

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

ISSUE

Whether to authorize Staff to Release the Sacramento Regional Transit District Proposed Fiscal Year 2011 Operating and Capital Budgets and Notice of a Public Hearing for May 10, 2010.

RECOMMENDED ACTION

Adopt Resolution 10-04-____, Authorizing Staff to Release the Sacramento Regional Transit District Proposed Fiscal Year 2011 Operating and Capital Budgets and Set Notice of a Public Hearing for May 10, 2010.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Budget Summary

The Fiscal Year 2011 Budget proposes operating revenues and expenditures totaling \$114.5 million. The proposed FY 2011 operating expense of \$114.5 million includes the FY 2010 deficit carryover of \$12.1 million. The FY 2011 Revenue is \$14.6 million less than the FY 2010 projected revenues of \$129.0 million and \$26.3 million less than the FY 2010 Adopted Budget of \$140.8 million. Attachment 1 is the Abridged Proposed Budget for Fiscal Year 2011. This is a conservative Budget Proposal that incorporates the latest Federal, State and Local revenue projections.

Budget Process

The budget development process for Fiscal Year 2011 began in January of FY 2010. Major cost drivers were identified, and the Office of Management & Budget developed preliminary revenue estimates. Economic indicators for the State and the Sacramento region have dropped dramatically in Fiscal Year 2010 with projections worsening in Fiscal Year 2011. Staff has been working diligently over the past two years to implement and maintain cost containment measures identified in Fiscal Years 2008, 2009, and 2010.

On February 22, 2010, staff presented the FY 2010 mid-year status update report on operating revenues and expenditures with projections to year-end, along with the FY 2011 revenue outlook. Staff also presented a first look at an 18-Month Re-Balancing Plan for FY 2010 and FY 2011.

Approved:

Presented:

FINAL 4/7/10

General Manager/CEO

Director of Office Management and Budget

C:\Temp\BCL Technologies\NitroPDF6\@BCL@200DF8E8\@BCL@200DF8E8.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

Economic Conditions:

Since the adoption of the FY 2010 Budget, the overall outlook for RT has worsened from earlier projections of already severely constrained operating and capital revenues, and further erosion is anticipated through FY 2011. Projections now indicate a further decline in revenues in both years. High unemployment in the region, combined with the State’s forced furloughs of 3 Fridays per month and lower gas prices, have caused significant changes in fare media buying patterns and the use of the RT system itself. Compounding these significant impacts is the continued decline in sales tax based revenues that will likely not rebound until unemployment is reduced and the housing market improves. The demands on the state budget also continue to undercut the availability of state transit funding support.

Strategic Plan & Goals

The District’s Fiscal Year 2011 Service Plan and 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;
- **TransitAction Plan (TAP)**, On August 10, 2009, the RT Board approved the TAP which is now RT’s long range transit plan. The TAP sets the RT transit vision for the next 25 years for the Sacramento region;
- **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 2011 Service Plan assumes that the District will operate 499,824 annual revenue hours of bus service and 191,423 annual revenue hours of light rail service. The programmed level of bus and light rail service will adjust to the level adopted by Board on March 29, 2010.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

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. The detailed Proposed Fiscal Year 2011 Schedule of Weighted Voting shown in this proposed budget document reflects the most current level of revenues. *This proposal is subject to change based on changes in revenue projections.*

Operating Revenue

The following analysis is provided to illustrate the impact of each declining segment of RT 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 operations, planning and capital projects, but are subject to specific guidelines and regulations. The Fiscal Year 2011 Budget proposes \$21.5 million in federal funding, a decrease of \$9.7 million (-31.1%) from the Fiscal Year 2010 projected revenues of \$31.2 million. This decrease reflects a decrease of \$2.5 million in FY 2011 due to the expiration of an agreement among local transit agencies. In addition, the decrease includes \$7.2 million in ARRA funding for preventative maintenance and operating assistance funds that were received by RT in FY 2010, and projected to be zero for FY 2011.

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 revenues from 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 included State of California Transportation Development Act (TDA) Local Transportation Funding (LTF) and State Transit Assistance (STA) allocations. Beginning in the FY 2010 year, STA funds were eliminated from the State budget as a funding source for transit, so there were no STA funds in the FY 2010 Budget. However, as a result of Governor Schwarzenegger's approval of the gas tax swap legislation (AB X8 6 and AB X8 9), \$400 million in state-wide STA funding is now included in the State Budget for FY 2011 which equates to approximately \$11.8 million in RT's Operating Budget. The Fiscal Year 2011 Budget proposes \$54.1 million in state and local funding for an increase of \$2.7 million (5.2%) from the Fiscal Year 2010 projected revenues of (\$51.4 million). This reflects a decrease in Measure A funds of \$3.6 million in FY 2010, with a subsequent decline by \$3.7 million in FY 2011, for a two-year decline in Measure A revenue of \$7.3 million. In addition, this also reflects a decrease in LTF funds of \$2.3 million in FY 2010, with a subsequent decline of 14% in FY 2011 estimated at \$3.7 million, for a two-year decline of \$6.0 million due to sales tax revenue declines.

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 2011 Budget proposes \$30.8 million in fare revenue, a decrease of \$2.3 million (-6.9%) from the Fiscal Year 2010

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

projected fare revenues of (\$33.1 million). Transit fares, representing approximately 28% of all operating revenue, are the only significant revenue source that the District directly controls. The budgeted fare revenue in FY 2010 was based on increases in ridership over FY 2008 and 2009, however, as unemployment began to rise and the State of California furlough Fridays began and then accelerated, ridership patterns began to change and fare revenue ultimately declined significantly. It was clear after eight months that the effects of the external factors, combined with a service reduction and fare increase in September 2009, meant that earlier FY 2010 fare revenue projections would not be met. Accordingly, a downward fare revenue projection adjustment of \$7.5 million was made. In addition, the proposed service reduction of 21% approved by the Board on March 29, 2010 resulted in a reduced fare revenue budget projection for FY 2011 of \$2.8 million.

Contract Services: The Cities of Citrus Heights, Elk Grove, and Folsom contract with the District for fixed route transit services. The Fiscal Year 2011 Budget proposes \$3.7 million in contract revenue, an increase of \$0.2 million (5.0%) from the Fiscal Year 2010 Budget (\$3.6 million). The increase is due to a proposed change in billing for the Folsom service from a net billing (expenses less fare revenue) to a gross billing, which includes fare revenues and contract expenses gross as separate line items. This change will result in an increase of \$0.5 million in Folsom revenue. There is also a decrease in the Citrus Heights contract of \$0.3 million due to reduction in LTF funding in FY 2011.

Other: Revenue derived from a variety of activities – investment income, CNG Rebate, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales and photo identification fees. The Fiscal Year 2011 Budget proposes \$4.3 million in other revenue, an increase of \$0.4 million (11.6%) from the Fiscal Year 2010 projected revenue (\$3.7 million). The net increase is due to increase in investment income of \$0.1 million, and an increase in Park and Ride Parking revenue of \$0.4 million. The FY 2011 Budget includes an estimated \$1.5 million in CNG Rebate funding.

Carryover: The FY 2010 budget includes a carryover funds of \$5.9 million from FY 2009.

Operating Expenditures

Salary & Fringe Benefits: This category includes payroll and fringe benefit costs for certain positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision and all other District paid employee benefits. The Fiscal Year 2011 Budget proposes \$64.8 million for salaries and benefits, a decrease of \$27.3 million (-29.6%) from the Fiscal Year 2010 projections of (\$92.1 million). This reflects lay-off savings, service cuts, and labor union concessions for FY 2010 and FY 2011.

Professional Services: This category includes Purchased Services (Paratransit), 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 2011 Budget proposes \$16.9 million for services, a decrease of \$5.2 million (-23.6%) from the Fiscal Year 2010 projections (\$22.1 million). The decrease in Professional Services is

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

partly due to decreases in Paratransit, security services, outside services and consultant services. Transit Security Services and Paratransit costs account for 81.0% of the costs in this category.

Materials and Supplies: This category includes fuel, parts, general office supplies, printing materials, cleaning supplies, bus/light rail parts and small maintenance tools and equipment. The Fiscal Year 2011 Budget proposes \$7.8 million for materials and supplies, a decrease of \$1.3 million (-14.0%) from the Fiscal Year 2010 projections (\$9.1 million). This reflects a decrease in office supplies, ticket printing, and other supplies of \$0.1 million. In addition, a decrease in CNG fuel, consumables, tire and parts costs of \$1.2 million is associated with the service reduction.

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 2011 Budget proposes \$4.6 million for utilities, a decrease of \$0.8 million (-15.0%) from the Fiscal Year 2010 projections (\$5.4 million). This reflects a decrease in light rail traction costs of \$0.8 million.

Insurance and Liability Costs: This category represents the District’s Personal Liability/Property Damage and Worker’s Compensation funding reserves, and commercial insurance for amounts in excess of RT’s self-insured levels. It includes insurance premiums, claim expenses, attorney costs, and other corporate insurance. The Fiscal Year 2011 Budget proposes \$6.4 million for casualty and insurance, a decrease of \$4.0 million (-38.1%) from the Fiscal Year 2010 projected cost of \$10.4 million. This reflects a decrease in PLPD accrual of \$1.6 million and a decrease in the workers comp accrual of \$2.4 million due to a reduction in work force of approximately 200 employees.

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, parking fees and bad debt. The Fiscal Year 2011 Budget proposes \$1.8 million for other expenditures, a decrease of \$0.2 million (-8.9%) from the Fiscal Year 2010 projected cost of \$2.0 million. The decrease primarily results from a decrease in the Rodeo cost, dues and subscriptions, uniforms, etc.

Carryover: The FY 2011 budget reflects \$12.1 million in the FY 2010 deficit carryover included here as a part of the 18-month Re-Balancing Plan.

Positions

The Fiscal Year 2011 Budget proposes personnel strength of 1,204 Board authorized positions, no change from the Fiscal Year 2010 Budget (1,204 positions). The abridged budget document contains a summary of all positions. Out of 1,204 authorized positions, 1068 positions are currently filled and 868 positions are funded in the Fiscal Year 2011 Budget.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

Capital Improvement Plan

In November 2009, 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 2010 to Fiscal Year 2014. 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 potential for “new” state and federal transportation funding sources. Tier III 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 2011) of the 5-year Capital Improvement Plan will be adopted as the Fiscal Year 2011 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 2011 Capital Budget proposes \$24.3 million for Tier 0 and Tier I capital projects. The largest funding category is Fleet (\$8.0 million). Projects represented in this category are: UTDC Light Rail Vehicle Acquisition & Retrofit (\$5.3 million), Para transit Vehicle Replacement (\$2.8 million). No Tier II, III, or IV projects are proposed for Fiscal Year 2011.

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 2012. The District will continue to work through these fiscal challenges and uncertain

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

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 2011 Budget Schedule

The Fiscal Year 2011 budget schedule includes the following:

- April 12th, 2010 - Presentation of Abridged Budget to Board of Directors
 - Request Board Authorization to Release the Fiscal Year 2011 Budget and Set a Public Hearing for Fiscal Year 2011 Proposed Budget
- May 10, 2010 - Public Hearing for Proposed Fiscal Year 2011 Budget
- June 12, 2010 - Continue Public Hearing and Board Adoption
- July 1, 2010 - Beginning of new Fiscal Year 2011

Public Hearing Process

Pursuant to Section 102205(c) and (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 2011 Budget on April 12, 2010. 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 be conducted at the District's regular meeting beginning at 6:00 p.m. on May 10, 2010. The public hearing will be advertised in a newspaper of general circulation, on District's web site 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 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.

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	04/12/10	Open	Action	03/19/10

Subject: Release Fiscal Year 2011 Operating and Capital Budgets

Staff recommends that the Board authorize staff to release the Sacramento Regional Transit District Proposed Fiscal Year 2011 Operating and Capital Budgets and set notice of a Public Hearing for May 10, 2010.



Sacramento Regional Transit District

**Abridged Proposed Budget
Fiscal Year 2010-2011**

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 Miller, Chair
City of Citrus Heights

Don Nottoli, Vice Chair
County of Sacramento

Steve Cohn
City of Sacramento

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

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

James Shelby
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

RoseMary Covington
Assistant General Manager of Planning and Transit System Development

Dan Bailey
Chief Administrative Officer/EEO Officer

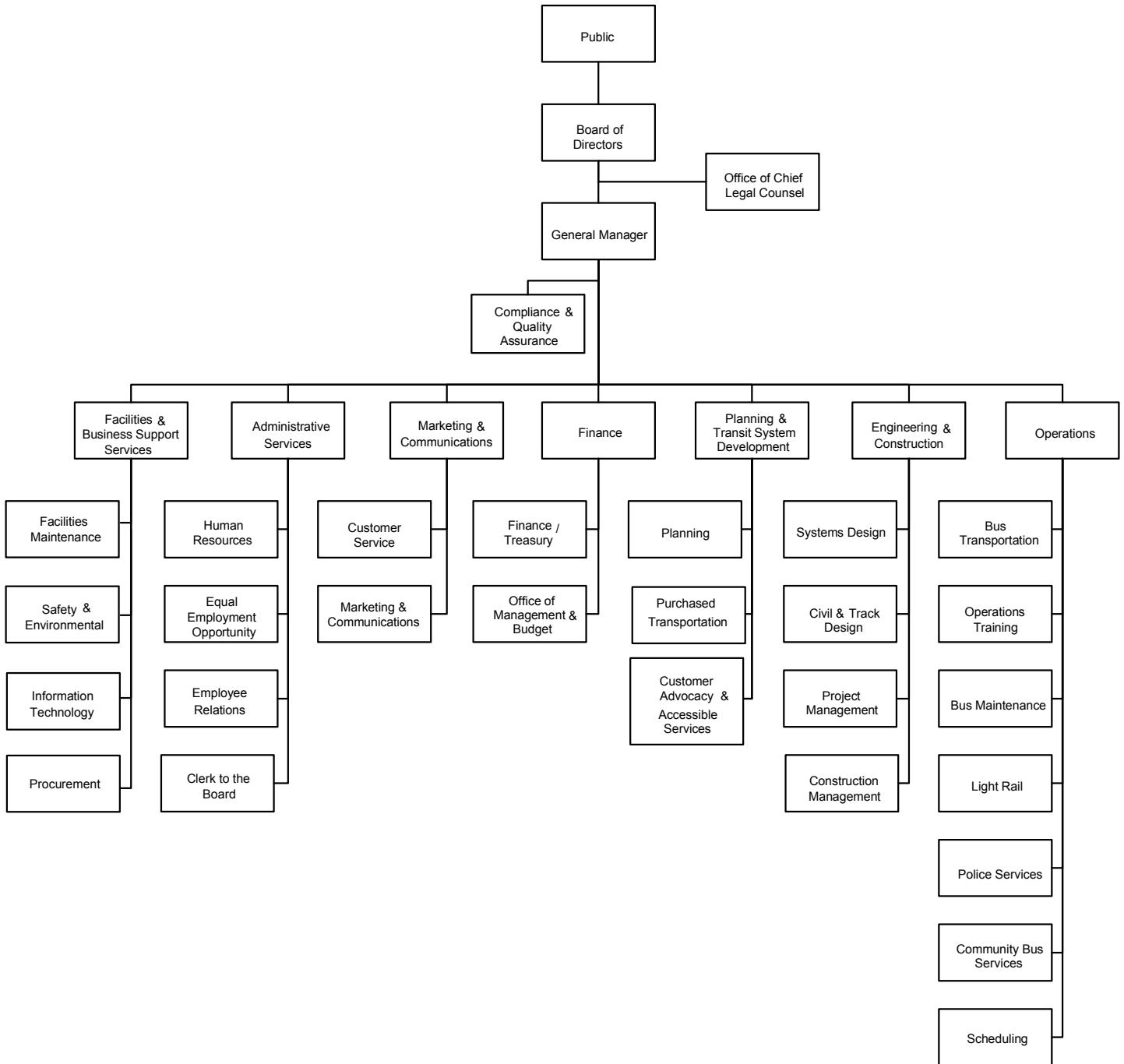
Mark Lonergan
Chief Operating Officer

Alane Masui
Assistant General Manager of Marketing and Communications

Mike Mattos
Chief of Facilities and Business Support Services

Diane Nakano
Assistant General Manager of Engineering and Construction

Organizational Structure



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; 28 Shuttle Vans (9 diesel, 19 gasoline)
Annual Ridership	17,735,397

Light Rail Service	
Power	Electrical
Miles	36.89
Schedule	3:50 am to 12:50 am daily
Stops	48
Vehicles	76
Annual Ridership	17,315,017

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.

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.

Our Vision

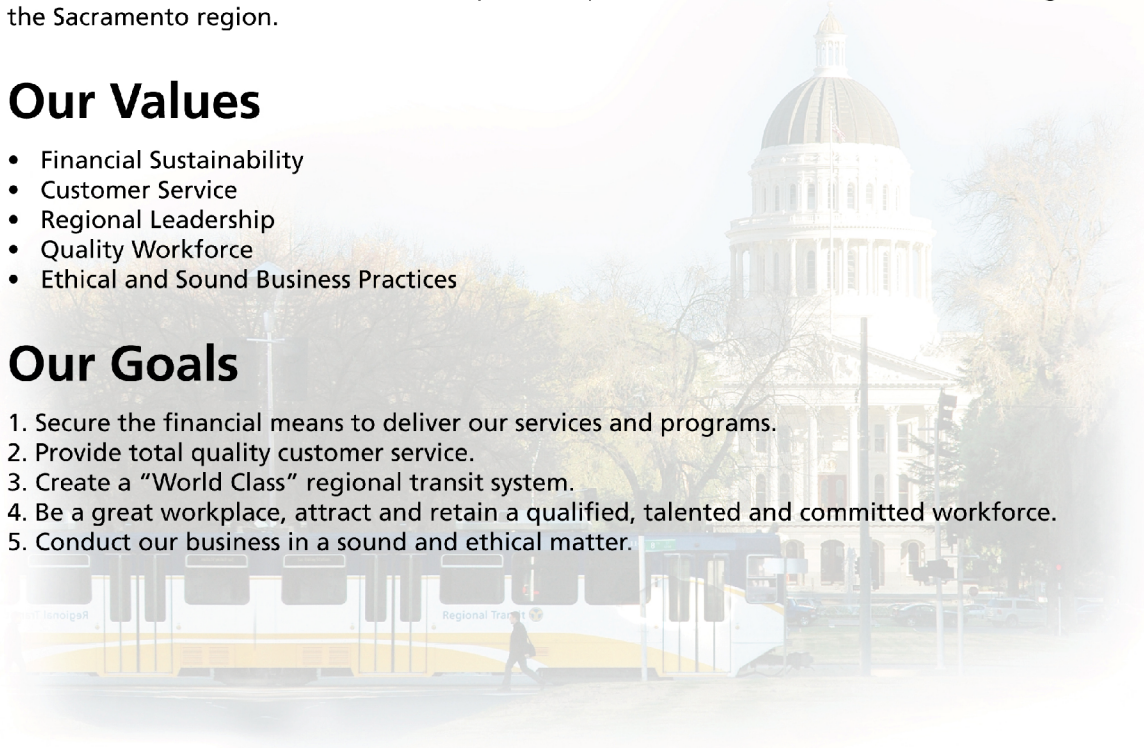
A coordinated regional public transportation system that delivers quality and environmentally sensitive transit services that are an indispensable part of the fabric of communities throughout the Sacramento region.

Our Values

- Financial Sustainability
- Customer Service
- Regional Leadership
- Quality Workforce
- Ethical and Sound Business Practices

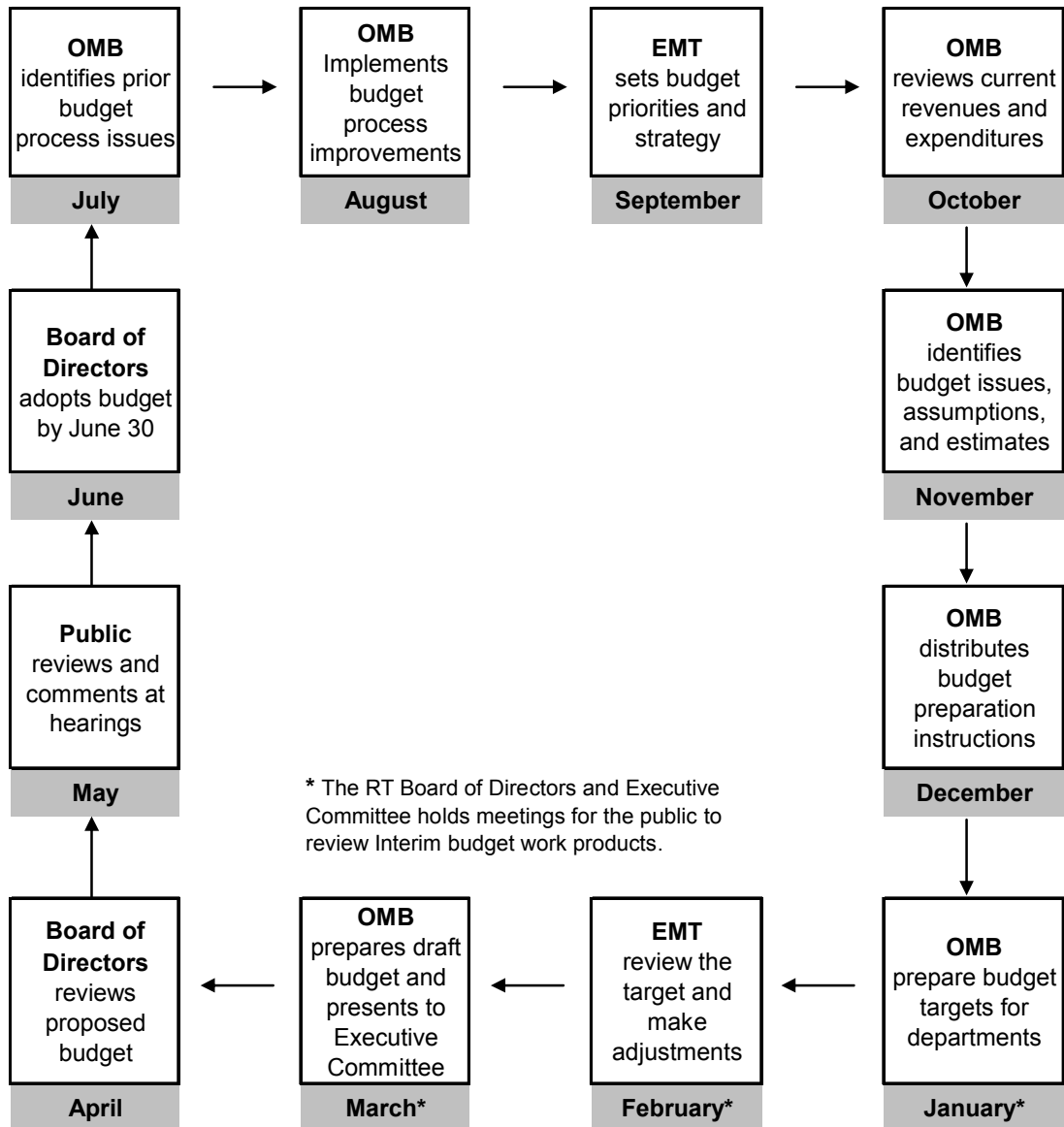
Our Goals

1. Secure the financial means to deliver our services and programs.
2. Provide total quality customer service.
3. Create a “World Class” regional transit system.
4. Be a great workplace, attract and retain a qualified, talented and committed workforce.
5. Conduct our business in a sound and ethical matter.



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.



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 2010 and for FY 2011 is shown in the table below. A detailed FY 2011 Schedule of Weighted Voting is shown on the next page.

Vote Shares By Jurisdiction

Jurisdiction	Status	Shares - FY 2010 Budget	Shares – FY 2011 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	5
City of Elk Grove	Contract	4	5
City of Folsom	Contract	3	3
Total		100	100

Voting System, cont.

Code Section:								
102205(b)(6)	<u>FY 10 Federal Funds Available in the Sacramento MSA</u>	36,450,593						
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	5,326,248						
102205(b)(8)	<u>FY 10 Federal Funds Available for use in RT Service Area:</u>	31,124,345						
	Jurisdiction Specific Values							
		<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>Rancho Cordova</u>	<u>Citrus Heights</u>	<u>Folsom</u>	<u>Elk Grove</u>	<u>Totals:</u>
102205(b)(10)	<u>Population:**</u>	481,097	565,309	61,817	87,565	71,018	141,430	1,408,236
	<u>Proportionate Population:</u>	34.16%	40.14%	4.39%	6.22%	5.04%	10.04%	100.00%
	<u>Member:</u>	Yes	Yes	Yes	No	No	No	
102100.2, 102100.3	<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>	10,633,039	12,494,264	1,366,258	1,935,331	1,569,615	3,125,837	31,124,345
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 11 State TDA Funds Made Available to RT:</u>	12,351,110	13,962,557	1,587,015	0	0	0	27,900,682
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 11 Funds Provided Under Contract:</u>	0	0	0	1,680,698	971,400	596,633	3,248,731
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 11 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	22,984,149	26,456,821	2,953,273	3,616,029	2,541,015	3,722,470	62,273,758
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	36.91%	42.48%	4.74%	5.81%	4.08%	5.98%	100.00%
	Voting Calculation							
		<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>Rancho Cordova</u>	<u>Citrus Heights</u>	<u>Folsom</u>	<u>Elk Grove</u>	<u>Totals:</u>
102105.1(d)(1)	<u>Incentive Shares (5 for member jurisdictions)</u>		5	5	5	0	0	15
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	31.3720	36.1120	4.0310	4.9357	3.4683	5.0810	85.0000
102105.1(d)(3)	<u>Total Shares:</u>	36.3720	41.1120	9.0310	4.9357	3.4683	5.0810	100.0000
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	36	41	9	5	3	5	99
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	36	42	9	5	3	5	100
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
	Member 1	9	14	9	5	3	5	
	Member 2	9	14	9	5	3	5	
	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	5	3	5	100

* In addition to the funding sources set forth below, RT projects following funds for operating purposes: \$22,922,104 - Measure A

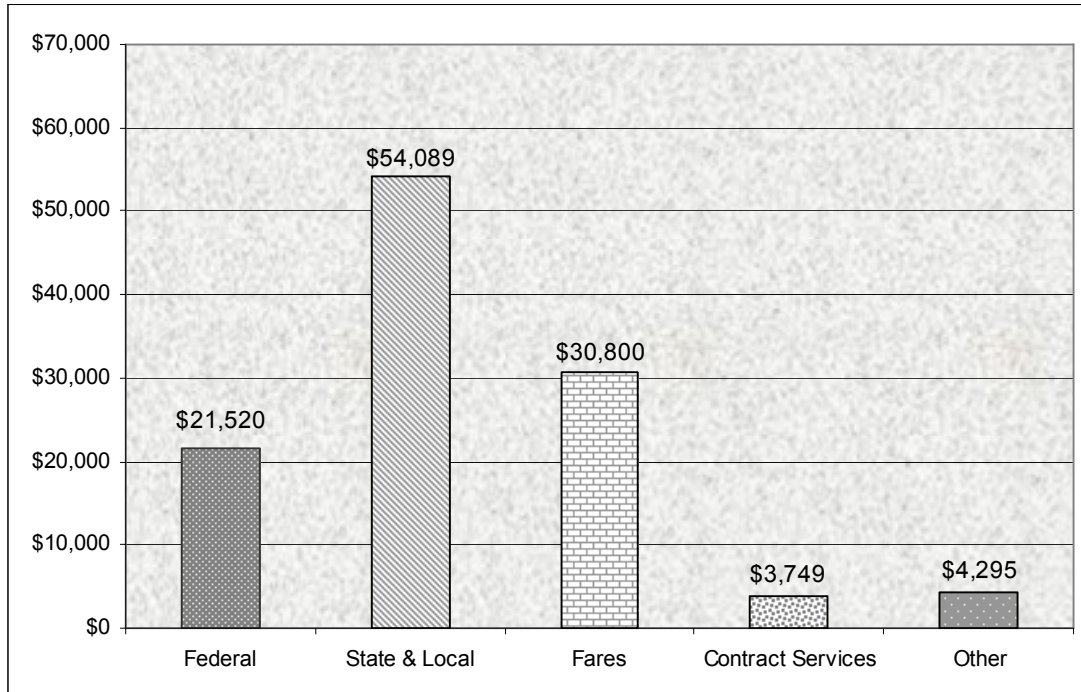
** Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

*** 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 2008 Actual	FY 2009 Actual	FY 2010 Budget	FY 2010 Projected	FY 2011 Proposed	FY 2010 to FY 2011 Variance	FY 2010 to FY 2011 Percent
Federal	\$ 21,426	\$ 30,309	\$ 31,716	\$ 31,214	\$ 21,520	\$ (9,694)	(31.1%)
State & Local	84,558	70,725	56,394	51,418	54,089	2,671	5.2%
Fares	29,866	32,571	41,000	33,072	30,800	(2,272)	(6.9%)
Contract Services	4,732	4,311	3,773	3,570	3,749	179	5.0%
Other	12,294	3,409	4,146	3,849	4,295	446	11.6%
Revenue	152,876	141,325	137,029	123,123	114,453	(8,670)	(7.0%)
Carryover (Surplus)	-	-	3,770	5,883	-	(5,883)	(100.0%)
Total Revenue	\$ 152,876	\$ 141,325	\$ 140,799	\$ 129,006	\$ 114,453	\$ (14,553)	(11.3%)

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 2011 Budget proposes \$21.5 million in federal funding, a decrease of \$9.7 million (-31.1%) from the FY 2010 Projected Budget (\$31.2 million).
- This reflects a decrease in Federal Stimulus Funding (ARRA) of \$7.2 million and a decrease in Section 5307 Urbanized Area Formula of \$2.5 million.
- Federal stimulus funds received in FY 2009 and in FY 2010 are not projected for FY 2011. This will result in a \$7.2 million reduction in FY 2011.
- Section 5307 Urbanized Area Formula funds will also decline by \$2.5 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 2011 Budget proposes \$54.1 million in state and local funding revenue, an increase of \$2.7 million (5.2%) from the FY 2010 Projected Budget (\$51.4 million).
- This reflects a decrease in Measure A revenue of \$3.7 million, a decrease in the LTF funding of \$4.7 million, and an increase in STA revenue of \$11.1 million.
- The Sacramento Transportation Authority (STA) Board will consider reducing the Measure A allocation by 14% in FY 2011. This will result a \$3.7 million reduction in FY 2011.
- Based on Sacramento Area Council of Governments (SACOG) projection for sales tax revenue, the FY 2010 projected receipts were reduced by 10%, bringing the total year-to-year reduction in LTF to 18.8%. The additional impact in dollars is estimated to be a decline by \$2.6 million in FY 2010, with a subsequent decline of 14% in FY 2011 estimated at \$3.9 million, for an additional two-year decline of \$6.5 million from LTF alone.
- As a result of Governor Schwarzenegger's approval of gas tax swap legislation (AB X8 6 and AB X8 9), State Transit Assistance (STA) funding increased by 11.4 million in FY 2011.

Fares

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

- The FY 2011 Budget proposes \$30.8 million in fare revenue, a decrease of \$2.3 million (-6.9%) from the FY 2010 Projected Budget (\$33.1 million).
- This reflects a decrease in cash farebox revenue and prepaid sales of \$2.3 million due to service cuts of approximately 22% and also as result of the reduction in ridership.

Revenues, cont.

- RT ridership and fare revenue have been adversely affected by the downturn in the economy, along with state furloughs and high unemployment. Fare revenue is projected to be approximately \$7.5 million below the FY 2010 adopted budget.

Contract Services

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

- The FY 2011 Budget proposes \$3.7 million in Contracted Services revenue, an increase of \$0.2 million (5.0%) from the FY 2010 Projected Budget (\$3.6 million).
- This reflects an increase in Folsom contract revenue of \$0.5 million due to a change in billing methodology. Operating expenses in the same amount offset this increase elsewhere in this budget.
- In addition, there is a decrease in the Citrus Heights contract of \$0.3 million due to a reduction in LTF funding in FY 2011.

Other

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

- The FY 2011 Budget proposes \$4.3 million in other revenue, an increase of \$0.4 million (11.6%) from the FY 2010 Projected Budget (\$3.7 million).
- An increase in Investment income of \$0.1 million.
- An increase in Park & Ride Parking revenue of \$0.4 million.
- A decrease in Miscellaneous income of \$0.1 million.

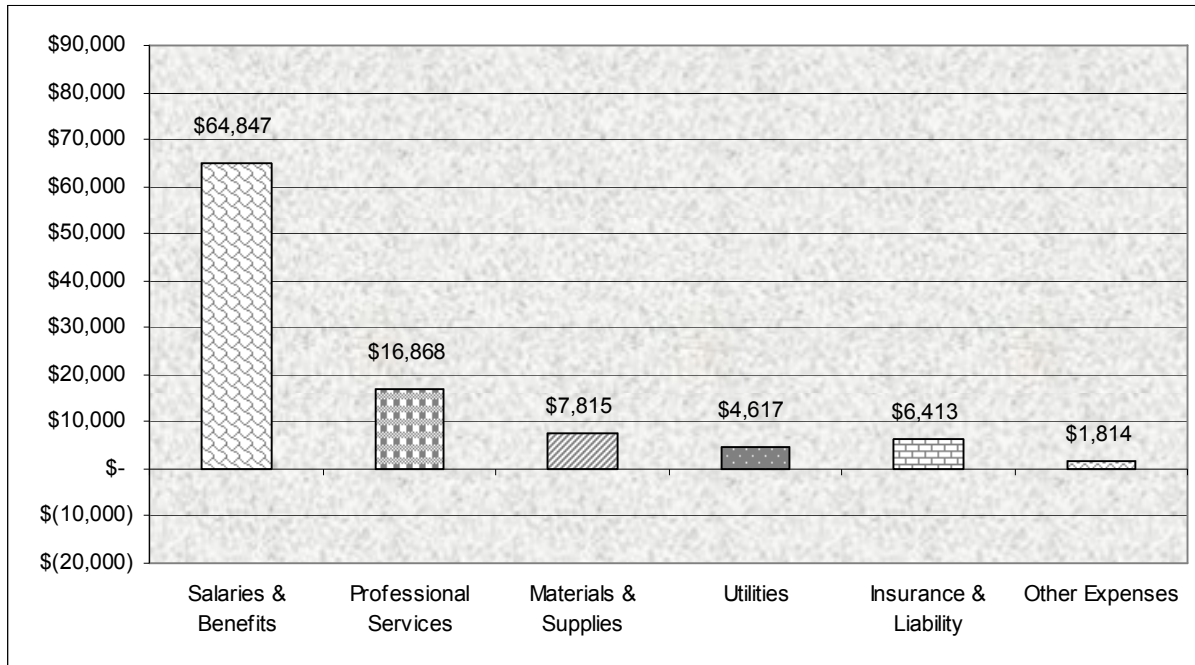
Carryover

This category includes carryover surpluses from year to year. There is a carryover surplus of \$5.9 million in FY 2010.

Expenses

Operating Expenses by Expense Category

(Dollars in Thousands)



	FY 2008 Actual	FY 2009 Actual	FY 2010 Budget	FY 2010 Projected	FY 2011 Proposed	FY 2010 to FY 2011 Variance	FY 2010 to FY 2011 Percent
Salaries & Benefits	\$ 92,720	\$ 89,845	\$ 89,866	\$ 92,116	\$ 64,847	\$ (27,269)	(29.6%)
Professional Services	25,071	25,643	23,378	22,091	16,868	(5,223)	(23.6%)
Materials & Supplies	10,817	9,848	9,162	9,092	7,815	(1,277)	(14.0%)
Utilities	5,550	5,545	5,574	5,432	4,617	(815)	(15.0%)
Insurance & Liability	11,159	7,104	10,363	10,363	6,413	(3,950)	(38.1%)
Other Expenses	2,132	2,054	2,462	1,991	1,814	(177)	(8.9%)
Expense	\$ 147,449	\$ 140,039	\$ 140,805	\$ 141,085	\$ 102,374	\$ (38,711)	(27.4%)

Estimated Shortfall at June 30, 2010

(12,079)

Carryover Expense FY 2011

12,079

Total Expenses

\$ 129,006 \$ 114,453

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 2011 Budget proposes \$64.8 million for salaries and benefits, a decrease of \$27.3 million (-29.6%) from the FY 2010 Projected Budget (\$92.1 million).
- This proposed budget decrease in salaries and benefits of \$27.3 million includes the following: management and administrative layoffs of \$9.3 million, labor reductions in the Operations Division due to service cuts of \$9.5 million, and Labor union concessions of \$8.5 million.
- In addition, the District has implemented the following labor cost reductions: an 18-month salary freeze, a hiring freeze, eliminating unfilled positions, 21% service reduction, and the elimination of all contract, temporary, and intern positions.

Professional Services

This category includes: purchased transportation (Paratransit) 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 2011 Budget proposes \$16.9 million for Professional Services, a decrease of \$5.2 million (-23.6%) from the FY 2010 Projected Budget (\$22.1 million).
- This reflects a decrease in Security Services of \$0.9 million, a decrease in purchased transportation (Paratransit) of \$3.5 million and a decrease in consultants/outside services of \$0.8 million.

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 2011 Budget proposes \$7.8 million for materials and supplies, a decrease of \$1.3 million (-14.0%) from the FY 2010 Projected Budget (\$9.1million).
- This reflects a decrease in office supplies, ticket printing and other supplies of \$0.1 million. In addition, other costs associated with the service reduction including Fuel, CNG, Consumables, Tire, and Parts are decreased by about \$1.2 million.

Utilities

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

- The FY 2011 Budget proposes \$4.6 million for Utilities, a decrease of \$0.8 million (-15.0%) from the FY 2010 Projected Budget (\$5.4 million).
- This reflects a decrease in Light Rail Traction costs of \$0.8 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 2011 Budget proposes \$6.4 million for casualty and liability insurance, a decrease of \$4.0 million (-38.1%) from the FY 2010 Projected Budget (\$10.4 million).
- This reflects a decrease in PLPD accrual of \$1.6 million and a decrease in the workers comp accrual of \$2.4 million due to a reduction in work force of approximately 200 employees.

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.

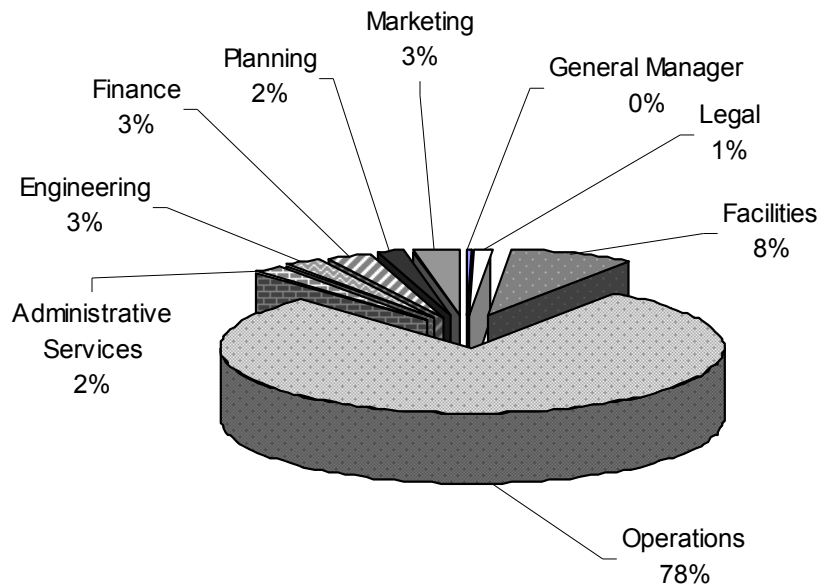
- The FY 2011 Budget proposes \$1.8 million for other expenditures, a decrease of \$0.2 million (-8.9%) from the FY 2010 Projected Budget (\$2.0 million).
- This reflects a decrease in Dues and Subscriptions, Events and Sponsorship, travel expenses, Awards and Ceremonies and the Employee Assistance Program.

Carryover

This category includes carryover deficits from year to year. There is an estimated shortfall of \$12.1 million in FY 2010 carried to FY 2011 as part of the 18 Month Re-Balancing plan.

Positions

The Fiscal Year 2011 Budget proposes 1,204 Board authorized positions, no change from the Fiscal Year 2010 Adopted Budget (1,204 positions). Out of 1,204 authorized positions, 1,068 positions are currently filled and 868 positions are funded in the Proposed Fiscal Year 2011 Budget.



Division	FY 2008 Budget	FY 2009 Budget	FY 2010 Budget	FY 2010 Filled	FY 2011 Funded
General Manager	7	6	6	2	2
Legal	10	10	10	9	9
Facilities	94	95	95	89	69
Operations	934	933	905	816	683
Administrative Services	33	30	30	24	18
Engineering	46	44	44	31	22
Finance	32	32	32	28	23
Planning	43	43	42	35	16
Marketing	36	40	40	34	26
Total	1,235	1,233	1,204	1,068	868

Capital Improvement Plan

This following table represents the Capital Budget spending plan for the FY 2011 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 2011 and 2015, and beyond to 2041.

The FY 2011 Budget includes projects focused on the following capital priorities:

System Expansion:

- South Sacramento Phase 2 light rail extension
- Green Line to the River District (GL-1)

Fleet Program:

- UTDC Light Rail Vehicle Retrofit

Infrastructure Program:

- Light Rail Crossing Enhancements

Facilities Program:

- Bus Maintenance Facility #2 (Phase 1)

Transit Technologies Program:

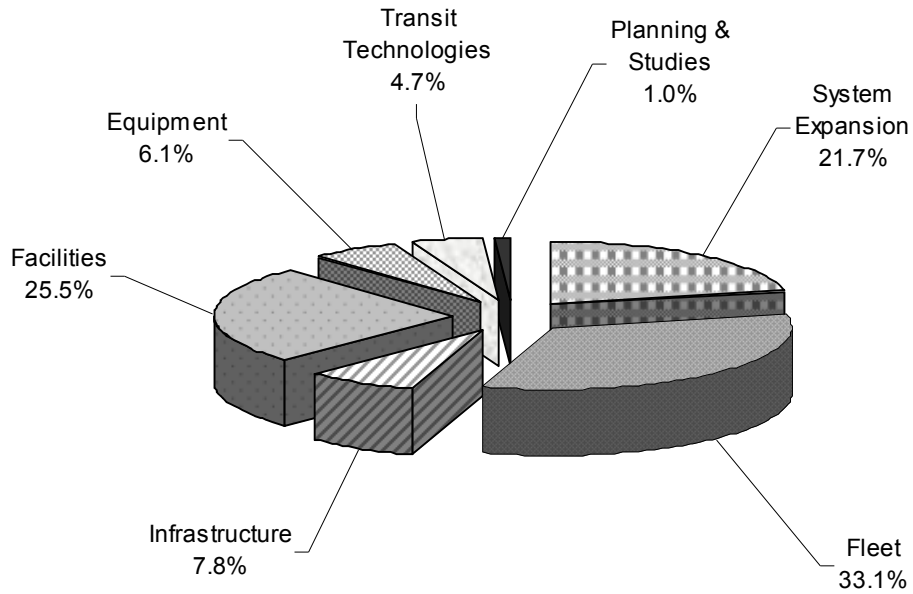
- Light Rail Station Video Surveillance and Recording System

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



(in Thousands)

Category	FY 2011	
	Proposed	
System Expansion	\$ 5,284	21.7%
Fleet	8,063	33.1%
Infrastructure	1,897	7.8%
Facilities	6,200	25.5%
Equipment	1,495	6.1%
Transit Technologies	1,150	4.7%
Planning & Studies	250	1.0%
Total	\$ 24,339	100.0%

Capital Improvement FY 2011 Funding Additions

Program	Project Name	Tier	Funded Through FY 2010	FY 2011 Budget Funding	Future Funding Additions	Total Project Cost Through FY 2040
System Expansion Programs						
410	South Sacramento Phase 2 Light Rail Extension	I	\$ 55,234,122	\$ 5,284,338	\$ 209,481,540	\$ 270,000,000
	System Expansion Total		55,234,122	5,284,338	209,481,540	270,000,000
Fleet Programs						
4027	UTDC Light Rail Vehicle Acquisition & Retrofit	I	18,069,728	5,251,331	-	23,321,059
P005	Paratransit Vehicle Replacement	I	3,290,685	2,811,331	93,460,541	99,562,557
	Fleet Program Total		21,360,413	8,062,662	93,460,541	122,883,616
Infrastructure Programs						
4017	Bus Stop Improvement Program	I	286,883	627,000	4,414,922	5,328,805
B017	Citrus Heights Bus Stop Improvements	I	-	1,270,000	230,000	1,500,000
	Infrastructure Program Total		286,883	1,897,000	4,644,922	6,828,805
Facilities Programs						
715	Bus Maintenance Facility #2 (Phase 1)	I	21,045,567	6,200,000	-	27,245,567
	Facilities Program Total		21,045,567	6,200,000	-	27,245,567
Equipment Programs						
G225	Non-Revenue Vehicle Replacement		728,940	1,495,000	21,761,060	23,985,000
	Equipment Program Total		728,940	1,495,000	21,761,060	23,985,000
Transit Technologies Programs						
G240	Additional Fare Vending Machines/Spares	I	50,000	1,150,000	-	1,200,000
	Transit Technologies Program Total		50,000	1,150,000	-	1,200,000
Planning / Studies						
0580	TMP Downtown Network Implementation Study	I	281,408	250,000	-	531,408
	Planning / Studies Total		281,408	250,000	-	531,408
Total			\$ 98,987,333	\$ 24,339,000	\$ 329,348,063	\$ 452,674,396

* All project expenditures are subject to available funding.



FY 2011 Preliminary Budget Proposal

***RT Board of Directors
April 12, 2010***

Major Operating Budget Elements

Bus and Rail Service Plans

- Staffing Levels
- Equipment Requirements
- Facility Requirements

Sources and Levels of Revenue

Expenditures

FY 2011 Preliminary Revenues

(in Millions)

Total Revenue	\$138.8
---------------	---------

<u>Operating Revenue</u>	<u>\$114.5</u>
--------------------------	----------------

Capital Revenue	\$ 24.3
-----------------	---------



Bus & Light Rail Service Plan

(in Revenue Hours)

Bus

499,824

Fixed Route

485,560

Neighborhood Shuttle

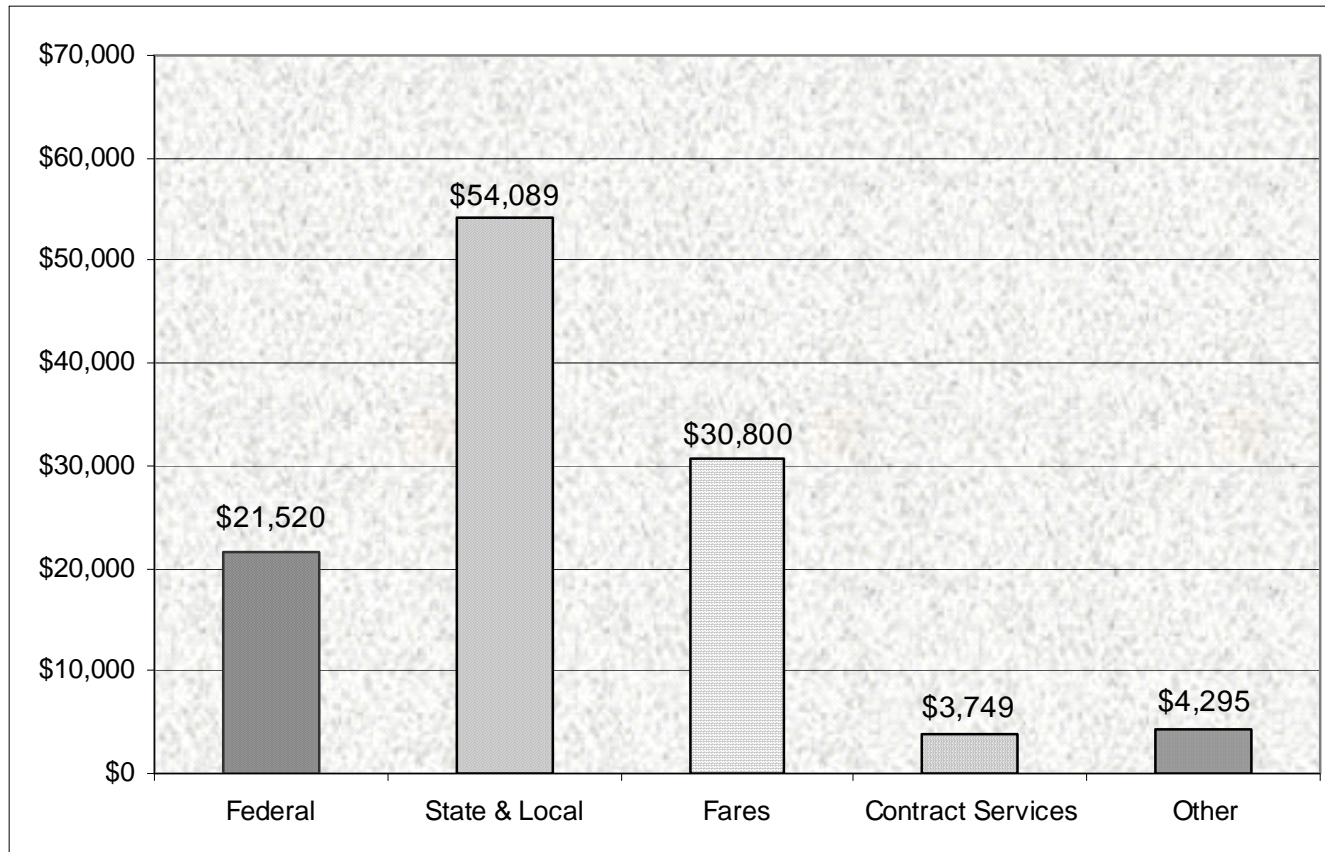
14,264

Light Rail

191,423

RT Operating Revenue Sources

(in Thousands)



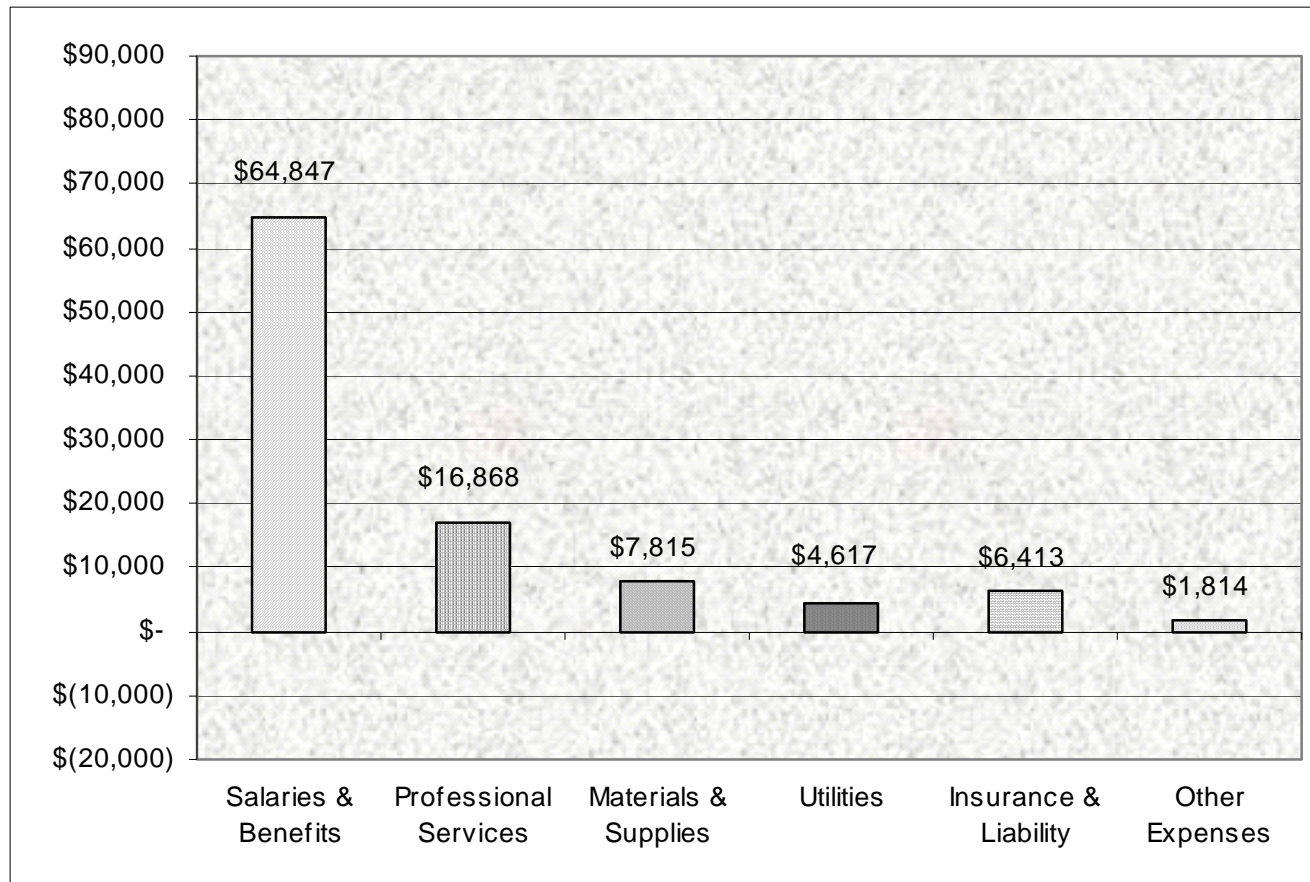
FY 2011 Operating Revenue

(in Millions)

Federal	\$	21.5	(31.1%)
State & Local		54.1	5.2%
Fares		30.8	(6.9%)
Contract Services		3.7	5.0%
Other		4.3	11.6%
Revenue	\$	114.5	(7.0%)

RT Operating Expenses

(in Thousands)



FY 2011 Operating Expenses

(in Millions)

Salaries & Benefits	\$	64.8	(29.6%)
Professional Services		16.9	(22.2%)
Materials & Supplies		7.8	(8.2%)
Utilities		4.6	(15.0%)
Insurance & Liability		6.4	(43.4%)
Other Expenses		1.8	(8.9%)
Expense	\$	102.4	(27.4%)

Carryover Expense FY 2011		12.1
Total Expenses	\$	114.5

FY 11 Proposed Budget Summary

(in Millions)

Revenue	\$	114.5
Expenses	\$	114.5
<hr/>		
Surplus/(Deficit)	\$	-

Operating Expenses by Category

(in Millions)

	FY 2008 Actual	FY 2009 Actual	FY 2010 Budget	FY 2010 Projected	FY 2011 Proposed	FY 2010 to FY 2011 Variance	FY 2010 to FY 2011 Percent
Salaries & Benefits	\$ 92.7	\$ 89.8	\$ 89.9	\$ 92.1	\$ 64.8	\$ (27.3)	(29.6%)
Professional Services	25.1	25.6	23.4	22.1	16.9	(5.2)	(23.6%)
Materials & Supplies	10.8	9.8	9.2	9.1	7.8	(1.3)	(14.0%)
Utilities	5.6	5.5	5.6	5.4	4.6	(0.8)	(15.0%)
Insurance & Liability	11.2	7.1	10.4	10.4	6.4	(4.0)	(38.1%)
Other Expenses	2.1	2.1	2.5	2.0	1.8	(0.2)	(8.9%)
Expense	\$ 147.4	\$ 140.0	\$ 140.8	\$ 141.1	\$ 102.4	\$ (38.7)	(27.4%)

Estimated Shortfall at June 30, 2010

(12.1)

Carryover Expense FY 2011

12.1

Total Expenses

\$ 129.0 \$ 114.5

Areas For Continued Analysis

Revenues

- Fiscal economic indicators in State and Region
- Conservative Budgeting
- Potential Federal ARRA 2 funding

Expenses

- Updated actuarial valuation on pension, PL/PD and Workers Comp.
- Labor Negotiations

FY 2011 Proposed Positions

Division	FY 2008 Budget	FY 2009 Budget	FY 2010 Budget	FY 2010 Filled	FY 2011 Funded
General Manager	7	6	6	2	2
Legal	10	10	10	9	9
Facilities	94	95	95	89	69
Operations	934	933	905	816	683
Administrative Services	33	30	30	24	18
Engineering	46	44	44	31	22
Finance	32	32	32	28	23
Planning	43	43	42	35	16
Marketing	36	40	40	34	26
Total	1,235	1,233	1,204	1,068	868

FY 2011 Capital Plan

(in Millions)

System Expansion	\$	5.3	22.0%
Fleet		8.1	33.0%
Infrastructure		1.9	8.0%
Facilities		6.2	25.0%
Equipment		1.5	6.0%
Transit Technologies		1.2	5.0%
Planning & Studies		0.3	1.0%
Total	\$	24.3	100.0%

Next Steps

- April 12** **RT Board of Directors Meeting**
60-Day Public Review Period Starts for Budget
- May 10** **RT Board of Directors Meeting**
Public Hearing on Budget
- May 24** **RT Board of Directors Meeting**
Continuation of Public Hearing (if required)
- June 12** **RT Board of Directors Meeting**
Request Board Budget Adoption
- July 1** **Beginning of new Fiscal Year 2011**

RESOLUTION NO. 10-04-_____

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

April 12, 2010

AUTHORIZING STAFF TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PROPOSED FISCAL YEAR 2011 OPERATING AND CAPITAL BUDGETS AND SET NOTICE OF A PUBLIC HEARING FOR MAY 10, 2010

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 2011, 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 10, 2010.

STEVE MILLER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary