

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	02/28/11	Open	Action	02/14/11

Subject: Approve the Five Year Capital Improvement Plan for FY 2011 through FY 2015 and Amend the FY 2011 Capital Budget

## ISSUE

Whether to approve the Five-Year Capital Improvement Plan for FY 2011 - 2015 and amend the FY 2011 Capital Budget.

## RECOMMENDED ACTION

- A. Approve Resolution No. 11-02-\_\_\_\_\_, Adopting the Five-Year Capital Improvement Plan for FY 2011 - FY 2015; and the Priority List of Capital Projects; and
- B. Approve Resolution No. 11-02-\_\_\_\_\_, Amending the FY 2011 Capital Budget.

## FISCAL IMPACT

The FY 2011 Capital Budget funding increased by \$25,526,217 due to changes in the availability of funds for various capital projects.

## DISCUSSION

The proposed Five-Year Capital Improvement Plan (CIP) provides an overall framework for the District's near-term capital program plan development for the period FY 2011 – FY 2015, as well as projections for ongoing projects from FY 2016 through FY 2035. The proposed plan places an emphasis on ensuring safety, regulatory compliance, a "state of good repair" for the District's current assets, completing transit projects identified in Measure A Renewal, and providing for system enhancement/improvement projects – particularly projects that significantly enhance customer service or provide opportunities for greater system efficiency/revenue generation. Exhibit A is the proposed CIP for Board consideration and/or adoption.

The projects recommended in the proposed CIP are consistent with RT's adopted Vision and Strategic Plan, as well as with the region's Metropolitan Transportation Plan (MTP), which is current under review by SACOG. The CIP also provides critical input for development of RT's TransitAction Plan (TAP) and its Short Range Transit Plan (SRTP). The proposed CIP was also developed taking into consideration the unmet transit needs identified by the public as part of the annual community outreach process conducted by the Sacramento Area Council of Governments.

The CIP is intended to be a "living document" that identifies and prioritizes projects within a rolling five-year time frame. Once approved, the District's goal is for the CIP to be annually updated as a part of the annual operating and capital budget development/approval process. During the update process, current year projects will move from the CIP into the annual program of projects, for which specific noticing requirements are applicable under the Federal Transit Act. The first year of the CIP will mirror the expenditure plan for the current year's capital budget. While the CIP

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Approved:

Presented:

FINAL 2/21/11

General Manager/CEO

Director, Office of Management & Budget

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focuses specifically on capital needs for the next five years, it also provides project information and expenditure projections beyond these years to serve as a planning tool.

### *Economic Conditions*

As previously reported, RT’s overall revenue environment has been unstable due to the worsening economy and statewide recession that resulted in a downward trend in sales tax based revenues that continued through FY 2009 and in FY 2010. While Federal funding is currently expected to remain somewhat constant in the near term, Local and State Transportation Funds (LTF) and Measure A revenue appear now to be stabilizing in the region. These funding sources are critical to the District in that they are considered to be “flexible dollars”, which can be used at the discretion of the Board to fund the operating budget, capital budget, or both.

Current activity at the Federal level on traditional funding sources has created some uncertainty regarding the stability and future availability of Federal funding for transportation projects. State sources of support for transit capital projects are unlikely to be significant in the near term due to the State’s reluctance to issue bonds. State Traffic Congestion Relief Program (TCRP) funding has been reduced and new funding is questionable for projects that are not already in a Tier 1 status until the FY 2015 - 2016 time period. Proposition 1B (PTMISEA), State and Local Partnership Program (SLPP) funding, and other sources that depend upon the States ability and willingness to sell bonds are on hold. The timing of these funding sources over the near term is uncertain.

Local funding sources have also been impacted by the struggling economy, specifically the Measure A Plan of Finance. Regional funding levels were reduced dramatically in the most recent round of bond financing of the program due to the economy. Although future evaluations of bonding capacity based on the revenue produced by Measure A may improve, the most recent effort resulted in overall available funding from this source to be lower than expected. This caused cutbacks in funding for projects throughout the region.

These and other State funding shortfalls and delays in available funding has had an impact on RT and its ability to fund and timely complete projects within the CIP. Projects that are not high priority have been deferred, some indefinitely, due to the lack of grant funding available at the State and Local level.

### *Short Range Transit Plan- Fiscally Constrained Expenditure Plan*

RT is currently in the process of updating its Short Range Transit Plan (SRTP). As part of this update, the SRTP will include RT’s 10 year Capital funding and expenditure plan, which must be financially constrained to align with SACOG’s MTP document. The first 5 years of the 10 year plan reflects RT’s 5-year CIP. RT’s 5-year CIP includes all projects expected to have funding over the next five year period. A constrained plan, in the strictest definition, means funding for all

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projects either have been identified, or, it is reasonable to expect that funding will be made available through external funding sources to complete the projects within the noted time frame.

However, not all of the Capital Projects meet the definition of financially constrained, because specific funding sources have not yet been identified. As a result, staff is providing a separate schedule with this update that will represent RT’s 5-year funding and expenditure estimate called “High Priority Capital Project List”, which is Exhibit B, and will represent the first five years of the SRTP Capital plan document.

### *Capital Program Committee (CPC)*

The process to determine which projects will be added or removed from the CIP is administered by the Capital Program Committee (CPC). The CPC was established in 2003 to administer the CIP through a committee comprised of members of RT’s executive staff who are responsible for representing the diverse needs of various RT departments. The CPC is comprised of six voting members. The Chief of Facilities Management is the Chair. The AGM for Engineering & Construction is the Vice-Chair. The other voting members of the CPC are the Chief Financial Officer, Chief Operating Officer, AGM of Planning and Transit System Development and the AGM of Marketing and Communications. Staff support is provided by the Grants Management and Administration unit.

Meetings are regularly scheduled to provide management oversight in the development and maintenance of the five-year CIP, and provide direction on Federal, State, and Local project funding opportunities. Decisions made by the CPC are presented to the General Manager/CEO for review and approval. Relevant changes are incorporated into the CIP, which is then amended by the Board from time to time.

Since the last CIP update in November 2009, the CPC combined projects that were similar in nature, and removed those projects that were deemed no longer necessary or relevant to the current direction of the District as defined by the current economic conditions.

## CIP DOCUMENT

### *Organization of Data*

The CIP is divided into five sections:

I. Introduction:

This section provides an overview of the document; information on the CIP development process; a description of how the data is organized as well as information on the District, its funding sources, and the guiding documents that form the foundation for the CIP and the projects therein.

II. Master List of All Projects: This section provides a summary listing of all projects in the CIP

III. Priority List of Capital Projects: This section provides a summary of high priority and critical projects to be included in the SRTP of the District.

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#### IV. Fiscal Year 2011 Capital Budget:

This section lists the projects within the master list of all projects that have been identified by the CPC and General Manager/CEO as those representing priority and have available funding for RT in terms of allocation of resources and potential funding capabilities.

#### V. List of Projects and Project Descriptions:

This section provides a numeric list of each project contained in the CIP and the associated project title. The list is followed by a data sheet for each project containing project specific information including the full project description, internal staff assigned to each project, and the expenditure and funding plan, if known.

#### VI. FY 2011 and FY 2012 Funding and Expenditure summary:

This section provides a two year snapshot of planned funding and expenditures.

#### *Project Classifications*

Projects throughout the CIP are sorted using the following program categories:

**System Expansion Programs:** projects that will extend current bus and light rail service capabilities;

**Fleet Programs:** projects related to vehicle additions, replacements and overhaul;

**Infrastructure Programs:** projects associated with the development enhancement and improvement of the road and rail network;

**Transit Oriented Development Programs:** projects associated with the goal to intensify and diversify land uses and enhance pedestrian circulation and transit access at appropriate locations around transit stations;

**Facilities Programs:** projects for bus, light rail, maintenance and administration facilities;

**Equipment Programs:** projects encompassing the acquisition, upgrade, and replacement of communications, operations, and maintenance equipment;

**Transit Technologies Programs:** projects that deal with operational technology, software applications, implementation and enhancement;

**Transit Security & Safety Programs:** projects required for compliance with various requirements;

**Planning/Studies:** projects used for general planning or to identify project feasibility, scope, estimated costs, and other significant issues; and

**Other Programs:** projects related to the general administration of the District such as software upgrades and data warehousing.

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### *Tier Classifications*

Another important project classification with the CIP is the funding tier. The assigned tier quickly identifies the funding status of the project. The proposed CIP identifies the following five funding tiers based on prioritization by need and funding availability:

Tier 0 projects are fully funded

Tier I high priority projects established by the RT Board that are not fully funded

Tier II projects are contingent upon revenue being available

Tier III projects are identified as opportunity-based and are unfunded based upon current revenue projections, but there is potential for State and other funding sources to promote these projects

Tier IV projects are longer term future projects, planned for completion from 2016 to 2041, contingent upon adequate future revenues becoming available

### MAJOR PROJECTS

The proposed CIP includes committed, budgeted, and planned funding through 2015 for the following major RT capital projects, including an assumption that the District will receive a full Funding Grant Agreement (New Starts) providing 50% of the budget for the Blue Line to Cosumnes River College Project:

- |  | <u>FY</u> |
|--|-----------|
| • Blue Line to Cosumnes River College                          | 2015      |
| • Bus Maintenance Facility 2 ( Phase 1)                        | 2015      |
| • Green Line to the River District (GL-1) Light Rail Extension | 2012      |
| • Light Rail Video Surveillance & Recording System             | 2011      |

### PROJECT CONFORMITY WITH GENERAL PLANS:

Public agencies whose functions include "recommending, preparing plans for, or constructing, major public works" are required to submit a listing of those proposed public works projects recommended for planning, initiation, or construction during the following fiscal year to the city or county where each project is located. (Government Code §65401) The city or county then makes a conformity review finding in accordance with the city's/county's adopted plan. The city or county planning agency is required to annually review the local public works projects of other local agencies for their consistency with the general plan. (Gov. Code §65103, §65401) Failure of

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the planning agency to report its findings within 40 days after receipt of a CIP (or a revision) is conclusively deemed to constitute a finding that the CIP or CIP revision is consistent with the adopted plan. It should also be noted that planning agency disapproval is subject to override by a district's governing board. (Gov. Code §65402(c))

Accordingly, upon adoption of the CIP, RT staff will provide project listings to the planning agency of the various jurisdictions within which projects are located to achieve any and all necessary conformity approvals.

PAST AND PLANNED ACTION FOR THE FY 2010-2014 FIVE-YEAR CIP:

The Five-Year CIP for FY 2011-2015 presented for Board consideration has been carefully reviewed and approved by the CPC after review of several draft iterations. Discussion was held on various projects contained within the document and recommendations for improvements to the document have been incorporated into the final draft.

On February 28, 2011, staff will present the CIP to the RT Board, provide opportunity for questions and answers on the various elements of the document, and seek adoption of the CIP for FY 2011-2015.

FY 2011 CAPITAL BUDGET AMENDMENTS

Since the Capital Budget was adopted on June 28, 2010 and then revised on February 14, 2011, changes in the expected project funding have occurred. These changes result from updated information regarding some projects with new grant funding and also reductions in some project funding for grants that were not awarded. These changes are reflected in these amendments. Other amendments reflect sources of funding now deferred from FY 2011 to future years. The revised Capital Funding Budget for Fiscal Year 2011 is \$44,733,063. This action will bring the FY 2011 Capital Budget into conformance with the funding plan in the CIP document. A summary of all project amendments is provided as Exhibit C.

Staff recommends adoption of the Five Year CIP for FY 2011 – FY 2015, adoption of Priority List of Capital Projects and approval of the amendments to the FY 2011 Capital Budget.

RESOLUTION NO. 11-02-\_\_\_\_\_

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

February 28, 2011

**ADOPTING THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR FY 2011 - FY  
2015; AND THE PRIORITY LIST OF CAPITAL PROJECTS**

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

THAT, the Five-Year Capital Improvement Plan, as set out in Exhibit A, is hereby  
approved.

THAT, the Five-Year Priority List of Capital Projects, as set out in Exhibit B, is  
hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to transmit a  
copy of said Plan to the appropriate planning agencies.

\_\_\_\_\_  
DON NOTTOLI, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

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

**Exhibit A**

# **Sacramento Regional Transit District**

## **Five Year**

## **Capital Improvement Plan**

## **FY 2011 – FY 2015**



I.	Introduction
II.	Master List of All Projects FY2011 - FY2015
III.	Priority List of Capital Projects FY2011 - FY2015
IV.	Fiscal Year Budget Funding Summary FY2011
V.	Numeric List of Projects and Individual Pages
VI.	FY2011 and FY2012 Funding and Expenditure Summary

# **Section I**

## **Introduction**

*Sacramento Regional Transit District  
Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

## **Section I: Introduction**

### **Overview**

The Five Year Capital Improvement Plan (CIP) represents the culmination of the District's efforts to strategically plan and prioritize capital activities from FY 2011 to FY 2015 and beyond. The projects in the CIP are consistent with RT's adopted Vision, Strategic Plan, and with the region's currently approved Metropolitan Transportation Improvement Plan (MTIP). The plan places an emphasis on ensuring safety, regulatory compliance, a "state of good repair" for the District's current assets; completing transit expansion projects identified in Measure A Renewal; and providing for modest system enhancement/improvement projects – particularly projects that significantly enhance customer service or provide opportunities for greater system efficiency/revenue generation. In addition, this document provides early information for proposed projects beyond the five-year window.

The CIP is intended to be a "living document". On an annual basis, the plan will be reviewed, updated, and reissued in its entirety as one year drops and a new year is added. Projects were prioritized into five Tiers based on need and projected funding availability. Tiers include:

**Tier 0:** These projects are fully funded.

**Tier I:** These are high priority projects that are not fully funded.

**Tier II:** RT would like to fund these projects in the CIP, 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 our ability to move Tier II projects forward.

**Tier III:** These projects are identified as Opportunity-Based. They are unfunded in the CIP based on current revenue projections, however, there is significant 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, such as the State Infrastructure Bond and federal earmarks.

**Tier IV:** Future projects planned for completion from 2016 to 2041. The projects are contingent upon adequate revenues being available to RT, and this could impact our ability to work on these projects. If funding falls short, these projects will move out on the time line.

The CIP was developed to provide an overall framework for the District's near-term capital program plan development. This plan will provide critical input for development of the District's Long Range Transit Plan, and Short Range Transit Plan. It also reflects the planning that led to the District's adopted TransitAction Plan. The CIP is intended to

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Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

become a component of the District's Short Range Transit Plan (SRTP). The SRTP sets out transit planning and programming for at least a five-year period and provides input to the Sacramento Area Council of Governments (SACOG) for its preparation of the region's Metropolitan Transportation Improvement Program (MTIP). The SRTP addresses unmet transit needs identified by SACOG and identifies resources for sustaining appropriate transit service levels. In addition to operating plans and resources, the SRTP identifies capital projects to be undertaken to support the District's existing and planned transit services. The Five Year Priority List of Capital Projects, see Exhibit B contains the projects to be included in RT's updated SRTP which is currently under review by RT staff. The CIP was developed with consideration of the Unmet Transit Needs identified by the public as part of the annual community outreach process conducted by the Sacramento Area Council of Governments (SACOG).

### **Capital Projects**

The definition of a capital project for inclusion in our CIP would be a project that is deemed by the Capital Program Committee to be consistent with RT's Vision and Strategic Plan. The CIP places emphasis on safety, state of good repair and providing system enhancement/improvement projects that significantly enhance customer service or provide opportunities for greater system efficiency/revenue generation. Recommended projects are subject to General Manager and RT Board approval, and are funded by Federal, State and Local funding sources.

### **Process to Develop and update the 5-Year Capital Plan**

The first CIP was approved by the Board in November 2006. Staff updated the CIP which was approved by the Board in October of FY 2008 and then again in November 2009. There were minor updates to the Capital Project Budgets during the past year. Now, staff is presenting a draft FY 2011 to FY 2015 CIP to the RT Board in February of 2011. This CIP update includes a new section described below called "Priority List of Capital Projects" this section represents RT's 5-year funding and expenditure estimate what is Exhibit B in this issue paper, and will represent the first five years of the SRTP Capital plan document.

### **Structure of the 5-Year Capital Plan**

**Section I – Introduction:** This section provides an overview of the CIP along with a summary of the contents of the CIP document and background information regarding how the plan was developed.

**Section II – Master List of all Projects (FY 2011 – FY 2015):** This section includes the five years and beyond expenditure plan for all projects.

*Sacramento Regional Transit District  
Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

**Section III - Priority List of Capital Projects (FY 2011- FY 2015):** This section provides a summary of high priority and critical projects to be included in the SRTP of the District.

**Section IV - Fiscal Year Budget (FY 2011):** This section lists the projects within the master list of all projects that have been identified by the CPC and General Manager as those representing high priority for RT in terms of allocation of resources and potential funding capabilities.

**Section V - Project Pages:** This section contains a numeric listing of all projects and individual page which provide detail information for each project.

**Section VI - FY 2011 and FY 2012 Funding and Expenditure Summary:** This section provides a two year snapshot of planned funding and expenditures.

**Project Classification**

Throughout this document, projects are sorted by the following major classifications:

**System Expansion:** These projects will extend current bus and light rail service capabilities, such as 404 Green Line to the River District and 410 Blue Line to Cosumnes River College

**Fleet Programs:** These are projects related to vehicle additions, replacements, and overhaul, such as B045 CNG Expansion Bus Replacement and P005 Paratransit Vehicle Replacement.

**Infrastructure Programs:** These projects are associated with the development, enhancement, and improvement of the road and rail network, such as R010 Light Rail Crossing Enhancements.

**Transit Oriented Development Programs:** projects associated with the goal to intensify and diversify land uses and enhance pedestrian circulation and transit access at appropriate locations around transit stations.

**Facilities Programs:** These projects cover bus, light rail, maintenance, and administration facilities, such as 715 Bus Maintenance Facility #2 (Phase 1).

**Equipment Programs:** These projects encompass the acquisition, upgrade, and replacement of communications, operations, and maintenance equipment, such as B015 Communication Equipment Replacement.

**Transit Technologies Programs:** These projects deal with operational technology, software applications, implementation, and enhancement, such as G155 Farebox Collection/Smart Media Implementation.

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Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

**Transit Security & Safety Programs:** These projects are required for compliance with varying requirements such as Surveillance systems, such as G045 LR Station Video Surveillance & Recording System.

**Planning / Studies:** These projects vary and may be used for general planning or to identify project feasibility, scope, estimated costs, and significant issues, such as 0580 TMP Downtown Network Implementation Study.

**Other Programs:** These are General Administration projects dealing with SAP (our accounting system), Network upgrades, Data Warehousing and other projects, such as G075 SAP Upgrade from 4.6c to ERP 2005.

### **District Profile**

The District began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. The District is the largest public transportation provider in the Sacramento Valley, serving a metropolitan population of over 1.4 million with a service area of 418 square miles. In 1971, California legislation allocated sales tax money for local and statewide transit service and created the organizational framework for the District pursuant to the Sacramento Regional Transit District Act.

**Governing System:** An eleven-member Board of Directors is responsible for governing the District. Six cities and counties (jurisdictions) within the boundaries of RT's district appoint the board members. Eight directors are "member entities" and represent jurisdictions annexed into RT's district. Three directors are "participating entities" and represent jurisdictions that contract with RT to receive transit service. The Board of Directors is responsible, among other things, for passing ordinances, adopting the budget, appointing committees and hiring both the District's General Manager/Chief Executive Officer (GM/CEO) and Chief Legal Counsel. The District's GM/CEO is responsible for carrying out the policies and ordinances of the Board of Directors, for overseeing the day-to-day operations of the District, and for appointing the heads of the various divisions.

In January 2006, the RT Board directed staff to pursue legislation to change the voting system from one in which each member had one equal vote to a system in which a member's vote received greater weight if he represents a jurisdiction that is annexed and provides greater financial support to RT. Assemblymen Roger Niello and Dave Jones and Senator Dave Cox Co-sponsored Assembly Bill 2137, which established the weighted voting system based on financial contributions from member's jurisdictions to the district. The bill became law in September 2006.

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

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

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Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

**Weighted Voting Shares by Jurisdiction**

Jurisdiction	Status	FY 2011 Shares
County of Sacramento	Annex	42
City of Sacramento	Annex	36
City of Rancho Cordova	Annex	9
City of Citrus Heights	Contract	5
City of Elk Grove	Contract	5
City of Folsom	Contract	3
Total		100

**Services:** The District provides bus and light rail services 365 days a year. Annual ridership has steadily increased on both the bus and light rail system from 14 million passengers in 1987, when light rail operations began, to 34.1 million passengers in the fiscal year ended June 30, 2009. The District’s entire bus and light rail system is accessible to the disabled community. Additionally, through a contract with Paratransit Inc., the District provides origin-to-destination transportation service for Sacramento area residents unable to use fixed-route service. This special service has increased 100% from its 1993 inception. In June 2010, RT was forced to cut service by 20%, due to ridership decreasing due to the sluggish local and State economy and the poor economic factors that reduced our sales tax based revenues by large proportions. This was RT most severe service reduction in the history of the District. RT’s goal is to restore all service for Bus and Light Rail by June 2017 or sooner if funding is available.

**Local Economy:** The District operates within the greater Sacramento area. The California, and by extension Sacramento, economy has been impacted by the economic recession about to become the longest and deepest on record since the Great Depression. While Federal Funding appears to remain somewhat stable, Local and State Transportation funds dramatically decreased from \$92.8 million in FY 2007 to \$57.4 million in FY 2011 adopted budget, which is \$35.4 million (38.1%) less revenue per year available for operations from this revenue source. Sacramento region unemployment has almost doubled since June of 2008, and now stands at 12.5%. Uncertainties with the California budget deficit expose the local economy to even larger risk. In order to close a \$28 billion state deficit, in addition to state employees’ pay reduction and reductions in Education and many other programs, further cutbacks in state and local government spending and a reduction in governmental workforce could be needed, which will impact the local economy as well as Bus and Rail ridership for RT. However, this economic downturn is cyclical in its nature, and some economic drivers seem to indicate that the recovery is already under way, although it will take months to be felt throughout the region.

**A Clear Need for Expansion:** Sacramento, like most urban areas, has experienced rapid growth in population in recent years. However, the jobs and the people are not all located in the same areas. Notwithstanding the recent downturn in the economy and increased unemployment in the region, commuters continue to encounter city streets,

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bridges, and freeways choked with traffic. The amount of lost time and productivity is enormous, and has a tremendous impact on the regional economy and quality of life.

The region must have a comprehensive transit system to remain competitive with other urban areas for economic development, housing, and workers. Growth and changes in travel demand throughout the region have created inadequacies in the current transportation system.

- The population within the District's service area is expected to grow by about 26.7% during the next 20 years, and employment is estimated to grow by 30.1% during the same time period.
- The highest population growth for the region continues to occur outside the downtown and high employment areas, although there is a very gradual movement of new residents back toward the urbanized core.
- The District's current service levels are well below most similar urban cities in the United States. Sacramento has a relatively low total number of transit vehicles available during peak hours. An expanded transit system will promote economic development, reduce traffic congestion, and assist the region in remaining competitive with other regions.
- The Sacramento region is a non-attainment area for air quality and needs to provide alternative transportation measures to reduce mobile source emissions.
- Global Climate Change laws, including AB32 and SB375, are changing the basis on which land use and transportation planning will be done, thus increasing reliance on public transportation as a means to achieve greenhouse gas reduction targets.

The District's 20-year vision anticipates regional growth and rising travel demand. It is designed to keep people moving, to provide personal choice in transportation, and to ensure that our quality of life isn't constrained by congested transportation corridors.

### **Funding Summary**

While the District has extensive plans for future expansion and improvement of light rail and bus services, it faces significant capital replacement and infrastructure maintenance needs for its existing bus and light rail systems. As a result, it is increasingly important to ensure both the availability of financial resources to maintain existing levels of service and to fund capital and operating expenditures related to proposed expansion and service improvements. RT's major sources of funding include:

- Locally controlled federal and state funding sources (funding given to local governments and agencies to spend on their priority projects).
- Federal discretionary funding sources (designated by the federal government for a specific project).



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- Locally raised money (from county sales tax, downtown parking revenues, airport passenger charges and development fees).

Although recent economic activity has had a negative impact on the national and state economy, federal funding for transportation is likely to remain stable. Most of the state and federal revenues that the District receives are generated by motor fuels taxes and distributed by the federal highway trust fund and the state highway account, rather than general funds.

### *Annual Budget Process*

The annual budget serves as the foundation for the District's financial planning and control. The budget is a financial plan for one fiscal year of operating and capital investments. The plan matches revenues with the service and projects expenses based on policies set by the District's Board of Directors.

The budget process follows three basic steps that help provide continuity in decision making: 1) assess current conditions and needs and develop goals, objectives, policies and plans; 2) prioritize projects and develop a work program; and 3) implement those plans and policies and prepare to evaluate their effectiveness and shortcomings. All executive division heads of the District are required to submit requests for appropriation to the GM/CEO by the last business day of January each year. The District's GM/CEO uses these requests as the starting point for developing a proposed budget. The proposed budget is presented to the Board of Directors and to the public that is the start of a sixty-day public review period beginning in April. Following the review period, the District is required to hold public hearings on the proposed budget and to adopt a final budget no later than June 30, the close of the District's fiscal year. The budget appropriations are prepared by fund (operating or capital), and department (e.g., safety) or by capital project. Department heads may make transfers of appropriations within a department. Transfers of appropriations between departments, however, require the special approval of the GM/CEO. Increases to total appropriations occurring after Board adoption of the budget for a fiscal year require the approval of the Board of Directors.

### **Funding Sources**

As part of developing the 5-Year Capital Plan, projected revenue sources were matched against proposed projects to ensure the plan was viable considering all revenue sources are not discretionary. RT funding sources include:

#### **Federal:**

**Section 5307:** These funds are distributed by formula to large and small urban areas for a variety of transit planning, capital and preventive maintenance needs.

**Section 5309 Fixed Guideway:** These funds are distributed by formula to urban rail transit operators for repair and rehabilitation of metro, commuter and light rail systems.

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**Section 5309 Bus Discretionary:** These funds are for bus purchases and bus support facility projects. These funds are specifically earmarked by Congress each year.

**Section 5309 New Starts:** These funds are for fixed guideway projects. New Start projects are recommended by the Federal Transit Administration based on rigorous criteria and selected for funding by Congress.

**Section 3037 Jobs Access & Reverse Commute:** These funds are for operating new services that provide increased access to job opportunities, either through new service routes or expansions of existing routes into non-traditional service hours.

**Highway Discretionary Funds:** These funds are distributed for a variety of transportation planning, construction and equipment acquisition needs. Projects are approved for funding by local agencies and forwarded to appropriate state and federal agencies for funding authorization. Funds in this category include Regional Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Program.

**ARRA Funding:** As one of its first initiatives, the Obama Administration initiated the American Recovery and Reinvestment Act (ARRA), which made nearly \$900 billion available nationwide for a wide variety of economic recovery projects. RT received over \$22 million in ARRA funds in Fiscal Year 2010. It is uncertain whether additional funds will be made available under this program going forward.

**State:**

**Transportation Improvement Program (STIP):** These funds are distributed by the State for projects that relieve traffic congestion on state and local roads and highways.

**Traffic Congestion Relief Program:** These are State funds approved in the FY 2000 State Budget for specific RT major capital projects.

**Transit Assistance:** These funds are generated by the sales tax on gasoline and diesel fuel sales. They are disbursed to transit agencies for a variety of transit capital and operating support needs.

**Proposition 1B (PTMISEA) Funds:** These funds are state funds for Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA). These funds are for transit capital projects including 1) rehabilitation and safety improvements, 2) capital service enhancements or expansions, 3) new capital projects, 4) bus rapid transit improvements.

**Proposition 1B (Transit Security) Funds:** These are state funds for transit capital projects that 1) provide increased protection against a security threat, or 2) increase the capacity of transit operators to develop disaster response transportation systems.

**Proposition 1C Funds:** These are state funds for Transit Oriented Development (TOD) and Infill Infrastructure Programs. Funding for these programs supports development and construction of housing projects close to transit stations.

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Five Year Capital Improvement Plan (FY 2011 – FY 2015)*

**Other State Funds:** These funds include Proposition 116 Rail Bond funds, Transit Capital Improvement (TCI) funds, and Transportation System Management (TSM) funds programmed since 1990 on a variety of RT rail expansion projects.

**Local:**

**Sacramento County Measure A Sales Tax Funds:** These funds are generated by Sacramento County's Measure A Sales Tax Ordinance, which was approved by the voters in 1988 and renewed in 2004. Measure A added one-half cent to the County's sales tax for transportation purposes. RT currently receives approximately one-third of the countywide Measure A revenues each year and uses these funds for transit capital and operating needs. In FY 2009, RT began to receive approximately 38 percent of Measure A revenues.

**Local Transportation Fund:** These funds are generated by the state sales tax, and used for transit operating and/or capital support purposes.

**Developer Impact Fees:** These are onetime charges applied to offset the additional public service costs of new development for transit. Fees are usually applied at time a building permit is issued and are dedicated to the provision of additional services for transit in the Sacramento Region. These funds are for transit capital projects that are included in the Developer Impact fee report describing the nexus for the fee and the geographical boundaries and projects planned for the impact fee.

**Guiding Documents**

This is a summary of the guiding documents that help shape the RT Capital Program:

**Metropolitan Transportation Plan (MTP):** The Metropolitan Transportation Plan is a 28-year plan for transportation improvements in our six-county region. SACOG is the Metropolitan Planning Organization (MPO) responsible for developing the state and federally required MTP every four years in coordination with the 22 cities and six counties in the greater Sacramento region. SACOG is currently in the process of updating the MTP for the greater Sacramento region.

**Measure A Renewal:** RT projects were included in plans for Measure A Renewal.

***Board Actions included: Formal Board Support for Renewal of Measure A: Issue Paper Dated 7/28/03.*** This was a motion to endorse and support renewal of MSA with a minimum of 1/3 cent dedicated to Regional Transit. The MTP also contains assumptions on transit services, which are complementary to the two major light rail projects. These include:

- Expansion of bus service at an average annual rate of 3%.
- Expansion of ADA/paratransit services at an average annual rate of 5%.
- Implementation of regional rail service (Phase 1) in 2007.

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- Construction of a new bus maintenance facility.
- Support of an ongoing capital maintenance and replacement program for RT facilities, equipment and vehicles.

**Measure A Renewal: Issue Paper Dated 4/23/04:** This was a motion to (1) provide MSA renewal recommendations to the STA Board and 2) overall policy guidance on MSA to RT. It references the RT 20-Year Vision and Resolution 02-04-0062 and notes that under any Measure A funding scenario, a minimum allocation is needed sufficient to ensure the following:

- **Core System:** Preservation of existing service levels which include the necessary funding to ensure implementation of the committed services for both the South Line Phase II and the Northeast Corridor, provide for system safety, security and reliability, afford minimum expansion of service; and ensure the ability to replace and/or repair essential transit infrastructure.
- **System Growth:** Effectively position RT to successfully leverage federal and state funding for future system growth and expansion.

**RT Fleet Management Plan (FMP):** This document identifies fleet requirements, including replacement schedules, and proposed expansion. In addition, it identifies major system expansions and the facilities required to maintain the fleet. This document is required by the Federal Transit Administration. The last adopted FMP is dated July 2009. The FMP is currently under review.

**RT TransitAction Plan:** This document outlines RT's long range plans. It provides the basis for the "RT Vision" and input into the Metropolitan Transportation Plan.

**Board Action include: Resolution 09-08-131 - ADOPTION TRANSITACTION PLAN IDENTIFYING TRANSIT PROJECTS SERVICES MAY BE UNDERTAKEN BY RT THROUGH 2035.**

The Transit Master Plan was named "TransitAction Plan" and contains a new RT Vision and an ambitious investment plan from now through 2035.

This plan included:

**Light Rail Corridors**

- Green Line to the Airport
- South to Elk Grove and Laguna
- East to El Dorado County
- NE to Citrus Heights and Roseville

**Streetcar and European Tram**

- Downtown Sacramento, North and South Loop
- Rancho Cordova phases 1 through 7
- Citrus Heights to Rancho Cordova

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**Bus Service**

- 10 or 15 minutes Headways on Major Arterials
- Hi-Bus Service on Stockton, Watt, and other corridors
- Augmented Service including Evenings, Weekends
- Neighborhood Shuttle Service

**Other Transit Service**

- Regional Rail Commuter Service
- Augmented Paratransit Service

**Other Provisions**

- Vehicles (\$2,660 million)
- Network Infrastructure (\$550 Million)
- Ticketing, Timetables, Security, Access (\$205 million)

**Resolution 02-04-0084: Adoption of RT 20-Year Vision - Dated 4/29/02.** This included what could be done with various MSA renewal scenarios. Per the presentation, renewal at current 1/6 cent would include SSCP2, DNA to Natomas Town Center, Regional Rail, and the Northeast Corridor Enhancements. This plan assumed MSA would be renewed with a full ½ cent sales tax dedicated to funding RT service. Updated plans don't include DNA construction.

**Short Range Transit Plan (SRTP):** This document was last updated in April 2008 and outlined RT plans from **2008 – 2010**. The SRTP is currently under review.

**Board Action: Resolution 08-03-0034 – Adopted by RT Board on March 10, 2008.** This document included:

- Blue Line to Cosumnes River College
- Amtrak-Folsom Light Rail Extension completion of project
- Green Line to the River District
- Northeast Corridor project
- New Bus Maintenance Facility to accommodate the CNG Bus Fleet beyond 250 vehicles.

**RT Strategic Plan (2004 – 2009):** This document identifies RT values, our vision through 2009, strategic goals, and key initiatives to achieve those goals. **Board Action: Resolution 04-01-0021: Adopted the RT Strategic Plan (2004 – 2009).**

**The Annual Budget Process:** Each year, the Operating and Capital Budget for the new Fiscal Year are adopted by the Board. The funding allocated for Capital Projects is based on available capital revenue and project priorities as identified by the CPC and approved by the GM/CEO and the Board of Directors.

**General & Community Plans:** RT will consider projects identified in general/community plans for inclusion in the RT Capital Program.

## **Section II**

### **Master List of All Projects**

**FY2011 – FY2015**

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
MASTER LIST OF ALL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
<b>System Expansion Programs</b>											
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	\$ 22,949,861	\$ 3,271,700	\$ 749,984	\$ 2,550,000	\$ 2,550,000	\$ 2,428,455	\$ -	\$ 34,500,000
402	Green Line Light Rail Extension	System Expansion	I	13,962,107	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	1,078,146,893	1,102,109,000
404	Green Line to the River District (GL-1)	System Expansion	0	12,272,525	30,627,698	2,000,000	-	-	-	-	44,900,223
410	Blue Line to Cosumnes River College	System Expansion	I	23,974,000	9,919,000	61,086,000	101,298,000	64,145,192	6,475,000	3,102,808	270,000,000
4008	South Sacramento Phase 3 Light Rail Extension	System Expansion	IV	-	-	-	-	-	-	568,000,000	568,000,000
B115	65th Street Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B116	Antelope Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B117	Bradshaw Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	54,325,000	54,325,000
B118	Del Paso Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	18,550,000	18,550,000
B119	Easton Valley Parkway Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	29,150,000	29,150,000
B120	El Camino Avenue Hi-Bus Route	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B121	Elkhorn Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	47,700,000	47,700,000
B122	Fair Oaks Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	34,450,000	34,450,000
B123	Freeport Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B124	Greenback Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B125	Hazel Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	29,150,000	29,150,000
B126	Howe Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	18,550,000	18,550,000
B127	Jackson Highway Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	39,750,000	39,750,000
B128	Madison Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	15,900,000	15,900,000
B129	Marconi Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B130	Northgate Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B131	Riverside Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	23,861,000	23,861,000
B132	South Watt Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	35,775,000	35,775,000
BP05	Hi Bus on Stockton Boulevard (Phase 2)	System Expansion	IV	-	-	-	-	-	-	85,000,000	85,000,000
BP06	Hi Bus on Watt Avenue	System Expansion	IV	-	-	-	-	-	-	322,500,000	322,500,000
BP07	Hi Bus on Sunrise Boulevard	System Expansion	IV	-	-	-	-	-	-	195,100,000	195,100,000
BP09	Hi Bus on Florin Road	System Expansion	IV	-	-	-	-	-	-	150,000,000	150,000,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	267,750,780	792,005	-	-	-	-	-	268,542,785
R055	Light Rail Station at Dos Rios	System Expansion	IV	-	-	-	-	-	-	7,400,000	7,400,000
R060	Light Rail Station at Mineshaft	System Expansion	IV	-	-	-	-	-	-	4,625,000	4,625,000
R130	Gold Line Double Track (Past Hazel LR Station)	System Expansion	IV	-	-	-	-	-	-	100,000,000	100,000,000
R135	Light Rail Station at Horn	System Expansion	III	-	-	-	-	-	-	3,550,000	3,550,000
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)	System Expansion	IV	-	-	-	-	-	-	275,000,000	275,000,000
R155	Light Rail Station at T Street	System Expansion	III	-	-	-	-	-	-	3,550,000	3,550,000
R190	Regional Rail	System Expansion	IV	-	-	-	-	-	-	31,798,000	31,798,000
R310	Blue Line Extension to Citrus Heights	System Expansion	IV	-	-	-	-	-	-	429,000,000	429,000,000
R311	Gold Line LRT Extension to El Dorado County	System Expansion	IV	-	-	-	-	-	-	576,000,000	576,000,000
R312	Blue Line Extension to Roseville	System Expansion	IV	-	-	-	-	-	-	222,000,000	222,000,000
S010	South Loop Streetcar Phase I & II	System Expansion	IV	-	-	-	-	-	-	222,264,000	222,264,000
S015	North Loop Streetcar Phase III	System Expansion	IV	-	-	-	-	-	-	88,662,000	88,662,000
S016	North Loop Streetcar Phase IV	System Expansion	IV	-	-	-	-	-	-	258,263,000	258,263,000
S020	Rancho Cordova Streetcar Phase I & II	System Expansion	IV	-	-	-	-	-	-	110,900,000	110,900,000
S022	Rancho Cordova Streetcar Phases III, IV & V	System Expansion	IV	-	-	-	-	-	-	200,515,000	200,515,000
S023	Citrus Heights to Rancho Cordova European Street Tram	System Expansion	IV	-	-	-	-	-	-	269,598,000	269,598,000
<b>System Expansion Total</b>				<b>340,909,273</b>	<b>46,610,403</b>	<b>65,835,984</b>	<b>105,848,000</b>	<b>68,695,192</b>	<b>10,903,455</b>	<b>5,719,162,701</b>	<b>6,357,965,008</b>
<b>Fleet Programs</b>											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,150,787	2,795,625	-	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,547,093	415,635	-	-	-	-	-	4,962,728
B005	CNG Bus Replacement (91 in 2008)	Fleet Programs	0	38,905,154	80,144	-	-	-	-	-	38,985,298
B030	Neighborhood Ride Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	4,477,637	4,477,637

All project expenditures are subject to available funding

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
MASTER LIST OF ALL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost	
B035	Non-Revenue Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	10,256,300	10,256,300	
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	II	1,444,942	-	155,487	-	1,686,659	-	17,393,528	20,680,616	
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	II	4,459	820,541	177,000	-	-	-	3,783,572	4,785,572	
B045	CNG Expansion Bus Replacement	Fleet Programs	IV	-	-	-	-	-	-	36,910,432	36,910,432	
B070	Neighborhood Ride Expansion Vehicle Replacement	Fleet Programs	IV	-	-	-	-	-	-	5,000,000	5,000,000	
B100	CNG Existing Bus Fleet Replacement (2013 - 2041)	Fleet Programs	II	-	-	-	-	-	63,142,431	460,015,407	523,157,838	
B105	CNG Bus Expansion (through 2041)	Fleet Programs	IV	-	-	-	-	-	-	84,334,621	84,334,621	
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	721,158	7,782	1,702,683	1,006,374	2,431,649	16,798	35,050,875	40,937,319	
P005	Paratransit Vehicle Replacement	Fleet Programs	0	906,284	4,165,210	3,522,600	3,623,731	-	962,310	67,694,924	80,875,059	
P010	Paratransit Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	20,875,257	20,875,257	
P015	Paratransit Expansion Vehicle Replacement	Fleet Programs	IV	-	-	-	-	-	-	17,280,900	17,280,900	
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	100,000	447,500	447,500	-	-	-	995,000	
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	69,864	3,359,866	6,646,338	4,573,169	4,750,000	4,500,000	-	23,899,237	
R100	UTDC Fleet Replacement	Fleet Programs	IV	-	-	-	-	-	-	80,000,000	80,000,000	
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	-	660,000	660,000	-	-	-	-	1,320,000	
R115	Siemens 1st Series Fleet Replacement (26)	Fleet Programs	II	-	-	-	-	1,500,000	1,500,000	108,918,522	111,918,522	
R120	Siemens 2nd Series Fleet Replacement (10)	Fleet Programs	IV	-	-	-	-	-	-	57,849,670	57,849,670	
R125	CAF Fleet Component Overhaul	Fleet Programs	II	-	-	-	-	-	-	30,000,000	30,000,000	
R205	CAF Series Fleet Replacement (40)	Fleet Programs	IV	-	-	-	-	-	-	268,254,477	268,254,477	
R317	Siemens (2nd Series) Fleet Overhaul	Fleet Programs	IV	-	-	-	-	-	-	5,000,000	5,000,000	
<b>Fleet Program Total</b>					<b>53,749,741</b>	<b>12,404,803</b>	<b>13,311,608</b>	<b>9,650,774</b>	<b>10,368,308</b>	<b>70,121,539</b>	<b>1,313,096,122</b>	<b>1,482,702,895</b>
<b>Infrastructure Programs</b>												
008	Swanston Transit Center	Infrastructure Program	II	95,362	-	-	-	-	-	1,710,074	1,805,436	
0534	13th & 16th St. LR Station Improvements	Infrastructure Program	0	1,000,116	158,091	-	-	-	-	-	1,158,207	
0555	Light Rail Station Shelter Improvement Program	Infrastructure Program	IV	-	-	-	-	-	-	1,136,000	1,136,000	
0578	Traction Power Upgrades	Infrastructure Program	0	299,415	295,868	295,868	-	-	-	-	891,151	
990	Watt Avenue Grade Separation	Infrastructure Program	0	2,287,637	192,363	-	-	-	-	-	2,480,000	
4017	Bus Stop Improvement Program	Infrastructure Program	I	286,257	-	-	180,000	180,000	180,000	4,502,548	5,328,805	
4018	OCS/Substation Upgrades	Infrastructure Program	0	79,291	4,709	-	-	-	-	-	84,000	
G210	Wayfinding Signage	Infrastructure Program	III	-	-	-	-	-	25,000	75,000	100,000	
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	29,644	420,356	-	-	-	-	-	450,000	
G237	Across the Top System Modification	Infrastructure Program	0	-	50,000	-	-	-	-	-	50,000	
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	II	-	-	181,000	55,000	55,000	55,000	1,375,000	1,721,000	
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	-	120,000	955,000	2,800,000	-	-	-	3,875,000	
R005	Wayside Signal Reconfiguration Phase 2	Infrastructure Program	III	-	-	-	-	-	-	500,000	500,000	
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	164,083	-	-	-	-	-	3,335,917	3,500,000	
R056	12th & I Street Light Rail Station ADA Improvements	Infrastructure Program	III	-	-	-	-	-	-	12,493,658	12,493,658	
R065	Sunrise Siding (Side Track Switch)	Infrastructure Program	III	-	-	-	-	-	-	435,000	435,000	
R071	A019 Instrument House Improvements	Infrastructure Program	0	6,213	41,742	-	-	-	-	-	47,955	
R075	Signal Improvements	Infrastructure Program	II	-	-	-	60,000	60,000	60,000	60,000	240,000	
R140	Light Rail Station Pedestrian Improvements	Infrastructure Program	III	-	-	-	-	-	-	10,247,000	10,247,000	
R170	K Street Streetscape Improvements	Infrastructure Program	0	123,013	14,449	-	-	-	-	-	137,462	
R195	Northeast Corridor Enhancements (Phase 2)	Infrastructure Program	III	-	-	-	-	-	-	14,519,000	14,519,000	
R245	Downtown LR Station Enhancements	Infrastructure Program	0	333,827	304,082	-	-	-	-	-	637,909	
R265	Folsom Corridor Soundwall Landscaping	Infrastructure Program	IV	-	-	-	-	-	-	607,000	607,000	
R271	Metro Light Rail Yard Expansion	Infrastructure Program	III	-	-	-	-	-	-	10,521,000	10,521,000	
R272	Light Rail Control Center Upgrade (LRCC)	Infrastructure Program	III	-	-	-	-	-	-	4,500,000	4,500,000	
R274	Activate Switch F111 at 18th Street	Infrastructure Program	III	-	-	-	-	-	-	1,500,000	1,500,000	
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	179,047	2,800,000	460,477	460,476	-	-	-	3,900,000	
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	538,396	-	647,203	647,202	-	-	-	1,832,801	
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	Infrastructure Program	II	-	-	600,000	-	-	-	-	600,000	



**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
MASTER LIST OF ALL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
R318	Watt Avenue @ US 50 Interchange Project	Infrastructure Program	I	-	30,000	50,000	-	-	-	-	80,000
<b>Infrastructure Program Total</b>				<b>5,422,301</b>	<b>4,431,660</b>	<b>3,189,548</b>	<b>4,202,678</b>	<b>295,000</b>	<b>320,000</b>	<b>67,517,197</b>	<b>85,378,384</b>
<b>Transit Oriented Development</b>											
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	98,261	1,739	-	-	-	-	-	100,000
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	45,327	4,673	-	-	-	-	-	50,000
0542	Transit Oriented Development at 13th Street LR Station	Transit Oriented Development	0	-	-	75,000	-	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
0546	TOD Community Outreach Pilot	Transit Oriented Development	0	278,235	-	-	-	-	-	-	278,235
<b>Transit Oriented Development Total</b>				<b>448,123</b>	<b>6,412</b>	<b>123,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>578,235</b>
<b>Facilities Programs</b>											
0552	Metro West LR Maintenance Facility (Specialty Steel)	Facilities Program	II	-	-	-	526,660	500,000	-	-	1,026,660
645	Major Light Rail Station Enhancements	Facilities Program	I	5,179,243	1,528,000	1,528,000	1,528,000	1,528,000	1,528,000	35,765,039	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	14,225,068	500,000	3,000,000	2,500,000	2,000,000	2,971,678	-	25,196,746
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	52,074	82,415	-	-	-	-	-	134,489
4007	ADA Transition Plan Improvements	Facilities Program	I	193,358	200,000	200,000	200,000	200,000	200,000	4,594,642	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	I	2,047,675	625,000	625,000	625,000	625,000	625,000	16,403,445	21,576,120
B017	Citrus Heights Transit Enhancements	Facilities Program	II	-	300,000	1,200,000	-	-	-	-	1,500,000
B065	Bus Maintenance Facility #1 Rehabilitation	Facilities Program	II	-	-	-	-	-	10,000,000	-	10,000,000
F005	Paving Restoration Program	Facilities Program	IV	-	-	-	-	-	-	3,000,000	3,000,000
F010	Parking Lot Pilot Program	Facilities Program	0	68,189	91,811	-	-	-	-	-	160,000
G030	I.T. Training Center	Facilities Program	IV	-	-	-	-	-	-	75,000	75,000
G145	New Headquarters Building	Facilities Program	III	-	-	-	-	-	-	-	-
G175	Bus Maintenance Facility #2 (Phase 2)	Facilities Program	IV	-	-	-	-	-	-	7,500,000	7,500,000
R002	Artwork at Light Rail Stations	Facilities Program	II	-	-	-	20,000	5,000	5,000	70,000	100,000
TE07	Transit Enhancements	Facilities Program	0	161,289	58,972	-	-	-	-	-	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	104,340	100,000	108,160	-	-	-	-	312,500
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	-	280,500	-	-	-	-	280,500
B134	Fulton Ave. Bus Shelters	Facilities Program	0	-	-	169,435	-	-	-	-	169,435
M001	Road/Curb Repair	Facilities Program	III	-	-	-	-	-	-	2,500,000	2,500,000
B135	Citrus Heights Bus Stop Improvements	Facilities Program	0	-	-	541,824	-	-	-	-	541,824
R315	New Light Rail Stations	Facilities Program	III	-	-	-	-	-	-	5,191,000	5,191,000
<b>Facilities Program Total</b>				<b>22,031,236</b>	<b>3,486,198</b>	<b>7,652,919</b>	<b>5,399,660</b>	<b>4,858,000</b>	<b>15,329,678</b>	<b>75,099,126</b>	<b>133,856,817</b>
<b>Equipment Programs</b>											
B015	Communication Equipment Replacement	Equipment Program	II	-	-	-	60,000	60,000	60,000	1,875,000	2,055,000
B020	Shop Equipment - Bus	Equipment Program	II	-	95,720	-	125,000	125,000	125,000	3,625,000	4,095,720
B085	Bus Simulator	Equipment Program	IV	-	-	-	-	-	-	450,000	450,000
G065	Power Systems for Network Operations Center	Equipment Program	II	-	-	49,000	49,000	-	-	-	98,000
G095	Annual Hardware Replacement/Upgrade Program	Equipment Program	II	-	-	210,000	75,000	75,000	50,000	-	410,000
G100	Network Backup and Data Archive Upgrade	Equipment Program	II	-	-	50,000	-	-	-	-	50,000
G110	Radio System Central Electronics Bank/CBS Dispatch Consoles	Equipment Program	III	-	-	-	-	-	-	225,000	225,000
G120	Network Switch Replacement	Equipment Program	III	-	-	-	-	-	-	125,000	125,000
G135	Server Replacement	Equipment Program	II	-	-	-	-	-	30,000	50,000	80,000
<b>Equipment Program Total</b>				<b>-</b>	<b>95,720</b>	<b>309,000</b>	<b>309,000</b>	<b>260,000</b>	<b>265,000</b>	<b>6,350,000</b>	<b>7,588,720</b>
<b>Transit Technologies Programs</b>											
0525	Upgrading Rail Interlockings (Remote Indication)	Transit Technologies Program	III	-	-	-	-	-	-	500,000	500,000
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	1,498,204	566,008	552,506	-	-	-	-	2,616,718
966	Information System Maintenance & Expansion	Transit Technologies Program	0	205,917	-	3,262	-	-	-	-	209,179
G010	FIBER Infrastructure Management Application	Transit Technologies Program	IV	-	-	-	-	-	-	120,000	120,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	II	154,308	17,250	100,000	25,000	25,000	25,000	130,852	477,410
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	612,168	951,179	-	-	-	-	-	1,563,347
G050	Wi-Fi Light Rail System	Transit Technologies Program	III	-	-	-	-	-	-	1,375,000	1,375,000

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
MASTER LIST OF ALL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
G090	Enhance Public Web Based Services (Phase II)	Transit Technologies Program	III	-	-	-	-	-	-	150,000	150,000
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	-	777,444	777,443	-	-	-	-	1,554,887
G155	Farebox Collection / Smart Media Implementation	Transit Technologies Program	0	-	-	-	-	-	-	-	-
G165	Intelligent Transportation Systems (ITS)	Transit Technologies Program	II	-	-	-	-	-	1,500,000	11,100,000	12,600,000
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	-	400,000	750,000	50,000	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	-	467,300	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	649,779	84,022	-	-	-	-	-	733,801
R015	Passenger Information Signs	Transit Technologies Program	II	-	-	2,000,000	2,000,000	-	-	-	4,000,000
R045	Supervisory Control & Data Acquisition System (SCADA)	Transit Technologies Program	III	-	-	-	-	-	-	3,000,000	3,000,000
R235	Central Train Tracking (Phase 2)	Transit Technologies Program	IV	-	-	-	-	-	-	7,000,000	7,000,000
T002	Automatic Passenger Counters	Transit Technologies Program	III	-	-	-	-	-	-	1,500,000	1,500,000
T003	Google Transit Trip Planner	Transit Technologies Program	0	42,000	60,000	41,596	-	-	-	-	143,596
<b>Transit Technologies Program Total</b>				<b>3,162,376</b>	<b>3,323,203</b>	<b>4,224,807</b>	<b>2,075,000</b>	<b>25,000</b>	<b>1,525,000</b>	<b>24,875,852</b>	<b>39,211,238</b>
<b>Transit Security &amp; Safety</b>											
R165	Ahem/12th Street Improvements	Transit Security & Safety	0	89,689	130,311	-	-	-	-	-	220,000
R250	Noise Attenuation Soundwalls	Transit Security & Safety	III	-	-	-	-	-	-	2,500,000	2,500,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
B133	Bus Lot Improvements	Transit Security & Safety	0	-	-	320,000	320,000	-	-	-	640,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	-	200,000	325,350	-	-	-	525,350
H022	Transit Security Project - To Be Determined #1	Transit Security & Safety	I	-	-	706,000	706,000	706,000	706,000	1,412,000	4,236,000
H023	Transit Security Project - To Be Determined #2	Transit Security & Safety	I	-	-	850,000	850,000	850,000	850,000	1,700,000	5,100,000
<b>Transit Security &amp; Safety Total</b>				<b>89,689</b>	<b>130,311</b>	<b>2,076,000</b>	<b>2,201,350</b>	<b>1,556,000</b>	<b>1,556,000</b>	<b>6,042,000</b>	<b>13,651,350</b>
<b>Planning / Studies</b>											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	170	438,543	92,695	-	-	-	25,000	556,408
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	22,088	20,986	-	-	-	-	-	43,074
R025	Light Rail Vehicle Specification Development	Planning/Studies	IV	-	-	-	-	-	-	100,000	100,000
R305	Bicycle/Pedestrian Improvements Study	Planning/Studies	III	-	250,000	-	-	-	-	50,000	300,000
<b>Planning / Studies Total</b>				<b>22,258</b>	<b>709,529</b>	<b>92,695</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>175,000</b>	<b>999,482</b>
<b>Other Programs</b>											
4024	General Construction Management Support Services	Other Programs	II	351,212	25,000	25,000	30,000	30,000	30,000	2,993,788	3,485,000
4025	General Engineering Support Services	Other Programs	II	313,689	10,030	27,500	27,500	27,500	27,500	1,789,970	2,223,689
G015	Network Firewall Upgrade	Other Programs	II	-	-	-	35,000	-	-	-	35,000
G020	Integrated Contract Admin System (ICAS) Replacement	Other Programs	IV	-	-	-	-	-	-	175,000	175,000
G025	iSCSI SAN Implementation	Other Programs	II	-	-	-	30,000	-	-	-	30,000
G040	Implement Document Archival System	Other Programs	II	-	-	-	-	-	224,000	-	224,000
G075	SAP Upgrade from 4.6c to ERP 2005	Other Programs	II	-	-	353,784	500,000	-	-	500,000	1,353,784
G125	Data Warehouse Upgrade	Other Programs	II	-	-	-	-	-	-	175,000	175,000
G200	Capital Reserve	Other Programs	II	-	-	-	-	-	-	8,000,000	8,000,000
G230	Certificates of Participation Payments	Other Programs	I	12,623,147	2,082,282	2,077,783	2,079,063	2,080,250	2,080,000	-	23,022,525
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	78,500	78,500
OPE5	WMD/IED Exercise	Other Programs	III	-	-	-	-	-	-	55,674	55,674
OPE6	Green Jobs Initiative	Other Programs	III	-	-	-	-	-	-	531,642	531,642
<b>Other Program Total</b>				<b>13,288,048</b>	<b>2,117,312</b>	<b>2,484,067</b>	<b>2,701,563</b>	<b>2,137,750</b>	<b>2,361,500</b>	<b>14,299,574</b>	<b>39,389,814</b>
<b>Total Capital Improvement Program</b>				<b>\$ 439,123,046</b>	<b>\$ 73,315,551</b>	<b>\$ 99,300,328</b>	<b>\$ 132,388,025</b>	<b>\$ 88,195,250</b>	<b>\$ 102,382,172</b>	<b>\$ 7,226,617,571</b>	<b>\$ 8,161,321,943</b>

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

<sup>2</sup> G155 Farebox Collection / Smart Media Implementation: To be fully funded by SACOG at a cost estimate of \$8,525,000.

## **Section III**

### **Priority List of Capital Projects**

**FY2011 - FY2015**

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
PRIORITY LIST OF CAPITAL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
<b>System Expansion Programs</b>											
404	Green Line to the River District (GL-1)	System Expansion	0	\$ 12,272,525	\$ 30,627,698	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 44,900,223
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	* I	22,949,861	3,271,700	749,984	2,550,000	2,550,000	2,428,455	-	34,500,000
402	Green Line Light Rail Extension	System Expansion	I	13,962,107	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	1,078,146,893	1,102,109,000
410	Blue Line to Cosumnes River College	System Expansion	I	23,974,000	9,919,000	61,086,000	101,298,000	64,145,192	6,475,000	3,102,808	270,000,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	* I	267,750,780	792,005	-	-	-	-	-	268,542,785
<b>System Expansion Total</b>				<b>340,909,273</b>	<b>46,610,403</b>	<b>65,835,984</b>	<b>105,848,000</b>	<b>68,695,192</b>	<b>10,903,455</b>	<b>1,081,249,701</b>	<b>1,720,052,008</b>
<b>Fleet Programs</b>											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,150,787	2,795,625	-	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,547,093	415,635	-	-	-	-	-	4,962,728
B005	CNG Bus Replacement (91 in 2008)	Fleet Programs	0	38,905,154	80,144	-	-	-	-	-	38,985,298
P005	Paratransit Vehicle Replacement	Fleet Programs	0	906,284	4,165,210	3,522,600	3,623,731	-	962,310	67,694,924	80,875,059
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	100,000	447,500	447,500	-	-	-	995,000
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	-	660,000	660,000	-	-	-	-	1,320,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	69,864	3,359,866	6,646,338	4,573,169	4,750,000	4,500,000	-	23,899,237
G225	Non-Revenue Vehicle Replacement	Fleet Programs	* I	721,158	7,782	1,702,683	1,006,374	2,431,649	16,798	35,050,875	40,937,319
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	* II	1,444,942	-	155,487	-	1,686,659	-	17,393,528	20,680,616
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	* II	4,459	820,541	177,000	-	-	-	3,783,572	4,785,572
B100	CNG Existing Bus Fleet Replacement (2013 - 2041)	Fleet Programs	* II	-	-	-	-	-	63,142,431	460,015,407	523,157,838
R115	Siemens 1st Series Fleet Replacement (26)	Fleet Programs	* II	-	-	-	-	1,500,000	-	108,918,522	111,918,522
<b>Fleet Program Total</b>				<b>53,749,741</b>	<b>12,404,803</b>	<b>13,311,608</b>	<b>9,650,774</b>	<b>10,368,308</b>	<b>70,121,539</b>	<b>692,856,828</b>	<b>862,463,601</b>
<b>Infrastructure Programs</b>											
0534	13th & 16th St. LR Station Improvements	Infrastructure Program	0	1,000,116	158,091	-	-	-	-	-	1,158,207
0578	Traction Power Upgrades	Infrastructure Program	0	299,415	295,868	295,868	-	-	-	-	891,151
990	Watt Avenue Grade Separation	Infrastructure Program	0	2,287,637	192,363	-	-	-	-	-	2,480,000
4018	OCS/Substation Upgrades	Infrastructure Program	0	79,291	4,709	-	-	-	-	-	84,000
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	29,644	420,356	-	-	-	-	-	450,000
G237	Across the Top System Modification	Infrastructure Program	0	-	50,000	-	-	-	-	-	50,000
R071	A019 Instrument House Improvements	Infrastructure Program	0	6,213	41,742	-	-	-	-	-	47,955
R170	K Street Streetscape Improvements	Infrastructure Program	0	123,013	14,449	-	-	-	-	-	137,462
R245	Downtown LR Station Enhancements	Infrastructure Program	0	333,827	304,082	-	-	-	-	-	637,909
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	538,396	-	647,203	647,202	-	-	-	1,832,801
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	179,047	2,800,000	460,477	460,476	-	-	-	3,908,000
0555	Light Rail Station Shelter Improvement Program	Infrastructure Program	IV	-	-	-	-	-	-	1,136,000	1,136,000
4017	Bus Stop Improvement Program	Infrastructure Program	* I	286,257	-	-	180,000	180,000	180,000	4,502,548	5,328,805
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	-	120,000	955,000	2,800,000	-	-	-	3,875,000
R318	Watt Avenue @ US 50 Interchange Project	Infrastructure Program	I	-	30,000	50,000	-	-	-	-	80,000
008	Swanston Transit Center	Infrastructure Program	II	95,362	-	-	-	-	-	1,710,074	1,805,436
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	* II	-	-	181,000	55,000	55,000	55,000	1,715,000	1,721,000
<b>Infrastructure Program Total</b>				<b>5,258,218</b>	<b>4,431,660</b>	<b>2,589,548</b>	<b>4,142,678</b>	<b>235,000</b>	<b>235,000</b>	<b>8,723,622</b>	<b>25,615,726</b>
<b>Transit Oriented Development</b>											
0536	Transit Oriented Development at Cerno Circle	Transit Oriented Development	0	98,261	1,739	-	-	-	-	-	100,000
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	45,327	4,673	-	-	-	-	-	50,000
0542	Transit Oriented Development at 13th Street LR Station	Transit Oriented Development	0	-	-	75,000	-	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
0546	TOD Community Outreach Pilot	Transit Oriented Development	0	278,235	-	-	-	-	-	-	278,235
<b>Transit Oriented Development Total</b>				<b>448,123</b>	<b>6,412</b>	<b>123,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>578,235</b>

All project expenditures are subject to available funding.

\* These projects have planned expenditures with unidentified funding that are expected to be funded with Federal, State or Local.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
PRIORITY LIST OF CAPITAL PROJECTS  
FY 2011 - FY 2015**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
<b>Facilities Programs</b>											
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	52,074	82,415	-	-	-	-	-	134,489
TE07	Transit Enhancements	Facilities Program	0	161,289	58,972	-	-	-	-	-	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	104,340	100,000	108,160	-	-	-	-	312,500
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	-	280,500	-	-	-	-	280,500
B134	Fulton Ave. Bus Shelters	Facilities Program	0	-	-	169,435	-	-	-	-	169,435
B135	Citrus Heights Bus Stop Improvements	Facilities Program	0	-	-	541,824	-	-	-	-	541,824
F010	Parking Lot Pilot Program	Facilities Program	0	68,189	91,811	-	-	-	-	-	160,000
645	Major Light Rail Station Enhancements	Facilities Program	* I	5,179,243	1,528,000	1,528,000	1,528,000	1,528,000	1,528,000	35,765,039	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	14,225,068	500,000	3,000,000	2,500,000	2,000,000	2,971,678	-	25,196,746
4007	ADA Transition Plan Improvements	Facilities Program	* I	193,358	200,000	200,000	200,000	200,000	200,000	4,594,642	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	* I	2,047,675	625,000	625,000	625,000	625,000	625,000	16,403,445	21,576,120
B017	Citrus Heights Transit Enhancements	Facilities Program	* II	-	300,000	1,200,000	-	-	-	-	1,500,000
<b>Facilities Program Total</b>				<b>22,031,236</b>	<b>3,486,198</b>	<b>7,652,919</b>	<b>4,853,000</b>	<b>4,353,000</b>	<b>5,324,678</b>	<b>56,763,126</b>	<b>104,464,157</b>
<b>Equipment Programs</b>											
B020	Shop Equipment - Bus	Equipment Program	* II	-	95,720	-	125,000	125,000	125,000	3,625,000	4,095,720
<b>Equipment Program Total</b>				<b>-</b>	<b>95,720</b>	<b>-</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>3,625,000</b>	<b>4,095,720</b>
<b>Transit Technologies Programs</b>											
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	612,168	951,179	-	-	-	-	-	1,563,347
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	-	777,444	777,443	-	-	-	-	1,554,887
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	-	400,000	750,000	50,000	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	-	467,300	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	649,779	84,022	-	-	-	-	-	733,801
T003	Google Transit Trip Planner	Transit Technologies Program	0	42,000	60,000	41,596	-	-	-	-	143,596
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	* I	1,498,204	566,008	552,506	-	-	-	-	2,616,718
<b>Transit Technologies Program Total</b>				<b>2,802,151</b>	<b>3,305,953</b>	<b>2,121,545</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,279,649</b>
<b>Transit Security &amp; Safety</b>											
B133	Bus Lot Improvements	Transit Security & Safety	0	-	-	320,000	320,000	-	-	-	640,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	89,689	130,311	-	-	-	-	-	220,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	-	200,000	325,350	-	-	-	525,350
H022	Transit Security Project - To Be Determined #1	Transit Security & Safety	I	-	-	706,000	706,000	706,000	706,000	1,412,000	4,236,000
H023	Transit Security Project - To Be Determined #2	Transit Security & Safety	I	-	-	850,000	850,000	850,000	850,000	1,700,000	5,100,000
<b>Transit Security &amp; Safety Total</b>				<b>89,689</b>	<b>130,311</b>	<b>2,076,000</b>	<b>2,201,350</b>	<b>1,556,000</b>	<b>1,556,000</b>	<b>3,542,000</b>	<b>11,151,350</b>
<b>Planning / Studies</b>											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	170	438,543	92,695	-	-	-	25,000	556,408
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	22,088	20,986	-	-	-	-	-	43,074
<b>Planning / Studies Total</b>				<b>22,258</b>	<b>459,529</b>	<b>92,695</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,000</b>	<b>599,482</b>
<b>Other Programs</b>											
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	78,500	78,500
G230	Certificates of Participation Payments	Other Programs	I	12,623,147	2,082,282	2,077,783	2,079,063	2,080,250	2,080,000	-	23,022,525
G015	Network Firewall Upgrade	Other Programs	* II	-	-	-	35,000	-	-	-	35,000
<b>Other Program Total</b>				<b>12,623,147</b>	<b>2,082,282</b>	<b>2,077,783</b>	<b>2,114,063</b>	<b>2,080,250</b>	<b>2,080,000</b>	<b>78,500</b>	<b>23,136,025</b>
<b>Total Priority List of Capital Projects</b>				<b>\$ 437,933,836</b>	<b>\$ 73,013,271</b>	<b>\$ 95,881,782</b>	<b>\$ 128,984,865</b>	<b>\$ 87,412,750</b>	<b>\$ 90,345,672</b>	<b>\$ 1,846,863,776</b>	<b>\$ 2,760,435,953</b>

All project expenditures are subject to available funding.

\* These projects have planned expenditures with unidentified funding that are expected to be funded with Federal, State or Local.

## **Section IV**

### **Fiscal Year Budget**

### **Funding Summary 2011**

**FISCAL YEAR BUDGET  
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2010 YE	Available Funding FY 2010 YE	FY 2011 FUNDING	FY2011 Expenditures	Total Available Funding
<b>System Expansion Programs</b>										
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	Darryl Abansado	\$ 34,500,000	\$ 22,949,861	\$ 3,271,700	\$ -	\$ 3,271,700	\$ -
402	Green Line Light Rail Extension	System Expansion	I	RoseMary Covington	1,102,109,000	13,962,107	2,125,665	6,708,077	2,000,000	6,833,742
404	Green Line to the River District (GL-1)	System Expansion	0	Greg Gamble	44,900,223	12,272,525	31,608,357	1,019,341	30,627,698	2,000,000
410	Blue Line to Cosumnes River College	System Expansion	0	Ed Scofield	270,000,000	23,974,000	26,851,647	15,961,254	9,919,000	32,893,901
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	Diane Nakano	268,542,785	267,750,780	516,822	-	792,005	(275,183)
<b>System Expansion Total</b>					<b>1,720,052,008</b>	<b>340,909,273</b>	<b>64,374,191</b>	<b>23,688,672</b>	<b>46,610,403</b>	<b>41,452,460</b>
<b>Fleet Programs</b>										
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	I	Laura Espinoza	9,946,412	7,150,787	2,795,625	-	2,795,625	-
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	Laura Ham	4,962,728	4,547,093	415,635	-	415,635	-
B005	CNG Bus Replacement (91 in 2008)	Fleet Programs	0	Vern Barnhart	38,985,298	38,905,154	-	-	80,144	(80,144)
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	I	Doug Vanderkar	20,680,616	1,444,942	633,467	-	-	633,467
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	0	Doug Vanderkar	4,785,572	4,459	820,541	177,000	820,541	177,000
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	Vern Barnhart	40,937,319	721,158	7,782	695,000	7,782	695,000
P005	Paratransit Vehicle Replacement	Fleet Programs	I	Laura Ham	80,875,059	906,284	4,165,210	7,146,331	4,165,210	7,146,331
R001	CAF Light Rail Vehicle Painting	Fleet Programs	I	Laura Espinoza	995,000	-	995,000	-	100,000	895,000
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	Laura Espinoza	1,320,000	-	1,320,000	-	660,000	660,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	Laura Espinoza	23,899,237	69,864	9,741,344	3,551,331	3,359,866	9,932,809
<b>Fleet Program Total</b>					<b>227,387,241</b>	<b>53,749,741</b>	<b>20,894,604</b>	<b>11,569,662</b>	<b>12,404,803</b>	<b>20,059,463</b>
<b>Infrastructure Programs</b>										
0534	13th & 16th St. LR Station Improvements	Infrastructure Program	0	David Solomon	1,158,207	1,000,116	158,091	-	158,091	-
0578	Traction Power Upgrades	Infrastructure Program	I	Jeff Cho	891,151	299,415	591,736	-	295,868	295,868
990	Watt Avenue Grade Separation	Infrastructure Program	0	Greg Gamble	2,480,000	2,287,637	192,363	-	192,363	-
4017	Bus Stop Improvement Program	Infrastructure Program	I	Lynn Cain	5,328,805	286,257	626	-	-	626
4018	OCS/Substation Upgrades	Infrastructure Program	0	Michael Cormaie	84,000	79,291	4,709	-	4,709	-
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	Jeff Cho	450,000	29,644	420,356	-	420,356	-
G237	Across the Top System Modification	Infrastructure Program	0	Craig Norman	50,000	-	-	50,000	50,000	-
M002	University/65th Street Transit Center Relocation	Infrastructure Program	0	David Solomon	3,875,000	-	-	360,000	120,000	240,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	I	Craig Norman	3,500,000	164,083	335,917	-	-	335,917
R071	A019 Instrument House Improvements	Infrastructure Program	0	Craig Norman	47,955	6,213	41,742	-	41,742	-
R170	K Street Streetscape Improvements	Infrastructure Program	0	David Solomon	137,462	123,013	14,449	-	14,449	-
R245	Downtown LR Station Enhancements	Infrastructure Program	0	Lynn Cain	637,909	333,827	304,082	-	304,082	-
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	I	Craig Norman	3,900,000	179,047	3,720,953	-	2,800,000	920,953
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	Darryl Abansado	1,832,801	538,396	-	-	-	-
R318	Watt Avenue @ US 50 Interchange Project	Infrastructure Program	I	Darryl Abansado	80,000	-	-	30,000	30,000	-
<b>Infrastructure Program Total</b>					<b>24,453,290</b>	<b>5,326,939</b>	<b>5,785,024</b>	<b>440,000</b>	<b>4,431,660</b>	<b>1,793,364</b>
<b>Transit Oriented Development</b>										
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	RoseMary Covington	100,000	98,261	1,739	-	1,739	-
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	RoseMary Covington	50,000	45,327	4,673	-	4,673	-
0542	Transit Oriented Development at 13th Street LR Station	Transit Oriented Development	II	RoseMary Covington	75,000	-	75,000	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	RoseMary Covington	75,000	26,300	18,646	-	-	18,646
0546	TOD Community Outreach Pilot	Transit Oriented Development	I	RoseMary Covington	278,235	278,235	-	-	-	-
<b>Transit Oriented Development Total</b>					<b>578,235</b>	<b>448,123</b>	<b>100,058</b>	<b>-</b>	<b>6,412</b>	<b>93,646</b>
<b>Facilities Programs</b>										
645	Major Light Rail Station Enhancements	Facilities Program	I	Lynn Cain	48,584,282	5,179,243	5,377	159,000	1,528,000	(1,363,623)
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	Dawn Fairbrother	25,196,746	14,225,068	9,578,090	1,387,559	500,000	10,465,649

**FISCAL YEAR BUDGET  
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2010 YE	Available Funding FY 2010 YE	FY 2011 FUNDING	FY2011 Expenditures	Total Available Funding
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	Lynn Cain	134,489	52,074	82,415	-	82,415	-
4007	ADA Transition Plan Improvements	Facilities Program	I	Lynn Cain	5,788,000	193,358	258,461	285,313	200,000	343,774
4011	Facilities Maintenance & Improvements	Facilities Program	I	Lynn Cain	21,576,120	2,047,675	165,289	562,500	625,000	102,789
B017	Citrus Heights Transit Enhancements	Facilities Program	II	Lynn Cain	1,500,000	-	-	-	300,000	(300,000)
TE07	Transit Enhancements	Facilities Program	0	Lynn Cain	220,261	161,289	58,972	-	58,972	-
F010	Parking Lot Pilot Program	Facilities Program	0	Lynn Cain	160,000	68,189	1,811	90,000	91,811	-
R175	Watt Avenue Station Improvements	Facilities Program	0	Lynn Cain	312,500	104,340	(104,340)	312,500	100,000	108,160
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	Lynn Cain	280,500	-	-	280,500	-	280,500
B134	Fulton Ave. Bus Shelters	Facilities Program	0	Lynn Cain	169,435	-	-	169,435	-	169,435
B135	Citrus Heights Bus Stop Improvements	Facilities Program	0	Lynn Cain	541,824	-	-	541,824	-	541,824
<b>Facilities Program Total</b>					<b>104,464,157</b>	<b>22,031,236</b>	<b>10,046,075</b>	<b>3,788,631</b>	<b>3,486,198</b>	<b>10,348,508</b>
<b>Equipment Program</b>										
B020	Shop Equipment - Bus	Equipment Program	II	Vern Barnhart	4,095,720	-	-	39,000	95,720	(56,720)
<b>Equipment Program Total</b>					<b>4,095,720</b>	<b>-</b>	<b>-</b>	<b>39,000</b>	<b>95,720</b>	<b>(56,720)</b>
<b>Transit Technologies Programs</b>										
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	0	Roger Thorn	2,616,718	1,498,204	666,608	-	566,008	100,600
966	Information System Maintenance & Expansion	Transit Technologies Program	0	Roger Thorn	209,179	205,917	392	2,870	-	3,262
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	I	Mike Mattos	477,410	154,308	176,299	-	17,250	159,049
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	Roger Thorn	1,563,347	612,168	951,179	-	951,179	-
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	Roger Thorn	1,554,887	-	1,554,887	-	777,444	777,443
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	I	Laura Espinoza	1,200,000	-	50,000	1,150,000	400,000	800,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	Roger Thorn	467,300	-	467,300	-	467,300	-
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	Steve Boswell	733,801	649,779	84,022	-	84,022	-
T003	Google Transit Trip Planner	Transit Technologies Program	I	Roger Thorn	143,596	42,000	-	101,596	60,000	41,596
<b>Transit Technologies Program Total</b>					<b>8,966,238</b>	<b>3,162,376</b>	<b>3,950,687</b>	<b>1,254,466</b>	<b>3,323,203</b>	<b>1,881,950</b>
<b>Transit Security &amp; Safety</b>										
R165	Ahern/12th Street Improvements	Transit Security & Safety	I	Darryl Abansado	220,000	89,689	130,311	-	130,311	-
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	Lynn Cain	430,000	-	-	430,000	-	430,000
B133	Bus Lot Improvements	Transit Security & Safety	0	Lynn Cain	640,000	-	-	640,000	-	640,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	Roger Thorn	525,350	-	-	525,350	-	525,350
<b>Transit Security &amp; Safety Total</b>					<b>1,815,350</b>	<b>89,689</b>	<b>130,311</b>	<b>1,595,350</b>	<b>130,311</b>	<b>1,595,350</b>
<b>Planning / Studies</b>										
0580	Comprehensive Operational Analysis Study	Planning/Studies	I	RoseMary Covingtc	556,408	170	281,238	275,000	438,543	117,695
PD09	Professional Development for RT Planning Staff	Planning/Studies	I	RoseMary Covingtc	43,074	22,088	20,986	-	20,986	-
R305	Bicycle/Pedestrian Improvements Study	Planning/Studies	II	RoseMary Covingtc	300,000	-	-	-	250,000	(250,000)
<b>Planning / Studies Total</b>					<b>899,482</b>	<b>22,258</b>	<b>302,224</b>	<b>275,000</b>	<b>709,529</b>	<b>(132,305)</b>
<b>Other Programs</b>										
4024	General Construction Management Support Services	Other Programs	II	Greg Gamble	3,485,000	351,212	27,764	-	25,000	2,764
4025	General Engineering Support Services	Other Programs	II	Darryl Abansado	2,223,689	313,689	10,030	-	10,030	-
G230	Certificates of Participation Payments	Other Programs	I	Brent Bernegger	23,022,525	12,623,147	-	2,082,282	2,082,282	-
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	Doug Voska	78,500	-	53,500	-	-	53,500
<b>Other Program Total</b>					<b>28,809,714</b>	<b>13,288,048</b>	<b>91,294</b>	<b>2,082,282</b>	<b>2,117,312</b>	<b>56,264</b>
<b>Total Capital Improvement Program</b>					<b>\$ 2,121,521,435</b>	<b>\$ 439,027,684</b>	<b>\$ 105,674,467</b>	<b>\$ 44,733,063</b>	<b>\$ 73,315,551</b>	<b>\$ 77,091,979</b>



## **Section V**

# **Numeric List of Projects and Individual Project Pages**

# MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
230	Northeast Corridor Enhancements (Phase 1)
402	Green Line Light Rail Extension
404	Green Line to the River District (GL-1)
410	Blue Line to Cosumnes River College
008	Swanston Transit Center
0525	Upgrading Rail Interlockings (Remote Indication)
0534	13th & 16th St. LR Station Improvements
0536	Transit Oriented Development at Cemo Circle
0538	Transit Oriented Development at Butterfield LR Station
0542	Transit Oriented Development at 13th Street LR Station
0543	Transit Oriented Development at Power Inn LR Station
0546	TOD Community Outreach Pilot
0552	Metro West LR Maintenance Facility (Specialty Steel)
0555	Light Rail Station Shelter Improvement Program
0578	Traction Power Upgrades
0580	Comprehensive Operational Analysis Study
645	Major Light Rail Station Enhancements
651	Siemens Light Rail Vehicle Mid-Life Overhaul
715	Bus Maintenance Facility #2 (Phase 1)
771	Paratransit Vehicle Replacement (Up to 50)
964	Trapeze Implementation (TEAMS)
966	Information System Maintenance & Expansion
990	Watt Avenue Grade Separation
4005	Butterfield/Mather Mills LR Station Rehabilitation
4007	ADA Transition Plan Improvements
4008	South Sacramento Phase 3 Light Rail Extension
4011	Facilities Maintenance & Improvements
4017	Bus Stop Improvement Program
4018	OCS/Substation Upgrades
4024	General Construction Management Support Services
4025	General Engineering Support Services
B005	CNG Bus Replacement (91 in 2008)
B015	Communication Equipment Replacement
B017	Citrus Heights Transit Enhancements
B020	Shop Equipment - Bus
B030	Neighborhood Ride Vehicle Expansion
B035	Non-Revenue Vehicle Expansion
B040	Neighborhood Ride Vehicle Replacement (Gasoline)
B041	Neighborhood Ride Vehicle Replacement (Hybrid)
B045	CNG Expansion Bus Replacement
B065	Bus Maintenance Facility #1 Rehabilitation
B070	Neighborhood Ride Expansion Vehicle Replacement
B085	Bus Simulator
B100	CNG Existing Bus Fleet Replacement (2013 - 2041)
B105	CNG Bus Expansion (through 2041)
B115	65th Street Hi-Bus Corridor
B116	Antelope Hi-Bus Corridor
B117	Bradshaw Hi-Bus Corridor

# MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
B118	Del Paso Boulevard Hi-Bus Corridor
B119	Easton Valley Parkway Hi-Bus Corridor
B120	El Camino Avenue Hi-Bus Route
B121	Elkhorn Boulevard Hi-Bus Corridor
B122	Fair Oaks Boulevard Hi-Bus Corridor
B123	Freeport Boulevard Hi-Bus Corridor
B124	Greenback Hi-Bus Corridor
B125	Hazel Avenue Hi-Bus Corridor
B126	Howe Avenue Hi-Bus Corridor
B127	Jackson Highway Hi-Bus Corridor
B128	Madison Hi-Bus Corridor
B129	Marconi Avenue Hi-Bus Corridor
B130	Northgate Hi-Bus Corridor
B131	Riverside Hi-Bus Corridor
B132	South Watt Hi-Bus Corridor
B133	Bus Lot Improvements
B134	Fulton Ave. Bus Shelters
B135	Citrus Heights Bus Stop Improvements
BP05	Hi Bus on Stockton Boulevard (Phase 2)
BP06	Hi Bus on Watt Avenue
BP07	Hi Bus on Sunrise Boulevard
BP09	Hi Bus on Florin Road
F	Amtrak/Folsom Light Rail Extension
F005	Paving Restoration Program
F010	Parking Lot Pilot Program
G010	FIBER Infrastructure Management Application
G015	Network Firewall Upgrade
G020	Integrated Contract Admin System (ICAS) Replacement
G025	iSCSI SAN Implementation
G030	I.T. Training Center
G035	Fiber/50-Fig Installation, Maintenance, & Repair
G040	Implement Document Archival System
G045	LR Station Video Surveillance & Recording System
G050	Wi-Fi Light Rail System
G065	Power Systems for Network Operations Center
G075	SAP Upgrade from 4.6c to ERP 2005
G090	Enhance Public Web Based Services (Phase II)
G095	Annual Hardware Replacement/Upgrade Program
G100	Network Backup and Data Archive Upgrade
G105	Automated Vehicle Location System for Buses
G110	Radio System Central Electronics Bank/CBS Dispatch Consoles
G120	Network Switch Replacement
G125	Data Warehouse Upgrade
G135	Server Replacement
G145	New Headquarters Building
G155	Farebox Collection / Smart Media Implementation
G165	Intelligent Transportation Systems (ITS)
G175	Bus Maintenance Facility #2 (Phase 2)

# MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
G200	Capital Reserve
G210	Wayfinding Signage
G225	Non-Revenue Vehicle Replacement
G230	Certificates of Participation Payments
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1
G237	Across the Top System Modification
G238	Repairs per Biennial Bridge Inspection
G240	Additional Fare Vending Machines/Spares
H015	Completing the Video Surveillance System
H020	VICE II (Video Infrastructure & Communications)
H021	Enhancement of Emergency Power Generation
H022	Transit Security Project - To Be Determined #1
H023	Transit Security Project - To Be Determined #2
M001	Road/Curb Repair
M002	University/65th Street Transit Center Relocation
OPE4	"See It, Hear It, Report It" Public Awareness Campaign
OPE5	WMD/IED Exercise
OPE6	Green Jobs Initiative
P005	Paratransit Vehicle Replacement
P010	Paratransit Vehicle Expansion
P015	Paratransit Expansion Vehicle Replacement
PD09	Professional Development for RT Planning Staff
R001	CAF Light Rail Vehicle Painting
R002	Artwork at Light Rail Stations
R005	Wayside Signal Reconfiguration Phase 2
R010	Light Rail Crossing Enhancements
R015	Passenger Information Signs
R025	Light Rail Vehicle Specification Development
R045	Supervisory Control & Data Acquisition System (SCADA)
R055	Light Rail Station at Dos Rios
R056	12th & I Street Light Rail Station ADA Improvements
R060	Light Rail Station at Mineshaft
R065	Sunrise Siding (Side Track Switch)
R071	A019 Instrument House Improvements
R075	Signal Improvements
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment
R100	UTDC Fleet Replacement
R110	Siemens E & H Ramp Replacement
R115	Siemens 1st Series Fleet Replacement (26)
R120	Siemens 2nd Series Fleet Replacement (10)
R125	CAF Fleet Component Overhaul
R130	Gold Line Double Track (Past Hazel LR Station)
R135	Light Rail Station at Horn
R140	Light Rail Station Pedestrian Improvements
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)
R155	Light Rail Station at T Street
R165	Ahern/12th Street Improvements
R170	K Street Streetscape Improvements

# MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
R175	Watt Avenue Station Improvements
R190	Regional Rail
R195	Northeast Corridor Enhancements (Phase 2)
R205	CAF Series Fleet Replacement (40)
R235	Central Train Tracking (Phase 2)
R245	Downtown LR Station Enhancements
R250	Noise Attenuation Soundwalls
R255	Richards Blvd/12th & 16th St Grade Xing
R265	Folsom Corridor Soundwall Landscaping
R271	Metro Light Rail Yard Expansion
R272	Light Rail Control Center Upgrade (LRCC)
R274	Activate Switch F111 at 18th Street
R280	Amtrak-Folsom Limited Stop Service
R305	Bicycle/Pedestrian Improvements Study
R310	Blue Line Extension to Citrus Heights
R311	Gold Line LRT Extension to El Dorado County
R312	Blue Line Extension to Roseville
R313	29th Street Light Rail Station Enhancements
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles
R315	New Light Rail Stations
R317	Siemens (2nd Series) Fleet Overhaul
R318	Watt Avenue @ US 50 Interchange Project
S010	South Loop Streetcar Phase I & II
S015	North Loop Streetcar Phase III
S016	North Loop Streetcar Phase IV
S020	Rancho Cordova Streetcar Phase I & II
S022	Rancho Cordova Streetcar Phases III, IV & V
S023	Citrus Heights to Rancho Cordova European Street Tram
T001	LRV Video Surveillance System Upgrade
T002	Automatic Passenger Counters
T003	Google Transit Trip Planner
TE07	Transit Enhancements

PROJECT NAME	<b>Northeast Corridor Enhancements (Phase 1)</b>				PROJECT ID	<b>230</b>		
PROJECT CLASS	<b>System Expansion</b>				TIER	<b>I Funded through FY 2015</b>		
START DATE	1-Jul-2004			COMPLETION DATE	30-Jun-2015			
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

This project includes enhancements that will allow RT to operate limited stop service in the Northeast Corridor. Scope includes:

- 1) Enhancing the Metro Heavy Repair Facility.
- 2) Realigning the Lumberjack curve, adding Overhead Contact System (OCS), and adding Limited Stop Service (LSS) signaling.
- 3) Upgrading traction power to improve operating power performance.
- 4) Enhancing Metro Heavy Repair Tracks.

**PROJECT JUSTIFICATION**

The Lumberjack curve adds almost a minute to operating time and requires an unusual amount of maintenance. This project is necessary to run express or additional local trains in the Northeast Corridor and to improve the performance of the corridor operating parameters.

**STATUS**

- RT is actively working this project.
- The Heavy Repair Facility Expansion completed 05/09.
  - The major effort to design, straighten, and double track the Lumberjack curve completed 11/09.
  - Special track work for Watt/I-80 is being procured. The estimated completion is 6/10.
  - RT negotiated three real estate proposals with CalTrans, Benvenuti, Welch properties.
  - Two Traction Power Substations (TPSS) are being procured. Delivery will be in 6/10.
  - Double tracking and Limited Stop Signs are on hold pending the release of additional funding.
  - A siding will be put in place between Longview overpass and Watt/I-80 Station for light rail storage, as well as a new station platform at Roseville Road Station.

**ISSUES**

Plans/status for future work can't be accurately updated without the funding plan being updated. Previously anticipated "New Faze" funds of \$750,000 need to be replaced with an alternative source of funds.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 34,500,000	\$ 22,949,861	\$ 3,271,700	\$ 749,984	\$ 2,550,000	\$ 2,550,000	\$ 2,428,455	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 874,671	\$ 874,671	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	30,199,690	25,099,690	-	-	5,100,000	-	-	-
Local	247,200	247,200	-	-	-	-	-	-
TBD	3,178,439	-	-	749,984	-	-	2,428,455	-
	\$ 34,500,000	\$ 26,221,561	\$ -	\$ 749,984	\$ 5,100,000	\$ -	\$ 2,428,455	\$ -

PROJECT NAME	<b>Green Line Light Rail Extension</b>				PROJECT ID	<b>402</b>		
PROJECT CLASS	<b>System Expansion</b>			TIER	<b>I Funded through FY 2015</b>			
START DATE	1-Oct-2001		COMPLETION DATE	30-Jun-2027				
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

The full scope of this project is to extend light rail from downtown Sacramento, through Natomas, to the Sacramento International Airport. This project proposes to add 13 miles of track, 14 stations, and 7 park & ride facilities. The funded scope is limited to Alternatives Analysis (AA), the Draft Environmental Impact Statement/Report (DEIS/DEIR), conceptual engineering, and the Final Environmental Impact Statement/Report (FEIS/FEIR). The costs for final design and construction for Green Line to the River District (GL-1) will be funded in a separate project (1.1 miles and 2 light rail stations).

**PROJECT JUSTIFICATION**

To improve mobility by expanding transit service to the future Union Pacific Rail Yards Development, Regional Intermodal Facility, Richards Boulevard Redevelopment Area, and Natomas. It will reduce traffic congestion, enhance transit supportive community land use and development plans/policies, improve air quality, and it will improve transit system operating efficiencies by providing a cost effective LRT solution to the corridor's transportation problems.

**STATUS**

1.) GL-1 \$44.9M: From Downtown to Richards Boulevard by 2011 - Single track with only the bypass element constructed. This is what RT would be able to operate by August 2011 based on revenue projections. No additional vehicles are required. Final Design/Construction for GL-1 is being funded using local funds in a separate project (404).  
 2.) GL-2 and GL-3 \$1.1 Billion:  
 GL-2: From Richards Boulevard to Natomas Town Center by 2025 - This includes starter line, adding the loop through the Railyards, and acquisition of 5 trains (full build: \$422M). New trains require the completion of a new maintenance facility which is being undertaken as a separate project.  
 GL-3: From Natomas Town Center to the Airport full build by 2027 (full build: \$280.8M). RT converted the DEIS/R into a programmatic draft environmental impact report and distributed the document for public review on December 28, 2007. This change was made at the recommendation of FTA and approved by the RT Board on November 8, 2010. The programmatic CEQA document clears the entire corridor.

**ISSUES**

The schedule for GL-1 will be driven by development on Richards Boulevard. Starter line costs were submitted to the SACOG MTP.

The Transitional Analysis assumed a Project cost of \$897,918,000. This cost assumes a 1/2 cent sales tax in 2012 which would correlate with a 2021 opening to the airport. The estimated cost currently assumes no sales tax in 2012 which moves the opening dates for GL-2 and GL-3 out 6 years resulting in a cost increase to \$1,102,109,000.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,102,109,000	\$ 13,962,107	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,078,146,893
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 14,063,500	\$ 9,526,499	\$ 4,537,001	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,947,553	2,947,553	-	-	-	-	-	-
Local	5,784,796	3,613,720	2,171,076	-	-	-	-	-
TBD	1,079,313,151	-	-	-	-	-	1,166,258	1,078,146,893
	\$ 1,102,109,000	\$ 16,087,772	\$ 6,708,077	\$ -	\$ -	\$ -	\$ 1,166,258	\$ 1,078,146,893

PROJECT NAME	<b>Green Line to the River District (GL-1)</b>			PROJECT ID	<b>404</b>
PROJECT CLASS	<b>System Expansion</b>		TIER	<b>0 Funded</b>	
START DATE	1-Apr-2009		COMPLETION DATE	30-Jun-2011	
PM:	<b>Greg Gamble</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Project scope is to award a design/build contract to complete final design and construction for Minimum Operating Segment 1 (GL-1) of the Downtown-Natomas-Airport light rail extension. Scope includes adding 1.1 miles of single track, train signaling, traction power, overhead catenary, traction power substation, 2 light rail stations, utility relocations, and associated street frontage improvements (curb, gutter, sidewalk, landscaping, etc.)

**PROJECT JUSTIFICATION**

Completion of this project will provide transit service to the Richards Boulevard Redevelopment Area (Township 9 and Continental Plaza), as well as the future Railyards development. The Sacramento Region Blueprint adopted by the Sacramento Area Council of Governments relies upon higher density development with transit service. This extension would be the backbone of the transit service for these development projects and the future connections to Natomas and the airport.

**STATUS**

The project has constructed or relocated the majority of the utility infrastructure required and has constructed the Traction Power site along with portions of track. Operational testing is expected to begin in Summer 2011.

**ISSUES**

Scheduling, coordination and site issues have the potential to cause project costs to exceed budget. RT is pursuing federal legislative action to include the costs from GL-1 as local match for the Full Funding Grant Agreement proposed for completion of this extension through the New Starts program.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 44,900,223	\$ 12,272,525	\$ 30,627,698	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,900,223	43,880,882	1,019,341	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 44,900,223	\$ 43,880,882	\$ 1,019,341	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Blue Line to Cosumnes River College</b>				PROJECT ID	<b>410</b>		
PROJECT CLASS	<b>System Expansion</b>			TIER	<b>I Funded through FY 2015</b>			
START DATE	1-Oct-2001		COMPLETION DATE	31-Dec-2016				
PM:	<b>Ed Scofield</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

Extend light rail from the terminus of South Line Phase 1 at Meadowview Station further south to Cosumnes River College (CRC). This project would add 4.3 miles of track, 4 new stations, and 3 park & ride facilities (2 parking lots and 1 parking garage) for a total of 2,700 parking spaces.

**PROJECT JUSTIFICATION**

- \* Brings transit options to 1,781 households in the study area without private transportation and 3,811 households below the poverty level.
- \* Addresses highway congestion that is expected to increase by up to 34% on Highway 99 by 2025, and 77% on Interstate 5 by 2025 by removing 2,000 vehicles.
- \* Reduces parking demand in Downtown Sacramento by 1,400 spaces.
- \* Extends light rail to within ½ mile of 32 additional facilities (schools, parks, recreational facilities, houses of worship, etc.) and would include an end station at Cosumnes River College.

**STATUS**

FY12 New Starts submittal update was sent to FTA in September 2010. Financial Capacity Assessment provided to FTA in October 2010. Capital costs for the updated project is currently \$270 million for completing the LRT extension. The projected service operating date is December 2014.

**ISSUES**

- 1) Delay to enter into FD may impact overall project scope. Target entry into FD is now Spring/Summer 2011.
- 2) State budget issues have created funding challenges.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 270,000,000	\$ 23,974,000	\$ 9,919,000	\$ 61,086,000	\$ 101,298,000	\$ 64,145,192	\$ 6,475,000	\$ 3,102,808
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 142,100,000	\$ 7,100,000	\$ 4,410,000	\$ 17,412,816	\$ 81,745,184	\$ 31,432,000	\$ -	\$ -
State	55,004,801	12,236,099	11,507,000	10,733,702	9,000,000	2,000,000	7,000,000	2,528,000
Local	72,895,199	31,489,548	44,254	45,581	41,217,650	48,358	49,808	-
TBD	-	-	-	-	-	-	-	-
	\$ 270,000,000	\$ 50,825,647	\$ 15,961,254	\$ 28,192,099	\$ 131,962,834	\$ 33,480,358	\$ 7,049,808	\$ 2,528,000





PROJECT NAME	<b>13th &amp; 16th St. LR Station Improvements</b>			PROJECT ID	<b>0534</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>0 Funded</b>	
START DATE	17-Jan-2005		COMPLETION DATE	30-Apr-2011	
PM:	<b>David Solomon</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Enhance pedestrian access at the 13th and 16th St. light rail stations by removing barriers to pedestrians. It will replace old shelters, add custom mini-high shelters, and improve lighting and landscaping. The Capital Area Development Agency (CADA) and the City of Sacramento are partner agencies.

**PROJECT JUSTIFICATION**

This project represents a previously approved RT Board commitment that maximizes RT's financial means by leveraging grant funds. 13th & 16th Street stations useage have increased greatly since relocation of the Customer Service Center and opening the South Line, respectively.

**STATUS**

Bids were received May 19, the construction contract was conditionally awarded June 8, and the conditions were satisfied on June 24, 2009. The contract was executed on July 21, 2009 and Notice to Proceed was effective August 27, 2009. Notice of Completion was effective October 8, 2010. The project is in the process of being closed, pending shifting of costs and final invoice.

**ISSUES**

Construction Engineering costs were higher than Caltrans and FHWA standards; staff is seeking approval to transfer funds from the Construction phase to the Construction Engineering phase.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,158,207	\$ 1,000,116	\$ 158,091	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 926,225	\$ 926,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	34,125	34,125	-	-	-	-	-	-
Local	197,857	197,857	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,158,207	\$ 1,158,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Transit Oriented Development at Cemo Circle</b>				PROJECT ID	<b>0536</b>	
PROJECT CLASS	<b>Transit Oriented Development</b>			TIER	<b>0 Funded</b>		
START DATE	13-Feb-2006		COMPLETION DATE	30-Jun-2011			
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

RT has entered into an agreement with Gold River Village Partners LLC to develop a detailed project to develop, construct, and market a high-quality, market-rate townhome community to support Transit Oriented Development (TOD) in the vicinity of the Sunrise Light Rail Station on RT owned property. The property is currently vacant and unimproved. Revenue was provided to RT as a good faith exclusivity fee allowing the developer the right to access this RT property. This project will result in the developer making a go/no go decision regarding whether they will proceed with purchasing the property for development. If they do, the revenue they provided will be credited towards the purchase price of the property.

**PROJECT JUSTIFICATION**

Initial study to support Hi Bus and Transit Oriented Development (TOD) at the proposed site.

**STATUS**

An Exclusive Negotiation Agreement was approved by the RT Board on 2/13/06 with Gold River Village Partners LLC to develop a detailed proposal for TOD in the vicinity of the Sunrise light rail station site. This agreement was for 180 days, with deliverables to be provided within 120 days. The Capital Project was set up in SAP on 4/21/06. The developer will take the lead on community involvement and work with the appropriate community organizations for the rezoning process. While the original timeframe of the agreement has exceeded, negotiations are ongoing. USA properties has expressed interest in a Joint Venture with Gold River Village Partners.

**ISSUES**

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	100,000	100,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Transit Oriented Development at Butterfield LR Station</b>				PROJECT ID	<b>0538</b>	
PROJECT CLASS	<b>Transit Oriented Development</b>			TIER	<b>0 Funded</b>		
START DATE	13-Feb-2006		COMPLETION DATE	31-Dec-2011			
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

RT has entered into an agreement with Costa Pacific and Trammell Crow to develop a detailed proposal for development of a 3.0 acre RT owned parcel to support Transit Oriented Development (TOD) in the vicinity of the Butterfield Light Rail Station. Revenue was provided to RT as a good faith exclusivity fee allowing the developer the right to access this RT property. This project will result in the developer making a go/no go decision regarding whether they will proceed with purchasing the property for development. If they do, the revenue they provided will be credited towards the purchase price of the property.

**PROJECT JUSTIFICATION**

To support Transit Oriented Development (TOD) at Butterfield Light Rail Station.

**STATUS**

An Exclusive Negotiation Agreement was approved by the RT Board on 2/13/06 with Costa Pacific and Trammell Crow to develop a detailed proposal for TOD in the vicinity of the Butterfield light rail station site. The developer will take the lead on community involvement and work with the appropriate community organizations for the rezoning process. It is anticipated that the Disposition Development Agreement (DDA) will be approved in FY 2008, the project will proceed with property transfer, escrow closing, and lease payments in FY 2009.

**ISSUES**

RT will receive \$30,000 upon execution of the DDA for entitlement processing. Plans will be adjusted at that time. If the project is terminated, RT may need to return the \$50,000.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 50,000	\$ 45,327	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	50,000	50,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Transit Oriented Development at 13th Street LR Station</b>			PROJECT ID	<b>0542</b>
PROJECT CLASS	<b>Transit Oriented Development</b>		TIER	<b>0 Funded</b>	
START DATE	11-Oct-2006	COMPLETION DATE	30-Jun-2012		
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

RT entered into an agreement with Sheldon Business Park, LTD to provide a detailed proposal to develop RT owned property to support Transit Oriented Development (TOD) in the vicinity of the 13th Street Light Rail Station. Revenue was provided to RT as a good faith exclusivity fee allowing the developer the right to access this RT property. This project will result in the developer making a go/no go decision regarding whether they will proceed with purchasing the property for development. If they do, the revenue they provided will be credited towards the purchase price of the property.

**PROJECT JUSTIFICATION**

To support Transit Oriented Development (TOD) in the vicinity of the 13th Street LR Station

**STATUS**

An Exclusive Negotiation Agreement was executed on 10/02/06, the project was set up in SAP in October of 2006, and negotiations are ongoing. At the request of the developer, \$75000 was refunded to the developer. A new developer is being sought out for this project. Millennium Development LLC., has expressed interest in TOD at this site and has requested RT to RFP the site.

**ISSUES**

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	75,000	75,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Transit Oriented Development at Power Inn LR Station</b>			PROJECT ID	<b>0543</b>
PROJECT CLASS	<b>Transit Oriented Development</b>		TIER	<b>0 Funded</b>	
START DATE	2-Oct-2006	COMPLETION DATE	30-Jun-2012		
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

RT entered into an agreement with Costa Pacific, L.L.C. to produce a detailed proposal to develop RT owned property in the vicinity of the Power Inn Light Rail Station to support Transit Oriented Development (TOD). Revenue was provided to RT as a good faith exclusivity fee allowing the developer the right to access this RT property. This project will result in the developer making a go/no go decision regarding whether they will proceed with purchasing the property for development. If they do, the revenue they provided will be credited towards the purchase price of the property.

**PROJECT JUSTIFICATION**

To support Transit Oriented Development (TOD) in the vicinity of the Power Inn LR Station

**STATUS**

An Exclusive Negotiation Agreement was executed on 10/02/06 and the Capital Project was set up in SAP in November of 2006. Negotiations are ongoing. Developer may want money back.

**ISSUES**

If project is terminated, RT must return developer proceeds.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 75,000	\$ 26,300	\$ -	\$ 48,700	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	75,000	44,946	-	30,054	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 75,000	\$ 44,946	\$ -	\$ 30,054	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>TOD Community Outreach Pilot</b>			PROJECT ID	<b>0546</b>
PROJECT CLASS	<b>Transit Oriented Development</b>		TIER	<b>0 Funded</b>	
START DATE	15-Apr-2008	COMPLETION DATE	30-Jun-2011		
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project will produce community-adopted TOD development plans with timetables for implementation for Florin and Meadowview light rail stations. The public outreach will include marketing, environmental work, and the use of three-dimensional modeling technology being put into place by the Sacramento Area Council of Governments.

**PROJECT JUSTIFICATION**

The goal of this project is to provide public outreach on Transit Oriented Developments on RT owned land in order to improve the access, amenities, housing options, and level of transit service for the underserved communities around the Florin and Meadowview light rail stations.

**STATUS**

RT was awarded a \$250,000 CalTrans Environmental Justice Grant to develop TOD plans for Florin and Meadowview light rail stations. \$25,000 matching has been identified.

**ISSUES**

The last day to conduct reimbursable project activities was February 28, 2010.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 278,235	\$ 278,235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	217,485	217,485	-	-	-	-	-	-
Local	60,750	60,750	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 278,235	\$ 278,235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Metro West LR Maintenance Facility (Specialty Steel)</b>				PROJECT ID	<b>0552</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Jul-2011			COMPLETION DATE	30-Jun-2014			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

Renovate the newly acquired building at 2531 Land Avenue for use as a light rail body shop. This project would make seismic upgrades, and construct doors, lead tracks, and electrical fittings within the building for two LRV body shops and component repair areas.

**PROJECT JUSTIFICATION**

A work area is needed for body work to support repainting Siemens and UTDC light rail vehicles and for making repairs to CAF cars. The Specialty Steel Building at 2531 Land Avenue was acquired for this purpose. This project would make seismic upgrades and construct doors, tracks, and electrical fittings within the building to allow it to be used for this purpose. Currently, body prep for painting can only occur in the paint booth, and this is a critical path in the LRV overhaul process. Constructing two new body shops will triple the capacity of the paint booth at a fraction of the cost. A new paint booth could cost over \$3 million. A purpose built body shop in the yard would cost about \$900,000 (construction costs only or \$1.35M including overhead and contingency).

**STATUS**

This project is not funded at this time.

**ISSUES**

This facility is needed regardless of any potential additional maintenance facility at another site.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,026,660	\$ -	\$ -	\$ -	\$ 526,660	\$ 500,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,026,660	-	-	-	526,660	500,000	-	-
	\$ 1,026,660	\$ -	\$ -	\$ -	\$ 526,660	\$ 500,000	\$ -	\$ -



PROJECT NAME	<b>Traction Power Upgrades</b>			PROJECT ID	<b>0578</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>0 Funded</b>	
START DATE	1-Jul-2004	COMPLETION DATE	30-Jun-2012		
PM:	<b>Jeff Cho</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Make improvements to the Folsom line Traction Power (TPS) system.

**PROJECT JUSTIFICATION**

Increase traction power system availability and thus improve schedule reliability by bringing this segment of track to current Traction Power Substations (TPS) standards. This project was built with 1MW TPSs on 2 mile spacing as part of the starter line. New track is built with 2MW TPSs on approximately 1 mile spacing. The distance between TPSs has resulted in low train voltage during peak service, which can cause the propulsion system to shut off when two trains are accelerating at the same time. This has been a problem in the starter line. Additionally, the 2 mile distance between TPSs can cause rail rise voltages greater than the RT design criteria. In the event that one TPS in the starter line territory goes out of service during peak service, it becomes difficult to operate trains past the failed TPS. In this instance, trains are limited in operating speed.

**STATUS**

GESS Phase III Work Order has been completed to simulate RT TP system. A list of remediation strategies was developed between modeler and RT. Results do indicate the most cost effective way to enhance marginal system performance. A separate study is underway to quantify energy saving. Prepare a public works contract to do substation site work at Arden-Del Paso Station. Contractor will do demolition, grub and grade for a new substation pad and install conduit for SMUD service, connection to OCS and connections to communications. When the site is ready, contractor will hire crane to off-load substation from delivery truck to site pad. Contractor will install all cables and terminate them in substation. Substation supplier will commission station with support from site contractor. After substation is commissioned and placed in service, contractor will landscape and finish site work.

**ISSUES**

SMUD application needs to be prepared.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 891,151	\$ 299,415	\$ 295,868	\$ 295,868	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 398,562	\$ 398,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	76,825	76,825	-	-	-	-	-	-
Local	415,764	415,764	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 891,151	\$ 891,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Comprehensive Operational Analysis Study</b>			PROJECT ID	<b>0580</b>
PROJECT CLASS	<b>Planning/Studies</b>		TIER	<b>0 Funded</b>	
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2012	
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Complete a transit circulation study in Downtown Sacramento in support of Transit Master Plan implementation.

**PROJECT JUSTIFICATION**

The goal is to have a plan in place to provide smarter, better, more reliable service for the short/long term. This study will allow RT to:

- Identify where we lay buses over for the short and long term.
- Identify what form plans should take to get in buy in from the city.
- Incorporate the impact of increased train frequency into the plans.
- Incorporate the impact of streetcars.

**STATUS**

SRTD was originally awarded TMP funding in the amount of \$249,130 with a match requirement of \$32,278 MSA for TMP. An additional award of \$250,000, with required match of \$25,000 cash match and \$51,500 In-Kind Match for COA. These two project are being combined, but the awards are still considered separately by Caltrans.

**ISSUES**

The city gets continued pressure to change streets to one way, etc. We need to work with them to set the plans to allow RT to get through quicker. We continue to be impacted by road changes.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 556,408	\$ 170	\$ 438,543	\$ 92,695	\$ -	\$ -	\$ -	\$ 25,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 499,130	\$ 249,130	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	25,000	-	25,000	-	-	-	-	-
Local	32,278	32,278	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 556,408	\$ 281,408	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Major Light Rail Station Enhancements</b>				PROJECT ID	<b>645</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>I Funded through FY 2015</b>			
START DATE	2-Jan-2002		COMPLETION DATE	30-Jun-2041				
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

This is an on-going program to rehabilitate light rail stations as needed. Scope includes parking lot/sidewalk repairs, mini high shelters, slurry seals, restriping, curb replacement, planter construction, landscape replanting, drainage improvements, fencing repairs/additions, electrical repairs, lighting replacement/repairs, painting, trash can replacement, etc. Work is done incrementally as needs are identified.

**PROJECT JUSTIFICATION**

This project provides a funding source to make needed repairs and to address safety issues as they arise.

**STATUS**

Activities include lighting repairs at light rail stations, paver repairs and updating design guidelines.

**ISSUES**

There is no additional funding proposed for FY 2011 and this is the funding source to address any issues that may arise, including safety. It will not be feasible to fund any labor based on existing project funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 48,584,282	\$ 5,179,243	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 35,765,039
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 2,881,012	\$ 2,881,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	3,036,041	566,041	159,000	-	-	-	-	2,311,000
Local	1,737,567	1,737,567	-	-	-	-	-	-
TBD	40,929,662	-	1,363,623	1,528,000	1,528,000	1,528,000	1,528,000	33,454,039
	\$ 48,584,282	\$ 5,184,620	\$ 1,522,623	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 35,765,039

PROJECT NAME	<b>Siemens Light Rail Vehicle Mid-Life Overhaul</b>				PROJECT ID	<b>651</b>		
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jan-2004			COMPLETION DATE	30-Jun-2011			
PM:	<b>Laura Espinoza</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

Overhaul and rebuild the first series of Siemens light rail vehicles (36) at their mid-life interval. This will include overhauling the traction motor, gear boxes, and components that have meet or exceeded their useful life expectancy. The scope also includes a Siemens Vehicle Life Cycle Cost Study.

**PROJECT JUSTIFICATION**

The mid-life overhaul for the 36 Siemens LRVs is required to be completed in about 15 years. There will be an increased frequency of vehicle failures if the mid-life overhauls continue to be delayed. We need to phase in the overhauls over the next several years to avoid impacting operations. Estimated completion date is the end of June 2010.

**STATUS**

Light Rail Vehicle Maintenance awarded multi-year contracts to rebuild traction motors, gear boxes, and to supply brake and suspension parts. Current effort is for the overhaul and rebuilding of incremental components. Phased maintenance is in process, with an estimated completion in 06/2010. To date 28 vehicles have been completed.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 9,946,412	\$ 7,150,787	\$ 2,795,625	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 7,261,791	\$ 7,261,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,023,069	2,023,069	-	-	-	-	-	-
Local	661,552	661,552	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 9,946,412	\$ 9,946,412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Bus Maintenance Facility #2 (Phase 1)</b>			PROJECT ID	<b>715</b>
PROJECT CLASS	<b>Facilities Program</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Dec-2003		COMPLETION DATE	30-Jun-2015	
PM:	<b>Dawn Fairbrother</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

Purchase a building to be converted to a new bus maintenance facility. Plans for this facility include two fueling stations, a one lane bus wash, and a Revenue Collection Center. This facility will also accommodate approximately 500 employees. The facility has capacity to support up to 250 buses, but it will be completed in phases. The scope of this phase will provide capacity for 125 buses.

**PROJECT JUSTIFICATION**

The existing bus maintenance facility is at full capacity. Over-utilization of this facility has created inefficiencies and higher labor costs due to diminution in staff productivity. This facility will provide RT capacity to be able to expand the bus fleet, it will provide backup CNG fueling capability to lower the fueling risk now that the RT bus fleet is 100% CNG, and it will provide additional space for staff.

**STATUS**

A sprinkler repair was completed in February of 2008, work is proceeding to obtain a 5-year certification that will allow expanded job functions to be performed at this facility (changing oil, etc.), and plans/schedules for fueling design and construction are being developed. RT is contracting with Maintenance Design Group (MDG) to complete design. RT is working with Psomas towards the final design of the service building and the CNG fueling equipment. We are also working with PG&E on the final design and route of the gas line. Work has also begun on the first of three demolitions. The 1st phase of demolition has been completed. PG&E has established a gas line route. They are working to obtain easements for installation. The CNG equipment purchase and yard installation ITB, has been released. Bids are due the end of January 2011. The final service building design has been completed and will be submitted to the county before the end of 2010. SMUD is working on the first phase of the electrical design for the CNG equipment, yard and service building. Both the NEPA and CEQA have been updated to include the gas line, access driveways, and wash facility. The eastern easement to Forcum Ave has been obtained and approved by the Regional Transit Board.

**ISSUES**

Issues include potential environmental problems in the soil, installation of CNG from Roseville Road, and full funding is not in place.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 25,196,746	\$ 14,225,068	\$ 500,000	\$ 3,000,000	\$ 2,500,000	\$ 2,000,000	\$ 2,971,678	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 16,929,992	\$ 16,043,832	\$ 886,160	\$ -	\$ -	\$ -	\$ -	\$ -
State	6,178,000	5,678,000	500,000	-	-	-	-	-
Local	2,088,754	2,081,326	1,399	1,441	1,484	1,529	1,575	-
TBD	-	-	-	-	-	-	-	-
	\$ 25,196,746	\$ 23,803,158	\$ 1,387,559	\$ 1,441	\$ 1,484	\$ 1,529	\$ 1,575	\$ -



PROJECT NAME	<b>Paratransit Vehicle Replacement (Up to 50)</b>				PROJECT ID	<b>771</b>	
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>0 Funded</b>		
START DATE	29-Mar-2002		COMPLETION DATE	30-Jun-2011			
PM:	<b>Laura Ham</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

To purchase replacement paratransit vehicles and communication equipment for use under a lease agreement by RT's ADA paratransit service provider. Vehicles are purchased upon authorization from the RT Board. The scope is limited to purchase of up to 50 vehicles.

**PROJECT JUSTIFICATION**

These vehicles are required in order to meet RT's ADA complementary paratransit service requirement. RT's ADA Paratransit Service Plan identifies fleet requirements for ADA complementary paratransit services; this project replaces vehicles that have exceeded their useful life as defined by federal guidelines. The vehicles are purchased by RT and leased to its paratransit service provider.

**STATUS**

RT replaced 31 paratransit vans in FY2008 (20 funded from this capital project, # 771, and 11 funded from another capital project, P005). In FY2008 RT replaced only vehicles with very high mileage (over 150,000 miles) in hopes that an acceptable alternatively fueled vehicle would be available for future procurements; although an additional 52 vehicles in the paratransit fleet had/have also exceeded their FTA-defined useful life. An acceptable alternatively fueled vehicle has not been identified to date. Base price for a gasoline paratransit van is approximately \$85,000; base price for an alternative fuel paratransit van was estimated at \$150,000. In FY2009 RT also updated its ADA paratransit service plan, including an evaluation of service delivery methods and fleet needs, which impacted the vehicle procurement schedule. Additionally, RT typically utilizes a State of California contract to purchase paratransit vehicles, which was unavailable through much of FY2008, 2009 and 2010; therefore, RT was required to pursue an alternative procurement process. The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted the schedule of this project. The RT Board of Directors authorized a procurement of 52 gasoline-fueled paratransit vehicles in August 2010, using a California Association for Coordinated Transportation (CalACT), Morongo Basin Transit Authority (MBTA) contract. Vehicle production is now underway and all vehicles will be delivered by April 30, 2011. The remaining funding in 771 (\$415,635) will be expended with this pending procurement.

**ISSUES**

RT used all available released funding in this project with the most recent procurement (33 vehicles as described above). It is expected that this project will be closed out with the next vehicle procurement in FY 2011. The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted this project schedule.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 4,962,728	\$ 4,547,093	\$ 415,635	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 3,422,186	\$ 3,422,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	82,500	82,500	-	-	-	-	-	-
Local	1,458,042	1,458,042	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 4,962,728	\$ 4,962,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>PROJECT NAME</b> Trapeze Implementation (TEAMS)						<b>PROJECT ID</b> 964		
<b>PROJECT CLASS</b> Transit Technologies Program				<b>TIER</b> I Funded through FY 2015				
<b>START DATE</b> 1-Dec-2002			<b>COMPLETION DATE</b> 30-Jun-2012					
<b>PM:</b> Roger Thorn		<b>EMT:</b> Mike Mattos		<b>PC:</b> Bishop		<b>FI:</b> Ring		
<b><u>PROJECT DESCRIPTION</u></b> Purchase and install a consolidated software suite to be completed in the following phases: Phase 1: 1) Scheduling and Runcutting, 2) Operator Dispatch, 3) Trip Planning, and 4) Complaints and Commendations. Phase 2: 5) The PLAN Module for Service Planning and Ridership Analysis, and 6) Regional Journey Planning.								
<b><u>PROJECT JUSTIFICATION</u></b> 1) Improve speed, accuracy, and quality of Customer Service responses to public inquiries for information on trip planning. 2) Provide the public with capability to directly request transit trip planning itineraries with routing and fare information. 3) Provide information on integrated transit travel. 4) Compile and report data on ridership and on-time performance in a geographic-based format. 5) Assimilate data on demographics, access, and transit service characteristics (headways, speeds, time periods, etc.) to estimate market (ridership) for potential transit service changes.								
<b><u>STATUS</u></b> The TEAMS Initiative is six separate but integrated projects. Stats for open projects is as follows: OPS - Project should be complete and live by 12/31/11. COM - Project should be completed by 12/31/11. PLAN -This project should be complete by 12/31/11. Regional Journey Planning. TBD. Project may be abandoned.								
<b><u>ISSUES</u></b>								
<hr/>								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 2,616,718	\$ 1,498,204	\$ 566,008	\$ 552,506	\$ -	\$ -	\$ -	\$ -
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 1,574,000	\$ 1,574,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	445,812	445,812	-	-	-	-	-	-
Local	145,000	145,000	-	-	-	-	-	-
TBD	451,906	-	-	451,906	-	-	-	-
	<u>\$ 2,616,718</u>	<u>\$ 2,164,812</u>	<u>\$ -</u>	<u>\$ 451,906</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

PROJECT NAME	<b>Information System Maintenance &amp; Expansion</b>				PROJECT ID	<b>966</b>		
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jan-2007			COMPLETION DATE	30-Jun-2012			
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

This project is to purchase and maintain PC hardware & software.

**PROJECT JUSTIFICATION**

Basic maintenance is necessary for the PC hardware & software.

**STATUS**

Transfer funds from State STA

**ISSUES**

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 209,179	\$ 205,917	\$ -	\$ 3,262	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 165,047	\$ 165,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,870	-	2,870	-	-	-	-	-
Local	41,262	41,262	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 209,179	\$ 206,309	\$ 2,870	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Watt Avenue Grade Separation</b>				PROJECT ID	<b>990</b>		
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>0 Funded</b>			
START DATE	17-May-2004			COMPLETION DATE	30-Jun-2011			
PM:	<b>Greg Gamble</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Grade Separation at the intersection of Watt Avenue at Folsom Blvd. and the light rail tracks west of the Watt/Manlove LRT Station. The County of Sacramento, the lead agency on this project, is making a major modification to this intersection.

**PROJECT JUSTIFICATION**

The Watt Avenue grade crossing is the busiest on the LRT system. The at-grade crossing significantly impacts traffic flow at this intersection. To ease congestion and to improve the Watt Avenue intersection, the County of Sacramento has chosen to grade separate light rail traffic.

**STATUS**

Minor, "clean-up" activities are being performed.

**ISSUES**

RT is responsible for the initial project support costs of \$506,000. The County of Sacramento will reimburse RT for costs in excess of \$506,000 to a maximum of \$2,480,000 (\$1,974,000 maximum reimbursement by County of Sacramento). Any RT costs above \$2,480,000 are the responsibility of RT.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 2,480,000	\$ 2,287,637	\$ 192,363	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 416,510	\$ 416,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	2,063,490	2,063,490	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 2,480,000	\$ 2,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Butterfield/Mather Mills LR Station Rehabilitation</b>				PROJECT ID	<b>4005</b>	
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>0 Funded</b>		
START DATE	2-Jan-2005		COMPLETION DATE	30-Jun-2011			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This is an on-going project to rehabilitate Butterfield/Mather Mills light rail stations as needed. Work will be done incrementally as needs are identified.

**PROJECT JUSTIFICATION**

This project supports light rail transit service by keeping RT light rail stations safe and in a state of good repair for our customers.

**STATUS**

This is special purpose funding that can only be used at Butterfield or Mather Mills LR Stations. Current plans are to install fiber and vaults at these stations FY 2010/FY 2011.

**ISSUES**

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 134,489	\$ 52,074	\$ 82,415	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	134,489	134,489	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 134,489	\$ 134,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>ADA Transition Plan Improvements</b>				PROJECT ID	<b>4007</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>I Funded through FY 2015</b>			
START DATE	1-Jan-2004		COMPLETION DATE	30-Jun-2035				
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

This project allows for facility modifications in order to make all RT facilities accessible. Work is done incrementally as needs are identified, pending the availability of funding.

**PROJECT JUSTIFICATION**

This project is needed to comply with ADA requirements. Implementation makes more of our services and facilities accessible to our patrons.

**STATUS**

Current activities include installing replacement ADA signs for the starter line and Southline. Plans for FY 2009 will vary depending on the available funding.

**ISSUES**

The RT ADA Transition Plan needs to be updated. It is a public document that ranks the priority of the fixed facilities.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 5,788,000	\$ 193,358	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 4,594,642
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 412,329	\$ 127,016	\$ 285,313	\$ -	\$ -	\$ -	\$ -	\$ -
State	820,133	310,133	-	-	-	-	170,000	340,000
Local	14,670	14,670	-	-	-	-	-	-
TBD	4,540,868	-	-	-	56,226	200,000	30,000	4,254,642
	\$ 5,788,000	\$ 451,819	\$ 285,313	\$ -	\$ 56,226	\$ 200,000	\$ 200,000	\$ 4,594,642



PROJECT NAME	<b>Facilities Maintenance &amp; Improvements</b>			PROJECT ID	<b>4011</b>
PROJECT CLASS	<b>Facilities Program</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Jan-2004	COMPLETION DATE	30-Jun-2035		
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This is an on-going program to make general facility enhancements and maintain facilities throughout the district. Work is done incrementally as needs are identified, pending the availability of funding. Scope includes buildings repairs, equipment repair/replacement, improved bus parking lot lighting, bird netting, energy efficient lighting, HVAC units, etc. This project has also funded procurement of CNG compressors, repair/replacement parts for breakdowns, annual rebuilds, and necessary improvements at the Watt station.

**PROJECT JUSTIFICATION**

This project provides a funding source to address safety issues as they arise, improve facilities, make needed repairs, and replace items that have exceeded their useful life. Many RT assets (buildings and equipment) are approaching the end of their useful life and require replacement. Due to the age and condition of recently acquired facilities, improvements and/or modifications are necessary for general safety i.e., roof replacement.

**STATUS**

Maintenance activities are ongoing. Some current activities include  
 \* The relocation of Lumberjack Transit Officers to 1225 R Street.  
 \* FY 2010 Funding projection includes Sec 5305 Federal funds for Watt Station improvements.  
 \* As part of the Fall 2009 SACOG Call for Projects, Grant applications are being submitted for Bike & Pedestian and Regional & Local funds for improvements and enhancements.

**ISSUES**

Funding is limited for FY 2010, and this is the funding source for CNG parts and upgrades.  
 These are big ticket items that are critical for operations.  
 There is no funding to allocate labor to this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 21,576,120	\$ 2,047,675	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 16,403,445
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 1,939,534	\$ 1,396,358	\$ 450,000	\$ 93,176	\$ -	\$ -	\$ -	\$ -
State	965,027	227,527	112,500	625,000	-	-	-	-
Local	589,079	589,079	-	-	-	-	-	-
TBD	18,082,480	-	-	-	429,035	625,000	625,000	16,403,445
	\$ 21,576,120	\$ 2,212,964	\$ 562,500	\$ 718,176	\$ 429,035	\$ 625,000	\$ 625,000	\$ 16,403,445



PROJECT NAME	<b>Bus Stop Improvement Program</b>			PROJECT ID	<b>4017</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	31-Jan-2004	COMPLETION DATE	31-Dec-2035		
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This is an on-going project to make various infrastructure improvements at bus stops to provide better accessibility, improved aesthetics, and additional amenities. Work will be done incrementally as needs are identified, pending the availability of funding.

**PROJECT JUSTIFICATION**

This project is needed to maintain a state of good repair, improve accessibility, replace deteriorated bus stop pads, and address safety issues as they arise for our customers.

**STATUS**

Current activities include procuring regular and Braille Bus Stop signs.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 5,328,805	\$ 286,257	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	\$ 4,502,548
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 146,093	\$ 146,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	720,000	-	-	-	180,000	-	180,000	360,000
Local	140,790	140,790	-	-	-	-	-	-
TBD	4,321,922	-	-	-	-	179,374	-	4,142,548
	\$ 5,328,805	\$ 286,883	\$ -	\$ -	\$ 180,000	\$ 179,374	\$ 180,000	\$ 4,502,548

PROJECT NAME	<b>OCS/Substation Upgrades</b>			PROJECT ID	<b>4018</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>0 Funded</b>	
START DATE	1-Jun-2005	COMPLETION DATE	30-Jun-2012		
PM:	<b>Michael Cormaie</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Replace various components of the overhead catenary system.

**PROJECT JUSTIFICATION**

This project's funding will provide for the replacement of various components of the overhead catenary system. Keeping this system in good repair will ensure safer operations and reduce maintenance requirements.

**STATUS**

The funding was released in September of 2004 and this project become active 6/1/05. This project is needed to provide funding to replace various components of the overhead catenary system as required for safer operations and to reduce maintenance requirements. This is an on-going project to update OCS/Substations as required to support light rail operations.

**ISSUES**

According to SAP there is only \$10,835 remaining spendable. We either need to create a new capital project for the G.O. 95 upgrade required by CPUC or add \$100k to this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 84,000	\$ 79,291	\$ 4,709	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 67,200	\$ 67,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,800	16,800	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 84,000	\$ 84,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>General Construction Management Support Services</b>				PROJECT ID	<b>4024</b>	
PROJECT CLASS	<b>Other Programs</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	30-Jun-2003		COMPLETION DATE	30-Jun-2041			
PM:	<b>Greg Gamble</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This Project assists District staff with as needed, on call support services in the areas of Construction Management, Contract Administration, Inspection, Materials Testing and Sampling, and other related support services during construction of RT's capital projects. This is an ongoing requirement for General Construction Management Support Services.

**PROJECT JUSTIFICATION**

This Project provides for Construction Management Support Services for general and special applications that are not practical for the District to hire and retain on a full time basis..

**STATUS**

The District has contracted with two separate firms (GCMSS 2010) to provide a wide range of support services. The project is progressing per plan, with construction services being provided as needed. Future funding availability may impact the resources this project can provide to assist the District's Capital Improvement Plan.

**ISSUES**

Funding sources need to be identified to provide funding for future fiscal years.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 3,485,000	\$ 351,212	\$ 25,000	\$ 25,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 2,993,788
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	96,114	96,114	-	-	-	-	-	-
Local	282,862	282,862	-	-	-	-	-	-
TBD	3,106,024	-	-	22,236	30,000	30,000	30,000	2,993,788
	\$ 3,485,000	\$ 378,976	\$ -	\$ 22,236	\$ 30,000	\$ 30,000	\$ 30,000	\$ 2,993,788

PROJECT NAME	<b>General Engineering Support Services</b>				PROJECT ID	<b>4025</b>		
PROJECT CLASS	<b>Other Programs</b>				TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Nov-2003			COMPLETION DATE	30-Jun-2041			
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Provide outside engineering support services for civil, structural, systems, architectural, traffic, noise, right of way services to support engineering, and other engineering related tasks as needed.

**PROJECT JUSTIFICATION**

This is a contract with the selected consultant that enables engineering to respond quickly to district design needs for small projects. This service is needed when staff doesn't have the specific skills and expertise required for the work, and to relieve staff of other commitments.

**STATUS**

This project provides outside engineering support services for civil, structural, systems, architectural, traffic, noise, and other engineering related tasks as required. The work under this project is ongoing with many small projects most not having bid advertisements. This project will continue to support the BMFII, Blue Line to Cosumnes River College, Green Line Extension and other capital projects as needed.

**ISSUES**

The request for additional funding is to address issues within RT's existing system that are not covered by funded projects.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 2,223,689	\$ 313,689	\$ 10,030	\$ 27,500	\$ 27,500	\$ 27,500	\$ 27,500	\$ 1,789,970
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	185,000	185,000	-	-	-	-	-	-
Local	138,719	138,719	-	-	-	-	-	-
TBD	1,899,970	-	-	27,500	27,500	27,500	27,500	1,789,970
	\$ 2,223,689	\$ 323,719	\$ -	\$ 27,500	\$ 27,500	\$ 27,500	\$ 27,500	\$ 1,789,970

PROJECT NAME	<b>CNG Bus Replacement (91 in 2008)</b>				PROJECT ID	<b>B005</b>		
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jul-2006		COMPLETION DATE	30-Jun-2011				
PM:	<b>Vern Barnhart</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Replace 91 1993 and 1994 model year CNG buses.

**PROJECT JUSTIFICATION**

These buses will have exceeded their useful lives per FTA replacement standards for both mileage (500,000 miles) and age (12 years).

**STATUS**

Bus production is in process and RT accepted the prototype bus in January of 2008. The first 66 buses are scheduled to arrive by May, 2008 with the remaining 25 to arrive in June, 2008. As of 3/27/08, 4 buses are on site. Last bus arrived on site 9/08.

**ISSUES**

All project funding has not been released, this is preventing the Purchase Requisition/Purchase Order from being processed. Procurement is working with legal to resolve remaining issues related to payment of liquidated damages. Approximately \$600,000 of spare parts and components are being ordered. Once received and invoiced this project will be completed. Any remaining project funding should be reprogrammed into other high priority projects within the Operations Division - replacement non-revenue vehicles, shop tools and equipment, etc.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 38,985,298	\$ 38,905,154	\$ 80,144	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 3,052,000	\$ 3,052,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	34,117,154	34,117,154	-	-	-	-	-	-
Local	1,736,000	1,736,000	-	-	-	-	-	-
TBD	80,144	-	80,144	-	-	-	-	-
	\$ 38,985,298	\$ 38,905,154	\$ 80,144	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Communication Equipment Replacement</b>				PROJECT ID	<b>B015</b>		
PROJECT CLASS	<b>Equipment Program</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Jul-2008		COMPLETION DATE	30-Jun-2041				
PM:	<b>Vern Barnhart</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Replace radio communication equipment as needed. These funds will be used to purchase hand held radios, vehicle radios, rail car radios, MDCs, radio batteries, and equipment that is used to charge these radios.

**PROJECT JUSTIFICATION**

Radios are used in every department that operates RT equipment. RT currently has radio equipment that has been in operation since 1976. This equipment has outlived its useful life. We also have a great deal of hand held equipment that requires replacement from fair wear and tear.

**STATUS**

This project is not funded at this time.

**ISSUES**

Lack of funding for this project results in these costs being borne by the operating budgets of various departments having to pay for replacement equipment costs out of their operating funds. Additionally, the older equipment requires more maintenance in order to keep it in operation, which also negatively impacts the operating budget expenditures.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 2,055,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 1,875,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	2,055,000	-	-	-	60,000	60,000	60,000	1,875,000
	\$ 2,055,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 1,875,000

PROJECT NAME	<b>Citrus Heights Transit Enhancements</b>				PROJECT ID	<b>B017</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Sep-2009			COMPLETION DATE	30-Jun-2012			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

The City of Citrus Heights service agreement with RT includes Transit Enhancements in the amount of \$1,500,000 over a period of 5 years, and these enhancements are to be proposed by Citrus heights and approved by RT as potential Transit Enhancements projects.

**PROJECT JUSTIFICATION**

**STATUS**

Estimated cost is \$300,000 for FY11 and the rest will be spent in FY12.  
This project is dependent upon funding being identified.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,500,000	\$ -	\$ 300,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,500,000	-	300,000	1,200,000	-	-	-	-
	\$ 1,500,000	\$ -	\$ 300,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Shop Equipment - Bus</b>			PROJECT ID	<b>B020</b>
PROJECT CLASS	<b>Equipment Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010	COMPLETION DATE	30-Jun-2041		
PM:	<b>Vern Barnhart</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Purchase a variety of equipment as needed for vehicle and shop maintenance. Replace required shop equipment to support the bus maintenance function.

**PROJECT JUSTIFICATION**

This project provides a needed funding source to replace broken shop equipment and/or outdated equipment as operations require. The hot tank, which is used to clean large bus components is no longer reliable, expensive to maintain, and often time repair parts are not available. Portable lift set-one of 3 sets, which is over 20 years old, failed in operation. Repairs will be expensive and may not be viable to place the lift back into operation. Not having access to this set of lifts negatively affects our ability to perform preventative maintenance and/or component replacement in a timely manner, leading to a backlog of maintenance and decreased availability of revenue service vehicles. Jackstands to support vehicles while up on the lifts are necessary to assure required safety for personnel working under the lifted vehicles.

**STATUS**

This project is not funded at this time.

**ISSUES**

Bus maintenance is responsible for performance of scheduled and unscheduled maintenance, overhaul, rebuild, and body repair/paint on a fleet of 236 buses and over 300 pieces of non-revenue equipment. Various tools and shop equipment is required in order to perform this maintenance - some due to changing technology and some due to replacement through wear and tear. Currently the "tool" budget for the department totals .0004% of the total budget, which is woefully inadequate to support the needs of the operation. Without providing this funding tools that are required must be purchased out of operating funds, sent to outside vendors, or deferred.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 4,095,720	\$ -	\$ 95,720	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 3,625,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	39,000	-	39,000	-	-	-	-	-
TBD	4,056,720	-	56,720	-	125,000	125,000	125,000	3,625,000
	\$ 4,095,720	\$ -	\$ 95,720	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 3,625,000







PROJECT NAME <b>Neighborhood Ride Vehicle Replacement (Gasoline)</b>						PROJECT ID <b>B040</b>		
PROJECT CLASS <b>Fleet Program</b>				TIER <b>II Want to Fund through FY 2015</b>				
START DATE <b>1-Jul-2008</b>			COMPLETION DATE <b>30-Jun-2041</b>					
PM: <b>Doug Vanderkar</b>		EMT: <b>Mark Lonergan</b>			PC: <b>Bishop</b>		FI: <b>Ring</b>	
<b>PROJECT DESCRIPTION</b>								
<p>Replace 1 model year 2007 vehicles in 2012, and 2 every 5 years thereafter. (In FY 2012, 1 time PTA funds will replace 1 gasoline vehicle with a hybrid- see B041)</p> <p>Replace 12 model year 2009 vehicles in 2014, and every 5 years thereafter.</p> <p>Replace 3 model year 2006 diesel vehicles in 2016 and every 10 years thereafter.</p>								
<b>PROJECT JUSTIFICATION</b>								
The fleet of 17 Neighborhood Ride Vehicles were all eligible to be replaced in FY 2005 per the FTA based on both age of vehicle and mileage criteria.								
<b>STATUS</b>								
<p>This project is dependent upon funding being identified. 12 gasoline-powered replacement vehicles were purchased in FY 2009. 3 hybrid vehicles are being purchased under Project B041 in FY 2010. ***It is recommended that the future bus replacement program for gasoline powered buses be placed under this project as well and that the the project be transferred to Vern Barnhart once the Fleet Plan is completed by the Planning Department. The 12 buses purchased in FY 2009 will need to be replaced in FY 2014.</p> <p>Funds needed 1 year before expenditure, will need \$708,679 in FY13, \$447,344 in FY15 and \$16,946,184 in FY16-41 funding source is TBD.</p>								
<b>ISSUES</b>								
The CBS/Paratransit Bus Task Force recommended an alternatively fueled medium duty vehicle @ \$250,000 each with a 10 year life, but this vehicles doesn't exist at this time.								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 20,680,616	\$ 1,444,942	\$ -	\$ 155,487	\$ -	\$ 1,686,659	\$ -	\$ 17,393,528
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,578,409	2,078,409	-	-	500,000	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	18,102,207	-	-	-	708,679	-	447,344	16,946,184
	\$ 20,680,616	\$ 2,078,409	\$ -	\$ -	\$ 1,208,679	\$ -	\$ 447,344	\$ 16,946,184

PROJECT NAME <b>Neighborhood Ride Vehicle Replacement (Hybrid)</b>						PROJECT ID <b>B041</b>		
PROJECT CLASS <b>Fleet Program</b>				TIER <b>II Want to Fund through FY 2015</b>				
START DATE <b>1-Jul-2008</b>			COMPLETION DATE <b>30-Jun-2041</b>					
PM: <b>Doug Vanderkar</b>		EMT: <b>Mark Lonergan</b>		PC: <b>Bishop</b>		FI: <b>Ring</b>		
<b>PROJECT DESCRIPTION</b>								
Purchase Neighborhood Ride Vehicles to replace vehicles who have surpassed their useful lives. Replace 1 gasoline vehicle with a hybrid in FY12 with 1 time PTA funds (restricted to hybrid purchase). Replace 3 hybrids in 2016 and every five years thereafter								
<b>PROJECT JUSTIFICATION</b>								
The fleet of 17 Neighborhood Ride Vehicles were all eligible to be replaced in FY 2005 per the FTA based on both age of vehicle and mileage criteria.								
<b>STATUS</b>								
This project is dependent upon funding being identified. 3 hybrid powered Neighborhood Ride Vehicles are being replaced in FY 2010 under this project. 12 gasoline powered Neighborhood Ride Vehicles were replaced under Project B040 in FY 2009. ***It is recommended that the future bus replacement program for hybrid buses be placed under this project as well and that the project be transferred to Vern Barnhart once the Fleet Plan is completed by the Planning Department. The 3 buses being purchased in FY 2010 will need to be replaced in FY 2016. Funds needed 1 year before expenditure. Will need \$675,305 in FY15 and \$5,376,137 in FY16-41. Funding source is TBD.								
<b>ISSUES</b>								
The CBS/Paratransit Bus Task Force recommended an alternatively fueled medium duty vehicle @ \$250,000 each with a 10 year life, but this vehicles doesn't exist at this time.								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 4,785,572	\$ 4,459	\$ 820,541	\$ 177,000	\$ -	\$ -	\$ -	\$ 3,783,572
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 730,372	\$ 730,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	271,628	94,628	177,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	3,783,572	-	-	-	-	-	675,305	3,108,267
	\$ 4,785,572	\$ 825,000	\$ 177,000	\$ -	\$ -	\$ -	\$ 675,305	\$ 3,108,267



PROJECT NAME	<b>Bus Maintenance Facility #1 Rehabilitation</b>				PROJECT ID	<b>B065</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Jan-2016			COMPLETION DATE	30-Jun-2015			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

Rehabilitate the District's existing Bus Maintenance Facility.

**PROJECT JUSTIFICATION**

It is needed to keep the Bus Maintenance Facility operating effectively.

**STATUS**

This is a proposed future project that is not funded at this time.

**ISSUES**

We need to validate the cost estimate and time required.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	10,000,000	-	-	-	-	-	10,000,000	-
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -







PROJECT NAME <b>CNG Existing Bus Fleet Replacement (2013 - 2041)</b>						PROJECT ID <b>B100</b>		
PROJECT CLASS <b>Fleet Program</b>				TIER <b>II Want to Fund through FY 2015</b>				
START DATE <b>1-Jan-2013</b>			COMPLETION DATE <b>30-Jun-2041</b>					
PM: <b>Vern Barnhart</b>		EMT: <b>Mark Lonergan</b>		PC: <b>Bishop</b>		FI: <b>Paglieroni</b>		
<b>PROJECT DESCRIPTION</b>								
Purchase replacement buses as needed. Purchases need to be made two years in advance of receiving the buses. Planned replacements include: Replace 16 2000 model year CNG buses in 2017, 2029 and 2041. Replace 98 2003 model year CNG buses in 2015, 2027 and 2039. Replace 8 2004 model year CNG buses in 2016, 2028 and 2040. Replace 91 2007/2008 model year CNG buses in 2020 and 2032. Replace 5 2006 model year CNG buses in 2018, 2030 and 2042.								
<b>PROJECT JUSTIFICATION</b>								
Heavy duty buses have an FTA estimated useful life of 12 years or 500,000 miles and are eligible for replacement at that time. CNG powered buses in RT's fleet cannot be operated beyond the useful life of CNG storage tanks due to their 15 year useful life. Trolleys will not be replaced with like vehicles, but will be replaced with 40' buses. Typically, it takes approximately 2 years from funding availability before replacement buses are received and ready to go into revenue service. Funding for replacement buses needs to be available no later than one year before schedule vehicle replacements are due. Additionally, as RT does not have a scheduled rebuild or rehabilitation program, but rather rebuilds major components when they fail, when vehicles reach the end of their projected FTA useful life are in dire need of replacement. Failing to replace them at this time negatively impacts the operating budget with major component repair/replacements typically being required, reduced vehicle availability, and a decrease in service reliability due to increased road calls.								
<b>STATUS</b>								
This is a future project that is dependent upon funding being identified. Funds needed 2 years before expenditure, will need \$63,142,431 funding in FY 2013, \$5,309,119 in FY 2014, \$9,990,332 in FY 2015, and \$444,715,956 in FY16-41. Funding sources TBD.								
<b>ISSUES</b>								
This submittal is based on a 12 year replacement cycle per the Fleet Plan. The timing of replacement buses will be impacted by the recent major service reductions and reduced need for revenue service buses. While a recovery plan to increase service is being developed and hinges on availability of operating funds, the timing of the service recovery is unknown and cannot be accurately forecast at this time. The State requirement for a 15% zero emission bus procurement originally planned for implementation in 2012 has been delayed for two years, or until 2014. At that time, and going forward from there, any bus procurement must include at least 15% of the procurement be with zero emission buses which, at this time, will cost at least 3 times as much as a standard CNG powered bus - less any additional infrastructure costs to support and sustain that fleet.								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 523,157,838	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,142,431	\$ 460,015,407
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,116,000	-	-	-	-	-	2,120,000	4,996,000
Local	-	-	-	-	-	-	-	-
TBD	516,041,838	-	-	-	63,142,431	5,309,119	7,870,332	439,719,956
	\$ 523,157,838	\$ -	\$ -	\$ -	\$ 63,142,431	\$ 5,309,119	\$ 9,990,332	\$ 444,715,956











































PROJECT NAME	<b>Bus Lot Improvements</b>			PROJECT ID	<b>B133</b>
PROJECT CLASS	<b>Transit Security &amp; Safety</b>		TIER	<b>0 Funded</b>	
START DATE	1-Mar-2011	COMPLETION DATE	30-Jun-2013		
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

PROJECT DESCRIPTION

Security related improvements; lighting improvements; concrete and paving improvements and fence replacement.

PROJECT JUSTIFICATION

Lots require additional work.

STATUS

Awaiting funding

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 640,000	\$ -	\$ -	\$ 320,000	\$ 320,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	640,000	-	640,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Fulton Ave. Bus Shelters</b>			PROJECT ID	<b>B134</b>
PROJECT CLASS	<b>Facilities Program</b>		TIER	<b>0 Funded</b>	
START DATE			COMPLETION DATE	30-Jun-2012	
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

Fulton Avenue Business group applied for a grant to add shelters etc on Fulton Avenue. This project is a place holder for that project. Fund to be provided by others. Funds do not include indirect labor for RT staff.

**PROJECT JUSTIFICATION**

N/A

**STATUS**

N/A

**ISSUES**

Shelter maintenance should stay with Fulton Avenue group

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 169,435	\$ -	\$ -	\$ 169,435	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	19,435	-	19,435	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME <b>Citrus Heights Bus Stop Improvements</b>						PROJECT ID <b>B135</b>		
PROJECT CLASS <b>Facilities Program</b>				TIER <b>0 Funded</b>				
START DATE <b>1-Jan-2011</b>			COMPLETION DATE <b>30-Jun-2012</b>					
PM: <b>Lynn Cain</b>		EMT: <b>Mike Mattos</b>		PC: <b>Bishop</b>		FI: <b>Paglieroni</b>		
<b>PROJECT DESCRIPTION</b>								
Bus stop infrastructure improvements (e.g., curb, bus stop pad, sidewalk), and amenities for stops located in the City of Citrus Heights. Bus stop locations include: Stop #1202 (Southwest corner of Sunrise/Macy Plaza); Stop #1204 (Southwest corner of Sunrise/Uplands); Stop #3712 (Southwest corner of Sunrise/Woodmore Oaks); Stop #2809 (Northeast corner of Sunrise/Woodmore Oaks); Stops #3367, #2901, #1308 (Greenback/Auburn Intersection)								
<b>PROJECT JUSTIFICATION</b>								
Many of the stops in Citrus Heights have been neglected and plus top pads have deteriorated.								
<b>STATUS</b>								
Pending FY11 MTIP approval								
<b>ISSUES</b>								
None at this time.								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 541,824	\$ -	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -











PROJECT NAME	<b>Amtrak/Folsom Light Rail Extension</b>			PROJECT ID	<b>F</b>
PROJECT CLASS	<b>System Expansion</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Jan-2000	COMPLETION DATE	30-Jun-2011		
PM:	<b>Diane Nakano</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

Extend light rail along 13.5 miles in Downtown Sacramento from the 7th/8th & K stations to the Amtrak Station and from Mather Field Road to the City of Folsom. Scope includes:

- Design and construction of 10 new light rail stations (5 include parking).
- A heavy repair maintenance facility located adjacent to the existing Academy Way facilities.
- 14 light rail vehicles.
- An elevated bridge structure in downtown Sacramento (Bee Bridge).

**PROJECT JUSTIFICATION**

This project will expand transit services, increase ridership, reduce traffic congestion, and improve air quality.

**STATUS**

This extension is in revenue service.  
Work to close out all real estate issues continues and are dependent upon action by the State Department of Toxic Substance Control.

**ISSUES**

\* Beck's and Aerojet - real estate settlements and transfers pending acceptance; final disposition from DTSC required.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 268,542,785	\$ 267,750,780	\$ 792,005	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 179,374,354	\$ 179,374,354	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	51,423,242	51,423,242	-	-	-	-	-	-
Local	37,470,006	37,470,006	-	-	-	-	-	-
TBD	275,183	-	275,183	-	-	-	-	-
	<b>\$ 268,542,785</b>	<b>\$ 268,267,602</b>	<b>\$ 275,183</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



PROJECT NAME	<b>Parking Lot Pilot Program</b>				PROJECT ID	<b>F010</b>	
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>0 Funded</b>		
START DATE	1-Oct-2009		COMPLETION DATE	30-Jun-2011			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This capital project is for the purchase and, where necessary, installation of the equipment related to the collection of daily fees at parking lots. The pilot program will first include collection of fees at the Watt/I-80, Watt West, and Roseville Road Light Rail Stations (Park and Ride Lots).

**PROJECT JUSTIFICATION**

**STATUS**

The cost per light rail station for equipment is estimated to be approximately \$4,500, with collection being accomplished by existing personnel who currently service the Fare Vending Machines (FVM). Enforcement of the parking regulations will be accomplished with the existing staff (primarily security guards). It is contemplated that parking passes will be sold on site; packaged with passes; and using other technologies including a hybrid smart card. RFID cards/stickers and printed parking passes. The estimated cost for a pilot implementation as proposed is \$45,000, excluding staff costs. Adding stations to the pilot will incrementally increase the implementation cost by \$10,000 per station with additional staff costs being absorbed into existing operating costs.

**ISSUES**

There are no issues at this time

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 160,000	\$ 68,189	\$ 91,811	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	90,000	-	90,000	-	-	-	-	-
Local	70,000	70,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 160,000	\$ 70,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Network Firewall Upgrade</b>			PROJECT ID	<b>G015</b>
PROJECT CLASS	<b>Other Programs</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2013	
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Upgrade RT's network security infrastructure by retiring and replacing the aging and obsolete network firewall. Project includes faster server and firewall software that can handle the increased load associated with more RT users accessing the Internet and additional incoming traffic from the Internet to RT services such as web trip planning, extranet services, and e-mail.

**PROJECT JUSTIFICATION**

Newer hardware and software have been designed to meet the increased number and variety of threats coming from the Internet. Today's hacker is using increasingly sophisticated methods to gain access to sensitive data kept on internal systems. RT must keep up with current countermeasures to ensure the confidentiality, integrity and accessibility of its data systems. Failure to upgrade could result in release of confidential, personal and/or private information.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	35,000	-	-	-	35,000	-	-	-
	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -





PROJECT NAME	<b>iSCSI SAN Implementation</b>			PROJECT ID	<b>G025</b>
PROJECT CLASS	<b>Other Programs</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2013	
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Implement an iSCSI Storage Area Network utilizing iSCSI technology.

**PROJECT JUSTIFICATION**

Implementation of an iSCSI Storage Area Network will improve disk Input/Output performance and more efficiently utilize the disk storage subsystems. A Storage Area Network utilizes a centralized shared disk subsystem. This reduces administrative burden and cost associated with each server having its own disk subsystem to store data. It also allows for a distributed architecture that is more resilient in the face of a natural disaster by allowing RT to have an offsite on-line backup. RT is rapidly outgrowing the current capacity of its aging network infrastructure. The demand to retain electronic data and records for extended periods of time, and the need to ensure its availability, has created the need to expand the capabilities of the network. At our current rate of data growth we will exceed our current capacity within the next 12-18 months.

**STATUS**

This project has been completed using various funding sources.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	30,000	-	-	-	30,000	-	-	-
	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -



PROJECT NAME	<b>Fiber/50-Fig Installation, Maintenance, &amp; Repair</b>				PROJECT ID	<b>G035</b>	
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Aug-2007		COMPLETION DATE	30-Jun-2016			
PM:	<b>Mike Mattos</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

To provide a capital funding source for 50-Fig Installation, fiber optic maintenance and repair, and a reserve to provide a capital funding in the event the 50-Fig Fiber Optic Network operations are impacted.

**PROJECT JUSTIFICATION**

Revenue from the 50-Fig Partners will be used to fund installation of 50-Fig Fiber Optic Network, fiber optic maintenance and repair, and a disaster recovery plan.

**STATUS**

The project was initiated in the summer of 2007. Six partners have signed on at this time. The first partner went active on our fiber network in November of 2007. As fiber is lit, Real Estate is negotiating to sign on additional partners.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 477,410	\$ 154,308	\$ 17,250	\$ 100,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 130,852
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	330,607	330,607	-	-	-	-	-	-
TBD	146,803	-	-	-	-	-	15,951	130,852
	\$ 477,410	\$ 330,607	\$ -	\$ -	\$ -	\$ -	\$ 15,951	\$ 130,852

PROJECT NAME	<b>Implement Document Archival System</b>				PROJECT ID	<b>G040</b>	
PROJECT CLASS	<b>Other Programs</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Jul-2012		COMPLETION DATE	30-Jun-2016			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Implement a document archival system that converts financial and engineering documents to an electronic and/or microfilm format.

**PROJECT JUSTIFICATION**

RT is required to maintain detailed engineering and financial data. The current method requires a lot of storage space and it is very time consuming to access the data.

**STATUS**

This project is not funded at this time. This plan would implement the recommendations from a study completed by NEKO Industries in FY 2006 which recommended a Digital Data Storage system.

**ISSUES**

There has been very little desire to do it because the manual system works well.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	224,000	-	-	-	-	-	224,000	-
	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -

PROJECT NAME	<b>LR Station Video Surveillance &amp; Recording System</b>				PROJECT ID	<b>G045</b>	
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>0 Funded</b>		
START DATE	1-Jul-2008		COMPLETION DATE	30-Jun-2011			
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

The VICE project is comprised of three major sub-projects:

1. Video systems enhancements - This purpose of this project is to enhance our video surveillance capabilities throughout our light rail system. It will add a significant number of video surveillance cameras (90+) at light rail stations, park and ride lots, grade crossings, and wayside operations facilities, as well as add additional video storage and retrieval capabilities.
2. Fiber optics infrastructure enhancements – The purpose of this project is to complete the installation and activation of RT’s fiber optics backbone through the rail corridor. This includes funding to complete the backbone installation from Watt/180 to Alkali Flat station, and the installation of lateral connections to all RT light rail stations.
3. Public Information Systems – This project provides for PI amenities at (an unspecified number of) light rail stations. These amenities include advanced digital messaging signs providing next train and service disruption information, two-way audio communications, and WiFi capabilities.

**PROJECT JUSTIFICATION**

RT’s Board and General Manager have made system security and public safety a mission imperative, and these systems are necessary for both active surveillance and as evidence for prosecution of crime.

**STATUS**

This project is underway. Fiber optics cabling work and later installations have begun. This project is scheduled to be completed by March 2011.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,563,347	\$ 612,168	\$ 951,179	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,558,699	1,558,699	-	-	-	-	-	-
Local	4,648	4,648	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,563,347	\$ 1,563,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Power Systems for Network Operations Center</b>			PROJECT ID	<b>G065</b>
PROJECT CLASS	<b>Equipment Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010	COMPLETION DATE	30-Jun-2013		
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Procurement and installation of an Uninterruptible Power Supply and backup power generation for the Network Operations Center at 1225 R Street.

**PROJECT JUSTIFICATION**

The Network Operations Center at 1225 R St. needs to be powered appropriately for the continuous operation of RT's network. Electronic equipment is extremely sensitive to commercial power fluctuations and must be protected from long term power outages. Currently, the NOC does not have a backup generator and the UPSs mounted in the racks have minimal capacity to keep the installed hardware running. In the event of a long-term power failure (30+ minutes), all systems including the fiber network communications, station security, fare vending systems, and the Call Center phone system would go down in 15-10 minutes for the duration of the power outage. The NOC is a mission and business critical facility and must be able to endure long term power outages. Proper configuration and operation of this facility is mission critical, and is a high priority for the Network Operations unit.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time.

**ISSUES**

There is a developer considering building over the RT facilities at 1225 R Street. If that proceeds, the building would be demolished and a new building built. All modifications/improvements planned for 1225 R Street are being deferred until a decision is made by the developer.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	98,000	-	-	49,000	49,000	-	-	-
	\$ 98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -



PROJECT NAME	<b>SAP Upgrade from 4.6c to ERP 2005</b>				PROJECT ID	<b>G075</b>		
PROJECT CLASS	<b>Other Programs</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2016				
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Upgrade SAP from 4.6c to ERP 2005. Phases include:

Phase I: Upgrade without implementation of new functionality (except "low hanging fruit"). The new version comes with a new General Ledger module which provides the sub ledger functionality badly needed by the FI department. Introduction of new GL/ Sub Ledger will also affect the functionality of Funds Management, Assets Management, and Project Systems.

Phase II: Using all the new features of NetWeaver and finally transitioning to a service-oriented architecture. This includes revamping benefit module currently using workarounds due to domestic partner coverage, new grant module, recruitment module implementation etc.

**PROJECT JUSTIFICATION**

SAP version 4.6C has become obsolete.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time.

**ISSUES**

The SAP system upgrade will probably require hardware upgrades as well. With the introduction of new functionality more licenses will be needed. Initial estimate suggests that 50 more licenses will be necessary with the introduction of new functionality.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,353,784	\$ -	\$ -	\$ 353,784	\$ 500,000	\$ -	\$ -	\$ 500,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,353,784	-	-	353,784	500,000	-	-	500,000
	\$ 1,353,784	\$ -	\$ -	\$ 353,784	\$ 500,000	\$ -	\$ -	\$ 500,000



PROJECT NAME	<b>Annual Hardware Replacement/Upgrade Program</b>			PROJECT ID	<b>G095</b>
PROJECT CLASS	<b>Equipment Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010	COMPLETION DATE	30-Jun-2016		
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project is to provide funding for annual hardware replacements/upgrades.

**PROJECT JUSTIFICATION**

Work Stations need to be upgraded every two to three years to accommodate new operating systems, new software, end user software, volume software, and enhanced or new hardware technology, etc. Work Stations are comprised of CPUs, Monitors (CRT or LCD), Keyboards, Mice, Audio Devices, etc. RT systematically replaces approximately forty work stations every year. The replacements are based mainly on processor speed and hard drive size. Printers, scanners and other peripherals need to be upgraded every two to three years based on usage and accommodating new operating systems and end user software.

**STATUS**

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 410,000	\$ -	\$ -	\$ 210,000	\$ 75,000	\$ 75,000	\$ 50,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	410,000	-	-	210,000	75,000	75,000	50,000	-
	\$ 410,000	\$ -	\$ -	\$ 210,000	\$ 75,000	\$ 75,000	\$ 50,000	\$ -

PROJECT NAME	<b>Network Backup and Data Archive Upgrade</b>			PROJECT ID	<b>G100</b>
PROJECT CLASS	<b>Equipment Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2009	COMPLETION DATE	30-Jun-2012		
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Upgrade/replace RT's data backup and archive system.

**PROJECT JUSTIFICATION**

Replace aging backup server and tape backup device with a Disk to Disk to Tape solution. The current server, backup software and tape drive solution takes 5-6 days to finish a complete backup of all electronic data. During that time changed files are not getting backed up because the system is busy.

**STATUS**

This is a future project that is dependent upon funding being identified.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	50,000	-	-	50,000	-	-	-	-
	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Automated Vehicle Location System for Buses</b>				PROJECT ID	<b>G105</b>	
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>0 Funded</b>		
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2012			
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project proposes to enhance RT's capability to detect, counter and respond to security threats, acts of terrorism, and other illegal activities, through the installation of an automated vehicle location (AVL) and monitoring system for RT's bus fleet. The proposed system would be installed on RT's entire bus and trolley fleet of 275 vehicles, providing real-time vehicle location and monitoring capabilities.

**PROJECT JUSTIFICATION**

Currently, RT has no AVL capacity for its bus fleet whatsoever. An AVL system is needed in order to improve system security, performance, and enhance service reliability. If there were an emergency, this capability would be highly beneficial. It would provide current information to passengers as well.

**STATUS**

Funding for this project has been received. Modems have been ordered and an issue paper for contract award is being presented to the RT Board for software and services purchase on 1/24/11.

**ISSUES**

Staff are piloting a system utilizing RT's Clever Device equipment and cellular modems.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,554,887	\$ -	\$ 777,444	\$ 777,443	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,554,887	1,554,887	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,554,887	\$ 1,554,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -









PROJECT NAME	<b>Server Replacement</b>			PROJECT ID	<b>G135</b>
PROJECT CLASS	<b>Equipment Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2011		COMPLETION DATE	30-Jun-2016	
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Triennial server replacement program to retire and replace aging and obsolete servers.

**PROJECT JUSTIFICATION**

The industry standard for hardware replacement is based on 30 month obsolescence. The bulk of RT's servers are already 48 months old. Today's software demands servers with more computing power than is currently available with our existing server farm. Failure to upgrade leads to an increased risk of server hardware failure which will result in unexpected downtime. The lack of processing power in our current infrastructure also hampers our ability to provide efficient access to the data and services needed to run RT or service the demands of new software implementations.

**STATUS**

This is a future project that is dependent upon funding being identified.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 50,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	80,000	-	-	-	-	-	30,000	50,000
	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 50,000





PROJECT NAME	<b>Intelligent Transportation Systems (ITS)</b>			PROJECT ID	<b>G165</b>
PROJECT CLASS	<b>Transit Technologies Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2010	COMPLETION DATE	30-Jun-2035		
PM:	<b>Mike Mattos</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Support implementation of the Intelligent Transportation Systems Strategic Deployment Plan for the Sacramento Region being coordinated by the Sacramento Area Council of Governments (SACOG). This project will provide rider/passenger information at light rail stations, high usage bus stops, on the web, and via other media systems.

**PROJECT JUSTIFICATION**

This project would bring new technology to RT, enhance service for our customers, and it is a region wide initiative.

**STATUS**

This is a future project that is dependent upon funding being identified.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 11,100,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	12,600,000	-	-	-	-	-	1,500,000	11,100,000
	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 11,100,000





PROJECT NAME	<b>Wayfinding Signage</b>				PROJECT ID	<b>G210</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>III Opportunity Based</b>		
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2017			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Procure and install Wayfinding signage.

**PROJECT JUSTIFICATION**

This project is needed to provide a funding source for signs to direct patrons to RT light rail stations and bus stops from freeways and local streets. Installation of wayfinding signs has typically not been included in the scope of light rail extensions, so alternative funding sources need to be identified.

**STATUS**

This project is not funded at this time.

**ISSUES**

RT needs to coordinate with CalTrans, Sacramento County, and local cities to install Wayfinding signs.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 75,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	100,000	-	-	-	-	-	25,000	75,000
	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 75,000

PROJECT NAME	<b>Non-Revenue Vehicle Replacement</b>			PROJECT ID	<b>G225</b>
PROJECT CLASS	<b>Fleet Programs</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Apr-2008	COMPLETION DATE	30-Jun-2041		
PM:	<b>Vern Barnhart</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Replace existing non-revenue vehicles that have surpassed their useful lives; have been damaged beyond repair; are uneconomically repairable, or no longer meet California emission standards. Expenditure plan assumes vehicles maintenance identify as highest priority will be replaced in 2012 and thereafter based on vehicle useful life. The second highest priority vehicles will be replaced in 2013. All other vehicles with useful lives ending in 2014 or earlier will be replaced in 2014 and thereafter based on vehicle useful life. All the rest to be replaced at the end of their useful lives and thereafter.

**PROJECT JUSTIFICATION**

Non-revenue vehicles are needed to perform the many duties assigned to each RT department. Failure to replace vehicles when they reach the end of their useful life, or are no longer economically repairable, increases operating costs or negatively impacts the using department due to a lack of vehicle availability, impacting their ability to perform their department's mission - including having supervisory personnel in the field, properly maintaining bus stops/light rail stations, monitoring construction activities, and numerous other field functions.

**STATUS**

Funding of \$750,000 was allocated in March of 2008. Priority was given to replacement RTPS vehicles and bus supervisory vehicles, along with a few other critically needed replacements. Since no additional funding has been provided the backlog of vehicles needing replacement continues to grow, with the most critical needs being replacement vehicles for Light Rail supervisory trucks, RTPS vehicles that were not replaced as part of the money allocated in 2008, Wayside speciality high-rail trucks that have either failed and are uneconomically repairable or no longer meet CA diesel emission standards. In addition, various other departmental vehicles are in need of replacement and placing a burden on the fiscally constrained non-revenue repair operating budget.

**ISSUES**

This is an ongoing requirement that is not fully funded and the backlog is growing. No funding was allocated in FY 2007 to FY 2010, so even high priority needs were left unfunded. Continued lack of fully funding this project places a burden on the operating budget with increased cost for repair of vehicles that have outlived their useful life. No funding is available to replace vehicles that are either damaged beyond repair or fail to meet emission standards. Thus, adversely affecting the Department that is assigned the vehicle.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 40,937,319	\$ 721,158	\$ 7,782	\$ 1,702,683	\$ 1,006,374	\$ 2,431,649	\$ 16,798	\$ 35,050,875
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 583,149	\$ 583,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,061,000	-	695,000	-	-	-	6,366,000	-
Local	145,791	145,791	-	-	-	-	-	-
TBD	33,147,379	-	-	1,007,683	1,006,374	2,431,649	-	28,701,673
	\$ 40,937,319	\$ 728,940	\$ 695,000	\$ 1,007,683	\$ 1,006,374	\$ 2,431,649	\$ 6,366,000	\$ 28,701,673



PROJECT NAME	<b>Certificates of Participation Payments</b>				PROJECT ID	<b>G230</b>		
PROJECT CLASS	<b>Other Programs</b>				TIER	<b>I Funded through FY 2015</b>		
START DATE	9-Jan-2004			COMPLETION DATE	30-Jun-2015			
PM:	<b>Brent Bernegger</b>	EMT:	<b>Dee Brookshire</b>	PC:	<b>Tyler</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Annual payment for Certificate of Participation bond issuance from 2004 to 2015.

**PROJECT JUSTIFICATION**

This is a contractual obligation that the District is required to meet each fiscal year to repay bonds issued under the COPs program.

**STATUS**

This project is active.

**ISSUES**

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 23,022,525	\$ 12,623,147	\$ 2,082,282	\$ 2,077,783	\$ 2,079,063	\$ 2,080,250	\$ 2,080,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	20,556,318	10,156,940	2,082,282	2,077,783	2,079,063	2,080,250	2,080,000	-
Local	2,466,207	2,466,207	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 23,022,525	\$ 12,623,147	\$ 2,082,282	\$ 2,077,783	\$ 2,079,063	\$ 2,080,250	\$ 2,080,000	\$ -

PROJECT NAME	<b>West Citrus Overcrossing OCS Pole Relocation Phase 1</b>				PROJECT ID	<b>G236</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>0 Funded</b>		
START DATE	1-Oct-2009		COMPLETION DATE	30-May-2011			
PM:	<b>Jeff Cho</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

To support the State's West Citrus Bridge Widening Project, RT needs to relocate two OCS poles in the vicinity of the intersection of Folsom Blvd. and Kilgore Rd. These OCS poles are located where the bridge extensions have to go, so they need to be removed before the State can proceed with false work to build the bridge extension. Phase 1 includes:

1. Design OCS pole relocation
2. Construct a new OCS pole assembly in the middle of the West Citrus bridge area where the bridge soffit is recessed
3. "Cut-over" catenary wires from existing OCS poles to new OCS pole and temporarily set wires to a lower height to accomodate bridge false work.
4. Remove the two existing OCS poles and demolish foundations
5. Relocate any existing underground facilities, which may interfere with bridge work

Phase 2 scope includes flagging during bridge construction and restoring the catenary system to its proper height. The project is being phased because Phase 2 can't be completed until Caltrans completes their Bridge Widening Project.

**PROJECT JUSTIFICATION**

To support the State's West Citrus Bridge Widening Project, two OCS poles need to be relocated.

**STATUS**

A construction and maintenance agreement between RT and Caltrans is on the September 14th, 2009 Board Agenda for Approval. Per terms of the agreement, Caltrans will reimburse RT for actual costs. After the agreement is executed, RT will issue a work order to PGH Wong to begin design work. This is anticipated to take two to three months with construction to follow. The State needs RT's project to be completed by April of 2010 so they can proceed with their project. Plans are to close Phase 1 by May 2010. Phase 2 progress will be dependent upon the State's construction schedule.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 450,000	\$ 29,644	\$ 420,356	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	450,000	450,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Across the Top System Modification</b>				PROJECT ID	<b>G237</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>0 Funded</b>		
START DATE	13-Sep-2010		COMPLETION DATE	30-Jun-2011			
PM:	<b>Craig Norman</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Sate of California is contracted with RT to review State's project plans for the "Across the Top" High Occupancy Vehicle Land Project and conduct preliminary engineering including design support costs to modify RT tracks and facilities situated below interstate Highway 80, in Sacramento County and the Del Paso Overhead Structure.

**PROJECT JUSTIFICATION**

Caltrans will be adding high occupancy vehicle lanes on both sides of Interstate Highway 80 (Del Paso Overhead Structure). The widening of this structure will interfere with RT's existing facilities. Design consultants will develop detailed design modifications to RT's Light Rail system, but a preliminary survey of the site suggests that the pole locations and wire height for the overhead contact system (OCS) will require adjustments. In addition to the OCS adjustments, it will also need to modify a grade crossing mechanism. Caltrans requested that RT provide the technical expertise need to oversee the preliminary engineering design effort. The work includes procuring design consulting services and providing design oversight.

**STATUS**

Caltrans will pay RT in accordance with the California Prompt Payment Act, codified in Government Code Section 927 et seq. The agreement allows RT to be completely reimbursed, in arrears, for all design costs incurred in support of the Caltrans project.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	50,000	-	50,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Repairs per Biennial Bridge Inspection</b>			PROJECT ID	<b>G238</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2041	
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Repair of bridge structure elements as found in the periodic inspection. Cracks on bridge deck, cracks on MSE walls, cracks on MSE columns, repair fence posts, general cleaning and maintenance.

**PROJECT JUSTIFICATION**

The repairs are needed to comply to the CPUC regulatory biennial inspection report. Also, some of the structure issues are of major concern for the sound stability of the bridges. One example is the periodic inspection of the MSE walls "inspection wires" for the bridges that are more than 5 years old (Bee Bridge and Brighton).

**STATUS**

No source of funding has been identified at this time.

**ISSUES**

The CPUC may have concerns of the unaddressed repairs.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,721,000	\$ -	\$ -	\$ 181,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,375,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,721,000	-	-	181,000	55,000	55,000	55,000	1,375,000
	\$ 1,721,000	\$ -	\$ -	\$ 181,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,375,000

PROJECT NAME	<b>Additional Fare Vending Machines/Spares</b>			PROJECT ID	<b>G240</b>
PROJECT CLASS	<b>Transit Technologies Program</b>		TIER	<b>0 Funded</b>	
START DATE	1-Jul-2008	COMPLETION DATE	31-Aug-2012		
PM:	<b>Laura Espinoza</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project is to procure replacement fare vending machines and additional fare vending machines for stations with only one machine.

**PROJECT JUSTIFICATION**

Fare vending machines are needed to support system expansion and it is RT's policy based on ADA requirements to have 2 fare vending machines at key stations. The workstations are connected to the Central Data Collection System (CDCS), which allows departments to monitor FVM alarms, FVM maintenance, financial reports, ticket adding requirement, customer claims, citation investigations, and downloading/uploading FVM information. In addition, it is critical that RT have spares available to provide service while FVMS are being repaired and to replace vandalized FVMs.

**STATUS**

RT is working with LTK to develop the specifications for new FVM's. The issue paper was submitted for approval at the January, 10, 2011, Board meeting.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,200,000	\$ -	\$ 400,000	\$ 750,000	\$ 50,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,200,000	50,000	1,150,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,200,000	\$ 50,000	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Completing the Video Surveillance System</b>			PROJECT ID	<b>H015</b>
PROJECT CLASS	<b>Transit Technologies Program</b>		TIER	<b>0 Funded</b>	
START DATE	25-Aug-2009		COMPLETION DATE	30-Jun-2016	
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

Install additional light rail system surveillance and security equipment (camera, NVR's, wireless access points) and fiber optic laterals.

**PROJECT JUSTIFICATION**

**STATUS**

This project is proceeding and should be completed by 6/30/2011.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 467,300	\$ -	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>VICE II (Video Infrastructure &amp; Communications)</b>				PROJECT ID	<b>H020</b>	
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>0 Funded</b>		
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2016			
PM:	<b>Steve Boswell</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This project proposes to enhance SRTD's capability to detect, counter, and respond to threats and acts of terrorism against the transit system through the installation of cameras. The Watt/180 West Station is actually part of the Watt/180 to Roseville Road corridor. It is actually one continuous lot which requires more surveillance capacity. The Swanston Station is next to Light Rail HQ which is one of SRTD's critical structures.

**PROJECT JUSTIFICATION**

The area of our video surveillance system in the greatest need for expansion is the light rail station component. Additionally, SRTD receives regular requests for video surveillance footage from local law enforcement and the FBI. This project will enhance that capability as well as provide monitoring of sites via a web-based application.

**STATUS**

This project is proceeding and should be completed by 6/30/2011.

**ISSUES**

Cameras in the parking areas should be focused on passenger interface not parked vehicles. Detailed camera plan to ensure cameras are placed for anti-terrorism purposes must be submitted to DHS for review and approval prior to release of funds.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 733,801	\$ 649,779	\$ 84,022	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 733,801	\$ 733,801	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 733,801	\$ 733,801	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Enhancement of Emergency Power Generation</b>				PROJECT ID	<b>H021</b>	
PROJECT CLASS	<b>Transit Security &amp; Safety</b>			TIER	<b>0 Funded</b>		
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2016			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project has two phases. Phase one proposes to purchase and install emergency power generation equipment for three critical operations facilities, and will provide facilities for emergency transit operations in the event of long term power outages or a natural disaster. The three proposed RT sites for installation of power generators are:

- Bus Dispatch, Police Services, and Computer Operations offices located at RT's Administration complex at 1400 29th street
- Community Bus Service division located in RT's bus maintenance facility at McClellan Business Park
- Network & Video Operations Center located at 1225 R street.

Phase two of this project proposes to establish an emergency staff operations center at RT's McClellan site. RT currently has redundant server and networking equipment operating in its Network Operations Center at 1225 R st. This site however is in the same geographic area and floodplain as RT's administrative complex. Additionally, this site only provides redundant data services, and does not provide facilities for emergency operations staff in the event of a site-based disaster such as a flood or building fire.

This project will provide for the computer and communications equipment as well as building improvements capable of accommodating up to 12-18 staff for emergency operations.

**PROJECT JUSTIFICATION**

These three facilities (see above) play a critical role in RT's ability to provide fleet dispatching, security surveillance, fleet communications, and operations management for both bus and rail services. Long term power or systems outages at any one these facilities impacts RT's abilities to provide transit services and impacts our ability to safely operate.

**STATUS**

Project not yet initiated.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	430,000	-	430,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Transit Security Project - To Be Determined #1</b>			PROJECT ID	<b>H022</b>
PROJECT CLASS	<b>Transit Security &amp; Safety</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Jan-2012	COMPLETION DATE	30-Jun-2018		
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This project proposes future State funding, for Transit security related projects, for safety and security of the RT's Bus and Light Rail systems via State Proposition 1B California Transit Security Grant / California Transit Assistance Fund programs.

**PROJECT JUSTIFICATION**

This project entry is a "placeholder" for formula based annual grant revenue from The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 07, 2006 general election, authorizes the issuance of nineteen billion nine hundred twenty five million dollars (\$19,925,000,000) in general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects. Section 8879.23 of the California Government Code creates the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006 in the State Treasury. Section 8879.23 (h) directs that one billion dollars (\$1,000,000,000) be deposited in the Transit System Safety, Security and Disaster Response Account. This section further directs that one hundred million dollars (\$100,000,000) be made available upon appropriation by the legislature to entities for eligible transit system safety, security and disaster response projects.

**STATUS**

This project is funded by Proposition 1B.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 4,236,000	\$ -	\$ -	\$ 706,000	\$ 706,000	\$ 706,000	\$ 706,000	\$ 1,412,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,236,000	-	-	706,000	706,000	706,000	706,000	1,412,000
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 4,236,000	\$ -	\$ -	\$ 706,000	\$ 706,000	\$ 706,000	\$ 706,000	\$ 1,412,000

PROJECT NAME	<b>Transit Security Project - To Be Determined #2</b>			PROJECT ID	<b>H023</b>
PROJECT CLASS	<b>Transit Security &amp; Safety</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Jan-2012	COMPLETION DATE	30-Jun-2018		
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This project proposes future State funding, for Transit security related projects, for safety and security of the RT's Bus and Light Rail systems via State Proposition 1B California Transit Security Grant / California Transit Assistance Fund programs.

**PROJECT JUSTIFICATION**

This project entry is a "placeholder" for expected annual grant revenue from The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 07, 2006 general election, authorizes the issuance of nineteen billion nine hundred twenty five million dollars (\$19,925,000,000) in general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects. Section 8879.23 of the California Government Code creates the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006 in the State Treasury. Section 8879.23 (h) directs that one billion dollars (\$1,000,000,000) be deposited in the Transit System Safety, Security and Disaster Response Account. This section further directs that one hundred million dollars (\$100,000,000) be made available upon appropriation by the legislature to entities for eligible transit system safety, security and disaster response projects.

**STATUS**

This project is funded by Proposition 1B.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 5,100,000	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 1,700,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	5,100,000	-	-	850,000	850,000	850,000	850,000	1,700,000
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 5,100,000	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 1,700,000



PROJECT NAME	<b>University/65th Street Transit Center Relocation</b>			PROJECT ID	<b>M002</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	9-Feb-2011	COMPLETION DATE	31-Mar-2013		
PM:	<b>David Solomon</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Project consists of reconstructing portions of Q Street, 65th Street, and 67th Street to relocate bus stops from the current off-street facility to new on-street berths, in order to vacate the existing parcel for future transit-oriented development. The project also includes a new 2-unit restroom for bus operators, traffic signal and pedestrian crossing improvements at the intersection of Q/65th Streets, new stormwater facilities, and a sidewalk along the south side of Folsom Boulevard from 65th to 69th Streets. The Scope of Work includes completion of design from 95%, plus right-of-way acquisition, construction and construction administration.

**PROJECT JUSTIFICATION**

The purpose of this project is to create an opportunity for transit supportive development and to facilitate intermodal transfers. The University/65th Street Station is located within an area designated as a Transit Village. RT owns 2.1 acres of land adjacent to this major bus and light rail transfer station. This property is a prime Transit Oriented Development (TOD) prospect, but the current bus transfer configuration restricts the development that can occur at this site.

**STATUS**

In negotiations with Sacramento Housing and Redevelopment Agency (SHRA) for initial Owner Participation Agreement (OPA) for completion of design, permitting, and preparatory work for ROW acquisition.

**ISSUES**

1. SHRA is concerned about RT labor costs, particularly indirect costs.
2. Construction funding depends on future agreements with SHRA for \$3,265,000 and with City of Sacramento for \$250,000; these agreements are yet to be negotiated.
3. State may eliminate future redevelopment funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 3,875,000	\$ -	\$ 120,000	\$ 955,000	\$ 2,800,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	3,875,000	-	360,000	3,515,000	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 3,875,000	\$ -	\$ 360,000	\$ 3,515,000	\$ -	\$ -	\$ -	\$ -







PROJECT NAME <b>Paratransit Vehicle Replacement</b>						PROJECT ID <b>P005</b>		
PROJECT CLASS <b>Fleet Programs</b>				TIER <b>0 Funded</b>				
START DATE <b>1-Oct-2006</b>			COMPLETION DATE <b>30-Jun-2041</b>					
PM: <b>Laura Ham</b>		EMT: <b>RoseMary Covington</b>		PC: <b>Bishop</b>		FI: <b>Ring</b>		
<b>PROJECT DESCRIPTION</b>								
<p>This is an on-going project to purchase replacement paratransit vehicles and communication equipment for RT's ADA complementary paratransit service for use under a lease agreement by RT's ADA paratransit service provider. Vehicles are purchased upon authorization from the RT Board. FY11- buy 52 buses- replace every 5 years thereafter; FY12- buy 30 buses; replace every 5 years thereafter; FY13- buy 40 buses; replace every 5 years thereafter; FY 15- buy 10 buses, replace every 5 years thereafter. Future replacements adjusted to keep existing fleet size at 82 vehicles. Assume funding needed 1 year before manufacture/delivery and 3% per year price escalation.</p>								
<b>PROJECT JUSTIFICATION</b>								
<p>These vehicles are required in order to meet RT's ADA complementary paratransit service requirement. RT's ADA Paratransit Service Plan identifies fleet requirements for ADA complementary paratransit services; this project replaces vehicles that have exceeded their useful life as defined by federal guidelines. The vehicles are purchased by RT and leased to its paratransit service provider.</p>								
<b>STATUS</b>								
<p>RT replaced 31 paratransit vans in FY2008 (20 funded from project 771, and 11 funded from P005). In FY2008 RT replaced only vehicles with very high mileage (over 150,000 miles) in hopes that an acceptable alternatively fueled vehicle would be available for future procurements; although an additional 52 vehicles in the paratransit fleet had/have also exceeded their FTA-defined useful life. An acceptable alternatively fueled vehicle has not been identified to date. Base price for a gasoline paratransit van is approximately \$85,000; base price for an alternative fuel paratransit van was estimated at \$150,000. In FY2009 RT also updated its ADA paratransit service plan, including an evaluation of service delivery methods and fleet needs, which impacted the vehicle procurement schedule. Additionally, RT typically utilizes a State of California contract to purchase paratransit vehicles, which was unavailable through much of FY2008, 2009 and 2010; therefore, RT was required to pursue an alternative procurement process. The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted this project schedule. The RT Bo California Association for Coordinated Transportation (CalACT), Morongo Basin Transit Authority (MBTA) contract. Vehicle production is now underway and 52 vehicles will be delivered by March 30, 2011.</p>								
<b>ISSUES</b>								
<p>The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted this project schedule. When the platform changes, the cost per vehicle will be impacted. This expenditure plan is based upon the current service delivery model and fleet plan. If an alternative fuel vehicle platform becomes available in the future, the expenditure plan will be adjusted to reflect the higher cost of an alternative fuel vehicle.</p>								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 80,875,059	\$ 906,284	\$ 4,165,210	\$ 3,522,600	\$ 3,623,731	\$ -	\$ 962,310	\$ 67,694,924
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 870,000	\$ 870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	19,573,825	4,201,494	7,146,331	-	-	4,113,000	-	4,113,000
Local	-	-	-	-	-	-	-	-
TBD	60,431,234	-	-	-	-	-	-	60,431,234
	\$ 80,875,059	\$ 5,071,494	\$ 7,146,331	\$ -	\$ -	\$ 4,113,000	\$ -	\$ 64,544,234



PROJECT NAME	<b>Paratransit Vehicle Expansion</b>			PROJECT ID	<b>P010</b>
PROJECT CLASS	<b>Fleet Program</b>		TIER	<b>I Funded through FY 2015</b>	
START DATE	1-Jul-2009	COMPLETION DATE	30-Jun-2041		
PM:	<b>Laura Ham</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This is an on-going project to purchase expansion paratransit vehicles and communication equipment for RT's ADA complementary paratransit service. Vehicles are purchased upon authorization from the RT Board.

**PROJECT JUSTIFICATION**

These vehicles are required in order to meet RT's ADA complementary paratransit service requirement. RT's ADA Paratransit Service and Fleet Plans identifies fleet requirements for ADA complementary paratransit services; this project provides for expansion vehicles as service demand and peak vehicle requirement grows. The vehicles are currently purchased by RT and leased to its paratransit service provider.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time.

**ISSUES**

This expenditure plan is based upon the current service delivery model and fleet needs identified in RT's ADA Paratransit Plan and Fleet Plan. If an alternative fuel vehicle platform becomes available in the future, the expenditure plan will be adjusted to reflect the higher cost of an alternative fueled vehicle.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 20,875,257	\$ -	\$ -	\$ -	\$ 272,121	\$ 380,969	\$ 400,018	\$ 19,822,149
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	20,875,257	-	-	272,121	380,969	400,018	-	19,822,149
	\$ 20,875,257	\$ -	\$ -	\$ 272,121	\$ 380,969	\$ 400,018	\$ -	\$ 19,822,149



PROJECT NAME <b>Professional Development for RT Planning Staff</b>						PROJECT ID <b>PD09</b>		
PROJECT CLASS <b>Planning/Studies</b>				TIER <b>0 Funded</b>				
START DATE <b>1-Jul-2009</b>			COMPLETION DATE <b>30-Jun-2011</b>					
PM: <b>RoseMary Covington</b>		EMT: <b>RoseMary Covington</b>		PC: <b>Bishop</b>		FI: <b>Ring</b>		
<b>PROJECT DESCRIPTION</b>								
<p>This project will train RT Staff who serve the entire RT service area (Sacramento County area) on the following issues: affordable housing, bicycle/pedestrian connectivity, public participation, air pollution/greenhouse issues, fuel efficiency, and efficient movement of people, congestion relief, safe/healthy communities and sustainability. The stakeholders of this project are the many communities that depend on RT for continued and growing transit service. Training will potentially be obtained through the following organizations: Caltrans Planning Academy, ULI, CSUS, UC Davis, APTA, CUTA, ESRI, APA, NCI, USGBC and other appropriate organizations as determined available during duration of project. The project will be based on a specific timeline, with performance criteria.</p>								
<b>PROJECT JUSTIFICATION</b>								
<p>RT staff reviews all the development applications within its service area; coordinates with local jurisdictions on their general plans, specific plans and transportation plans; prepares transit service plans for the community; and assists with Transit Oriented Development delivery in the Sacramento area. The training will prepare the RT staff to strategize and deliver plans from both land use and transportation planning perspectives.</p>								
<b>STATUS</b>								
<p>RT is currently developing its project management plan and timeline and researching available training opportunities. SRTD has been awarded funding in the amount of \$38,133 with a match requirement of \$4,941.</p>								
<b>ISSUES</b>								
None at this time.								
<b>EXPENDITURE PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 43,074	\$ 22,088	\$ 20,986	\$ -	\$ -	\$ -	\$ -	\$ -
<b>FUNDING PLAN</b>								
	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 38,133	\$ 38,133	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	4,941	4,941	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 43,074	\$ 43,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>CAF Light Rail Vehicle Painting</b>				PROJECT ID	<b>R001</b>		
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2013			
PM:	<b>Laura Espinoza</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

This project is to paint CAF trains.

**PROJECT JUSTIFICATION**

This work is funded from a paint settlement with CAF.

**STATUS**

A settlement has been reached with CAF to fund repainting the CAF cars.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 995,000	\$ -	\$ 100,000	\$ 447,500	\$ 447,500	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	995,000	995,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 995,000	\$ 995,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Artwork at Light Rail Stations</b>				PROJECT ID	<b>R002</b>	
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2035			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project is to maintain existing artwork at light rail stations

**PROJECT JUSTIFICATION**

Age and weathering may create a need for periodic maintenance and repair to existing artwork.

**STATUS**

Unfunded at this time.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 100,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ 5,000	\$ 70,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	100,000	-	-	-	20,000	5,000	5,000	70,000
	\$ 100,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ 5,000	\$ 70,000





PROJECT NAME	<b>Passenger Information Signs</b>				PROJECT ID	<b>R015</b>		
PROJECT CLASS	<b>Transit Technologies Program</b>			TIER	<b>II Want to Fund through FY 2015</b>			
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2013				
PM:	<b>Steve Boswell</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Purchase and install Passenger Information Signs for light rail stations. Scope includes:  
 - Installing Passenger Information Signs at key light rail stations.  
 - Installing Passenger Information Signs at remaining light rail stations.

**PROJECT JUSTIFICATION**

To inform the public about all emergency situations and provide real time information about train location and time.

**STATUS**

This project is currently beginning Phase 1 of construction.  
 The work has been divided into four phases.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 4,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	4,000,000	-	-	2,000,000	2,000,000	-	-	-
	\$ 4,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -















PROJECT NAME	<b>A019 Instrument House Improvements</b>				PROJECT ID	<b>R071</b>		
PROJECT CLASS	<b>Infrastructure Program</b>				TIER	<b>0 Funded</b>		
START DATE	24-Jun-2009			COMPLETION DATE	31-Mar-2011			
PM:	<b>Craig Norman</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Install air circulating equipment for A019 instrument house (IH) located in the hollow sidewalk in front of 717 K Street.

**PROJECT JUSTIFICATION**

Over the past two summers instrument house A019IH has experienced excessive heat gain. The heat in the IH leads to the downtown signal equipment shutting down, and increases Wayside labor. Sources of the problem are: (A) radiant heat gain through the sidewalk slab is higher than anticipated, because RT did not commission heat gain calculations on the sidewalk during the design phase of this IH; and (B) more equipment has been placed in the IH than originally anticipated.

**STATUS**

Construction documents have been completed. The project has been bid on and awarded. The contract is in the process of receiving final signature. Once the contract is in place, the installation will begin.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 47,955	\$ 6,213	\$ 41,742	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	33,000	33,000	-	-	-	-	-	-
Local	14,955	14,955	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 47,955	\$ 47,955	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Signal Improvements</b>				PROJECT ID	<b>R075</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2016			
PM:	<b>Michael Cormaie</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Upgrade the Union Switch and Signal controllers to the new design being built with the AMTRAK project.

**PROJECT JUSTIFICATION**

This will increase the uniformity of equipment currently being used, making it easier to operate and to maintain. This is not an urgent project, but will make the light rail signal system easier to maintain.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	240,000	-	-	-	60,000	60,000	60,000	60,000
	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000



PROJECT NAME	<b>UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment</b>				PROJECT ID	<b>R085</b>		
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>I Funded through FY 2015</b>			
START DATE	24-Sep-2003			COMPLETION DATE	31-Aug-2014			
PM:	<b>Laura Espinoza</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

Acquire 21 UDTC light rail vehicles from the Santa Clara Valley Transportation Authority and modify these vehicles to meet our operational requirements and refurbish the vehicles at midlife. Approximate cost: \$1.14 million per vehicle. In addition, this project is to reinforce an existing in-floor hoist that was originally designed to service Siemen's LRV's. The reinforcement is required to accommodate the different loading characteristics when lifting CAF LRV's in order to service both LRV's with a single piece of equipment.

**PROJECT JUSTIFICATION**

These vehicles will be used to provide service on the expanded light rail system. They are also at their mid-life expectancy, requiring a major rebuild of vehicle systems.

**STATUS**

As of 6/1/2004, all of the 21 light rail vehicles have been delivered. These vehicles need to be modified to be able to operate on our system. Materials for modification are on order. Major components that have been ordered and received include: Motorola radios, TWC equipment, E&H ramps, RR lamp housings and GPS equipment. We are currently working with LTK to develop specifications, and expect to have them completed in February, 2011. As of 12/2010, three LRV's are operation for yard moves. One LRV has been disassembled to determine the condition of subsystems and components. Funding is not identified for the retrofit and midlife refurbishment of all 21 vehicles.

**ISSUES**

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 23,899,237	\$ 69,864	\$ 3,359,866	\$ 6,646,338	\$ 4,573,169	\$ 4,750,000	\$ 4,500,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 7,057,612	\$ 7,057,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,311,331	2,260,000	3,551,331	-	5,350,000	3,000,000	2,150,000	-
Local	493,596	493,596	-	-	-	-	-	-
TBD	36,698	-	-	-	-	-	36,698	-
	\$ 23,899,237	\$ 9,811,208	\$ 3,551,331	\$ -	\$ 5,350,000	\$ 3,000,000	\$ 2,186,698	\$ -



PROJECT NAME	<b>Siemens E &amp; H Ramp Replacement</b>				PROJECT ID	<b>R110</b>		
PROJECT CLASS	<b>Fleet Programs</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2013				
PM:	<b>Laura Espinoza</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Replace E & H ramps on the 36 vehicle Siemens' fleet.

**PROJECT JUSTIFICATION**

Ramps are failing due to usage, age, and stresses incurred due to daily usage.

**STATUS**

RT is currently working on the specifications for the replacement ramps.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,320,000	\$ -	\$ 660,000	\$ 660,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,320,000	1,320,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,320,000	\$ 1,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Siemens 1st Series Fleet Replacement (26)</b>			PROJECT ID	<b>R115</b>
PROJECT CLASS	<b>Fleet Program</b>		TIER	<b>II Want to Fund through FY 2015</b>	
START DATE	1-Jan-2014		COMPLETION DATE	30-Jun-2017	
PM:	<b>Laura Espinoza</b>	EMT:	<b>Mark Lonergan</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

Replace the 1st Series Siemens vehicles. (26)

**PROJECT JUSTIFICATION**

The original 26 vehicles will reach the end of their engineered design life in 2017.

**STATUS**

This is a future project that is dependent upon funding being identified. It is not active at this time. Funding needed two years in advance which is FY15. Amount= \$ 110,418,522 in FY15 if purchase vehicles outright.

**ISSUES**

The cost is about 3.5 million per unit. We need to start procurement in 2014 to 2015; there will be development costs prior to the purchase. Last time it took a year and a half to award the contract. This should also include R120 (Siemens 2nd Series Fleet Replacement, 10) and R100 (UTDC Fleet Replacement, 21) as options in the same procurement.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 108,918,522
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	111,918,522	-	-	-	-	1,500,000	110,418,522	-
	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 110,418,522	\$ -

















PROJECT NAME	<b>Ahern/12th Street Improvements</b>				PROJECT ID	<b>R165</b>	
PROJECT CLASS	<b>Transit Security &amp; Safety</b>			TIER	<b>0 Funded</b>		
START DATE	1-Feb-2008		COMPLETION DATE	30-Jun-2011			
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project will improve the traveling public's safety. The at-grade crossing at the intersection of 12th Street and Ahern has historically resulted in numerous collisions. A majority of the collisions have been between outbound trains and the public turning from Ahern Street onto 12th Street. The project will convert the outbound lane from Ahern onto 12th Street to an Emergency Vehicle Lane Only, and improve the intersection traffic control devices, signing and striping. The existing modified pedestrian heads displaying written message "No Left Turn" will be replaced with larger more visible extinguishable message signs with pictorial representation and written notification of "No Left Turn". In addition, preemption timing will be adjusted to provide the signal controller earlier notification of coming light rail vehicle.

**PROJECT JUSTIFICATION**

This Project is needed to address ongoing safety issues. There have been numerous accidents at this location, most commonly in movements from Ahern onto 12th Street. This project eliminates the movement from Ahern Street to 12th Street, except for emergency vehicles. Emergency vehicles will be better protected by increasing the visibility of the warning devices indicating a coming light rail train. This project is expected to reduce or eliminate problematic vehicle movements.

**STATUS**

The plans, specifications and estimates are 100% complete and under contract. Project completion is currently scheduled to be completed early January 2011. An extension may be necessary do to unfavorable weather conditions affecting striping operations.

**ISSUES**

An existing conduit run planned to be re-used was found to be damaged and will require a change in the contract to repair. Weather conditions have not be conducive to striping activities of which most must occur in the night during non-revenue hours.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 220,000	\$ 89,689	\$ 130,311	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	70,000	70,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 220,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>K Street Streetscape Improvements</b>				PROJECT ID	<b>R170</b>		
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>0 Funded</b>			
START DATE	3-Mar-2009			COMPLETION DATE	30-Jun-2011			
PM:	<b>David Solomon</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

RT support for City of Sacramento project to improve K Street from 7th to 8th Streets and relocate St. Rose of Lima / 7th & K Station from K Street to 7th Street. RT support includes design review, construction inspection, and furnishing and installation of specialty signal and communications items.

**PROJECT JUSTIFICATION**

The project has been approved by the RT Board and City Council. RT and the City entered into a Project Agreement effective March 3, 2009.

**STATUS**

Construction and punch list are complete, monitoring warranty items. Project is being closed pending shifting of costs and final invoice.

**ISSUES**

RT costs are now projected to exceed the \$100,000 City contribution. Additional city funding was approved in the amount of \$11,965.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 137,462	\$ 123,013	\$ 14,449	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	137,462	137,462	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 137,462	\$ 137,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Watt Avenue Station Improvements</b>				PROJECT ID	<b>R175</b>		
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>0 Funded</b>			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2012				
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>	

**PROJECT DESCRIPTION**

This project is for infrastructure/facility improvements at the Watt Ave/ I-80 light rail station. Work consists of installing new bird netting/repairing existing netting, removing bird nests and bird feces, removing and disposing of an existing electrical spike system, installing bird Ovo Control system, lighting improvements, and installing new and/or renovating existing elevators.

**PROJECT JUSTIFICATION**

The Watt/80 light rail station is one of the busiest transit stations in RT's bus and light rail system. This location provides bus transfer and feeder service at the upper (street level) and lower level (highway media) and is located in the median of a highway with numerous perching/nesting areas for birds. The growing population of birds has resulted in a potential hazard for our customers. Previous efforts by RT to detract and discourage nesting have failed (electrical spike system). The installation of new netting in strategic areas will hopefully resolve this nuisance issue.

Disabled and elderly passengers transferring from light rail to bus at the Watt/80 Station must use the elevator at this station. The reliability of the aging unit (10 years) has dramatically decreased even with scheduled maintenance. Renovating or installing new elevators would alleviate operational problems associated with warm weather and replace outdated controls.

**STATUS**

It is proposed that this project be funded with Sec 5305 Federal funds (\$250,000) and 20% match (\$50,000)

**ISSUES**

Initial funding did not include indirect labor costs in the event assistance from Engineering staff is required.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 312,500	\$ 104,340	\$ 100,000	\$ 108,160	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	62,500	-	62,500	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 312,500	\$ -	\$ 312,500	\$ -	\$ -	\$ -	\$ -	\$ -











PROJECT NAME	<b>Downtown LR Station Enhancements</b>				PROJECT ID	<b>R245</b>		
PROJECT CLASS	<b>Infrastructure Program</b>				TIER	<b>0 Funded</b>		
START DATE	1-Oct-2006			COMPLETION DATE	30-Jun-2011			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

Re-design and construct enhancements to the 12th and I Street and Alkali Flat/La Valentina light rail stations.

**PROJECT JUSTIFICATION**

These stations were constructed with the light rail starter line in 1987 and they are among the busiest and most visible stations in the City of Sacramento. They are located in the major employment and business centers of the city. This project will identify specific elements of each station to be refurbished and/or enhanced.

**STATUS**

Improvements have been completed at both stations - Alkali Station improvements were completed August 2007 and 12th and I completed November 2010.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 637,909	\$ 333,827	\$ 304,082	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 550,000	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	87,909	87,909	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 637,909	\$ 637,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Richards Blvd/12th &amp; 16th St Grade Xing</b>			PROJECT ID	<b>R255</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>0 Funded</b>	
START DATE	8-Jul-2009		COMPLETION DATE	30-Jun-2013	
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project is to repay the City of Sacramento (City) for the signaling and street warning system at Richards Boulevard and 12th & 16th Street. Pursuant to the 2005 supplemental agreement with the City, RT is responsible for the costs incurred by the City attributed to the light rail safety system for the amount of \$1,294,405.

**PROJECT JUSTIFICATION**

Repayment of the additional additional costs was originally programmed to take place over the course of 5 years. Due to RT's financial difficulties, repayment to the City has not been made. Based on the Financial Forecast Model, which anticipates sufficient revenues to establish a reserve fund, RT will begin to repay in FY 2012.

**STATUS**

The agreement for the repayment schedule of \$647,203 in FY 2012 and \$647,202 in FY 2013 with a provision for accrual of interest a a rate of two percent (2%) per year on the unpaid balance, commencing as of July 8, 2009 and continuing until paid in full.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 1,832,801	\$ 538,396	\$ -	\$ 647,203	\$ 647,202	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,675,423	381,018	-	647,203	647,202	-	-	-
Local	157,378	157,378	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,832,801	\$ 538,396	\$ -	\$ 647,203	\$ 647,202	\$ -	\$ -	\$ -











PROJECT NAME	<b>Amtrak-Folsom Limited Stop Service</b>			PROJECT ID	<b>R280</b>
PROJECT CLASS	<b>Infrastructure Program</b>		TIER	<b>0 Funded</b>	
START DATE	1-Oct-2009	COMPLETION DATE	30-Jun-2013		
PM:	<b>Craig Norman</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>
				FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This project will enhance light rail capacity on the Gold Line to the city of Folsom. Light rail system modifications that will give RT the capability to provide Limited Stop Express Service (LSS).

LSS will provide additional trains during peak commuter hours Monday through Friday. Nine light rail stations will be skipped saving approximately five minutes of travel time. Plans include using 9 to 12 CAF cars to supplement regular service with three inbound LSS trains (in a 3 or 4 train consist) from the Historic Folsom Light Rail Station during morning peak commuter hours and three outbound LSS trains from the Sacramento Valley Station during evening peak commuter hours. The express trains will only go one way and they will be followed by normal service.

**PROJECT JUSTIFICATION**

This project will increase the passenger carrying capacity on the Gold Line and LSS will reduce travel time during peak commute periods. RT committed to provide LSS service to the City of Folsom.

**STATUS**

RT was awarded \$3.9 million for capacity enhancements on the Gold Line in a settlement agreement dated 1/16/09 between the Environmental Council of Sacramento, Neighbors Advocating Sustainable Transportation, and Caltrans after it was determined that Caltrans did not prepare a legally adequate FEIS and did not comply with CEQA for Respondents' approval of the Sacramento 50 Bus/Carpool Lanes and Community Enhancement Project.

Scope of Work is being prepared for signaling consultant to design the signal system. Once the design is complete, we will go out for bid and later construction.

**ISSUES**

UTDC cars will be renovated and will be available for the LSS service.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 3,900,000	\$ 179,047	\$ 2,800,000	\$ 460,477	\$ 460,476	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	3,900,000	3,900,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 3,900,000	\$ 3,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Bicycle/Pedestrian Improvements Study</b>			PROJECT ID	<b>R305</b>
PROJECT CLASS	<b>Planning/Studies</b>		TIER	<b>III Opportunity Based</b>	
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2021	
PM:	<b>RoseMary Covington</b>	EMT:	<b>RoseMary Covington</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

Complete TransitAction Plan in 2009. This plan provides a vision of RT's future service levels, mix of technology usage, and passenger amenities that will be required to entice choice riders to use transit and to provide a comfortable and usable system for transit dependent riders. Research has shown that the quality of the environment at bus stops and rail stations has a major impact on both the passenger and community attitude toward transit. To address this issue, the TransitAction Plan includes a number of components that are important to passengers in the waiting environment such as timetable information and maps, way finding for easy and safe pedestrian and bicycle access to stations, attractive stations and stops with nearby conveniences and well-designed transit centers.

**PROJECT JUSTIFICATION**

Existing bus stops have been installed over the life of RT, many before the American with Disabilities Act came into effect. While some bus stops offer some amenities, the condition of current bus stops is uneven and many stops have poor access and waiting environments. Improving these stops is both a physical and financial challenge that cannot be undertaken without the assistance of local cities and the County. Each community needs to be involved in the process of determining which amenities should be provided at each stop, making design choices, contributing to the maintenance of waiting areas, providing safe, attractive access to stops and encouraging private sector development to enhance the waiting environment. This effort will result in a more transit friendly environment that can be enjoyed by passengers, community members living near stops as well as those driving by the stops.

**STATUS**

This project will be funded by Community-Based Transportation Planning (CBTP)

**ISSUES**

The purpose of this grant will be to prepare a handbook that identifies amenities appropriate for different kinds of bus stops in the RT service area.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 300,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	300,000	-	250,000	-	-	-	-	50,000
	\$ 300,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000







PROJECT NAME	<b>29th Street Light Rail Station Enhancements</b>				PROJECT ID	<b>R313</b>	
PROJECT CLASS	<b>Facilities Program</b>			TIER	<b>0 Funded</b>		
START DATE	30-Sep-2011		COMPLETION DATE	30-Jun-2014			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Paglieroni</b>

**PROJECT DESCRIPTION**

This project will update the station to match the work completed by the adjoining developer's work.

**PROJECT JUSTIFICATION**

The station is old and very minimal with regard to passenger amenities.

**STATUS**

This project is fund by Prop 1B & CMAQ.

**ISSUES**

Determine appropriate budget and design required. Add funding for drive through improvements for future bus use.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 280,500	\$ -	\$ -	\$ 280,500	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 248,327	\$ -	\$ 248,327	\$ -	\$ -	\$ -	\$ -	\$ -
State	32,173	-	32,173	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 280,500	\$ -	\$ 280,500	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles</b>				PROJECT ID	<b>R314</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>II Want to Fund through FY 2015</b>		
START DATE	1-Jul-2011		COMPLETION DATE	30-Jun-2012			
PM:	<b>Craig Norman</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

RT's next light rail vehicle (LRV) procurement, likely associated with the Green Line to the Airport project, will include low-floor vehicles. This study will include technical evaluation associated with type of vehicle to be specified (light rail vehicle, European tram, etc.) and the physical design requirements of the new and existing light rail stations. The evaluation of existing stations will need to detail the level of effort (design and construction) needed to accommodate low-floor vehicles. Preliminary cost estimates (by station) and schedule of design and construction activities will also be developed. Recommendations for maintaining light rail operations while the station construction activities are under way will also be developed.

**PROJECT JUSTIFICATION**

Advanced planning for changes to the design criteria and developing a project implementation plan (scope, cost and schedule) is necessary to secure funding for implementation of the project.

**STATUS**

This project is not funded at this time.

**ISSUES**

Although this study will be managed by Engineering and Construction, Operations input will be critical. They will be consulted on all issues.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	600,000	-	-	600,000	-	-	-	-
	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -







PROJECT NAME	<b>Watt Avenue @ US 50 Interchange Project</b>				PROJECT ID	<b>R318</b>	
PROJECT CLASS	<b>Infrastructure Program</b>			TIER	<b>I Funded through FY 2015</b>		
START DATE	25-Jan-2011		COMPLETION DATE	30-Jun-2013			
PM:	<b>Darryl Abansado</b>	EMT:	<b>Diane Nakano</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

The Watt Avenue @ US 50 Interchange Project is a County of Sacramento Capital Improvement Project which includes installing the initial working segment of a dedicated Bus Rapid Transit (BRT) facility in the median of Watt Avenue.

**PROJECT JUSTIFICATION**

The improvement to the median will impact the Watt Avenue at-grade crossing of the RT/JTA freight track and RT's light rail station/park and ride facility.

**STATUS**

1. Provide Plan Check Review and Approval - \$12,000
2. Prepare 2 CPUC Applications - \$18,000
3. Provide Construction Support - \$50,000

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 80,000	\$ -	\$ 30,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	30,000	-	30,000	-	-	-	-	-
TBD	50,000	-	-	50,000	-	-	-	-
	\$ 80,000	\$ -	\$ 30,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -















PROJECT NAME	<b>LRV Video Surveillance System Upgrade</b>				PROJECT ID	<b>T001</b>	
PROJECT CLASS	<b>Transit Security &amp; Safety</b>			TIER	<b>0 Funded</b>		
START DATE	1-Jul-2012		COMPLETION DATE	30-Jun-2013			
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project proposes to enhance RT's capability to detect, counter and respond to security threats, acts of terrorism, and other illegal activities through the installation of new digital video recording and streaming systems throughout RT's light rail fleet. These enhancements will be comprised primarily of the following elements: Installation of 76 new state-of-the-art digital video recorders, Installation of a central video streaming server for LRV video back up and real-time video streaming.

**PROJECT JUSTIFICATION**

RT's LRV fleet currently have limited video recording capabilities which rely on obsolete and antiquated systems. This project will replace these obsolete systems , providing; enhanced the video output, centralized and improved video retention from 3/4 days to 30+ days, and real-time centralized video viewing capabilities.

**STATUS**

Project not yet initiated.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 525,350	\$ -	\$ -	\$ 200,000	\$ 325,350	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	525,350	-	525,350	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT NAME	<b>Google Transit Trip Planner</b>			PROJECT ID	<b>T003</b>
PROJECT CLASS	<b>Transit Technologies Program</b>		TIER	<b>0 Funded</b>	
START DATE	27-Jul-2009		COMPLETION DATE	30-Jun-2012	
PM:	<b>Roger Thorn</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>
				FI:	<b>Ring</b>

**PROJECT DESCRIPTION**

This project is to integrate schedules and service information for 7 regional transit agencies in to RT's Trapeze and Google transit feed system for centralized, regional, web-based trip planning services.

**PROJECT JUSTIFICATION**

**STATUS**

Project in progress. ETA for completion is FY 2012.

**ISSUES**

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 143,596	\$ 42,000	\$ 60,000	\$ 41,596	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 131,943	\$ 42,000	\$ 89,943	\$ -	\$ -	\$ -	\$ -	\$ -
State	11,653	-	11,653	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 143,596	\$ 42,000	\$ 101,596	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	<b>Transit Enhancements</b>				PROJECT ID	<b>TE07</b>		
PROJECT CLASS	<b>Facilities Program</b>				TIER	<b>0 Funded</b>		
START DATE	1-Jul-2007			COMPLETION DATE	30-Jun-2011			
PM:	<b>Lynn Cain</b>	EMT:	<b>Mike Mattos</b>	PC:	<b>Bishop</b>	FI:	<b>Ring</b>	

**PROJECT DESCRIPTION**

This is the FY07 Transit Enhancement Project. Scope includes: 1) Bus Stop Enhancement, 2) Rehabilitate/Renovate Signage, and 3) Rehabilitate/Renovate Light Rail Stations.

**PROJECT JUSTIFICATION**

This project will fund repairs/improvements to keep RT facilities safe and in a state of good repair.

**STATUS**

Funding was released in July of 2007. Project planning is in process.

**ISSUES**

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
	\$ 220,261	\$ 161,289	\$ 58,972	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY2016 - FY2041
Federal	\$ 176,209	\$ 176,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,052	44,052	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 220,261	\$ 220,261	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## **Section VI**

**FY 2011 and 2012**

**Funding and Expenditure**

**Summary**

**FY 2011 and FY 2012 FUNDING AND EXPENDITURE SUMMARY**

Project ID	Program Classification / Project Name	Tier	TOTAL PROJECT COST Planned	A		B	C=(A-B)	D		E=(C+D)	F	G=(E-F)	H		I=(G+H)	J	K=(I-J)
				LTD FY 2010 Year End FUNDING	LTD FY 2010 Year End EXPENDITURES	FY 2010 Year End FUNDING Carry Forward	FY 2011 Fiscal Year FUNDING Additions	FY 2011 Fiscal Year FUNDING Available	FY 2011 Fiscal Year EXPENDITURES Planned	FY 2011 Year End Carry Forward FUNDING	FY 2012 Fiscal Year FUNDING Additions	FY 2012 Fiscal Year FUNDING Available	FY 2012 Fiscal Year EXPENDITURES Planned	FY 2012 Year End Carry Forward FUNDING			
<b>System Expansion Programs</b>																	
230	Northeast Corridor Enhancements (Phase 1)	I	\$ 34,500,000	\$ 26,221,561	\$ 22,949,861	\$ 3,271,700	\$ -	\$ 3,271,700	\$ 3,271,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749,984	\$ (749,984)
402	Green Line Light Rail Extension	I	\$ 1,102,109,000	\$ 16,087,772	\$ 13,962,107	\$ 2,125,665	\$ 6,708,077	\$ 8,833,742	\$ 2,000,000	\$ -	\$ 6,833,742	\$ -	\$ -	\$ 6,833,742	\$ -	\$ 2,000,000	\$ 4,833,742
404	Green Line to the River District (GL-1)	0	\$ 44,900,223	\$ 43,880,882	\$ 12,272,525	\$ 31,608,357	\$ 1,019,341	\$ 32,627,698	\$ 30,627,698	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -
410	Blue Line to Cosumnes River College	0	\$ 270,000,000	\$ 50,825,647	\$ 23,974,000	\$ 26,851,647	\$ 15,961,254	\$ 42,812,901	\$ 9,919,000	\$ -	\$ 32,893,901	\$ 28,192,099	\$ -	\$ 61,086,000	\$ -	\$ 61,086,000	\$ -
4008	South Sacramento Phase 3 Light Rail Extension	IV	\$ 568,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B115	65th Street Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B116	Antelope Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B117	Bradshaw Hi-Bus Corridor	IV	\$ 54,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B118	Del Paso Boulevard Hi-Bus Corridor	IV	\$ 18,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B119	Easton Valley Parkway Hi-Bus Corridor	IV	\$ 29,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B120	El Camino Avenue Hi-Bus Route	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B121	Elkhorn Boulevard Hi-Bus Corridor	IV	\$ 47,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B122	Fair Oaks Boulevard Hi-Bus Corridor	IV	\$ 34,450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B123	Freepoint Boulevard Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B124	Greenback Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B125	Hazel Avenue Hi-Bus Corridor	IV	\$ 29,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B126	Howe Avenue Hi-Bus Corridor	IV	\$ 18,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B127	Jackson Highway Hi-Bus Corridor	IV	\$ 39,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B128	Madison Hi-Bus Corridor	IV	\$ 15,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B129	Marconi Avenue Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B130	Northgate Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B131	Riverside Hi-Bus Corridor	IV	\$ 23,861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B132	South Watt Hi-Bus Corridor	IV	\$ 35,775,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BP05	Hi Bus on Stockton Boulevard (Phase 2)	III	\$ 85,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BP06	Hi Bus on Watt Avenue	III	\$ 322,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BP07	Hi Bus on Sunrise Boulevard	IV	\$ 195,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BP09	Hi Bus on Florin Road	IV	\$ 150,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
F	Amtrak/Folsom Light Rail Extension	I	\$ 268,542,785	\$ 268,267,602	\$ 267,750,780	\$ 516,822	\$ -	\$ 516,822	\$ 792,005	\$ (275,183)	\$ -	\$ (275,183)	\$ -	\$ (275,183)	\$ -	\$ (275,183)	\$ -
R055	Light Rail Station at Dos Rios	IV	\$ 7,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R060	Light Rail Station at Mineshaft	IV	\$ 4,625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R130	Gold Line Double Track (Past Hazel LR Station)	IV	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R135	Light Rail Station at Horn	III	\$ 3,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)	IV	\$ 275,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R155	Light Rail Station at T Street	III	\$ 3,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R190	Regional Rail	IV	\$ 31,798,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R310	Blue Line Extension to Citrus Heights	IV	\$ 429,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R311	Gold Line LRT Extension to El Dorado County	IV	\$ 576,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R312	Blue Line Extension to Roseville	IV	\$ 222,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S010	South Loop Streetcar Phase I & II	IV	\$ 222,264,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S015	North Loop Streetcar Phase III	IV	\$ 88,662,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S016	North Loop Streetcar Phase IV	IV	\$ 258,263,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S020	Rancho Cordova Streetcar Phase I & II	IV	\$ 110,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S022	Rancho Cordova Streetcar Phases III, IV & V	IV	\$ 200,515,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
S023	Citrus Heights to Rancho Cordova European Street Tram	IV	\$ 269,598,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>System Expansion Total</b>			<b>\$ 6,357,965,008</b>	<b>\$ 405,283,464</b>	<b>\$ 340,909,273</b>	<b>\$ 64,374,191</b>	<b>\$ 23,688,672</b>	<b>\$ 88,062,863</b>	<b>\$ 46,610,403</b>	<b>\$ 41,452,460</b>	<b>\$ 28,192,099</b>	<b>\$ 69,644,559</b>	<b>\$ 65,835,984</b>	<b>\$ 3,808,575</b>			
<b>Fleet Programs</b>																	
651	Siemens Light Rail Vehicle Mid-Life Overhaul	I	\$ 9,946,412	\$ 9,946,412	\$ 7,150,787	\$ 2,795,625	\$ -	\$ 2,795,625	\$ 2,795,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
771	Paratransit Vehicle Replacement (Up to 50)	0	\$ 4,962,728	\$ 4,962,728	\$ 4,547,093	\$ 415,635	\$ -	\$ 415,635	\$ 415,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B005	CNG Bus Replacement (91 in 2008)	0	\$ 38,985,298	\$ 38,905,154	\$ 38,905,154	\$ -	\$ -	\$ -	\$ 80,144	\$ (80,144)	\$ -	\$ (80,144)	\$ -	\$ (80,144)	\$ -	\$ (80,144)	\$ -
B030	Neighborhood Ride Vehicle Expansion	III	\$ 4,477,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B035	Non-Revenue Vehicle Expansion	II	\$ 10,256,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	I	\$ 20,680,616	\$ 2,078,409	\$ 1,444,942	\$ 633,467	\$ -	\$ 633,467	\$ 633,467	\$ 633,467	\$ -	\$ 633,467	\$ -	\$ 633,467	\$ 155,487	\$ 477,980	\$ -
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	I	\$ 4,785,572	\$ 825,000	\$ 4,459	\$ 820,541	\$ 177,000	\$ 997,541	\$ 820,541	\$ 177,000	\$ -	\$ 177,000	\$ -	\$ 177,000	\$ -	\$ 177,000	\$ -
B045	CNG Expansion Bus Replacement	IV	\$ 36,910,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B070	Neighborhood Ride Expansion Vehicle Replacement	IV	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B100	CNG Existing Bus Fleet Replacement (2013 - 2041)	IV	\$ 523,157,838	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B105	CNG Bus Expansion (through 2041)	IV	\$ 84,334,621	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G225	Non-Revenue Vehicle Replacement	I	\$ 40,937,319	\$ 728,940	\$ 721,158	\$ 7,782	\$ 695,000	\$ 702,782	\$ 7,782	\$ 695,000	\$ -	\$ 695,000	\$ -	\$ 695,000	\$ 1,702,683	\$ (1,007,683)	\$ -
P005	Paratransit Vehicle Replacement	I	\$ 80,875,059	\$ 5,071,494	\$ 906,284	\$ 4,165,210	\$ 7,146,331	\$ 11,311,541	\$ 4,165,210	\$ 7,146,331	\$ 7,146,331	\$ -	\$ 7,146,331	\$ -	\$ 3,522,600	\$ 3,623,731	\$ -
P010	Paratransit Vehicle Expansion	III	\$ 20,875,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
P015	Paratransit Expansion Vehicle Replacement	III	\$ 17,280,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R001	CAF Light Rail Vehicle Painting	I	\$ 995,000	\$ 995,000	\$ -	\$ 995,000	\$ -	\$ 995,000	\$ 100,000	\$ 895,000	\$ -	\$ 895,000	\$ -	\$ 895,000	\$ 447,500	\$ 447,500	\$ -
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	\$ 23,899,237	\$ 9,811,208	\$ 69,864	\$ 9,741,344	\$ 3,551,331	\$ 13,292,675	\$ 3,359,866	\$ 9,932,809	\$ -	\$ 9,932,809	\$ -	\$ 6,646,338	\$ 3,286,471	\$ -	\$ -
R100	UTDC Fleet Replacement	IV	\$ 80,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R110	Siemens E & H Ramp Replacement	0	\$ 1,320,000	\$ 1,320,000	\$ -	\$ 1,320,000	\$ -	\$ 1,320,000	\$ 660,000	\$ 660,000	\$ -	\$ 660,000	\$ -	\$ 660,000	\$ -	\$ 660,000	\$ -
R115	Siemens 1st Series Fleet Replacement (26)	II	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R120	Siemens 2nd Series Fleet Replacement (10)	IV	\$ 57,849,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R125	CAF Fleet Component Overhaul	II	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R205	CAF Series Fleet Replacement (40)	IV	\$ 268,254,477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R317	Siemens (2nd Series) Fleet Overhaul	IV	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Fleet Program Total</b>			<b>\$ 1,482,702,895</b>	<b>\$ 74,644,345</b>	<b>\$ 53,749,741</b>	<b>\$ 20,894,604</b>	<b>\$ 11,569,662</b>	<b>\$ 32,464,266</b>	<b>\$ 1</b>								

**FY 2011 and FY 2012 FUNDING AND EXPENDITURE SUMMARY**

Project ID	Program Classification / Project Name	Tier	TOTAL PROJECT COST Planned	A		B		C=(A-B)		D		E=(C+D)		F		G=(E-F)		H		I=(G+H)		J		K=(I-J)			
				LTD FY 2010 Year End FUNDING	LTD FY 2010 Year End EXPENDITURES	FY 2010 Year End FUNDING Carry Forward	FY 2011 Fiscal Year FUNDING Additions	FY 2011 Fiscal Year FUNDING Available	FY 2011 Fiscal Year EXPENDITURES Planned	FY 2011 Year End Carry Forward FUNDING	FY 2012 Fiscal Year FUNDING Additions	FY 2012 Fiscal Year FUNDING Available	FY 2012 Fiscal Year EXPENDITURES Planned	FY 2012 Fiscal Year FUNDING Carry Forward	FY 2012 Fiscal Year EXPENDITURES Planned	FY 2012 Fiscal Year FUNDING Carry Forward											
990	Watt Avenue Grade Separation	0	\$ 2,480,000	\$ 2,480,000	\$ 2,287,637	\$ 192,363	\$ -	\$ 192,363	\$ 192,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4017	Bus Stop Improvement Program	I	\$ 5,328,805	\$ 286,883	\$ 286,257	\$ 626	\$ -	\$ 626	\$ -	\$ -	\$ 626	\$ -	\$ -	\$ 626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626	
4018	OCS/Substation Upgrades	0	\$ 84,000	\$ 84,000	\$ 79,291	\$ 4,709	\$ -	\$ 4,709	\$ -	\$ -	\$ 4,709	\$ -	\$ -	\$ 4,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G210	Wayfinding Signage	II	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	0	\$ 450,000	\$ 450,000	\$ 29,644	\$ 420,356	\$ -	\$ 420,356	\$ -	\$ -	\$ 420,356	\$ -	\$ -	\$ 420,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G237	Across the Top System Modification	0	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G238	Repairs per Biennial Bridge Inspection	II	\$ 1,721,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,000	\$ (181,000)	
M002	University/65th Street Transit Center Relocation	0	\$ 3,875,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ 240,000	\$ 3,515,000	\$ 3,755,000	\$ 955,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000		
R005	Wayside Signal Reconfiguration Phase 2	II	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R010	Light Rail Crossing Enhancements	I	\$ 3,500,000	\$ 500,000	\$ 164,083	\$ 335,917	\$ -	\$ 335,917	\$ -	\$ -	\$ 335,917	\$ -	\$ -	\$ 335,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 335,917	
R056	12th & I Street Light Rail Station ADA Improvements	II	\$ 12,493,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R065	Sunrise Siding (Side Track Switch)	II	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R071	A019 Instrument House Improvements	0	\$ 47,955	\$ 47,955	\$ 6,213	\$ 41,742	\$ -	\$ 41,742	\$ -	\$ -	\$ 41,742	\$ -	\$ -	\$ 41,742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R075	Signal Improvements	II	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R140	Light Rail Station Pedestrian Improvements	II	\$ 10,247,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R170	K Street Streetscape Improvements	0	\$ 137,462	\$ 137,462	\$ 123,013	\$ 14,449	\$ -	\$ 14,449	\$ -	\$ -	\$ 14,449	\$ -	\$ -	\$ 14,449	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R195	Northeast Corridor Enhancements (Phase 2)	I	\$ 14,519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R245	Downtown LR Station Enhancements	0	\$ 637,909	\$ 637,909	\$ 333,827	\$ 304,082	\$ -	\$ 304,082	\$ -	\$ -	\$ 304,082	\$ -	\$ -	\$ 304,082	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R265	Folsom Corridor Soundwall Landscaping	II	\$ 607,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R271	Metro Light Rail Yard Expansion	I	\$ 10,521,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R272	Light Rail Control Center Upgrade (LRCC)	I	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R274	Activate Switch F111 at 18th Street	I	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R280	Amtrak-Folsom Limited Stop Service	I	\$ 3,900,000	\$ 3,900,000	\$ 179,047	\$ 3,720,953	\$ -	\$ 3,720,953	\$ -	\$ -	\$ 3,720,953	\$ -	\$ -	\$ 2,800,000	\$ 920,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 460,477	\$ 460,476
R255	Richards Blvd/12th & 16th St Grade Xing	0	\$ 1,832,801	\$ 538,396	\$ 538,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 647,203	\$ 647,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicle	I	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (600,000)	
R318	Watt Avenue @ US 50 Interchange Project	I	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (50,000)	
<b>Infrastructure Program Total</b>			<b>\$ 85,378,384</b>	<b>\$ 12,067,399</b>	<b>\$ 5,422,301</b>	<b>\$ 6,645,098</b>	<b>\$ 440,000</b>	<b>\$ 7,085,098</b>	<b>\$ 4,431,660</b>	<b>\$ 2,653,438</b>	<b>\$ 4,162,203</b>	<b>\$ 6,815,641</b>	<b>\$ 3,189,548</b>	<b>\$ 3,626,093</b>													
<b>Transit Oriented Development</b>																											
0536	Transit Oriented Development at Cemo Circle	0	\$ 100,000	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ 1,739	\$ -	\$ -	\$ 1,739	\$ -	\$ -	\$ 1,739	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0538	Transit Oriented Development at Butterfield LR Station	0	\$ 50,000	\$ 50,000	\$ 45,327	\$ 4,673	\$ -	\$ 4,673	\$ -	\$ -	\$ 4,673	\$ -	\$ -	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0542	Transit Oriented Development at 13th Street LR Station	II	\$ 75,000	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0543	Transit Oriented Development at Power Inn LR Station	0	\$ 75,000	\$ 44,946	\$ 26,300	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ -	\$ 18,646	\$ -	\$ 30,054	\$ 48,700	\$ 48,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0546	TOD Community Outreach Pilot	I	\$ 278,235	\$ 278,235	\$ 278,235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Transit Oriented Development Total</b>			<b>\$ 578,235</b>	<b>\$ 548,181</b>	<b>\$ 448,123</b>	<b>\$ 100,058</b>	<b>\$ -</b>	<b>\$ 100,058</b>	<b>\$ 6,412</b>	<b>\$ 93,646</b>	<b>\$ 30,054</b>	<b>\$ 123,700</b>	<b>\$ 123,700</b>	<b>\$ -</b>													
<b>Facilities Programs</b>																											
0552	Metro West LR Maintenance Facility (Specialty Steel)	II	\$ 1,026,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
645	Major Light Rail Station Enhancements	I	\$ 48,584,282	\$ 5,184,620	\$ 5,179,243	\$ 5,377	\$ 159,000	\$ 164,377	\$ 1,528,000	\$ (1,363,623)	\$ -	\$ (1,363,623)	\$ 1,528,000	\$ (2,891,623)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
715	Bus Maintenance Facility #2 (Phase 1)	I	\$ 25,196,746	\$ 23,803,158	\$ 14,225,068	\$ 9,578,090	\$ 1,387,559	\$ 10,965,649	\$ 500,000	\$ 10,465,649	\$ 1,441	\$ 10,467,090	\$ 3,000,000	\$ 7,467,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	\$ 134,489	\$ 134,489	\$ 52,074	\$ 82,415	\$ -	\$ 82,415	\$ -	\$ -	\$ 82,415	\$ -	\$ -	\$ 82,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4007	ADA Transition Plan Improvements	I	\$ 5,788,000	\$ 451,819	\$ 193,358	\$ 258,461	\$ 285,313	\$ 543,774	\$ 200,000	\$ 343,774	\$ -	\$ 343,774	\$ 200,000	\$ 143,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4011	Facilities Maintenance & Improvements	I	\$ 21,576,120	\$ 2,212,964	\$ 2,047,675	\$ 165,289	\$ 562,500	\$ 727,789	\$ 625,000	\$ 102,789	\$ 718,176	\$ 820,965	\$ 195,965	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B017	Citrus Heights Transit Enhancements	II	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B065	Bus Maintenance Facility #1 Rehabilitation	IV	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
F005	Paving Restoration Program	IV	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
F010	Parking Lot Pilot Program	0	\$ 160,000	\$ 70,000	\$ 68,189	\$ 1,811	\$ 90,000	\$ 91,811	\$ 91,811	\$ -	\$ 91,811	\$ -	\$ -	\$ 91,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G030	I.T. Training Center	II	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G145	New Headquarters Building	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G175	Bus Maintenance Facility #2 (Phase 2)	IV	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R002	Artwork at Light Rail Stations	II	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TE07	Transit Enhancements	0	\$ 220,261	\$ 220,261	\$ 161,289	\$ 58,972	\$ -	\$ 58,972	\$ -	\$ -	\$ 58,972	\$ -	\$ -	\$ 58,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R175	Watt Avenue Station Improvements	0	\$ 312,500	\$ -	\$ 104,340	\$ (104,340)	\$ 312,500	\$ 208,160	\$ 100,000	\$ 108,160	\$ -	\$ 108,160	\$ 108,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R313	29th Street Light Rail Station Enhancements	0	\$ 280,500	\$ -	\$ -	\$ -	\$ 280,500	\$ 280,500	\$ -	\$ -</																	



**FY 2011 and FY 2012 FUNDING AND EXPENDITURE SUMMARY**

Project ID	Program Classification / Project Name	Tier	TOTAL PROJECT COST Planned	A		B		C=(A-B)		D		E=(C+D)		F		G=(E-F)		H		I=(G+H)		J		K=(I-J)		
				LTD FY 2010 Year End FUNDING	LTD FY 2010 Year End EXPENDITURES	FY 2010 Year End FUNDING Carry Forward	FY 2011 Fiscal Year FUNDING Additions	FY 2011 Fiscal Year FUNDING Available	FY 2011 Fiscal Year EXPENDITURES Planned	FY 2011 Year End Carry Forward FUNDING	FY 2012 Fiscal Year FUNDING Additions	FY 2012 Fiscal Year FUNDING Available	FY 2012 Fiscal Year EXPENDITURES Planned	FY 2012 Year End Carry Forward FUNDING												
G050	Wi-Fi Light Rail System	II	\$ 1,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G090	Enhance Public Web Based Services (Phase II)	II	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G105	Automated Vehicle Location System for Buses	0	\$ 1,554,887	\$ 1,554,887	\$ -	\$ -	\$ 1,554,887	\$ -	\$ -	\$ 1,554,887	\$ 777,444	\$ 777,443	\$ -	\$ 777,443	\$ -	\$ 777,443	\$ -	\$ 777,443	\$ -	\$ 777,443	\$ -	\$ -	\$ -	\$ -	\$ -	
G155	Farebox Collection / Smart Media Implementation	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G165	Intelligent Transportation Systems (ITS)	II	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G240	Additional Fare Vending Machines/Spares	I	\$ 1,200,000	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 1,150,000	\$ 1,200,000	\$ 400,000	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ 750,000	\$ 50,000	\$ -	
H015	Completing the Video Surveillance System	0	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ 467,300	\$ -	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
H020	VICE II (Video Infrastructure & Communications)	0	\$ 733,801	\$ 733,801	\$ -	\$ -	\$ 649,779	\$ 84,022	\$ 84,022	\$ 84,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R015	Passenger Information Signs	II	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ (2,000,000)	
R045	Supervisory Control & Data Acquisition System (SCADA)	II	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R235	Central Train Tracking (Phase 2)	IV	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T002	Automatic Passenger Counters	IV	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T003	Google Transit Trip Planner	I	\$ 143,596	\$ 42,000	\$ -	\$ -	\$ 42,000	\$ -	\$ 101,596	\$ 101,596	\$ 60,000	\$ 41,596	\$ -	\$ 41,596	\$ -	\$ 41,596	\$ -	\$ 41,596	\$ -	\$ 41,596	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Transit Technologies Program Total</b>			<b>\$ 39,211,238</b>	<b>\$ 7,113,063</b>	<b>\$ 3,162,376</b>	<b>\$ 3,950,687</b>	<b>\$ 1,254,466</b>	<b>\$ 5,205,153</b>	<b>\$ 3,323,203</b>	<b>\$ 1,881,950</b>	<b>\$ -</b>	<b>\$ 1,881,950</b>	<b>\$ 4,224,807</b>	<b>\$ (2,342,857)</b>												
<b>Transit Security &amp; Safety</b>																										
R165	Ahern/12th Street Improvements	I	\$ 220,000	\$ 220,000	\$ 89,689	\$ 130,311	\$ -	\$ 130,311	\$ 130,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R250	Noise Attenuation Soundwalls	II	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
H021	Enhancement of Emergency Power Generation	0	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ 430,000	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ -	\$ -	\$ 430,000	
B133	Bus Lot Improvements	0	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,000	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ 640,000	\$ -	\$ 320,000	\$ 320,000	\$ -	\$ 320,000	
T001	LRV Video Surveillance System Upgrade	0	\$ 525,350	\$ -	\$ -	\$ -	\$ -	\$ 525,350	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 200,000	\$ 325,350	\$ -	\$ 325,350	\$ -	
H022	Transit Security Project - To Be Determined #1	I	\$ 4,236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
H023	Transit Security Project - To Be Determined #2	I	\$ 5,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Transit Security &amp; Safety Total</b>			<b>\$ 13,651,350</b>	<b>\$ 220,000</b>	<b>\$ 89,689</b>	<b>\$ 130,311</b>	<b>\$ 1,595,350</b>	<b>\$ 1,725,661</b>	<b>\$ 130,311</b>	<b>\$ 1,595,350</b>	<b>\$ 1,556,000</b>	<b>\$ 3,151,350</b>	<b>\$ 2,076,000</b>	<b>\$ 1,075,350</b>												
<b>Planning / Studies</b>																										
0580	Comprehensive Operational Analysis Study	I	\$ 556,408	\$ 281,408	\$ 170	\$ 281,238	\$ 275,000	\$ 556,238	\$ 438,543	\$ 117,695	\$ -	\$ 117,695	\$ 92,695	\$ 25,000												
PD09	Professional Development for RT Planning Staff	I	\$ 43,074	\$ 43,074	\$ 22,088	\$ 20,986	\$ -	\$ 20,986	\$ 20,986	\$ -	\$ -	\$ -	\$ -	\$ -												
R025	Light Rail Vehicle Specification Development	IV	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R305	Bicycle/Pedestrian Improvements Study	II	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ (250,000)	\$ -	\$ (250,000)	\$ -	\$ (250,000)												
<b>Planning / Studies Total</b>			<b>\$ 999,482</b>	<b>\$ 324,482</b>	<b>\$ 22,258</b>	<b>\$ 302,224</b>	<b>\$ 275,000</b>	<b>\$ 577,224</b>	<b>\$ 709,529</b>	<b>\$ (132,305)</b>	<b>\$ -</b>	<b>\$ (132,305)</b>	<b>\$ 92,695</b>	<b>\$ (225,000)</b>												
<b>Other Programs</b>																										
4024	General Construction Management Support Services	II	\$ 3,485,000	\$ 378,976	\$ 351,212	\$ 27,764	\$ -	\$ 27,764	\$ 25,000	\$ 2,764	\$ -	\$ 2,764	\$ 25,000	\$ (22,236)												
4025	General Engineering Support Services	II	\$ 2,223,689	\$ 323,719	\$ 313,689	\$ 10,030	\$ -	\$ 10,030	\$ 10,030	\$ -	\$ -	\$ -	\$ 27,500	\$ (27,500)												
G015	Network Firewall Upgrade	II	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G020	Integrated Contract Admin System (ICAS) Replacement	IV	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G025	ISCSI SAN Implementation	II	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G040	Implement Document Archival System	II	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G075	SAP Upgrade from 4.6c to ERP 2005	II	\$ 1,353,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G125	Data Warehouse Upgrade	II	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G200	Capital Reserve	II	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G230	Certificates of Participation Payments	I	\$ 23,022,525	\$ 12,623,147	\$ 12,623,147	\$ -	\$ 2,082,282	\$ 2,082,282	\$ 2,082,282	\$ -	\$ 2,077,783	\$ 2,077,783	\$ 2,077,783	\$ -	\$ 2,077,783	\$ -	\$ 2,077,783	\$ -	\$ 2,077,783	\$ -	\$ 2,077,783	\$ -	\$ -	\$ -	\$ -	
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	0	\$ 78,500	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ 53,500	\$ -	\$ -	\$ -	\$ -	\$ -	
OPE5	WMD/IED Exercise	0	\$ 55,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
OPE6	Green Jobs Initiative	0	\$ 531,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Other Program Total</b>			<b>\$ 39,389,814</b>	<b>\$ 13,379,342</b>	<b>\$ 13,288,048</b>	<b>\$ 91,294</b>	<b>\$ 2,082,282</b>	<b>\$ 2,173,576</b>	<b>\$ 2,117,312</b>	<b>\$ 56,264</b>	<b>\$ 2,077,783</b>	<b>\$ 2,134,047</b>	<b>\$ 2,484,067</b>	<b>\$ (350,020)</b>												
<b>Total Capital Improvement Program</b>			<b>\$ 8,161,321,943</b>	<b>\$ 545,657,587</b>	<b>\$ 439,123,046</b>	<b>\$ 106,534,541</b>	<b>\$ 44,733,063</b>	<b>\$ 151,267,604</b>	<b>\$ 73,315,551</b>	<b>\$ 77,952,053</b>	<b>\$ 36,737,756</b>	<b>\$ 114,689,809</b>	<b>\$ 99,300,328</b>	<b>\$ 15,389,481</b>												

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
PRIORITY LIST OF CAPITAL PROJECTS  
FY 2011 - FY 2015**

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
<b>System Expansion Programs</b>											
404	Green Line to the River District (GL-1)	System Expansion	0	\$ 12,272,525	\$ 30,627,698	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 44,900,223
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	* I	22,949,861	3,271,700	749,984	2,550,000	2,550,000	2,428,455	-	34,500,000
402	Green Line Light Rail Extension	System Expansion	I	13,962,107	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	1,078,146,893	1,102,109,000
410	Blue Line to Cosumnes River College	System Expansion	I	23,974,000	9,919,000	61,086,000	101,298,000	64,145,192	6,475,000	3,102,808	270,000,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	* I	267,750,780	792,005	-	-	-	-	-	268,542,785
<b>System Expansion Total</b>				<b>340,909,273</b>	<b>46,610,403</b>	<b>65,835,984</b>	<b>105,848,000</b>	<b>68,695,192</b>	<b>10,903,455</b>	<b>1,081,249,701</b>	<b>1,720,052,008</b>
<b>Fleet Programs</b>											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,150,787	2,795,625	-	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,547,093	415,635	-	-	-	-	-	4,962,728
B005	CNG Bus Replacement (91 in 2008)	Fleet Programs	0	38,905,154	80,144	-	-	-	-	-	38,985,298
P005	Paratransit Vehicle Replacement	Fleet Programs	0	906,284	4,165,210	3,522,600	3,623,731	-	962,310	67,694,924	80,875,059
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	100,000	447,500	447,500	-	-	-	995,000
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	-	660,000	660,000	-	-	-	-	1,320,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	69,864	3,359,866	6,646,338	4,573,169	4,750,000	4,500,000	-	23,899,237
G225	Non-Revenue Vehicle Replacement	Fleet Programs	* I	721,158	7,782	1,702,683	1,006,374	2,431,649	16,798	35,050,875	40,937,319
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	* II	1,444,942	-	155,487	-	1,686,659	-	17,393,528	20,680,616
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	* II	4,459	820,541	177,000	-	-	-	3,783,572	4,785,572
B100	CNG Existing Bus Fleet Replacement (2013 - 2041)	Fleet Programs	* II	-	-	-	-	-	63,142,431	460,015,407	523,157,838
R115	Siemens 1st Series Fleet Replacement (26)	Fleet Programs	* II	-	-	-	-	1,500,000	-	108,918,522	111,918,522
<b>Fleet Program Total</b>				<b>53,749,741</b>	<b>12,404,803</b>	<b>13,311,608</b>	<b>9,650,774</b>	<b>10,368,308</b>	<b>70,121,539</b>	<b>692,856,828</b>	<b>862,463,601</b>
<b>Infrastructure Programs</b>											
0534	13th & 16th St. LR Station Improvements	Infrastructure Program	0	1,000,116	158,091	-	-	-	-	-	1,158,207
0578	Traction Power Upgrades	Infrastructure Program	0	299,415	295,868	295,868	-	-	-	-	891,151
990	Watt Avenue Grade Separation	Infrastructure Program	0	2,287,637	192,363	-	-	-	-	-	2,480,000
4018	OCS/Substation Upgrades	Infrastructure Program	0	79,291	4,709	-	-	-	-	-	84,000
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	29,644	420,356	-	-	-	-	-	450,000
G237	Across the Top System Modification	Infrastructure Program	0	-	50,000	-	-	-	-	-	50,000
R071	A019 Instrument House Improvements	Infrastructure Program	0	6,213	41,742	-	-	-	-	-	47,955
R170	K Street Streetscape Improvements	Infrastructure Program	0	123,013	14,449	-	-	-	-	-	137,462
R245	Downtown LR Station Enhancements	Infrastructure Program	0	333,827	304,082	-	-	-	-	-	637,909
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	538,396	-	647,203	647,202	-	-	-	1,832,801
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	179,047	2,800,000	460,477	460,476	-	-	-	3,908,000
0555	Light Rail Station Shelter Improvement Program	Infrastructure Program	IV	-	-	-	-	-	-	1,136,000	1,136,000
4017	Bus Stop Improvement Program	Infrastructure Program	* I	286,257	-	-	180,000	180,000	180,000	4,502,548	5,328,805
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	-	120,000	955,000	2,800,000	-	-	-	3,875,000
R318	Watt Avenue @ US 50 Interchange Project	Infrastructure Program	I	-	30,000	50,000	-	-	-	-	80,000
008	Swanston Transit Center	Infrastructure Program	II	95,362	-	-	-	-	-	1,710,074	1,805,436
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	* II	-	-	181,000	55,000	55,000	55,000	1,715,000	1,721,000
<b>Infrastructure Program Total</b>				<b>5,258,218</b>	<b>4,431,660</b>	<b>2,589,548</b>	<b>4,142,678</b>	<b>235,000</b>	<b>235,000</b>	<b>8,723,622</b>	<b>25,615,726</b>
<b>Transit Oriented Development</b>											
0536	Transit Oriented Development at Cerno Circle	Transit Oriented Development	0	98,261	1,739	-	-	-	-	-	100,000
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	45,327	4,673	-	-	-	-	-	50,000
0542	Transit Oriented Development at 13th Street LR Station	Transit Oriented Development	0	-	-	75,000	-	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
0546	TOD Community Outreach Pilot	Transit Oriented Development	0	278,235	-	-	-	-	-	-	278,235
<b>Transit Oriented Development Total</b>				<b>448,123</b>	<b>6,412</b>	<b>123,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>578,235</b>

All project expenditures are subject to available funding.

\* These projects have planned expenditures with unidentified funding that are expected to be funded with Federal, State or Local.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN  
PRIORITY LIST OF CAPITAL PROJECTS  
FY 2011 - FY 2015**

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2010 YE	FY2011 Expenditures	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 - FY2041	Total Project Cost
<b>Facilities Programs</b>											
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	52,074	82,415	-	-	-	-	-	134,489
TE07	Transit Enhancements	Facilities Program	0	161,289	58,972	-	-	-	-	-	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	104,340	100,000	108,160	-	-	-	-	312,500
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	-	280,500	-	-	-	-	280,500
B134	Fulton Ave. Bus Shelters	Facilities Program	0	-	-	169,435	-	-	-	-	169,435
B135	Citrus Heights Bus Stop Improvements	Facilities Program	0	-	-	541,824	-	-	-	-	541,824
F010	Parking Lot Pilot Program	Facilities Program	0	68,189	91,811	-	-	-	-	-	160,000
645	Major Light Rail Station Enhancements	Facilities Program	* I	5,179,243	1,528,000	1,528,000	1,528,000	1,528,000	1,528,000	35,765,039	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	14,225,068	500,000	3,000,000	2,500,000	2,000,000	2,971,678	-	25,196,746
4007	ADA Transition Plan Improvements	Facilities Program	* I	193,358	200,000	200,000	200,000	200,000	200,000	4,594,642	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	* I	2,047,675	625,000	625,000	625,000	625,000	625,000	16,403,445	21,576,120
B017	Citrus Heights Transit Enhancements	Facilities Program	* II	-	300,000	1,200,000	-	-	-	-	1,500,000
<b>Facilities Program Total</b>				<b>22,031,236</b>	<b>3,486,198</b>	<b>7,652,919</b>	<b>4,853,000</b>	<b>4,353,000</b>	<b>5,324,678</b>	<b>56,763,126</b>	<b>104,464,157</b>
<b>Equipment Programs</b>											
B020	Shop Equipment - Bus	Equipment Program	* II	-	95,720	-	125,000	125,000	125,000	3,625,000	4,095,720
<b>Equipment Program Total</b>				<b>-</b>	<b>95,720</b>	<b>-</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>3,625,000</b>	<b>4,095,720</b>
<b>Transit Technologies Programs</b>											
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	612,168	951,179	-	-	-	-	-	1,563,347
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	-	777,444	777,443	-	-	-	-	1,554,887
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	-	400,000	750,000	50,000	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	-	467,300	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	649,779	84,022	-	-	-	-	-	733,801
T003	Google Transit Trip Planner	Transit Technologies Program	0	42,000	60,000	41,596	-	-	-	-	143,596
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	* I	1,498,204	566,008	552,506	-	-	-	-	2,616,718
<b>Transit Technologies Program Total</b>				<b>2,802,151</b>	<b>3,305,953</b>	<b>2,121,545</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,279,649</b>
<b>Transit Security &amp; Safety</b>											
B133	Bus Lot Improvements	Transit Security & Safety	0	-	-	320,000	320,000	-	-	-	640,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	89,689	130,311	-	-	-	-	-	220,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	-	200,000	325,350	-	-	-	525,350
H022	Transit Security Project - To Be Determined #1	Transit Security & Safety	I	-	-	706,000	706,000	706,000	706,000	1,412,000	4,236,000
H023	Transit Security Project - To Be Determined #2	Transit Security & Safety	I	-	-	850,000	850,000	850,000	850,000	1,700,000	5,100,000
<b>Transit Security &amp; Safety Total</b>				<b>89,689</b>	<b>130,311</b>	<b>2,076,000</b>	<b>2,201,350</b>	<b>1,556,000</b>	<b>1,556,000</b>	<b>3,542,000</b>	<b>11,151,350</b>
<b>Planning / Studies</b>											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	170	438,543	92,695	-	-	-	25,000	556,408
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	22,088	20,986	-	-	-	-	-	43,074
<b>Planning / Studies Total</b>				<b>22,258</b>	<b>459,529</b>	<b>92,695</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,000</b>	<b>599,482</b>
<b>Other Programs</b>											
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	78,500	78,500
G230	Certificates of Participation Payments	Other Programs	I	12,623,147	2,082,282	2,077,783	2,079,063	2,080,250	2,080,000	-	23,022,525
G015	Network Firewall Upgrade	Other Programs	* II	-	-	-	35,000	-	-	-	35,000
<b>Other Program Total</b>				<b>12,623,147</b>	<b>2,082,282</b>	<b>2,077,783</b>	<b>2,114,063</b>	<b>2,080,250</b>	<b>2,080,000</b>	<b>78,500</b>	<b>23,136,025</b>
<b>Total Priority List of Capital Projects</b>				<b>\$ 437,933,836</b>	<b>\$ 73,013,271</b>	<b>\$ 95,881,782</b>	<b>\$ 128,984,865</b>	<b>\$ 87,412,750</b>	<b>\$ 90,345,672</b>	<b>\$ 1,846,863,776</b>	<b>\$ 2,760,435,953</b>

All project expenditures are subject to available funding.

\* These projects have planned expenditures with unidentified funding that are expected to be funded with Federal, State or Local.

RESOLUTION NO. 11-02-\_\_\_\_\_

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

February 28, 2011

**AMENDING THE FY 2011 CAPITAL BUDGET**

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

THAT, the fiscal year 2011 Capital Budget is amended as outlined in Exhibit C.

\_\_\_\_\_  
DON NOTTOLI, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

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

## Amending the FY 2011 Capital Budget

Program	Project Name	FY 2011 Capital Funding Budget	FY 2011 Capital Funding Budget revised	Changes to FY 2011 Funding	Description of Change
<b>System Expansion Programs</b>					
402	Green Line Light Rail Extension	\$ -	\$ 6,708,077	\$ 6,708,077	Add: Federal STP, local MSA & Dev Fees
404	Green Line to the River District (GL-1)	-	1,019,341	1,019,341	Add: City of Sac Reimb for North 7th St project
410	Blue Line to Cosumnes River College	5,713,141	15,961,254	10,248,113	Add: 5309 New Starts; PTA, SLPP & Dev Fees; Reduce: P1B PTMSEA
<b>System Expansion Total</b>		<b>5,713,141</b>	<b>23,688,672</b>	<b>17,975,531</b>	
<b>Fleet Programs</b>					
B020	Shop Equipment - Bus	-	39,000	39,000	Add: COPS funding from Proj 4028 & Proj 771
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	177,000	177,000	-	No change
G225	Non-Revenue Vehicle Replacement	-	695,000	695,000	Add: State Prop 1B PTMSEA
P005	Paratransit Vehicle Replacement	2,811,331	7,146,331	4,335,000	Add: State STIP-PTA
<b>Fleet Program Total</b>		<b>6,539,662</b>	<b>11,608,662</b>	<b>5,069,000</b>	
<b>Infrastructure Programs</b>					
4007	ADA Transition Plan Improvements	-	285,313	285,313	Add: Federal New Freedom
4017	Bus Stop Improvement Program	285,313	-	(285,313)	Reduce: Reclass funding to Proj 4007
G237	Across the Top System Modification	-	50,000	50,000	Add: New project CalTran Funding
M002	University/65th Street Transit Center Relocation	-	360,000	360,000	Add: Local-SHRA
R318	Watt Avenue @ US 50 Interchange Project	-	30,000	30,000	Add: County of Sacramento Funding
<b>Infrastructure Program Total</b>		<b>285,313</b>	<b>725,313</b>	<b>440,000</b>	
<b>Facilities Programs</b>					
4011	Facilities Maintenance & Improvements	58,600	562,500	503,900	Add: Section 5307 Federal funds & adj. STA Match
645	Major Light Rail Station Enhancements	120,878	159,000	38,122	Add: State STA match funding
715	Bus Maintenance Facility #2 (Phase 1)	500,000	1,387,559	887,559	Add: 5309 Bus Discretionary & Dev Fees
R175	Watt Avenue Station Improvements	-	312,500	312,500	Add: Section 5307 funds & adj. STA Match
R313	29th Street Light Rail Station Enhancements	-	280,500	280,500	Add: CMAQ & Prop 1B PTMSEA
B134	Fulton Ave. Bus Shelters	-	169,435	169,435	Add: CMAQ & Prop 1B PTMSEA
B017	Citrus Heights Transit Enhancements	793,750	-	(793,750)	Reduced: No Federal 5307 funds allocated to project.
B135	Citrus Heights Bus Stop Improvements	-	541,824	541,824	Add: 5307 Transit Enhancement Funds
F010	Parking Lot Pilot Program	90,000	90,000	-	No change
<b>Facilities Program Total</b>		<b>1,563,228</b>	<b>3,503,318</b>	<b>1,940,090</b>	
<b>Transit Technologies Programs</b>					
966	Information System Maintenance & Expansion	2,870	2,870	-	No change
G240	Additional Fare Vending Machines/Spares	1,150,000	1,150,000	-	No change
T003	Google Transit Trip Planner	-	101,596	101,596	Add: Federal CMAQ & Sate STA Match
<b>Transit Technologies Program Total</b>		<b>1,152,870</b>	<b>1,254,466</b>	<b>101,596</b>	
<b>Transit Security &amp; Safety</b>					
H021	Enhancement of Emergency Power Generation	430,000	430,000	-	No change
B133	Bus Lot Improvements	640,000	640,000	-	No change
T001	LRV Video Surveillance System Upgrade	525,350	525,350	-	No change
<b>Transit Security &amp; Safety Total</b>		<b>1,595,350</b>	<b>1,595,350</b>	<b>-</b>	
<b>Planning / Studies</b>					
0580	Comprehensive Operational Analysis Study	275,000	275,000	-	No change
<b>Planning / Studies Total</b>		<b>275,000</b>	<b>275,000</b>	<b>-</b>	
<b>Other Programs</b>					
G230	Certificates of Participation Payments	2,082,282	2,082,282	-	No change
<b>Other Programs Total</b>		<b>2,082,282</b>	<b>2,082,282</b>	<b>-</b>	
<b>Total</b>		<b>\$ 19,206,846</b>	<b>\$ 44,733,063</b>	<b>\$ 25,526,217</b>	