

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

ISSUE

Adopt the Fiscal Year 2010 Operating and Capital Budgets and Authorize the Filing of the Transportation Development Act (TDA) Claim Based on the Adopted Fiscal Year 2010 Budget.

RECOMMENDED ACTION

- A. Adopt Resolution 09-06-_____, Approving the Sacramento Regional Transit District Fiscal Year 2010 Operating and Capital Budgets and Vote Allocation; and
- B. Adopt Resolution No. 09-06-_____, Authorizing the Filing of the Fiscal Year 2010 Transportation Development Act (TDA) Claim Based on the Adopted Budget

FISCAL IMPACT

Budgeted:	No	This FY:	\$	N/A
Budget Source:	Operating/Capital	Next FY:	\$	256.6 Million
Funding Source:	Various	Annualized:	\$	N/A
Cost Cntr/GL Acct(s) or	Various	Total Amount:	\$	256.6 Million
Capital Project #:				
Total Budget:	Operating: \$139.5 Million			
	Capital: \$117.1 Million			

DISCUSSION

FY 2010 Operating Budget Update

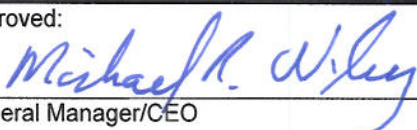
The Proposed Fiscal Year 2010 Operating and Capital Budget was released for public review on April 13, 2009. The Public Hearing was held on May 11, 2009, and the public was offered an opportunity to express opinions regarding the proposed Fiscal Year 2010 Abridged Budget (Exhibit A). As of this date, one phone call related to the budget has been received in addition to the several public comments received during the June 8, 2009 public hearing on service reductions. The Board of Directors continued the Public Hearing to the Board meeting scheduled for June 22, 2009.

On June 22, 2009, staff will recommend closing the Public Hearing and adoption of the Fiscal Year 2010 Operating and Capital Budget. The Fiscal Year 2010 Operating revenues and expenses total \$139,454,927 a (3.8%) decrease from the Fiscal Year 2009 actual projected expenses for RT of \$144,998,000.

Following the April budget release, RT staff has continued to evaluate and update all revenue projections. Since the release of the budget, sales tax related revenue sources have continued to

Approved:

General Manager/CEO



Presented:

Chief Financial Officer



REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

decline due to the struggling State economy. On April 9, 2009, the Sacramento Transportation Authority received the revised Measure A distribution schedule which reduced RT FY 2009 Measure A funding by \$4.1 million.

This news followed RT's FY 2009 Operating Budget adjustment to reflect a \$3.7 million reduction in State Transit Assistance funding, bringing the estimated revenue reduction due to the decline in sales tax to \$7.9 million in FY 2009.

The RT Executive Management Team and the RT Board are doing everything possible to contain and reduce operating costs to meet the continuing revenue shortfall challenges; a summary of these efforts include the following:

- Hiring freezes were instituted and have been in effect at RT for all non-critical positions, district-wide, for the past two years.
- RT is currently in the process of negotiating or preparing for the negotiations of new labor agreements with all union groups. The new contracts will require a "net-zero" increase over the base FY 2009 year for all labor groups. To reach this objective, labor groups are presented with some or all of the following options: furlough days; elimination of step and COLA increases; suspension of sick leave and vacation sell back; increased employee's contribution towards medical premiums; and increased medical office co-pay, plus other adjustments to benefits.
- FY 2010 Paratransit and Security Services contract amounts, which account for 76% of the *Professional Services* expense category, will remain the same or lower than in FY 2009
- Multiple facility related contracts are being reduced to reflect internal service cuts such as limiting janitorial contracts to five days a week instead of seven.
- RT staff and consultants developed an indirect cost allocation plan, which currently is in the process of FTA review and approval. This plan will reduce operating expenditures by approximately \$2.0 million in FY 2010 and every year thereafter by charging capital projects with applicable indirect costs in addition to direct labor cost charges.

See (Attachment 1) for a detailed listing of all cost containment and fare structure adjustments over the past two years in RT's efforts to re-balance the operating budget.

RT service levels have remained the same since the January 2008 5% reduction enacted to balance the FY 2008 budget. Fare changes adopted to balance the FY 2009 budget included the elimination of the Paratransit group pass on December 1, 2008, and various fare increases on January 1, 2009. At that time, the monthly pass increased from \$85.00 to \$100.00; single fare increased from \$2.00 to \$2.25; and the daily pass increased from \$5.00 to \$6.00. While calculating the projected fare revenue for FY 2009, it was assumed that there would be minimal ridership deflection and minimal shifting between fare categories. Ridership has been very strong for the last 12 months and the low ridership deflection assumption proved accurate. However, since the January 2009 fare increase, lower than expected sales could indicate that many customers have moved from buying the monthly pass to other fare media, or that sales are generally down due to the declining economy.

Some factors that may explain the change in buying patterns include State agencies work furloughs; the increase by \$10.00 in State employees' out-of-pocket cost between paying for a monthly pass and

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

paying for four ticket books; the high unemployment rate in the Sacramento Region, which has almost doubled in the last year; and lower gas prices.

The reduction of \$6.0 million in carryover due to the FY 2009 Measure A and Fare Revenue shortfalls as well as the potential reduction of \$3.0 million in the FY 2010 Fare Revenue projections, will result in an estimated \$9.0 million shortfall in the FY 2010 Operating Budget. This shortfall can be balanced with a combination of fare structure adjustments and several possible combinations of service reductions, and other cost-reduction measures.

The factors noted above are expected to continue to have a negative impact on the FY 2010 Fare Revenue projections as well. In order for RT to meet the projected FY 2010 Fare Revenue of \$41.3 million, adjustments to the fare structure are needed and are provided here and in the fare structure public hearing issue paper. The projected fare revenue is based on certain fares being adjusted and a 3% increase in ridership for FY 2010. Staff is proposing various combinations of modifications to the fare structure such as increasing the single fare, eliminating the life time pass, and eliminating transfers. Modifications to the Paratransit Monthly Pass and fare are also proposed.

See Exhibit A, FY 2010 Abridged Proposed Budget.

Proposed Re-Balancing Strategies for the FY 2010 Budget:

Staff continues to work diligently to reduce the budget based on cost reductions. However, the magnitude of the potential shortfall will require some combination of fare increases and service cuts to bridge the gap. Table 1 provides a summary of the proposed re-balancing strategies proposed on June 8, 2009 and those currently recommended.

Table 1
(in millions)

Proposed Re-Balancing Strategies for the FY 2010 Operating Budget

Board Meeting Dates	6/8/2009	6/22/2009
Estimated FY 2010 Shortfall	\$9	\$9
Non-Labor Cost Reductions*	-2	-2
Labor Savings**	-2	-2
<i>Fare Structure Change/Increases (Effective 9-1-09)</i>	-1.8	-3.3
<i>Phase 1 Service Reduction (Effective 9-1-09)</i>	-2.2	-0.7
<i>Phase 2 Service Reduction (Effective 1-1-10)***</i>	-1	-1
Remaining Shortfall	\$0	\$0

* Additional non-labor cost reductions include further reductions in professional services contracts.

** Additional labor savings can be achieved through future attrition and a commitment to not fill vacancies that arise for currently budgeted and filled positions.

*** Phase 2 Service reductions can be reduced or eliminated by the following:

- Other cost containment efforts
- Other revenue generated by unbudgeted sources such as charging for parking

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

Fare structure recommendations

Recommendations for fare structure adjustments:

- *Increase single fare by 25¢ from \$2.25 to \$2.50.* Based on a review of actual fares from January 2009 through April 2009, and estimating changes in buying patterns and ridership, the estimated annual increase in fares would range from \$530,000 to \$1,200,000. The lower number represents a 10% deflection and an assumption that there will be no shifting between single fare and monthly pass sales (i.e. buying pattern will remain the same as they are now). The higher number represents zero deflection, and an assumption that approximately 50% of those riders who switched to buying single fare tickets will switch back to buying monthly pass.
- *Increase discounted fares by \$0.15 from \$1.10 to \$1.25.* RT's discounted fare represents approximately 50% of the basic single fare. An increase in the single fare from \$2.25 to \$2.50 would correspondingly increase the discounted fares from \$1.10 to \$1.25. The current discount fare of \$1.10 was initiated to eliminate the need to transact fares with odd cents. Based on prepaid sales and cash sales from fare vending machines, the estimated annual increase in fares, due to the increase in discounted fares would be approximately \$108,000.
- *Eliminate central city basic and discount fares.* RT's central city basic fare and discount fares represents 50% of the regular basic single fare, and 50% of the regular discounted fares. This central city fares has been charged for inner city routes at discounted rates of \$1.10 and \$0.55. An increase in this fare from \$1.25 to \$2.50 for the basic fare and increase in this discount fare from \$0.65 to \$1.25, based on 3 % deflection for light rail and a 10% deflection for bus, would be approximately \$267,942.
- *Eliminate shuttle basic and discount fares.* RT's shuttle basic and discount fares represents 50% of the regular basic single fare, and 50% of the regular discounted fares. An increase in this fare from \$1.25 to \$2.50 for the basic fare and an increase in this discount fare from \$0.65 to \$2.50, based on a zero percent deflection, would be approximately \$90,300.
- *Eliminate Lifetime Pass.* Patrons 75 and older currently ride the RT system for free. There are about 700,000 boardings per year. Riders who currently use it would still be eligible for the senior discount of 50%, or \$1.25 if fare increase approved for a single ride. Estimated revenue with a 20% deflection rate is estimated to be \$616,000 per year.
- *Eliminate Transfers.* Transfers allow the rider to transfer to another bus or train within a specific time frame without having to purchase another ticket. In FY 2008, the Board increased the price of a single transfer from \$0.25 to \$0.50 and the price of a discounted transfer to \$0.25. Rather than continue to propose increases to transfers, staff has spent considerable time rethinking the fare structure and use patterns to see if another proposal made more sense.

In consideration of the fact that if transfers are eliminated, customers will have to pay for each segment of the trip (or buy a daily or monthly pass), staff calculated the cost of a round-trip using the proposed single fare rate and the current cost of a transfer. Based on the assumption that customers using combinations of single fare tickets and transfers are going to and from a destination on the system, the cost of two single fare tickets at the proposed \$2.50 single fare rate each, and two transfers at \$0.50 each, was \$6.00. This is equivalent to the cost of a daily pass. The daily pass is good for unlimited rides on the date of purchase; therefore, customers will actually save money if they take more than one two-way ride with transfers in a day.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

In FY 2009, transfers were used for approximately 2.3 million unlinked passenger trips on the RT system. This represents 6.6% of the total ridership of 35.0 million. Although impossible to determine absolutely, it is estimated that a very small number of customers using transfers are one-way riders using one single fare ticket and one transfer. However, this is the only segment of riders that may be disadvantaged by moving to the daily pass.

Transfers currently represent a revenue loss to RT as an alternative to the basic fare. The estimated annual revenue from the elimination of transfers, with a 50% deflection factor in addition to charging the basic and discount fares for a daily pass is \$700,000.

- *Increase the Paratransit Monthly Pass to \$125 for 30 rides.* This number of rides is capped at 30 which is consistent with current average usage of 29 rides per month and provides a 17% discount over the proposed single fare of \$5.00 per ride.

As part of the FY 2010 Budget process, Accessible Services has been working with Paratransit Inc. to modify or adjust contract services to stay at or below FY 2009 costs. Paratransit Inc. has requested reconsideration of increasing the cost of the Paratransit monthly pass, or its replacement with an alternative record keeping process limiting the number of rides allowed per month and/or increasing the price. Through RT, Paratransit, Inc. has offered a monthly pass as a convenience to its riders for many years, although a monthly pass is not required by Americans with Disabilities Act (ADA) regulations. In the past eighteen years, the pass rate has increased only once, by 20% from \$80 to \$100 in January 2003; during the same time period the single ride ADA fare has increased 350% from \$1.00 to \$4.50.

Monthly pass sales have nearly quadrupled since January of 2003, from about 100 passes sold per month to over 400 passes sold per month. At \$4.50 per ride, a monthly pass pays for 22.2 trips per month. Average trips taken per month by pass holders is approximately 29, compared to passengers paying a single ride fare who take about 3 trips. The frequency of travel for monthly pass holders (29 trips) means that pass holders take nearly eight free trips per month, which equals \$173,232 in lost fare revenue annually.

Increasing the cost of the pass alone would increase RT's cost recovery for Paratransit service by approximately \$120,300 per year.

- *Increase Paratransit Fare from \$4.50 to \$5.00.* This action is consistent with the ADA, which allows transit agencies to charge twice the fare for a single ride on fixed route service for Paratransit service. Estimated additional cost recovery to RT as a result of this increase is \$108,692.

Table 2 on the following page provides a summary of proposed fare structure changes and increases that will be the subject of a public hearing on June 22, 2009. The table also includes changes to the Paratransit single fare and monthly pass. Since revenue generated by these items offset the Paratransit contract, they are regarded as cost containment factors and not additional revenue.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

Table 2
All Fares at Recommended Fare Change Level

Sacramento Regional Transit District Current and Proposed Fare Structure Effective September 1, 2009 N/C = No Change				Fiscal Impact
<u>FARES</u>	Current	Change	Proposed	
Basic Fare	\$2.25	\$0.25	\$2.50	
Discount Fare	\$1.10	\$0.15	\$1.25	
Central City Fare	\$1.10	Eliminate		
Discount Central City Fare	\$0.55	Eliminate		
Shuttle Service Fare	\$1.10	Eliminate		
Basic Transfer Fee	\$0.50	Eliminate		
Discount Transfer Fee	\$0.25	Eliminate		
<u>TICKET AND PASS BOOKLETS</u>				
Fare Ticket Booklets				
10 Basic Fare Tickets	\$22.50	\$2.50	\$25.00	
10 Discount Fare Tickets	\$11.00	\$1.50	\$12.50	
Daily Pass Booklets				
10 Basic Daily Passes	\$60.00	N/C	\$60.00	
10 Discount Daily Passes	\$30.00	N/C	\$30.00	
<u>PASSES AND STICKERS</u>				
Basic Daily Pass	\$6.00	N/C	\$6.00	
Discount Daily Pass	\$3.00	N/C	\$3.00	
Basic Monthly Pass	\$100.00	N/C	\$100.00	
Basic Semi-Monthly Pass	\$50.00	N/C	\$50.00	
Senior Disabled Sticker	\$50.00	N/C	\$50.00	
Senior Disabled Semi-Monthly Sticker	\$25.00	N/C	\$25.00	
Student Sticker	\$50.00	N/C	\$50.00	
Student Semi-Monthly Sticker	\$25.00	N/C	\$25.00	
Lifetime Pass	\$0.00	Eliminate		
<u>EFFECT ON COST CONTAINMENT WITH THE FOLLOWING CHANGES</u>				
Paratransit Single Fare	\$4.50	\$0.50	\$5.00	
Paratransit Monthly Pass for 30 Rides	\$100.00	\$25.00	\$125.00	
				<u>\$3,300,000</u>

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
23	06/22/09	Open	Action	06/15/09

Subject: Adopt FY 2010 Operating and Capital Budgets

FY 2010 Capital Budget Update

The Fiscal Year 2010 Capital Funding Budget is \$117,084,569. This amount reflects an increase over the FY 2009 Budget of \$16,491,951. The Fiscal Year 2010 Capital Expenditure Plan for all projects is \$97,365,117. The Capital Budget changes year-to-year based on available funding, project development and timing.

The 5-Year Capital Improvement Plan is in the process of being updated by staff currently and will be presented to the Executive Committee and Board of Directors in the near future. The 5-Year Capital Improvement Plan is a life-long estimate of all projects of the District focusing on the next five year period but also includes planned expenditures through 2039.

A full summary of the FY 2010 Capital Budget can be found within Exhibit A, the Abridged Proposed Budget document.

Request Board Action

The Proposed FY 2010 Operating Budget is carefully balanced in anticipation of Board approval of all recommended fare structure increases and changes, as well as the service reductions proposed through other agenda items. If either the proposed service reductions or fare changes and increases are not approved, RT will not have a balanced budget and will not meet the regulatory requirement to adopt a balanced budget by the beginning of the new fiscal year. Other action may be necessary to provide spending authority into FY 2010.

Staff requests that the Board adopt the Fiscal Year 2010 Operating and Capital Budgets. Following the adoption of this budget, staff will monitor the budget to actual financial revenues and expenses and continue to provide regular updates to the Board.

Consistent with previous practice, staff seeks delegation of authority to the General Manager/CEO to file the Fiscal Year 2010 Transportation Development (TDA) claim in an amount not to exceed the District's apportionment. The District's TDA claim includes the annual allocation amount of \$1,315,298 to SACOG for transportation planning purposes. These funds are not included in the District's Fiscal Year 2010 Operating Budget as they are paid directly to SACOG.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
ACTIONS TO MEET STATE BUDGET REVENUE SHORTFALLS**

ACTIONS TO MITIGATE THE FY 2008 BUDGET SHORTFALL OF \$8 MILLION:

1. Deferred \$2.3 million in operating expenditures
2. Eliminated 5 non-operating positions and froze an additional 28 positions
3. Conducted a thorough review of employee medical dependent coverage eligibility which resulted in a cost reduction of \$300,000 per year by removing ineligible dependents from plans
4. Instituted cost reduction and cost containment measures in all discretionary spending in areas including supplies, professional services, travel, and non-essential meeting expenses
5. Non-labor cost increases were limited to 2.0% and labor and fringe benefit growth was limited to 4.0% over the prior year budget
6. Scaled back or indefinitely delayed 91 capital projects to reprogram flexible funding to operations
7. Eliminated 5% of unproductive bus service
8. Management cost-of-living increase for FY 2008 was cancelled

ACTIONS TO MITIGATE THE FY 2009 BUDGET SHORTFALL OF \$22 MILLION:

9. Filed and received CNG fuel rebates from the Federal Government (ongoing)
10. Reduced travel and participation in non-essential meetings and community events
11. Discontinued the Paratransit Group Pass effective 12-1-08
12. Further reduced staffing levels and froze all non-critical vacancies
13. Increased the pension amortization period from 20 to 30 years on both pension plans to reduce fringe benefit expenditures
14. Re-negotiating existing fare and transfer agreements to minimize cash outlay
15. Increased overall fare structure by 11.7% effective 1-1-09
16. Increased Paratransit Fares by 12.5% effective 1-1-09

ACTIONS TO MITIGATE THE FY 2010 BUDGET SHORTFALL OF \$9 MILLION:

17. Implemented class & pay study to bring salaries to a competitive level, then froze any possibility of movement through the improved ranges for over 18 months
18. Intensified the two years old hiring freeze with consideration of permanently eliminating positions that have remained unfilled for two years or more
19. Eliminated almost all contract workers and intern opportunities
20. Reduced community based memberships and sponsorships
21. Reduced remaining travel and training by two-thirds

22. Implemented "zero-base" salary and benefit program requiring each labor union to determine a combination of strategies to absorb rising costs so that total costs in FY 2010 are the same as the base year (FY 2009)
23. "Zero-Base" Strategies include:
24. Salary freeze
25. Suspension of vacation, sick leave, floating holiday sell backs
26. Furloughs of 9+ days over 18 months
27. Increased insurance premium payment share by employees from 8% to 10%
28. Increased insurance co-pays for office visits
29. Reduce RX replacements per co-pay from 90 day to 30 day supply
30. Reduce Professional Services costs and limit to prior year total for larger contracts such as Paratransit Inc., and Security Services, which make up 76% of this category
31. Reduce facilities services contracts for internal services such as janitorial services, for example, from 7 days to 5 days per week
32. Developed and planned implementation of a district-wide cost allocation plan that will provide a mechanism to legitimately shift indirect costs by as much as \$2 million each year from operations to capital projects (currently awaiting FTA approval)
33. Pursue additional grant opportunities for preventive maintenance and other purposes that will shift additional labor costs from operations to capital
34. Proposed elimination of Lifetime Pass for customers 75 and older or increase age to 85
35. Proposed modification or elimination of Paratransit Monthly Pass
36. Proposed fare structure adjustments (Increases to single fare and daily pass) on 9/1/09
37. Proposed additional service reductions in two phases on 9/6/09 and again on 1/1/10, if conditions do not improve

RESOLUTION NO. 09-06-_____

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

June 22, 2009

**APPROVING THE SACRAMENTO REGIONAL TRANSIT DISTRICT
FISCAL YEAR 2010 OPERATING AND CAPITAL BUDGETS AND VOTE
ALLOCATION**

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

THAT, the Board hereby finds the level of service to be rendered in each city and county in which the Sacramento Regional Transit District will operate is commensurate with the level of tax and financial support to be derived from each such city and county.

THAT, the Sacramento Regional Transit District's Fiscal Year 2010 Operating Budget of \$139.5 million and Capital Budget of \$117.1 million as set forth in attached Exhibit A, is hereby approved.

THAT, the following voting distribution for Fiscal Year 2010 as tabulated in the "Schedule of Weighted Voting Distribution" in the attached Exhibit A, is hereby approved.

Jurisdiction	Votes
County of Sacramento	42
City of Sacramento	36
City of Rancho Cordova	9
City of Citrus Heights	6
City of Elk Grove	4
City of Folsom	3
Total	100

STEVE COHN, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary



Sacramento Regional Transit District

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

Table of Contents

Board of Directors	3
Executive Team	4
Organizational Structure	5
District Overview	
District Profile	6
Strategic Plan	7
Budget Process	9
Voting System	10
Operating Budget Summary	
Revenues	12
Expenses	15
Positions	18
Capital Improvement Plan	19
Capital Improvements By Category	20
Capital Improvement Funding Additions	21

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

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

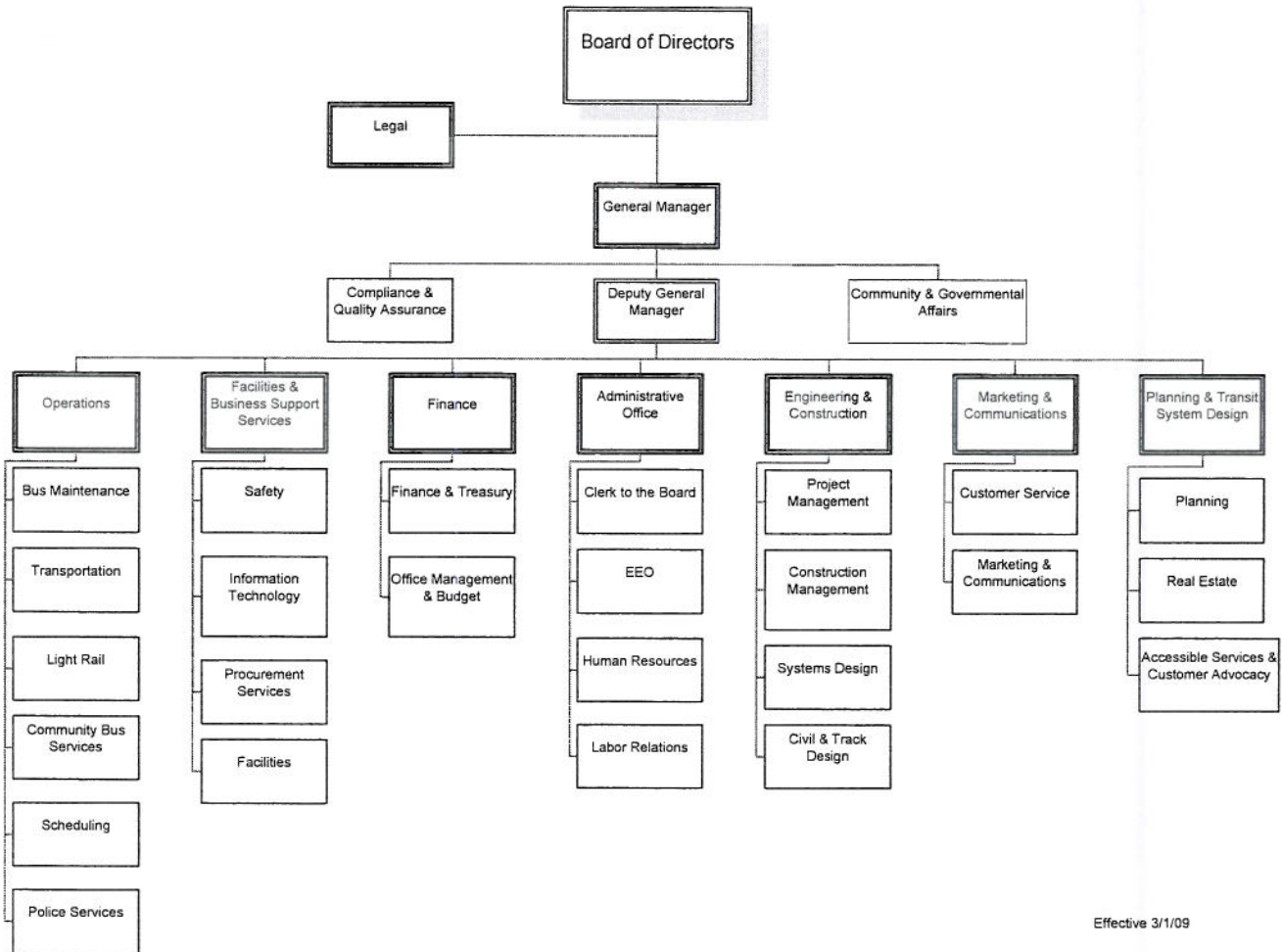
Mark Lonergan
Chief Operating Officer

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

Sacramento Regional Transit District	Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County
---	--

Bus Service	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	94
Schedule	5:04 am to 11:33 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

Light Rail Service	
Power	Electrical
Miles	37.42
Schedule	3:50 am to 12:50 am daily
Stops	48
Vehicles	76
Annual Ridership	15,484,670

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

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

History	
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

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 21st 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 21st 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

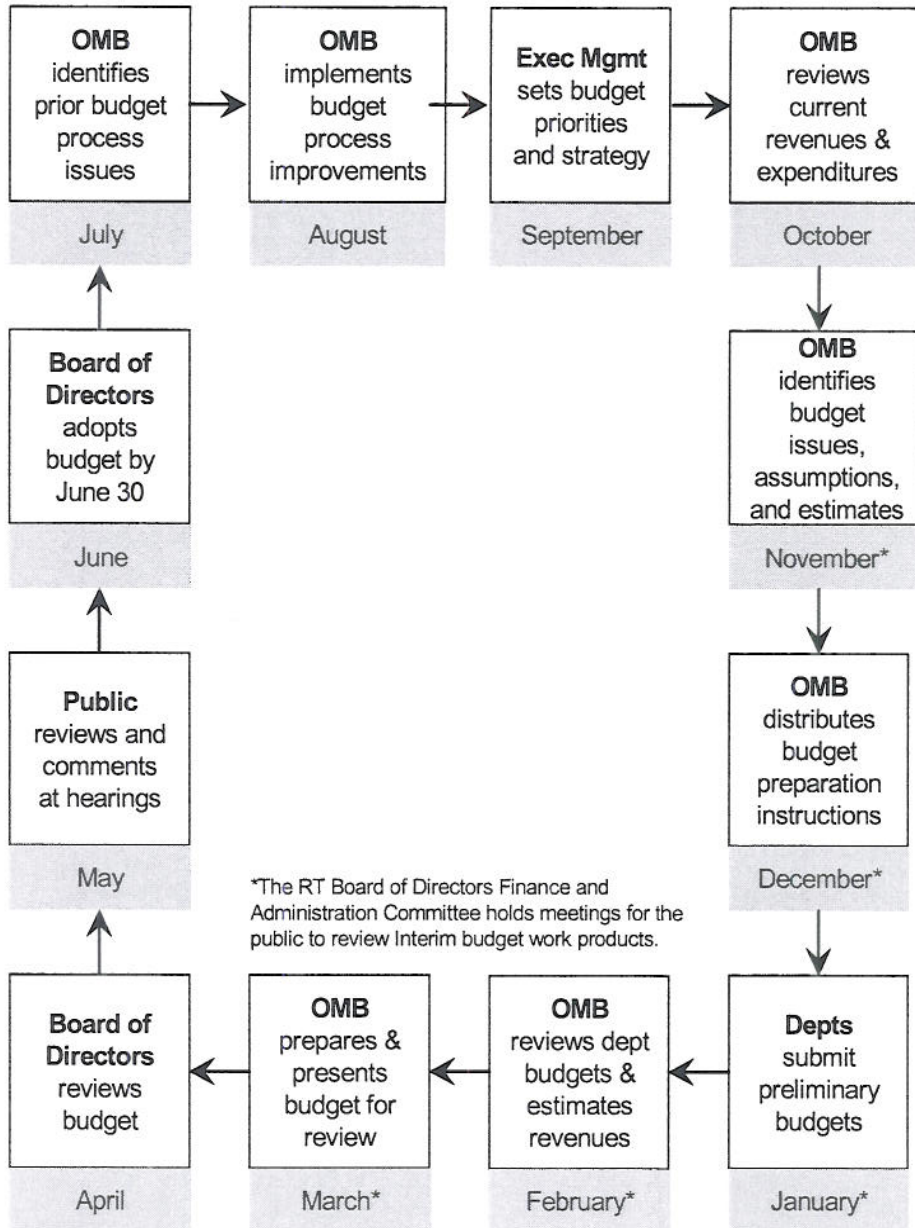
Our Vision

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
Total		100	100

Voting System, cont.

Fiscal Year 2010 Schedule of Weighted Voting Distribution

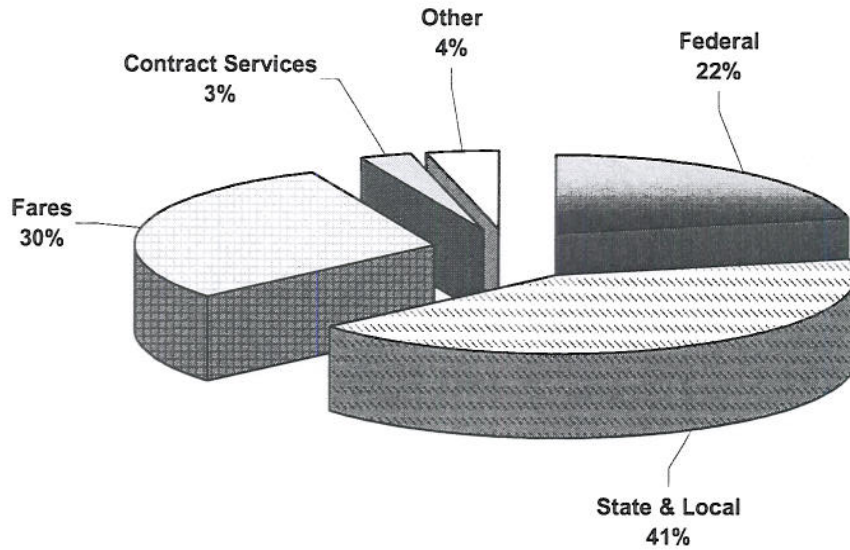
		Base Values*						
		Federal Financial Information						
Code Section:								
102205(b)(6)	<u>FY 09 Federal Funds Available in the Sacramento MSA</u>	29,811,349						
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,912,446						
102205(b)(8)	<u>FY 09 Federal Funds Available 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
	<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)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	36	42	9	6	3	4	100
	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
102105.1(d)(7)	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	\$ 22,820	\$ 30,032	\$ 7,212	31.6%
State & Local	92,839	84,558	76,032	73,387	58,721	(14,666)	(20.0%)
Fares	27,101	29,866	36,808	36,808	41,313	4,505	12.2%
Contract Services	5,295	4,732	4,744	4,744	4,130	(614)	(12.9%)
Other	1,173	12,294	8,719	8,245	5,259	(2,986)	(36.2%)
Total	\$ 145,571	\$ 152,876	\$ 149,123	\$ 146,004	\$ 139,455	\$ (6,549)	(4.4%)

Federal Economic Stimulus Funds (ARRA)

8,000

Grand Total

\$ 154,004

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, an increase of \$7.2 million (31.6%) from the FY 2009 Revised Budget (\$22.8 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 \$29.0 million in Measure A funds and \$29.7 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 \$41.3 million in fare revenue, an increase of \$4.5 million (12.2%) from the FY 2009 Revised Budget (\$36.8 million).
- Transit fares, representing approximately 30% of all operating revenue, are the only significant revenue source that RT directly controls.
- FY 2010 projected fare revenue will increase by \$4.5 million, due to the September 2009 Fare Structure Adjustment. Cash fare is projected to increase by \$1.3 million; prepaid sales will increase by \$3.0 million; special fares & transfer agreement will increase by \$0.2 million.

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 contracted 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.

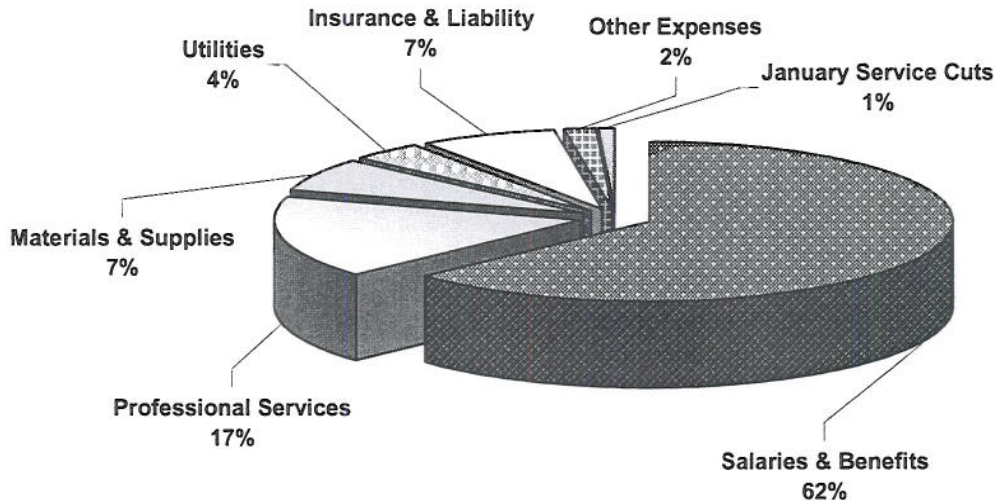
Other

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 \$5.2 million in other revenue, a decrease of \$3.0 million (36.2%) from the FY 2009 Revised Budget (\$8.2 million).
- An increase in advertising revenue of \$0.2 million.
- A decrease in CNG tax rebate of \$0.8 million.
- A decrease in carryover funds of \$2.4 million.

Expenses

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	\$ 89,259	\$ (1,872)	(2.1%)
Professional Services	22,457	25,071	25,910	25,910	23,555	(2,355)	(9.1%)
Materials & Supplies	9,285	10,817	10,588	10,338	9,195	(1,143)	(11.1%)
Utilities	4,937	5,550	5,592	5,592	5,574	(18)	(0.3%)
Insurance & Liability	9,774	11,159	10,145	10,145	10,363	218	2.1%
Other Expenses	2,525	2,131	2,888	2,888	2,509	(379)	(13.1%)
January Service Cuts					(1,000)	(1,000)	0.0%
Total	\$ 135,656	\$ 147,389	\$ 149,123	\$ 146,004	\$ 139,455	\$ (6,549)	(4.5%)

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 \$89.3 million for salaries and benefits, a decrease of \$1.9 million (-2.1%) from the FY 2009 Revised Budget (\$91.1 million).
- Salaries and Benefits are proposed to decrease by approximately \$1.9 million, due to increase in direct & indirect capital recovery and increase in vacant positions.

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 \$23.6 million for services, a decrease of \$2.4 million (-9.1%) from the FY 2009 Revised Budget (\$25.9 million).
- The Paratransit, Inc. will decrease by \$.7 million and Security Services contract costs will reduce by \$.6 million.
- 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 \$9.2 million for materials and supplies, a decrease of \$1.1 million (-11.1%) from the FY 2009 Revised Budget (\$10.3 million).
- This reflects a decrease in CNG cost, gasoline, diesel fuel costs, LR vehicle parts, and increase in Revenue Vehicle parts.

Utilities

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

- The FY 2010 Budget proposes \$5.6 million for utilities, no change from the FY 2009 Revised Budget (\$5.6 million).

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 \$10.4 million for casualty and liability insurance, an increase of \$0.3 million (2.1%) from the FY 2009 Revised Budget (\$10.1 million).
- This increase primarily results from an increase in PLPD Insurance costs.

Other

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

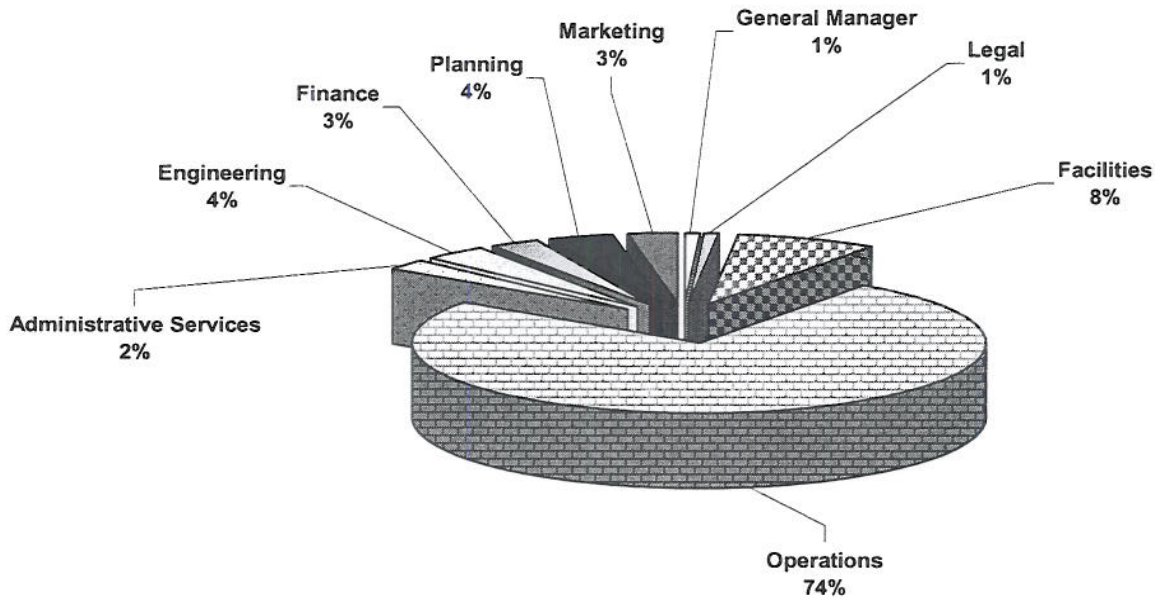
- The FY 2010 Budget proposes \$2.5 million for other expenditures, a decrease of \$0.4 million (-13.1%) from the FY 2009 Revised Budget (\$2.9 million).
- This decrease primarily results from a decrease in dues and subscription, lease, and travel expenses.

January Service Cuts

- The FY 2010 Budget proposes a shortfall of \$1.0 million.
- In order to balance the budget, RT will consider additional cost-cutting measures, which include potential service reductions in January 2010, and/or other potential revenue sources.

Positions

The Fiscal Year 2010 Budget proposes 1,204 Board authorized positions, a decrease of 32 positions from the Fiscal Year 2010 Preliminary Proposed Budget (1,236 positions). This reflects the elimination of 32 Bus Operators in the Operations Division.



Division	FY 2006 Actual	FY 2007 Actual	FY 2008 Budgeted	FY 2009 Adopted	FY 2010 Adjusted	FY 2010 Proposed	FY 10 Adjusted to Proposed
General Manager	6	14	19	23	11	11	0
Legal	10	10	10	10	10	10	0
Facilities	93	93	94	95	95	95	0
Operations	899	934	934	933	936	904	-32
Administrative Services	63	33	33	30	30	30	0
Engineering	47	46	46	44	44	44	0
Finance	32	32	32	32	32	32	0
Planning	82	31	31	31	43	43	0
Marketing		40	36	35	35	35	0
Total	1,232	1,233	1,235	1,233	1,236	1,204	-32

¹ Eliminate Bus Operators (-32) in Operations 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:

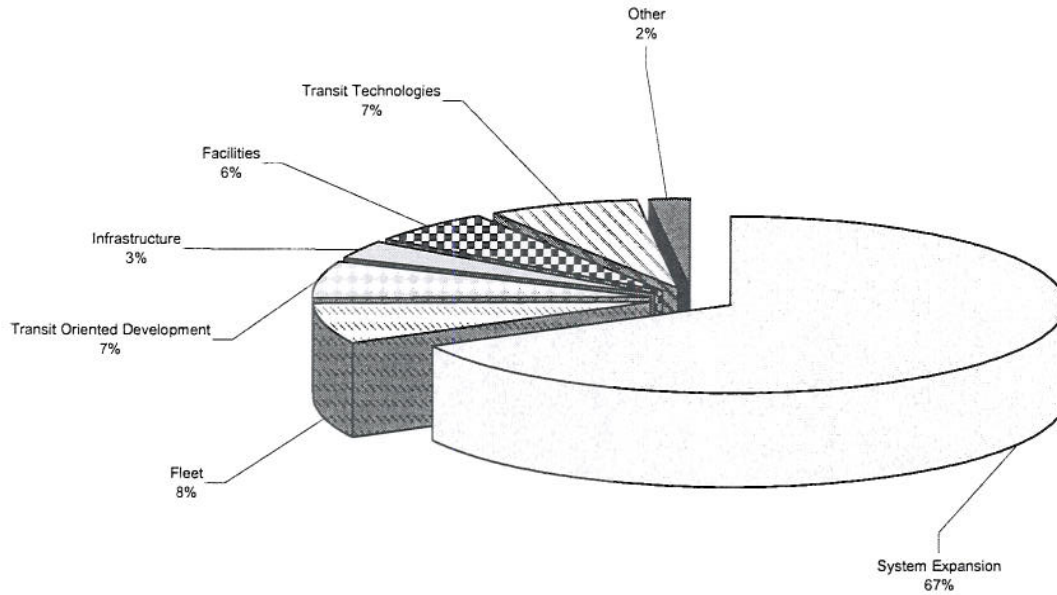
- Farebox Collection / Smart Media Implementation
- Light Rail Station Video Surveillance and Recording System

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%
Total	\$ 117,085	100%

Capital Improvement FY 2010 Funding Additions

Program	Project Name	Tier	Funded Through FY 2009	FY 2010 Proposed Funding	Future Funding Additions	Total Project Cost	
System Expansion Programs							
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	12,992,334	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	
System Expansion Total			40,577,850	78,707,114	945,143,897	1,064,428,861	
Fleet Programs							
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	
Fleet Program Total			5,661,148	8,872,628	14,713,852	29,247,628	
Transit Oriented Development							
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	
Transit Oriented Development Total			579,199	7,800,000	-	8,379,199	
Infrastructure Programs							
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	
Infrastructure Program Total			782,005	3,900,000	6,298,623	10,980,628	
Facilities Programs							
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
Facilities Program Total			2,691,963	6,989,980	91,372,372	101,054,315	
Equipment Programs							
	B015	Communication Equipment Replacement	I	-	-	2,055,000	2,055,000
	G095	Annual Hardware Replacement/Upgrade Program	I	-	-	2,170,000	2,170,000
Equipment Program Total			-	-	4,225,000	4,225,000	
Transit Technologies Programs							
	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
Transit Technologies Program Total			1,558,699	8,603,140	3,289,814	13,451,653	
Transit Security & Safety							
	R020	General Order 95 System Upgrade	I	-	-	375,000	375,000
	R165	Ahern/12th Street Improvements	I	220,000	-	-	220,000
Transit Security & Safety Total			220,000	-	375,000	595,000	
Planning / Studies							
	0580	TMP Downtown Network Implementation Study	I	-	-	300,000	300,000
	PD09	Professional Development for RT Transit Planning Staff	I	-	-	47,250	47,250
Planning / Studies Total			-	-	347,250	347,250	
Other Programs							
	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
Other Program Total			4,351,180	2,211,707	16,842,394	23,405,281	
Total			\$ 56,422,044	\$ 117,084,569	\$ 1,082,608,202	\$ 1,256,114,815	

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.

Capital Project Expenditure Plan

Program	Project Name	Tier	Expended Through FY 2009	FY 2010 Proposed Expenditures	Future Expenditures	Total Project Cost through FY 2039
System Expansion Programs						
403	DNA Airport Advanced LR Conceptual Design	0	\$ 323,546	\$ 105,300	571,154	\$ 1,000,000
230	Northeast Corridor Enhancements (Phase 1)	I	16,685,316	4,957,000	12,857,684	34,500,000
F	Amtrak/Folsom Light Rail Extension	I	267,115,212	535,826	93,962	267,745,000
410	South Sacramento Phase 2 Light Rail Extension	I	10,968,699	44,862,000	214,169,301	270,000,000
402	Downtown-Natomas-Airport Light Rail Extension	I	12,650,187	2,580,933	746,442,872	761,673,992
404	Downtown-Natomas-Airport MOS-1 Construction	I	271,191	23,431,270	13,723,539	37,426,000
008	Swanston Pedestrian Bridge	I	95,362	-	856,435	951,797
126	Amtrak Depot Restoration	I	1,222,003	401	-	1,222,404
System Expansion Total			309,331,516	76,472,730	988,714,947	1,374,519,193
Fleet Programs						
771	Paratransit Vehicle Replacement (Up to 50)	0	4,546,575	449,890	-	4,996,465
660	Siemens LRV Retrofit Communication Kits	0	3,219,399	84,692	-	3,304,091
B005	CNG Bus Replacement (91 in 2008)	0	38,747,667	42,878	1,876,770	40,667,315
4027	UTDC Light Rail Vehicle Acquisition & Retrofit	I	8,258,011	1,652,023	3,689,966	13,600,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	I	6,742,601	534,590	2,669,221	9,946,412
B040	Neighborhood Ride Vehicle Replacement	I	1,159,235	940,933	8,789,832	10,890,000
B041	Neighborhood Ride Vehicle - Hybrid	I	2,940	727,344	809,307	1,539,591
P005	Paratransit Vehicle Replacement	I	903,862	2,386,858	294,009,280	297,300,000
R110	Siemens E & H Ramp Replacement	0	-	660,000	660,000	1,320,000
Fleet Program Total			63,580,290	7,479,208	312,504,376	383,563,874
Transit Oriented Development						
0536	TOD Development at Cemo Circle	0	98,261	1,739	-	100,000
0538	TOD Development at Butterfield LR Station	0	45,327	4,673	-	50,000
0542	TOD Development at 13th Street LR Station	0	-	37,500	37,500	75,000
0543	TOD Development at Power Inn LR Station	0	26,300	18,646	30,054	75,000
TD02	TOD Development 65th Street Station Reconfiguration	0	240,299	229,524	210,177	680,000
0546	TOD Development at Florin & Meadowview LR Stations	I	23,234	107,108	144,658	275,000
Transit Oriented Development Total			433,421	399,190	422,389	1,255,000
Infrastructure Programs						
127	Sacramento Depot Parking & Circulation Improvements	0	1,228,868	41,232	-	1,270,100
4018	OCS/Substation Upgrades	0	74,770	9,230	-	84,000
990	Watt Avenue Grade Separation	0	2,102,027	442,033	-	2,544,060
R245	Downtown LR Station Enhancements	0	176,545	171,749	272,964	621,258
0534	13th & 16th St. LR Station Improvements	I	252,758	833,190	-	1,085,948
0578	Traction Power Upgrades	I	295,998	595,153	-	891,151
4017	Bus Stop Improvement Program	I	271,257	15,626	5,361,922	5,648,805
G035	Fiber/50-Fig Installation, Maintenance, & Repair	0	90,385	110,707	276,318	477,410
R280	Folsom Limited Stop Service	I	-	1,801,966	2,098,034	3,900,000
R010	Light Rail Crossing Enhancements	I	17,796	141,293	340,911	500,000
Infrastructure Program Total			4,510,404	4,162,179	8,350,149	17,022,732
Facilities Programs						
0518	K Street Mall Improvements	0	532,628	6,735	-	539,363
1	G145 New Headquarters Building	0	-	-	-	-
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	43,570	90,919	-	134,489
TE07	Transit Enhancements	0	25,197	195,064	-	220,261
4007	ADA Transition Plan Improvements	I	160,118	200,406	5,427,476	5,788,000
4011	Facilities Maintenance & Improvements	I	1,885,158	625,406	18,765,556	21,276,120
4022	Incremental Lighting of Fiber	I	299,991	9	-	300,000
645	Major Light Rail Station Enhancements	I	5,125,715	226,002	43,232,565	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	I	13,206,507	2,117,907	1,759,712	17,084,126
Facilities Program Total			21,278,884	3,462,448	69,185,309	93,926,641
Equipment Programs						
G225	Non-Revenue Vehicle Replacement	I	575,485	720,406	22,689,109	23,985,000
Equipment Program Total			575,485	720,406	22,689,109	23,985,000

Capital Project Expenditure Plan cont.

Program	Project Name	Tier	Expended Through FY 2009	FY 2010 Proposed Expenditures	Future Expenditures	Total Project Cost through FY 2039
Transit Technologies Programs						
964	Trapeze Implementation (TEAMS)	0	1,498,204	588,561	77,447	2,164,212
2	G155 Farebox Collection / Smart Media Implementation	I	-	-	-	-
	G240 Additional Fare Vending Machines/Spares	I	-	50,000	1,150,000	1,200,000
	G045 LR Station Video Surveillance & Recording System	I	190,292	761,112	607,295	1,558,699
	G105 Automated Vehicle Location System for Buses	I	-	386,000	1,158,887	1,544,887
	H010 In-Service LR Vehicle Data Retrieval (Security/Maintenance)	II	608,756	2,226	-	610,982
Transit Technologies Program Total			2,297,252	1,787,899	2,993,629	7,078,780
Transit Security & Safety						
R020	General Order 95 System Upgrade	I	-	375,000	-	375,000
R165	Ahern/12th Street Improvements	I	5,464	8,756	205,780	220,000
Transit Security & Safety Total			5,464	383,756	205,780	595,000
Planning / Studies						
0580	TMP Downtown Network Implementation Study	I	-	300,000	-	300,000
PD09	Professional Development for RT Transit Planning Staff	I	-	47,250	-	47,250
Planning / Studies Total			-	347,250	-	347,250
Other Programs						
OPE2	Workforce Investment Technical Training	0	168,864	22,012	-	190,876
OPE3	Train the Trainer-Homeland Security	0	12,200	30,506	-	42,706
4024	General Construction Management Support Services	I	350,604	10,000	3,124,396	3,485,000
4025	General Engineering Support Services	I	313,689	10,000	6,566,311	6,890,000
G230	Certificates of Participation Payments	I	10,545,613	2,077,533	10,399,379	23,022,525
Other Program Total			11,390,970	2,150,051	20,090,086	33,631,107
Total			\$ 413,403,686	\$ 97,365,117	1,425,155,774	\$ 1,935,924,577

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.

RESOLUTION NO. 9-06-_____

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

June 22, 2009

**AUTHORIZING THE FILING OF THE FISCAL YEAR 2010 TRANSPORTATION
DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED BUDGET**

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

THAT, the Board hereby authorizes the General Manager/CEO to file a claim with the Sacramento Area Council of Governments (SACOG) for Transportation Development Act funds in the amount not to exceed SACOG's funding apportionments for RT for Fiscal Year 2010 and from said amount, RT may claim \$1,315,298 on behalf of SACOG for transportation planning purposes.

STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary