implement the Regional Metropolitan Transportation plan and defines RT's vision and mission. These purposes require that RT align its goals with the Region's, shape activities to support the goals, responsibly manage the things that are done, commit resources, and measure performance.

RT acts as the Region's focal point for transit research and development, strategic planning and system assessment, intermodal research coordination and facilitation, and transit education and safety training. RT's programs involve multiple modes of transportation.

This plan is RT's commitment to the people of the Sacramento Region to make their lives better. RT will accomplish this through regional leadership, ethical and sound business practices, and financial sustainability. RT will continue to focus on customer service and provide safe, clean, and reliable transportation service. To prepare for future needs in the 21<sup>st</sup> Century, RT will build and continuously develop a highly skilled transportation workforce, and will increase our readiness to respond to transportation emergencies that disrupt communities and affect our customers throughout the region. RT will continue to challenge itself to meet the growing transportation needs of the Sacramento Region.

The RT Strategic Plan on the following page is the result of the hard work of many of RT's employees and partners who are dedicated to leading the way to transportation excellence in the 21<sup>st</sup> Century. The plan is best seen as an evolving process, not a rigid or fixed document. This strategic plan will change as the needs of the Region change and reflect the transportation requirements of the Region.

## Strategic Plan, cont.

### Strategic Plan

**Our Mission**

To promote and enhance regional mobility and serve the public by providing quality transit services and solutions that improve the overall quality of life in the Sacramento region

A coordinated regional public transportation system that delivers quality and environmentally sensitive transit services that are an indispensable part of the fabric of communities throughout the Sacramento region

**Our Vision**

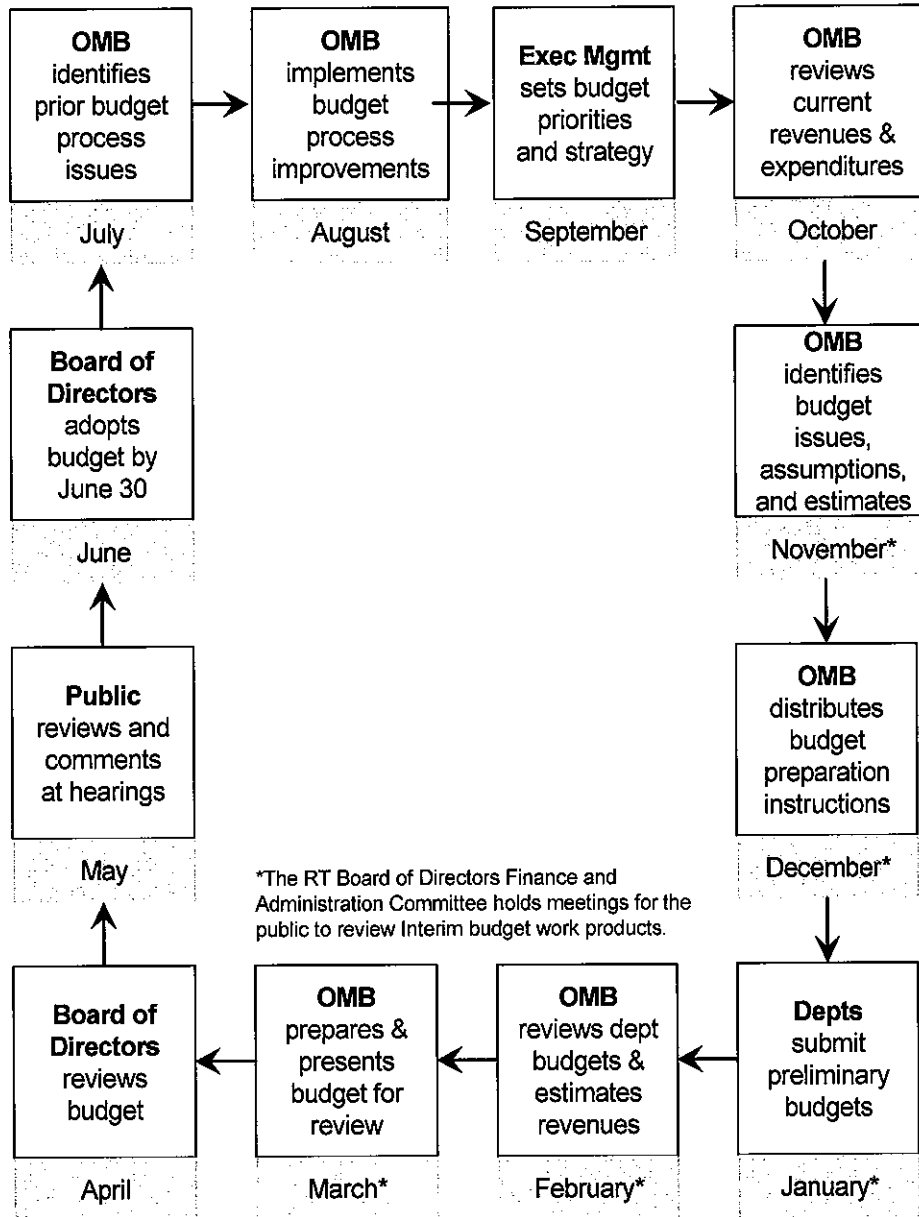
Our Values & Goals	
Values	Goals
Customer service	1. Provide total quality customer services.
Ethical & sound business practices	2. Conduct our business in a sound and ethical manner.
Financial sustainability	3. Secure the financial means to deliver our services and programs.
Quality workforce	4. Be a great workplace, attract and retain a qualified, talented, and committed workforce.
Regional leadership	5. Create a "world class" regional transit system



## Budget Process

RT uses the annual budget to help measure and account for taxpayer dollars. The budget, as adopted by the Board of Directors, authorizes RT to spend funds. It details how RT allocates tax resources to expenditures and serves as a benchmark for evaluating accomplishments and assessing fiscal responsibility.

### Budget Process



## Voting System

RT is governed by an eleven-member Board of Directors. Six entities (5 cities and 1 county) make appointments to RT's Board. Eight directors are appointed by "member entities" and represent jurisdictions annexed into RT's district. Three directors are appointed by "participating entities" and represent jurisdictions that contract with RT to receive transit service.

In January 2006, the RT Board directed staff to pursue legislation to change the voting system from a one-member-one-vote system to one that provides for weighted voting based upon the financial contribution made by each entity to RT. Assembly Bill 2137 established the new weighted voting system.

The system creates 100 voting shares. RT allocates the shares to jurisdictions and their members as follows:

- Five shares to each annexed jurisdiction
- Remaining shares to all jurisdictions based on financial contribution of Transit Development Act funds, funds through contracts, other local funds, and federal funds

On March 12, 2007, the RT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the proposed budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares adopted for FY 2009 and proposed for FY 2010 is shown in the table below. A detailed Proposed FY 2010 Schedule of Weighted Voting is shown on the next page.

### Vote Shares By Jurisdiction

Jurisdiction	Status	Shares - FY 2009 Adopted	Shares – FY 2010 Proposed
County of Sacramento	Annex	42	42
City of Sacramento	Annex	36	36
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Contract	6	6
City of Elk Grove	Contract	4	4
City of Folsom	Contract	3	3
<b>Total</b>		<b>100</b>	<b>100</b>



Voting System, cont.

Fiscal Year 2010 Schedule of Weighted Voting Distribution

Base Values\*

Federal Financial Information

Code Section:	<u>FY 09 Federal Funds Available in the Sacramento MSA</u>	29,811,349
102205(b)(6)		
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,912,446
102205(b)(8)	<u>FY 09 Federal Funds Available for use in RT Service Area:</u>	25,898,903

Jurisdiction Specific Values

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:
102205(b)(10) <u>Population:**</u>	475,743	563,514	60,975	87,321	75,590	139,542	1,402,685
<u>Proportionate Population:</u>	33.92%	40.17%	4.35%	6.23%	5.39%	9.95%	100.00%
<u>Member:</u>	Yes	Yes	Yes	No	No	No	
102100.2, 102100. <u>Seats on the Board:</u>	4	3	1	1	1	1	11
102105.1(d)(2)(D) <u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>	8,784,026	10,404,613	1,125,831	1,612,278	1,395,679	2,576,476	25,898,903
102105.1(d)(2)(A), 102205(b)(3) <u>FY 10 State TDA Funds Made Available to RT:</u>	13,162,328	14,884,535	1,686,770	0	0	0	29,733,633
102105.1(d)(2)(B), 102205(b)(4) <u>FY 10 Funds Provided Under Contract:</u>	0	0	0	2,561,589	971,400	596,633	4,129,622
102105.1(d)(2)(C), 102205(b)(5) <u>FY 10 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2) <u>Total Financial Contribution:</u>	21,946,354	25,289,148	2,812,601	4,173,867	2,367,079	3,173,109	59,762,158
102105.1(d)(2) <u>Proportionate Financial Contribution:</u>	36.72%	42.32%	4.71%	6.98%	3.96%	5.31%	100.00%

Voting Calculation

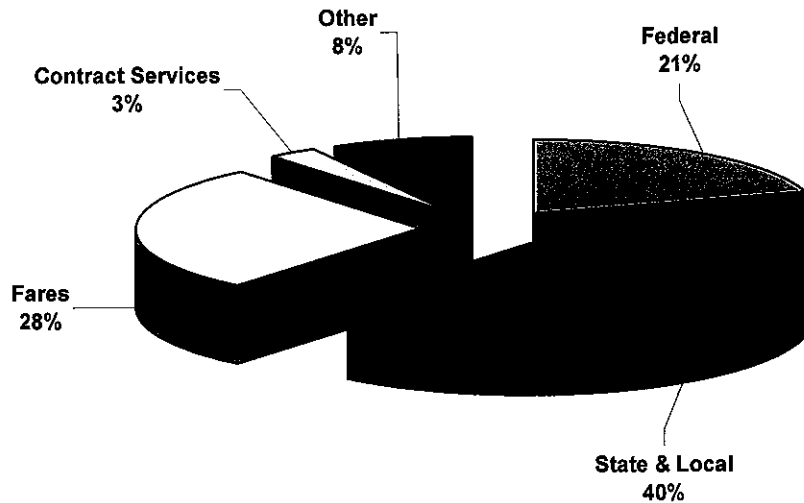
	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:
102105.1(d)(1) <u>Incentive Shares (5 for member jurisdictions)</u>	5	5	5	0	0	0	15
102105.1(d)(2) <u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	31.2144	35.9689	4.0004	5.9365	3.3667	4.5131	85.0000
102105.1(d)(3) <u>Total Shares:</u>	36.2144	40.9689	9.0004	5.9365	3.3667	4.5131	100.0000
102105.1(d)(4)(i) <u>Shares After Rounding:</u>	36	41	9	6	3	4	99
102105.1(d)(4)(ii) <u>Share Adjustment (To Ensure 100 Shares):</u>	36	42	9	6	3	4	100
102105.1(d)(7) <u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
Member 1	9	14	9	6	3	4	
Member 2	9	14	N/A	N/A	N/A	N/A	
Member 3	9	14	N/A	N/A	N/A	N/A	
Member 4	9	N/A	N/A	N/A	N/A	N/A	
Member 5	N/A	N/A	N/A	N/A	N/A	N/A	
<u>Total Votes:</u>	36	42	9	6	3	4	100

\* In addition to the funding sources set forth below, RT projects following funds for operating purposes: \$31,064,904 - Measure A

\*\* Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

\*\*\* If, in any vote allocation, any member would have more than 15 votes, that jurisdiction will be given an additional seat and the votes will be reallocated to the larger number of members.

## Revenues



### Operating Revenue By Funding Source

(Dollars in Thousands)

	FY 2007 Actual	FY 2008 Actual	FY 2009 Adopted	FY 2009 Revised	FY 2010 Proposed	FY 2010 to FY 2009 Variance	FY 2010 to FY 2009 Percent
Federal	\$ 19,163	\$ 21,426	\$ 22,820	\$ 30,820	\$ 30,032	\$ (788)	(2.6%)
State & Local	92,839	84,558	76,032	73,387	58,719	(14,668)	(20.0%)
Fares	27,101	29,866	36,808	36,808	40,826	4,018	10.9%
Contract Services	5,295	4,732	4,744	4,744	4,130	(614)	(12.9%)
Other	1,173	12,294	8,719	8,245	11,759	3,514	42.6%
<b>Total</b>	<b>\$ 145,571</b>	<b>\$ 152,876</b>	<b>\$ 149,123</b>	<b>\$ 154,004</b>	<b>\$ 145,466</b>	<b>\$ (8,538)</b>	<b>(5.7%)</b>

## Revenue cont.

### Federal Funding

This category includes formula-based allocations to RT from the federal government. Each year Congress authorizes the appropriation and the Federal Transit Administration allocates the dollars to RT. RT can use the funds for operating, planning, and capital, subject to specific regulations.

- The FY 2010 Budget proposes \$30.0 million in federal funding, a decrease of \$0.8 million (-2.6%) from the FY 2009 Revised Budget (\$30.8 million).
- The American Recovery and Reinvestment Act (ARRA) was signed into law February 17, 2009. The Act provides \$8.4 billion to public transit. About \$6 billion of this amount will be distributed according to Section 5307 and Section 5309 allocation rules. The Sacramento region will receive about \$31 million. Of this amount, RT will receive \$8.0 million in FY 2009 and \$6.0 million in FY 2010 to cover preventive maintenance and ADA program costs.
- The FY 2010 Budget reflects a decrease in ARRA funding of \$2.0 million and an increase in Section 5307 Urbanized Area Formula of \$1.2 million.

### State and Local Funding

This category includes formula-based allocations to RT from state and local government sales taxes. RT receives funding from the California Transportation Development Act Local Transportation Fund (TDA-LTF), the Transportation Development Act State Transit Assistance Program (TDA-STA), and Sacramento County Measure A.

- The FY 2010 Budget proposes \$58.7 million in state and local funding revenue, a decrease of \$14.7 million (-20.0%) from the FY 2009 Revised Budget (\$73.4 million).
- This reflects a decrease in Measure A revenue of \$7.2 million and a decrease in TDA revenue of \$7.5 million.
- The \$58.7 million allocation includes \$31.0 million in Measure A funds and \$27.7 million in LTF funds.
- The revisions to the State budget provide STA funding through FY 2008-09, then the STA funding is eliminated in FY 2009-10 and future years.

### Fares

This category includes rider monies deposited in the fare box and the sale of tickets and passes.

- The FY 2010 Budget proposes \$40.8 million in fare revenue, an increase of \$4.0 million (10.9%) from the FY 2009 Revised Budget (\$36.8 million).
- Transit fares, representing approximately 28% of all operating revenue, are the only significant revenue source that RT directly controls.
- In response to an \$18.3 million loss in state funds for Fiscal Year 2009, RT implemented the fare increase beginning January 1, 2009. This increase will provide additional revenue of \$4.0 million for FY 2010 budget.

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## Revenues, cont.

### Contract Services

This category includes contracts with the cities of Citrus Heights, Elk Grove, and Folsom. These cities purchase RT transit services.

- The FY 2010 Budget proposes \$4.1 million in contract revenue, a decrease of \$0.6 million (-12.9%) from the FY 2009 Budget (\$4.7 million).
- This decrease is due to the Folsom contract decrease of \$0.18 million and Citrus Heights decrease of \$.47 million. Elk Grove contract is slightly increased by \$0.04 million.

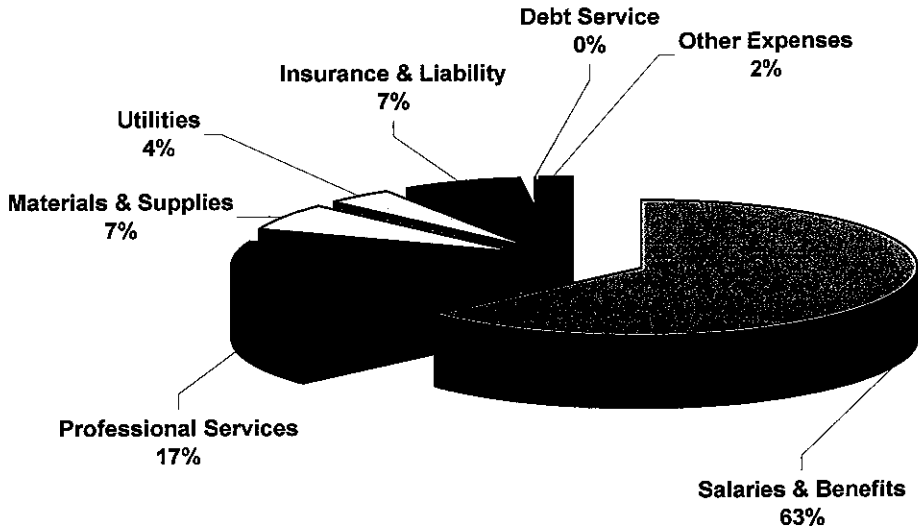
### Other

This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, and photo identification activities.

- The FY 2010 Budget proposes \$11.7 million in other revenue, a increase of \$3.5 million (42.6%) from the FY 2009 Revised Budget (\$8.2 million).
- This increase reflects a \$3.6 million increase in carryover funds.
- An increase in advertising revenue of \$0.2 million.
- An increase of \$0.5 million from proposed LR Park-N-Ride parking revenue.
- A decrease in CNG tax rebate of \$0.8 million.

## Expenses

### Operating Expenses By Expense Category



### Operating Expenses By Expense Category

(Dollars in Thousands)

	FY 2007 Actual	FY 2008 Actual	FY 2009 Adopted	FY 2009 Revised	FY 2010 Proposed	FY 2009 to FY 2010 Variance	FY 2009 to FY 2010 Percent
Salaries & Benefits	\$ 86,678	\$ 92,661	\$ 94,000	\$ 91,131	\$ 92,191	\$ 1,060	1.2%
Professional Services	22,457	25,071	25,910	25,910	25,212	(698)	(2.7%)
Materials & Supplies	9,285	10,817	10,588	10,338	9,546	(792)	(7.7%)
Utilities	4,937	5,550	5,592	5,592	5,470	(122)	(2.2%)
Insurance & Liability	9,774	11,159	10,145	10,145	10,306	161	1.6%
Other Expenses	2,525	2,131	2,888	2,888	2,741	(147)	(5.1%)
<b>Total</b>	<b>\$ 135,656</b>	<b>\$ 147,389</b>	<b>\$ 149,123</b>	<b>\$ 146,004</b>	<b>\$ 145,466</b>	<b>\$ (538)</b>	<b>(0.4%)</b>

Carryover to FY 2010  
Grand Total

8,000  
\$ 154,004

## Expenses, cont.

### Salaries & Benefits

This category includes payroll and benefits for all positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision and all other RT-paid employee benefits.

- The FY 2010 Budget proposes \$92.2 million for salaries and benefits, an increase of \$1.1 million (1.2%) from the FY 2009 Revised Budget (\$91.1 million).
- Salaries and Benefits are proposed to increase by approximately \$1.1 million, mainly due to the changes in pension and medical costs.

### Professional Services

This category includes purchased transportation to comply with the Americans with Disabilities Act (ADA), transit security, equipment maintenance, facilities maintenance, attorney fees, and services provided by outside consultants.

- The FY 2010 Budget proposes \$25.2 million for services, a decrease of \$0.7 million (-2.7%) from the FY 2009 Revised Budget (\$25.9 million).
- The Paratransit, Inc. and Security Services contract costs will stay the same as in FY 2009 Budget.
- Paratransit and security services contract costs make up 80.0% of this category.
- The decrease in Professional Services is partly due to decreases in the following accounts: consultants and outside services.

### Materials and Supplies

This category includes fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

- The FY 2010 Budget proposes \$9.5 million for materials and supplies, a decrease of \$0.8 million (-7.7%) from the FY 2009 Revised Budget (\$10.3 million).
- This reflects a decrease in CNG cost, gasoline and diesel fuel costs, and a decrease in LR vehicle part costs.

### Utilities

This category includes electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

- The FY 2010 Budget proposes \$5.5 million for utilities, a decrease of \$0.1 million (-2.2%) from the FY 2009 Revised Budget (\$5.6 million).
- This decrease primarily results from a decrease in traction power cost.



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## Expenses, cont.

### Insurance and Liability

This category includes premiums, claims, and attorney fees related to personal liability insurance, property damage insurance, worker's compensation claims, and commercial insurance for amounts in excess of self-insured amounts.

- The FY 2010 Budget proposes \$10.3 million for casualty and liability insurance, an increase of \$0.2 million (1.6%) from the FY 2009 Revised Budget (\$10.1 million).
- This increase primarily results from an increase in insurance premiums.

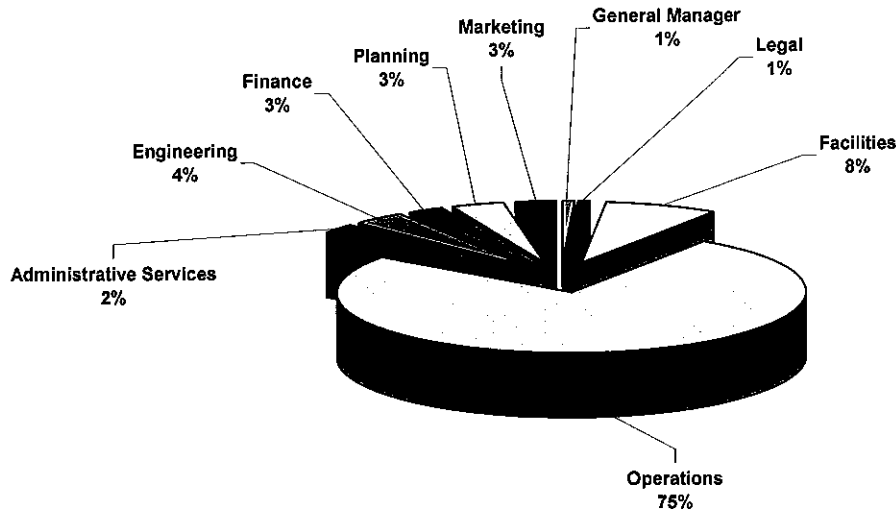
### Other

This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and seremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and bad debt.

- The FY 2010 Budget proposes \$2.7 million for other expenditures, a decrease of \$0.2 million (-5.1%) from the FY 2009 Revised Budget (\$2.9 million).
- This decrease primarily results from a decrease in dues and subscription and awards and ceremonies costs.

## Positions

The Fiscal Year 2010 Budget proposes 1,234 Board authorized positions, a increase of one position from the Fiscal Year 2009 Adopted Budget (1,233 positions). This reflects the addition of a Maintenance Supervisor in the Operations Division. There are 79 vacant positions, which leave 1,155 funded positions for FY 2010.



Division	FY 2006 Actual	FY 2007 Actual	FY 2008 Budgeted	FY 2009 Adopted	FY 2010 Proposed	FY 2009 to FY 2010
General Manager	6	14	19	23	11	<sup>1</sup> -12
Legal	10	10	10	10	10	0
Facilities	93	93	94	95	95	0
Operations	899	934	934	933	934	<sup>2</sup> 1
Administrative Services	63	33	33	30	30	0
Engineering	47	46	46	44	44	0
Finance	32	32	32	32	32	0
Planning	82	31	31	31	43	<sup>3</sup> 12
Marketing		40	36	35	35	0
<b>Total</b>	<b>1,232</b>	<b>1,233</b>	<b>1,235</b>	<b>1,233</b>	<b>1,234</b>	<b>1</b>

<sup>1</sup> Transfer Accessible Services (-12) to Planning Division.

<sup>2</sup> Add Maintenance Supervisor (+1) in Operations Division.

<sup>3</sup> Transfer Accessible Services (+12) from General Manager Division.

## Capital Improvement Plan

This following table represents the Capital Budget spending plan for the FY 2010 Operating Budget for the projects listed. The full five-year CIP will be adopted by a separate Board action and will cover capital funding priorities between fiscal year 2010 and 2014, and beyond to 2039.

The FY 2010 Budget includes projects focused on the following capital priorities:

### System Expansion:

- Northeast Corridor Enhancements (Phase 1)
- South Sacramento Phase 2 light rail extension
- Downtown-Natomas-Airport light rail extension

### Fleet Program:

- Neighborhood Ride Vehicle Replacement
- UTDC Light Rail Vehicle Retrofit

### Facilities Program:

- Bus Maintenance Facility #2 (Phase 1)

### Infrastructure Program:

- Watt Avenue Grade Separation
- Light Rail Crossing Enhancements

### Transit Technologies Program:

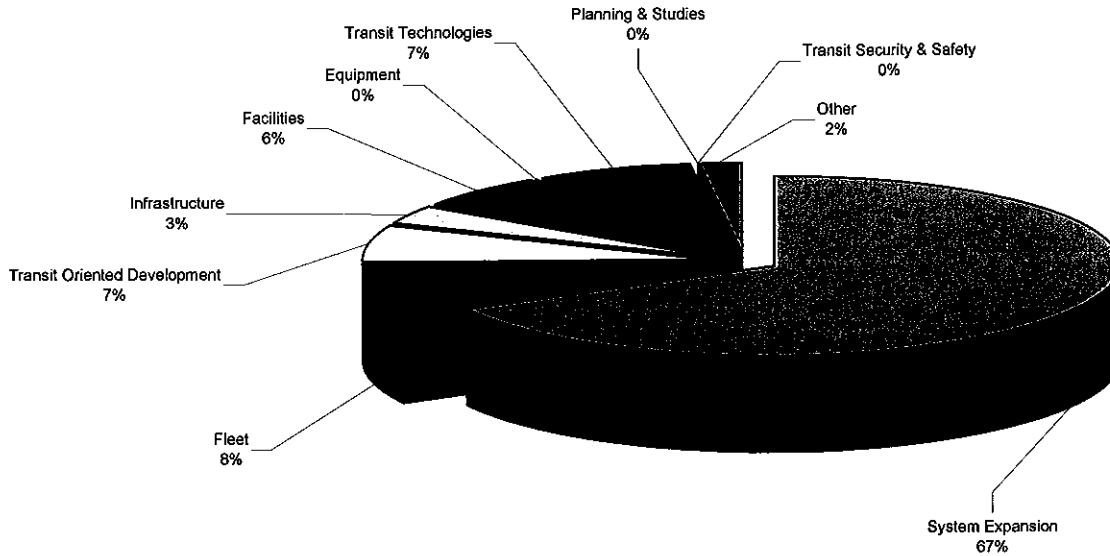
- Farebox Collection / Smart Media Implementation
- Light Rail Station Video Surveillance and Recording System

## Impact of Capital Improvements on Operating Budget

Capital projects approved in the current year budget impact future operating and capital budgets as follows:

1. Capital projects completed in the current year will require ongoing maintenance and, in case of new service lines, additional and ongoing operating costs.
2. Capital projects that are not completed in the current year will require additional capital funding that may require balancing operating funding to meet fiscal constraints.
3. Capital projects that are not completed in the current year will affect future years' budgets with increased operating costs in the year of completion. Future ongoing operating and maintenance costs are projected using current year baseline dollars.

### Capital Improvements By Category



### Capital Improvements By Category

(Whole Dollars)

Category	FY 2010	
	Proposed	
System Expansion	\$ 78,707	67.22%
Fleet	8,873	7.58%
Transit Oriented Development	7,800	6.66%
Infrastructure	3,900	3.33%
Facilities	6,990	5.97%
Equipment	-	0.00%
Transit Technologies	8,603	7.35%
Transit Security & Safety	-	0.00%
Planning & Studies	-	0.00%
Other	2,212	1.89%
<b>Total</b>	<b>\$ 117,085</b>	<b>100%</b>

Capital Improvement FY 2010 Funding Additions

Program	Project Name	Tier	Funded Through FY 2009	FY 2010 Proposed Funding	Future Funding Additions	Total Project Cost	
<b>System Expansion Programs</b>							
230	Northeast Corridor Enhancements (Phase 1)	I	\$ 23,885,739	\$ 2,429,000	\$ 8,185,261	\$ 34,500,000	
310-2	South Sacramento Phase 2 Light Rail Extension	I	12,982,334	38,996,114	218,011,552	270,000,000	
402	Downtown-Natomas-Airport Light Rail Extension	I	3,699,777	37,282,000	718,947,084	759,928,861	
<b>System Expansion Total</b>			<b>40,577,850</b>	<b>78,707,114</b>	<b>945,143,897</b>	<b>1,064,428,861</b>	
<b>Fleet Programs</b>							
4027	UTDC Light Rail Vehicle Acquisition & Retrofit	I	2,757,739	8,240,000	2,602,261	13,600,000	
B040	Neighborhood Ride Vehicle Replacement	I	2,078,409	-	12,111,591	14,190,000	
B041	Neighborhood Ride Vehicle Replacement - Hybrid	I	825,000	632,628	-	1,457,628	
<b>Fleet Program Total</b>			<b>5,661,148</b>	<b>8,872,628</b>	<b>14,713,852</b>	<b>29,247,628</b>	
<b>Transit Oriented Development</b>							
TD02	TOD Development 65th Street Station Reconfiguration	0	579,199	3,800,000	-	4,379,199	
NEW	LaValentina TOD	I	-	4,000,000	-	4,000,000	
<b>Transit Oriented Development Total</b>			<b>579,199</b>	<b>7,800,000</b>	<b>-</b>	<b>8,379,199</b>	
<b>Infrastructure Programs</b>							
R280	Folsom Limited Stop Service	I	-	3,900,000	-	3,900,000	
0534	13th & 16th St. LR Station Improvements	I	186,225	-	865,598	1,051,823	
R010	Light Rail Crossing Enhancements	I	550,000	-	150,000	700,000	
4017	Bus Stop Improvement Program	I	45,780	-	5,283,025	5,328,805	
<b>Infrastructure Program Total</b>			<b>782,005</b>	<b>3,900,000</b>	<b>6,298,623</b>	<b>10,980,628</b>	
<b>Facilities Programs</b>							
1	G145	New Headquarters Building	0	-	-	-	
	4011	Facilities Maintenance & Improvements	I	78,173	500,000	20,697,947	21,276,120
	4007	ADA Transition Plan Improvements	I	300,020	-	5,487,980	5,788,000
	645	Major Light Rail Station Enhancements	I	379,399	-	48,204,883	48,584,282
	715	Bus Maintenance Facility #2 (Phase 1)	I	1,934,371	6,300,000	16,981,562	25,215,933
	NEW	Transit Enhancements Project	I	-	189,980	-	189,980
<b>Facilities Program Total</b>			<b>2,691,963</b>	<b>6,889,980</b>	<b>91,372,372</b>	<b>101,064,315</b>	
<b>Equipment Programs</b>							
	B015	Communication Equipment Replacement	I	-	-	2,055,000	2,055,000
	G095	Annual Hardware Replacement/Upgrade Program	I	-	-	2,170,000	2,170,000
<b>Equipment Program Total</b>			<b>-</b>	<b>-</b>	<b>4,225,000</b>	<b>4,225,000</b>	
<b>Transit Technologies Programs</b>							
	H015	Completing the Video Surveillance System	0	-	-	623,067	623,067
2	G155	Farebox Collection / Smart Media Implementation	I	-	5,908,253	2,616,747	8,525,000
	G240	Additional Fare Vending Machines/Spares	I	-	1,150,000	50,000	1,200,000
	G105	Bus Fleet AVL	I	-	1,544,887	-	1,544,887
	G045	LR Station Video Surveillance & Recording System	I	1,558,699	-	-	1,558,699
<b>Transit Technologies Program Total</b>			<b>1,558,699</b>	<b>8,603,140</b>	<b>3,289,814</b>	<b>13,451,653</b>	
<b>Transit Security &amp; Safety</b>							
	R020	General Order 95 System Upgrade	I	-	-	375,000	375,000
	R165	Ahem/12th Street Improvements	I	220,000	-	-	220,000
<b>Transit Security &amp; Safety Total</b>			<b>220,000</b>	<b>-</b>	<b>375,000</b>	<b>595,000</b>	
<b>Planning / Studies</b>							
	0580	TMP Downtown Network Implementation Study	I	-	-	300,000	300,000
	PD09	Professional Development for RT Transit Planning Staff	I	-	-	47,250	47,250
<b>Planning / Studies Total</b>			<b>-</b>	<b>-</b>	<b>347,250</b>	<b>347,250</b>	
<b>Other Programs</b>							
	OPE2	Workforce Investment Technical Training	0	147,933	-	57,943	205,876
	OPE3	Train the Trainer-Homeland Security	0	42,706	-	-	42,706
	G230	Certificates of Participation Payments	I	4,160,541	2,077,533	16,784,451	23,022,525
	NEW	"See It, Hear It, Report It" Public Awareness	I	-	78,500	-	78,500
	NEW	WMD/IED Exercise	I	-	55,674	-	55,674
<b>Other Program Total</b>			<b>4,351,180</b>	<b>2,211,707</b>	<b>16,842,394</b>	<b>23,405,281</b>	
<b>Total</b>			<b>\$ 66,422,044</b>	<b>\$ 117,084,569</b>	<b>\$ 1,082,608,202</b>	<b>\$ 1,256,114,815</b>	

1 G145 New Headquarters Building: Trade-for-value only with no net expense to RT. Total estimated cost is \$14,100,000.

2 G155 Farebox Collection / Smart Media Implementation: To be fully funded by SACOG

\* All project expenditures are subject to available funding.



Regional Transit

# **FY 2010 Preliminary Budget Proposal**

**RT Board of Directors**

**April 13, 2009**



# ***Major Operating Budget Elements***

## **Bus and Rail Service Plans**

- Staffing Levels
- Equipment Requirements
- Facility Requirements

## **Sources and Levels of Revenue**

## **Expenditures**



# FY 2010 Preliminary Revenues

(in Millions)

Total Revenue	\$254.2
Operating Revenue	\$145.4
Capital Revenue	\$108.8





Regional Transit

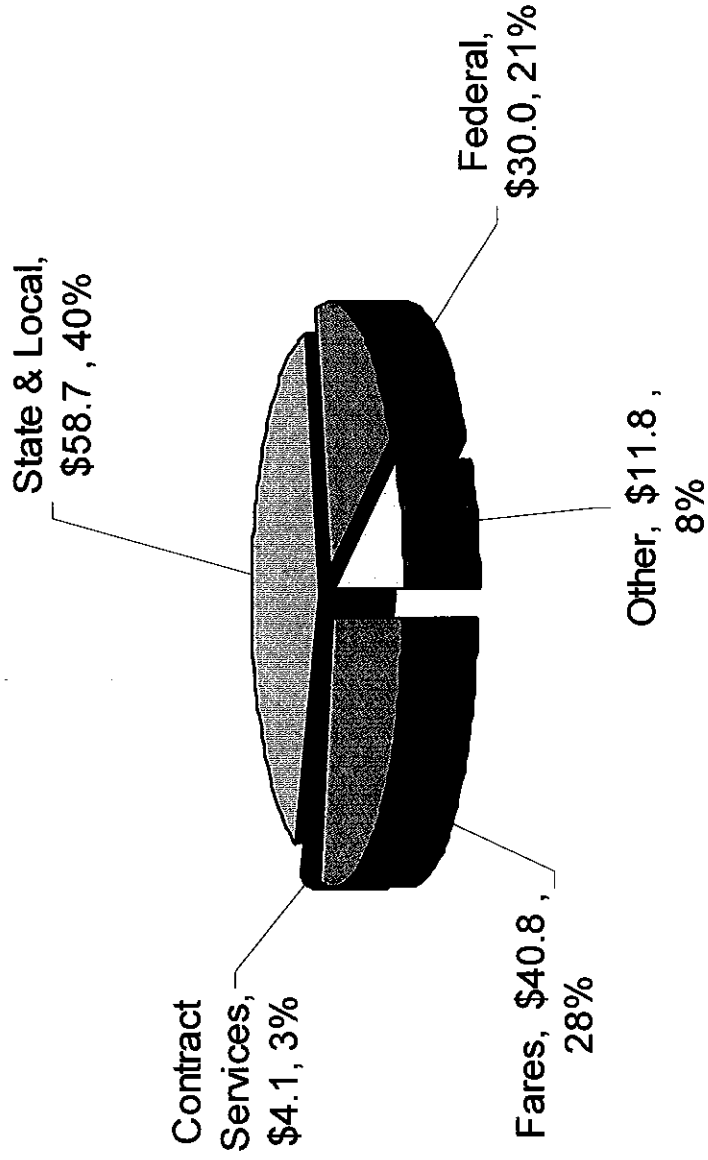
# Bus & Light Rail Service Plan

(in Revenue Hours)

<b>Bus</b>	<b>652,300</b>
Fixed Route	622,300
Neighborhood Shuttle	31,000
<b>Light Rail</b>	<b>216,700</b>

# RT Operating Revenue Sources

(in Millions)





# FY 2010 Operating Revenue

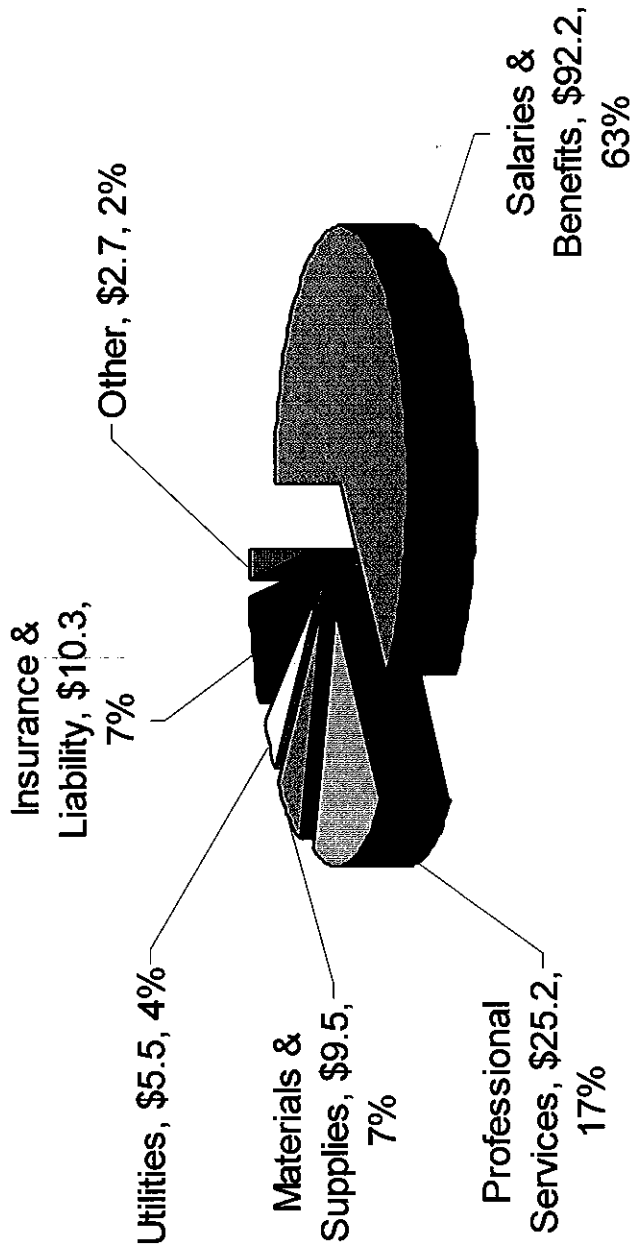
(in Millions)

Fare Revenue	\$ 40.8	28.1%
Contracted Services	4.1	2.8%
State & Local	58.7	40.4%
Federal	30.0	20.6%
Other	11.8	8.1%
<b>Total</b>	<b>\$ 145.4</b>	<b>100.0%</b>



# RT Operating Expenses

(in Millions)





# FY 2010 Operating Expenses

(in Millions)

Salaries & Benefits	\$ 92.2	63.4%
Professional Services	25.2	17.3%
Insurance & Liability	10.3	7.1%
Materials & Supplies	9.5	6.5%
Utilities	5.5	3.8%
Other	2.7	1.9%
Total	<u>\$ 145.4</u>	<u>100.0%</u>

# Operating Expenses by Category

(in Millions)

	FY 2007 Actual	FY 2008 Actual	FY 2009 Adopted	FY 2009 Revised	FY 2010 Proposed	FY 2009 to FY 2010 Variance	Percent
Salaries & Benefits	\$86.7	\$92.7	\$94.0	\$91.1	\$92.2	-\$1.8	-1.9%
Professional Services	22.5	25.1	25.9	25.9	25.2	-\$0.7	-2.7%
Materials & Supplies	9.3	10.8	10.6	10.3	9.5	-\$1.1	-10.3%
Utilities	4.9	5.6	5.6	5.6	5.5	-\$0.1	-1.6%
Insurance & Liability	9.8	11.2	10.1	10.1	10.3	\$0.2	1.6%
Other	2.5	2.1	2.9	2.9	2.7	-\$0.1	-5.1%
<b>Total</b>	<b>\$135.7</b>	<b>\$147.4</b>	<b>\$149.1</b>	<b>\$146.0</b>	<b>\$145.4</b>	<b>-\$3.7</b>	<b>-2.5%</b>



## **Additional Operating Budget Contingencies**

### **Revenue**

- Reduction in sales tax receipts in FY 2009
  - Measure A revenue shortfall ~ \$4.0 million
  - LTF revenue shortfall ~ \$1.5 to \$2.0 million
- Available Carryover for FY 2010 may be reduced

### **Potential re-balancing strategies**

- Parking Citation revenue LR park and ride ~ \$0.5million
- Additional Fare Increase FY 2010 of 25%
- Service Reductions in FY 2010 of 10%

# FY 2010 Proposed Positions

Division	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2009
	Actual	Actual	Budgeted	Adopted	Proposed	to FY 2010
General Manager	6	14	19	23	11	<sup>1</sup> -12
Legal	10	10	10	10	10	0
Facilities	93	93	94	95	95	0
Operations	899	934	934	933	934	<sup>2</sup> 1
Administrative Services	63	33	33	30	30	0
Engineering	47	46	46	44	44	0
Finance	32	32	32	32	32	0
Planning	82	31	31	31	43	<sup>3</sup> 12
Marketing		40	36	35	35	0
<b>Total</b>	<b>1,232</b>	<b>1,233</b>	<b>1,235</b>	<b>1,233</b>	<b>1,234</b>	<b>1</b>

<sup>1</sup> Transfer Accessible Service (-12) to Planning Division.

<sup>2</sup> Add Maintenance Supervisor (+1) in Operations Division.

<sup>3</sup> Transfer Accessible Service (+12) from General manager Division.





# FY 2010 Capital Plan

(in Millions)

System Expansion	\$	78.7	72.3%
Fleet		0.6	0.6%
Transit Oriented Development		11.9	10.9%
Facilities		6.8	6.3%
Transit Technologies		8.6	7.9%
Other		2.2	2.0%
<b>Total</b>	<b>\$</b>	<b>108.8</b>	<b>100.0%</b>



# Next Steps

- April 13**     **RT Board of Directors Meeting**  
60-Day Public Review Period Starts for Budget
- May 11**     **RT Board of Directors Meeting**  
Public Hearing on Budget
- June 8**     **RT Board of Directors Meeting**  
Continuation of Public Hearings (if required)
- June 22**     **RT Board of Directors Meeting**  
Request Board Budget Adoption

RESOLUTION NO. 09-04-\_\_\_\_\_

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

APRIL 13, 2009

**AUTHORIZING STAFF TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PROPOSED FISCAL YEAR 2010 OPERATING AND CAPITAL BUDGETS AND SET NOTICE OF A PUBLIC HEARING FOR MAY 11, 2009**

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the General Manager/CEO or his designee is hereby authorized to release the proposed Operating and Capital Budgets for Fiscal Year 2010, including the information described in paragraphs (3) to (10) of Public Utilities Code Section 102205(b) and a draft apportionment of votes, and notice a public hearing for said budgets for May 11, 2009.

\_\_\_\_\_  
STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary