

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/27/12	Open	Action	02/13/12

Subject: Approve the Five -Year Capital Improvement Plan for FY 2012 through FY 2016.

ISSUE

Whether to approve the Five-Year Capital Improvement Plan for FY 2012 – 2016.

RECOMMENDED ACTION

- A. Adopt Resolution No. 12-02-____, Adopting the Five-Year Capital Improvement Plan for FY 2012 – FY 2016; and the Priority List of Capital Projects.

FISCAL IMPACT

None

DISCUSSION

The proposed Five-Year Capital Improvement Plan (CIP), Exhibit A, provides an overall framework for the District’s near-term capital program plan development for the period FY 2012 – FY 2016, as well as projections for ongoing projects from FY 2017 through FY 2043. 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 Improvement Plan (MTP), which is currently under review by the Sacramento Area Council of Governments (SACOG) and which must conform to the Regional Transportation Plan (RTP). 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 SACOG.

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 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.

Approved:

Presented:

Final 2/22/12

General Manager/CEO

Director, Office of Management & Budget

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Economic Conditions

As previously reported, RT's overall revenue environment has been unstable due to the stagnant economy and statewide recession for the last three years that resulted in a downward trend in sales tax based revenues that continued to decline through FY 2010. 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. Local and State Transportation Funds (LTF) and Measure A revenue appear now to be stabilizing in the region with growth in FY 2011 and FY 2012.

Current activity at the Federal level on traditional funding sources has created uncertainty regarding the stability and future availability of Federal funding for both operations and 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 the delivery date for funding is questionable for projects that are not already in a Tier 1 status until the FY 2015 – 2016 or beyond time period. Proposition 1B (PTMISEA), State and Local Partnership Program (SLPP) funding, and other sources that depend upon the State's 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 lower overall available funding from this source than expected. This caused cutbacks in funding for projects throughout the region.

These and other State funding shortfalls and delays in available funding have 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 (S RTP) with an update of the ten-year Capital funding plan. The S RTP will include RT's ten-year Capital funding and expenditure plan, which must be financially constrained to align with SACOG's MTIP document. The first 5 years of the ten-year plan reflects RT's five-year CIP. RT's five-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 projects either has 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.

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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 five-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 and is comprised of members of RT's executive staff who are responsible for representing the diverse needs of various RT departments. The CPC includes six voting members; the Chief of Facilities and Business Support Services serves as the Chair with the AGM for Engineering & Construction serving as the Vice-Chair. The other members are the Chief Financial Officer, Chief Operating Officer, AGM of Planning and Transit System Development, and the AGM of Marketing and Communications.

Meetings are regularly scheduled to provide management oversight in the development and maintenance of the five-year CIP, and to 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 February 2011, 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 District's SRTP.

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IV. Fiscal Year 2012 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 2012 and FY 2013 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 within 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 2042, contingent upon adequate future revenues becoming available

MAJOR PROJECTS

The proposed CIP includes committed, budgeted, and planned funding through 2016 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) | 2016 |
| • Green Line to the River District (GL-1) Light Rail Extension | 2012 |
| • Light Rail Video Surveillance & Recording System | 2015 |

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 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

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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))

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. The CIP is a planning and feasibility study document and does not commit the District to construct included projects. As such, the CIP does not constitute a project under the California Environmental Quality Act (CEQA). Both the MTP, with which the MTIP must conform, as well as approval of any specific projects for construction, require separate CEQA compliance.

PAST AND PLANNED ACTION FOR THE FY 2012-2016 FIVE-YEAR CIP:

The Five-Year CIP for FY 2012-2016 presented for Board consideration has been approved by the CPC after careful 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 27, 2012, 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 2012-2016.

Staff recommends adoption of the Five-Year CIP for FY 2012 – FY 2016 and adoption of Priority List of Capital Projects.

RESOLUTION NO. 12-02-_____

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

February 27, 2012

ADOPTING THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR FY 2012 - FY 2016; 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.

THAT, the Five-Year Capital Improvement Plan and the Five-Year Priority List of Capital Projects are planning and feasibility studies for the programming of funds.

BONNIE PANNELL, 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 2012 – FY 2016

I. Introduction

**II. Master List of All Projects
FY2012 – FY2016**

**III. Priority List of Capital Projects
FY2012 – FY2016**

**IV. Fiscal Year Budget
Funding Summary
FY2012**

**V. Numeric List of Projects and
Individual Pages**

**VI. FY2012 and FY2013
Funding and Expenditure Summary**

Section I

Introduction

*Sacramento Regional Transit District
Five Year Capital Improvement Plan (FY 2012 – FY 2016)*

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 2012 to FY 2016. 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 2017 to 2042. 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. It reflects the planning that led to the District's adopted long range TransitAction Plan. The CIP provides critical input for development of the District's Short Range Transit Plan (SRTP) and is intended to become a

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component of the SRTP. The SRTP sets out transit planning and programming for a ten 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). 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 CIP's Five Year Priority List of Capital Projects, see Exhibit B, contains the projects to be incorporated into 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 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 and February 2011. There were minor updates to the CIP during the past year for changes to Capital Project Budgets and the addition of new projects. Staff will now be presenting a draft FY 2012 to FY 2016 CIP to the RT Board in February of 2012.

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 2012 – FY 2016): This section includes the five years and beyond expenditure plan for all projects.

Section III - Priority List of Capital Projects (FY 2012- FY 2016): This section provides a summary of high priority and critical projects to be included in the SRTP of the District. This list represents RT's 5-year funding and expenditure estimate that is detailed in Exhibit B in this issue paper, and will represent the first five years of the SRTP Capital plan document.

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Section IV - Fiscal Year Budget (FY 2012): 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 pages which provide detail information for each project.

Section VI - FY 2012 and FY 2016 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: These projects are 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.

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

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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.

New Classification for future CIP updates:

RT will develop a new classification for projects that fall under State of Good Repair criteria. Maintaining bus and rail systems in a State of Good Repair (SGR) is essential for public transportation systems to provide safe and reliable service to millions of riders. State of Good Repair includes sharing ideas on recapitalization and maintenance issues, asset management practices, and innovative financing strategies. It also includes issues related to measuring the condition of transit capital assets, prioritizing local transit re-investment decisions and preventive maintenance practices. Finally, research and the identification of the tools needed to address this problem are vital. This new classification will include all RT projects in the CIP that fall under this description.

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. Five cities and the county of Sacramento (jurisdictions) within the boundaries of RT's district appoint the RT 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. Assembly Bill 2137, which established the

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weighted voting system based on financial contributions from member’s jurisdictions to the district, 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.

Weighted Voting Shares by Jurisdiction

Jurisdiction	Status	FY 2012 Shares
County of Sacramento	Annex	42
City of Sacramento	Annex	38
City of Rancho Cordova	Annex	9
City of Citrus Heights	Contract	5
City of Elk Grove	Contract	3
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 the most severe service reduction in the history of the District. RT was not alone in experiencing the effects of this financial downturn. Transit Agencies across the county faced similar financial circumstances and undertook similar measures to mitigate the effects. RT initiated an 18-month plan to stabilize the agency and eliminate the structural deficit by FY 2011 year-end.

RT successfully completed the 18-month plan to stabilize the agency by FY 2011 year-end and on June 27, 2011, the RT Board adopted RT’s FY 2012 Operating and Capital Budgets. Both are steady state budgets the control costs without service cuts or layoffs and are based on conservative revenue assumptions. The adopted operating budget also plans for an operating reserve of \$4.4 million at year-end.

Local Economy: The District operates within the greater Sacramento area. The County has a population of approximately 1.4 million. The California, and by extension Sacramento, economy has been impacted by the economic recession about to become

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the longest and deepest on record since the Great Depression. While Federal Funding appears to remain somewhat stable, Local and State Transportation funds have decreased dramatically from \$92.8 million in FY 2007 to \$68.3 million in FY 2012 adopted budget, which is \$24.5 million (26.4%) less revenue per year available for operations from this revenue source. Uncertainties with the California budget deficit expose the local economy to even larger risk 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 under way, although it will take time to be felt throughout the region.

A Clear Need for Expansion: Sacramento, like most urban areas, has experienced 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, 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 housing units within the District's service area are expected to grow by about 32.3% during the next 25 years, and employment is estimated to grow by 34.2% 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.

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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).
- 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, the Federal funding has been somewhat stable, however there are current concerns regarding federal transit programs. There is a federal transportation bill currently under review by the U. S. House of Representatives that is poised to end the current dedicated gas-tax funding to both highways and transit. This move would leave transit systems to compete with other programs for smaller pots of money. There is much opposition to this proposed bill across the country, staff will monitor future federal transit funds closely. 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

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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. The mid-year budget revision is usually presented to the Board of Directors and to the public in February each year, once the District has six months of actual operating revenues and expenses to project out year end results and adjust the budget accordingly.

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.

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.

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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 through Proposition 22, the Gas Tax Swap. Which receives funding from sales tax diesel fuel sales. They are disbursed to transit agencies for a variety of transit capital and operating support needs.

Proposition 1A (Safe, Reliable High-Speed Passenger Train Bond Act) Funds: These funds are to provide long-distance commuters with a safe, convenient, affordable and reliable alternative to driving and high gas prices. This will reduce traffic congestion on the state highways and at the state airports. This provides funding of \$9.95 billion statewide to establish high-speed train service linking Southern California counties the Sacramento/San Joaquin Valley and the San Francisco Bay Area.

Proposition 1B (PTMISEA) Funds: These 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 1B (State and Local Partnership) Funds: These are state funds for transit capital projects that are to match up to 50% for locally funded transportation projects.

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.

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

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Five Year Capital Improvement Plan (FY 2012 – FY 2016)*

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.

Internal Financing: - As part of the funding strategy for the South Line Phase 2 project, the RT Board approved the issuance of Certificates of Participation (COPs) to replace \$59.9 million of State Traffic Congestion Relief Program (TCRP) funds which the State will not be able to provide by the time funds are needed. Since that Board action in 2009, RT has worked to expand its financing capabilities through the passage of AB 1143, legislation which allows RT to directly issue revenue bonds without the involvement of a third party issuer. Due to the time and cost savings of directly issuing bonds, this is now RT's preferred financing option. Based on recent cash flow projections, the financing will occur in FY 2013. The exact timing will depend upon market conditions and the project schedule. In addition to providing advance funding for TCRP funds on the South Line Phase 2 project, the internal financing will provide funds for a limited number of other time sensitive capital projects including bus replacements, non-revenue vehicle and equipment replacements, and the Green Line to the River District.

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%.

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- Implementation of regional rail service (Phase 1) in 2007.
- 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 for the Bus mode was August 1, 2011. The FMP for the Light Rail mode 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 09-08-0131 - 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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Five Year Capital Improvement Plan (FY 2012 – FY 2016)*

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 was updated and approved by the Board of Directors in June 2011.

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 FY2012 – FY2016

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2012 - FY 2016**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
System Expansion Programs											
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	\$ 23,393,202	\$ 2,135,689	\$ 749,984	\$ -	\$ -	\$ 7,528,455	\$ 692,670	\$ 34,500,000
402	Green Line Light Rail Extension	System Expansion	I	14,888,729	200,000	2,000,000	2,000,000	2,000,000	2,000,000	1,079,020,271	1,102,109,000
404	Green Line to the River District (GL-1)	System Expansion	0	33,162,678	13,837,322	2,000,000	-	-	-	-	49,000,000
410	Blue Line to Cosumnes River College	System Expansion	I	28,308,568	10,000,000	90,000,000	72,000,000	34,845,716	34,845,716	-	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	-	-	-	-	-	-	85,792,827	85,792,827
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	-	-	-	-	-	-	62,143,848	62,143,848
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	-	-	-	-	-	-	93,037,057	93,037,057
B138	Arden Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	53,037,872	53,037,872
BP05	Hi Bus on Stockton Boulevard (Phase 2)	System Expansion	IV	-	-	-	-	-	-	62,097,947	62,097,947
BP06	Hi Bus on Watt Avenue	System Expansion	IV	-	-	-	-	-	-	53,988,226	53,988,226
BP07	Hi Bus on Sunrise Boulevard	System Expansion	IV	-	-	-	-	-	-	41,828,240	41,828,240
BP09	Hi Bus on Florin Road	System Expansion	IV	-	-	-	-	-	-	62,168,715	62,168,715
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	267,778,699	317,179	317,179	-	-	-	-	268,413,057
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	-	-	-	-	-	-	3,640,000	3,640,000
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	-	-	-	-	-	-	3,640,000	3,640,000
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	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	IV	-	-	1,085,000	270,000	-	-	218,558,127	219,913,127
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
System ExpansionTotal				367,531,876	26,490,190	96,152,163	74,270,000	36,845,716	44,374,171	5,392,097,800	6,037,761,916

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2012 - FY 2016**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
Fleet Programs											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,168,524	1,388,944	1,388,944	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,555,914	392,551	-	-	-	-	-	4,948,465
B030	Neighborhood Ride Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	4,477,637	4,477,637
B035	Non-Revenue Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	10,256,300	10,256,300
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	II	1,491,380	123,997	-	-	-	394,645	18,270,594	20,280,616
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	II	319,475	210,000	-	-	-	-	4,256,097	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 - 2042)	Fleet Programs	II	-	-	-	5,401,000	20,775,388	19,315,042	349,107,412	394,598,842
B105	CNG Bus Expansion (through 2042)	Fleet Programs	IV	-	-	-	-	-	-	84,334,621	84,334,621
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	-	210,000	-	-	-	-	-	210,000
B137	Natomas Flyer Buses	Fleet Programs	0	-	1,100,000	-	-	-	-	-	1,100,000
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	726,524	375,000	1,702,683	1,006,374	2,431,649	16,798	34,678,291	40,937,319
P000	Paratransit Vehicles Replacement	Fleet Programs	0	-	-	-	-	-	-	32,724,000	32,724,000
P005	Paratransit Vehicle Replacement - 50 Vehicles	Fleet Programs	0	4,862,307	209,187	-	-	-	-	-	5,071,494
P006	Paratransit Vehicles Replacement - 52 Vehicles	Fleet Programs	0	-	4,335,000	-	-	-	-	-	4,335,000
P010	Paratransit Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	18,278,967	18,278,967
P015	Paratransit Expansion Vehicle Replacement	Fleet Programs	IV	-	-	-	-	-	-	39,990,000	39,990,000
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	447,500	447,500	100,000	-	-	-	995,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	1,129,189	7,765,000	6,646,338	4,573,169	3,785,541	17,989	-	23,917,226
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
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	-	-	250,000	125,000	-	-	-	375,000
Fleet Program Total				20,253,313	17,217,179	11,095,465	11,205,543	28,492,578	21,244,474	1,188,307,020	1,297,815,572
Infrastructure Programs											
0555	Light Rail Station Shelter Improvement Program	Infrastructure Program	IV	-	-	-	-	-	-	1,136,000	1,136,000
0578	Traction Power Upgrades	Infrastructure Program	0	453,186	437,965	-	-	-	-	-	891,151
4017	Bus Stop Improvement Program	Infrastructure Program	I	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
G210	Wayfinding Signage	Infrastructure Program	III	-	-	-	-	-	25,000	75,000	100,000
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	163,201	286,799	-	-	-	-	-	450,000
G237	Across the Top System Modification	Infrastructure Program	0	81,795	37,290	-	-	-	-	180,915	300,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	II	-	156,000	181,000	55,000	55,000	55,000	1,375,000	1,877,000
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	142,250	217,750	1,685,000	1,600,000	-	-	-	3,645,000
R005	Wayside Signal Reconfiguration Phase 2	Infrastructure Program	III	-	-	-	-	-	-	500,000	500,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	393,935	-	-	-	-	-	3,106,065	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	15,493	32,462	-	-	-	-	-	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	-	-	-	-	-	-	10,500,000	10,500,000
R245	Downtown LR Station Enhancements	Infrastructure Program	0	600,376	38,734	-	-	-	-	-	639,110

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2012 - FY 2016**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
R265	Folsom Corridor Soundwall Landscaping	Infrastructure Program	IV	-	-	-	-	-	-	625,000	625,000
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	217,470	8,212,030	460,477	460,476	-	-	2,649,547	12,000,000
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	422,944	647,203	647,202	-	-	-	115,454	1,832,803
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	Infrastructure Program	II	-	-	600,000	-	-	-	-	600,000
R321	Sacramento Intermodal Facility High Speed Rail (HSR) Connectivity I	Infrastructure Program	0	-	2,185,000	15,295,000	15,295,000	10,925,000	-	-	43,700,000
Infrastructure Program Total				2,777,028	12,251,233	18,868,679	17,650,476	11,220,000	320,000	54,275,066	117,362,482
Transit Oriented Development											
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	-	-	37,500	37,500	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
Transit Oriented Development Total				169,888	6,412	86,200	37,500	-	-	-	300,000
Facilities Programs											
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	5,184,474	159,000	1,528,000	1,528,000	1,528,000	1,528,000	37,128,808	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	15,031,099	3,015,000	12,987,358	12,164,880	3,000,000	-	-	46,198,337
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	59,760	74,729	-	-	-	-	-	134,489
4007	ADA Transition Plan Improvements	Facilities Program	I	285,085	281,221	200,000	200,000	200,000	200,000	4,421,694	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	I	2,116,607	1,206,390	625,000	625,000	625,000	625,000	15,753,123	21,576,120
A002	Louis Orlando Transit Center	Facilities Program	0	-	887,500	-	-	-	-	-	887,500
B017	Citrus Heights Transit Enhancements	Facilities Program	II	-	275,000	725,000	500,000	-	-	-	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	159,994	6	-	-	-	-	-	160,000
F011	Facilities New Freedom Tasks-Audiable Feature Signal	Facilities Program	0	-	-	257,799	-	-	-	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	Facilities Program	0	-	-	40,000	-	-	-	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	-	-	100,000	-	-	-	-	100,000
F014	Bike Racks	Facilities Program	0	-	-	-	373,885	-	-	-	373,885
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	-	-	237,070	258,620	129,310	-	-	625,000
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	190,462	15,213	-	-	-	-	14,586	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	170,201	142,299	-	-	-	-	-	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
R319	Light Rail Station Rehab Project	Facilities Program	0	-	79,500	79,500	-	-	-	-	159,000
Facilities Program Total				23,197,682	7,127,617	16,779,727	16,197,045	5,987,310	12,358,000	75,654,211	157,301,592

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2012 - FY 2016**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
Equipment Programs											
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	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
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
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	0	-	135,296	-	-	-	-	-	135,296
Equipment Program Total				-	135,296	309,000	309,000	260,000	265,000	5,975,000	7,253,296
Transit Technologies Programs											
0525	Upgrading Rail Interlockings (Remote Indication)	Transit Technologies Program	III	-	-	-	-	-	-	500,000	500,000
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	1,536,659	628,153	-	-	-	-	451,906	2,616,718
966	Information System Maintenance & Expansion	Transit Technologies Program	0	255,605	15,072	-	-	-	-	-	270,677
G010	FIBER Infrastructure Management Application	Transit Technologies Program	IV	-	-	-	-	-	-	120,000	120,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	II	171,980	25,000	25,000	25,000	25,000	25,000	180,430	477,410
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	1,489,414	82,957	-	-	-	-	-	1,572,371
G050	Wi-Fi Light Rail System	Transit Technologies Program	III	-	-	-	-	-	-	1,375,000	1,375,000
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	336,080	1,218,807	-	-	-	-	-	1,554,887
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	47,887	1,102,113	50,000	-	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	457,849	9,451	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	732,348	1,453	-	-	-	-	-	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	47,747	-	95,849	-	-	-	-	143,596
T004	Smart Card Implementation	Transit Technologies Program	0	-	1,603,000	-	-	-	-	-	1,603,000
Transit Technologies Program Total				5,075,569	6,686,006	2,170,849	25,000	25,000	1,525,000	25,377,336	40,884,760

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2012 - FY 2016**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
Transit Security & Safety											
B133	Bus Lot Improvements	Transit Security & Safety	0	100	320,000	319,900	-	-	-	-	640,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	-	-	423,463	423,464	-	-	-	846,927
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	-	-	124,455	124,454	-	-	-	248,909
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	172,295	47,705	-	-	-	-	-	220,000
R250	Noise Attenuation Soundwalls	Transit Security & Safety	III	-	-	-	-	-	-	3,300,000	3,300,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	200,000	200,000	125,350	-	-	-	525,350
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	-	-	-	152,741	152,741	-	-	305,482
T006	LRV System AVL Equipment	Transit Security & Safety	0	-	-	-	200,513	200,512	-	-	401,025
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	-	-	-	158,500	158,500	-	-	317,000
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	-	-	-	208,950	208,950	-	-	417,900
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	-	-	-	26,855	26,854	-	-	53,709
T010	Light Rail Facility Hardening	Transit Security & Safety	0	-	-	-	85,392	85,392	-	-	170,784
T020	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
T021	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
Transit Security & Safety Total				172,395	567,705	2,623,818	3,062,219	2,388,949	1,556,000	6,842,000	17,213,086
Planning / Studies											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	150,524	405,884	-	-	-	-	-	556,408
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	14,923	15,077	-	-	-	-	-	30,000
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	30,792	10,128	-	-	-	-	-	40,920
R025	Light Rail Vehicle Specification Development	Planning/Studies	IV	-	-	-	-	-	-	100,000	100,000
R305	Bicycle/Pedestrian Improvements Study	Planning/Studies	III	-	-	-	-	-	-	300,000	300,000
Planning / Studies Total				196,239	431,089	-	-	-	-	400,000	1,027,328
Other Programs											
4024	General Construction Management Support Services	Other Programs	II	356,493	-	25,000	30,000	30,000	30,000	3,013,507	3,485,000
4025	General Engineering Support Services	Other Programs	II	313,689	-	27,500	27,500	27,500	27,500	1,800,000	2,223,689
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	14,705,430	2,077,783	2,079,062	2,080,250	2,080,000	-	-	23,022,525
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	53,500	53,500
OPE5	WMD/IED Exercise	Other Programs	III	11,966	-	-	-	-	-	16,968	28,934
OPE6	Green Jobs Initiative	Other Programs	III	-	-	-	-	-	-	531,642	531,642
Other Program Total				15,387,578	2,077,783	2,485,346	2,637,750	2,137,500	311,500	14,265,617	39,303,074
Total Capital Improvement Program				\$ 434,761,568	\$ 72,990,510	\$ 150,571,247	\$ 125,394,533	\$ 87,357,053	\$ 81,954,145	\$ 6,763,194,050	\$ 7,716,223,106

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

Section III

Priority List of Capital Projects FY2012 – FY2016

FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2012 - FY 2016

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
System Expansion Programs											
404	Green Line to the River District (GL-1)	System Expansion	0	\$ 33,162,678	\$ 13,837,322	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 49,000,000
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	* I	23,393,202	2,135,689	749,984	-	-	7,528,455	692,670	34,500,000
402	Green Line Light Rail Extension	System Expansion	I	14,888,729	200,000	2,000,000	2,000,000	2,000,000	2,000,000	1,079,020,271	1,102,109,000
410	Blue Line to Cosumnes River College	System Expansion	I	28,308,568	10,000,000	90,000,000	72,000,000	34,845,716	34,845,716	-	270,000,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	* I	267,778,699	317,179	317,179	-	-	-	-	268,413,057
System Expansion Total				367,531,876	26,490,190	95,067,163	74,000,000	36,845,716	44,374,171	1,079,712,941	1,724,022,057
Fleet Programs											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,168,524	1,388,944	1,388,944	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,555,914	392,551	-	-	-	-	-	4,948,465
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	II	1,491,380	123,997	-	-	-	394,645	18,270,594	20,280,616
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	II	319,475	210,000	-	-	-	-	4,256,097	4,785,572
B100	CNG Existing Bus Fleet Replacement (2013 - 2042)	Fleet Programs	* II	-	-	-	5,401,000	20,775,388	19,315,042	349,107,412	394,598,842
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	-	210,000	-	-	-	-	-	210,000
B137	Natomas Flyer Buses	Fleet Programs	0	-	1,100,000	-	-	-	-	-	1,100,000
G225	Non-Revenue Vehicle Replacement	Fleet Programs	* I	726,524	375,000	1,702,683	1,006,374	2,431,649	16,798	34,678,291	40,937,319
P000	Paratransit Vehicles Replacement	Fleet Programs	0	-	-	-	-	-	-	32,724,000	32,724,000
P005	Paratransit Vehicle Replacement - 50 Vehicles	Fleet Programs	0	4,862,307	209,187	-	-	-	-	-	5,071,494
P006	Paratransit Vehicles Replacement - 52 Vehicles	Fleet Programs	0	-	4,335,000	-	-	-	-	-	4,335,000
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	447,500	447,500	100,000	-	-	-	995,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	1,129,189	7,765,000	6,646,338	4,573,169	3,785,541	17,989	-	23,917,226
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
R125	CAF Fleet Component Overhaul	Fleet Programs	* II	-	-	-	-	-	-	30,000,000	30,000,000
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	-	-	250,000	125,000	-	-	-	375,000
Fleet Program Total				20,253,313	17,217,179	11,095,465	11,205,543	28,492,578	21,244,474	577,954,916	687,463,468
Infrastructure Programs											
0578	Traction Power Upgrades	Infrastructure Program	0	453,186	437,965	-	-	-	-	-	891,151
4017	Bus Stop Improvement Program	Infrastructure Program	* I	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	163,201	286,799	-	-	-	-	-	450,000
G237	Across the Top System Modification	Infrastructure Program	0	81,795	37,290	-	-	-	-	180,915	300,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	* II	-	156,000	181,000	55,000	55,000	55,000	1,375,000	1,877,000
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	142,250	217,750	1,685,000	1,600,000	-	-	-	3,645,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	393,935	-	-	-	-	-	3,106,065	3,500,000
R071	A019 Instrument House Improvements	Infrastructure Program	0	15,493	32,462	-	-	-	-	-	47,955
R245	Downtown LR Station Enhancements	Infrastructure Program	0	600,376	38,734	-	-	-	-	-	639,110
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	422,944	647,203	647,202	-	-	-	115,454	1,832,803
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	217,470	8,212,030	460,477	460,476	-	-	2,649,547	12,000,000
R321	Sacramento Intermodal Facility High Speed Rail (HSR) Connectivity Improve	Infrastructure Program	0	-	2,185,000	15,295,000	15,295,000	10,925,000	-	-	43,700,000
Infrastructure Program Total				2,777,028	12,251,233	18,268,679	17,590,476	11,160,000	235,000	11,929,408	74,211,824
Transit Oriented Development											
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	-	-	37,500	37,500	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
Transit Oriented Development Total				169,888	6,412	86,200	37,500	-	-	-	300,000

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 2012 - FY 2016

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
Facilities Programs											
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	59,760	74,729	-	-	-	-	-	134,489
4007	ADA Transition Plan Improvements	Facilities Program	* I	285,085	281,221	200,000	200,000	200,000	200,000	4,421,694	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	* I	2,116,607	1,206,390	625,000	625,000	625,000	625,000	15,753,123	21,576,120
645	Major Light Rail Station Enhancements	Facilities Program	* I	5,184,474	159,000	1,528,000	1,528,000	1,528,000	1,528,000	37,128,808	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	15,031,099	3,015,000	12,987,358	12,164,880	3,000,000	-	-	46,198,337
A002	Louis Orlando Transit Center	Facilities Program	0	-	887,500	-	-	-	-	-	887,500
B017	Citrus Heights Transit Enhancements	Facilities Program	* II	-	275,000	725,000	500,000	-	-	-	1,500,000
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	159,994	6	-	-	-	-	-	160,000
F011	Facilities New Freedom Tasks-Audible Feature Signal	Facilities Program	0	-	-	257,799	-	-	-	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	Facilities Program	0	-	-	40,000	-	-	-	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	-	-	100,000	-	-	-	-	100,000
F014	Bike Racks	Facilities Program	0	-	-	-	373,885	-	-	-	373,885
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	-	-	237,070	258,620	129,310	-	-	625,000
R175	Watt Avenue Station Improvements	Facilities Program	0	170,201	142,299	-	-	-	-	-	312,500
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	280,500	-	-	-	-	-	280,500
R319	Light Rail Station Rehab Project	Facilities Program	0	-	79,500	79,500	-	-	-	-	159,000
TE07	Transit Enhancements	Facilities Program	0	190,462	15,213	-	-	-	-	14,586	220,261
Facilities Program Total				23,197,682	7,127,617	16,779,727	15,650,385	5,482,310	2,353,000	57,318,211	127,908,932
Equipment Programs											
B020	Shop Equipment - Bus	Equipment Program	* II	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	I	-	135,296	-	-	-	-	-	135,296
Equipment Program Total				-	135,296	-	125,000	125,000	125,000	3,250,000	3,760,296
Transit Technologies Programs											
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	* I	1,536,659	628,153	-	-	-	-	451,906	2,616,718
966	Information System Maintenance & Expansion	Transit Technologies Program	* 0	255,605	15,072	-	-	-	-	-	270,677
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	II	171,980	25,000	25,000	25,000	25,000	25,000	180,430	477,410
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	1,489,414	82,957	-	-	-	-	-	1,572,371
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	336,080	1,218,807	-	-	-	-	-	1,554,887
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	47,887	1,102,113	50,000	-	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	457,849	9,451	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	732,348	1,453	-	-	-	-	-	733,801
R015	Passenger Information Signs	Transit Technologies Program	II	-	2,000,000	2,000,000	-	-	-	-	4,000,000
T003	Google Transit Trip Planner	Transit Technologies Program	0	47,747	-	95,849	-	-	-	-	143,596
T004	Smart Card Implementation	Transit Technologies Program	0	-	1,603,000	-	-	-	-	-	1,603,000
Transit Technologies Program Total				5,075,569	6,686,006	2,170,849	25,000	25,000	25,000	632,336	14,639,760
Transit Security & Safety											
B133	Bus Lot Improvements	Transit Security & Safety	0	100	320,000	319,900	-	-	-	-	640,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	-	-	423,463	423,464	-	-	-	846,927
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	-	-	124,455	124,454	-	-	-	248,909
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	172,295	47,705	-	-	-	-	-	220,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	200,000	200,000	125,350	-	-	-	525,350
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	-	-	-	152,741	152,741	-	-	305,482
T006	LRV System AVL Equipment	Transit Security & Safety	0	-	-	-	200,513	200,512	-	-	401,025
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	-	-	-	158,500	158,500	-	-	317,000
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	-	-	-	208,950	208,950	-	-	417,900
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	-	-	-	26,855	26,854	-	-	53,709
T010	Light Rail Facility Hardening	Transit Security & Safety	0	-	-	-	85,392	85,392	-	-	170,784
T020	Transit Security Project - To be Determined #1	Transit Security & Safety	0	-	-	706,000	706,000	706,000	706,000	1,412,000	4,236,000

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 2012 - FY 2016

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
T021	Transit Security Project - To be Determined #2	Transit Security & Safety	0	-	-	850,000	850,000	850,000	850,000	1,700,000	5,100,000
Transit Security & Safety Total				172,395	567,705	2,623,818	3,062,219	2,388,949	1,556,000	3,542,000	13,913,086
Planning / Studies											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	150,524	405,884	-	-	-	-	-	556,408
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	14,923	15,077	-	-	-	-	-	30,000
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	30,792	10,128	-	-	-	-	-	40,920
Planning / Studies Total				196,239	431,089	-	-	-	-	-	627,328
Other Programs											
4024	General Construction Management Support Services	Other Programs	II	356,493	-	25,000	30,000	30,000	30,000	3,013,507	3,485,000
4025	General Engineering Support Services	Other Programs	II	313,689	-	27,500	27,500	27,500	27,500	1,800,000	2,223,689
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	53,500	53,500
OPE5	WMD/IED Exercise	Other Programs	0	11,966	-	-	-	-	-	16,968	28,934
G230	Certificates of Participation Payments	Other Programs	I	14,705,430	2,077,783	2,079,062	2,080,250	2,080,000	-	-	23,022,525
Other Program Total				15,387,578	2,077,783	2,131,562	2,137,750	2,137,500	57,500	4,883,975	28,813,648
Total Priority List of Capital Projects				\$ 434,761,568	\$ 72,990,510	\$ 148,223,463	\$ 123,833,873	\$ 86,657,053	\$ 69,970,145	\$ 1,739,223,787	\$ 2,675,660,399

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 2012

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2011 Year End Funding	LTD FY 2011 YE	Available Funding FY 2011 YE	FY 2012 FUNDING	FY2012 Expenditures	Total Available Funding
System Expansion Programs											
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	Darryl Abansado	\$ 34,500,000	\$ 26,617,226	\$ 23,393,202	\$ 3,224,024	\$ -	\$ 2,135,689	\$ 1,088,335
402	Green Line Light Rail Extension	System Expansion	I	RoseMary Covington	1,102,109,000	16,087,772	14,888,729	1,199,043	4,484,818	200,000	5,483,861
404	Green Line to the River District (GL-1)	System Expansion	0	Greg Gamble	49,000,000	44,900,223	33,162,678	11,737,545	101,604	13,837,322	(1,998,173)
410	Blue Line to Cosumnes River College	System Expansion	I	Ed Scofield	270,000,000	59,541,648	28,308,568	31,233,080	21,423,702	10,000,000	42,656,782
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	Diane Nakano	268,413,057	268,134,206	267,778,699	355,507	-	317,179	38,328
S010	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	IV	Jeffrey Damon	219,913,127	-	-	-	1,355,000	-	1,355,000
System Expansion Total					1,943,935,184	415,281,075	367,531,876	47,749,199	27,365,124	26,490,190	48,624,133
Fleet Programs											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	Laura Espinoza	9,946,412	9,946,412	7,168,524	2,777,888	-	1,388,944	1,388,944
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	Laura Ham	4,948,465	4,948,465	4,555,914	392,551	-	392,551	-
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	II	Doug Vanderkar	20,280,616	2,078,409	1,491,380	587,029	-	123,997	463,032
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	II	Doug Vanderkar	4,785,572	825,000	319,475	505,525	-	210,000	295,525
B100	CNG Existing Bus Fleet Replacement (2013 - 2042)	Fleet Programs	II	Vern Barnhart	394,598,842	-	-	-	6,250,000	-	6,250,000
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	Doug Vanderkar	210,000	-	-	-	210,000	210,000	-
B137	Natomas Flyer Buses	Fleet Programs	0	Doug Vanderkar	1,100,000	-	-	-	1,100,000	1,100,000	-
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	Vern Barnhart	40,937,319	728,940	726,524	2,416	650,000	375,000	277,416
P000	Paratransit Vehicles Replacement	Fleet Programs	0	Laura Ham	32,724,000	-	-	-	2,811,331	-	2,811,331
P005	Paratransit Vehicle Replacement - 50 Vehicles	Fleet Programs	0	Laura Ham	5,071,494	5,071,494	4,862,307	209,187	-	209,187	-
P006	Paratransit Vehicles Replacement - 52 Vehicles	Fleet Programs	0	Laura Ham	4,335,000	-	-	-	4,335,000	4,335,000	-
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	Laura Espinoza	995,000	995,000	-	995,000	-	447,500	547,500
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	Laura Espinoza	23,917,226	9,829,208	1,129,189	8,700,019	3,551,331	7,765,000	4,486,350
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	Laura Espinoza	1,320,000	1,320,000	-	1,320,000	-	660,000	660,000
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	Vern Barnhart	375,000	-	-	-	375,000	-	375,000
Fleet Program Total					545,544,946	35,742,928	20,253,313	15,489,615	19,282,662	17,217,179	17,555,098
Infrastructure Programs											
0578	Traction Power Upgrades	Infrastructure Program	0	Jeff Cho	891,151	891,151	453,186	437,965	-	437,965	-
4017	Bus Stop Improvement Program	Infrastructure Program	I	Lynn Cain	5,328,805	286,883	286,378	505	-	-	505
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	Jeff Cho	450,000	450,000	163,201	286,799	-	286,799	-
G237	Across the Top System Modification	Infrastructure Program	0	Craig Norman	300,000	300,000	81,795	218,205	-	37,290	180,915
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	II	Darryl Abansado	1,877,000	-	-	-	156,000	156,000	-
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	David Solomon	3,645,000	360,000	142,250	217,750	360,000	217,750	360,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	Craig Norman	3,500,000	500,000	393,935	106,065	-	-	106,065
R071	A019 Instrument House Improvements	Infrastructure Program	0	Craig Norman	47,955	47,955	15,493	32,462	-	32,462	-
R245	Downtown LR Station Enhancements	Infrastructure Program	0	Lynn Cain	639,110	639,110	600,376	38,734	-	38,734	-
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	Sangita Arya	12,000,000	3,900,000	217,470	3,682,530	-	8,212,030	(4,529,500)
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	Darryl Abansado	1,832,803	538,398	422,944	115,454	647,203	647,203	115,454
R321	Sacramento Intermodal Facility High Speed Rail (HSR) Conne	Infrastructure Program	0	Darryl Abansado	43,700,000	-	-	-	13,500,000	2,185,000	11,315,000
Infrastructure Program Total					74,211,824	7,913,497	2,777,028	5,136,469	14,663,203	12,251,233	7,548,439
Transit Oriented Development											
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	RoseMary Covington	100,000	100,000	98,261	1,739	-	1,739	-
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	RoseMary Covington	50,000	50,000	45,327	4,673	-	4,673	-
0542	Transit Oriented Development at 13th Street LR Station	Transit Oriented Development	0	RoseMary Covington	75,000	75,000	-	75,000	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	RoseMary Covington	75,000	44,946	26,300	18,646	-	-	18,646
Transit Oriented Development Total					300,000	269,946	169,888	100,058	-	6,412	93,646

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2011 Year End Funding	LTD FY 2011 YE	Available Funding FY 2011 YE	FY 2012 FUNDING	FY2012 Expenditures	Total Available Funding
Facilities Programs											
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	Lynn Cain	134,489	134,489	59,760	74,729	-	74,729	-
4007	ADA Transition Plan Improvements	Facilities Program	I	Lynn Cain	5,788,000	451,819	285,085	166,734	-	281,221	(114,487)
4011	Facilities Maintenance & Improvements	Facilities Program	I	Lynn Cain	21,576,120	2,227,999	2,116,607	111,392	450,000	1,206,390	(644,998)
645	Major Light Rail Station Enhancements	Facilities Program	I	Lynn Cain	48,584,282	5,184,474	5,184,474	-	-	159,000	(159,000)
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	Dawn Fairbrother	46,198,337	25,179,136	15,031,099	10,148,037	247,500	3,015,000	7,380,537
A002	Louis Orlando Transit Center	Facilities Program	0	Dawn Fairbrother	887,500	-	-	-	887,500	887,500	-
B017	Citrus Heights Transit Enhancements	Facilities Program	II	Lynn Cain	1,500,000	-	-	-	363,450	275,000	88,450
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	-
F010	Parking Lot Pilot Program	Facilities Program	0	Lynn Cain	160,000	160,000	159,994	6	-	6	-
F011	Facilities New Freedom Tasks-Audiable Feature Signal	Facilities Program	0	Lynn Cain	257,799	-	-	-	257,799	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus k	Facilities Program	0	Lynn Cain	40,000	-	-	-	40,000	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	Lynn Cain	100,000	-	-	-	100,000	-	100,000
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stat	Facilities Program	0	Lynn Cain	625,000	-	-	-	-	-	-
R175	Watt Avenue Station Improvements	Facilities Program	0	Lynn Cain	312,500	210,110	170,201	39,909	-	142,299	(102,390)
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	Lynn Cain	280,500	-	-	-	280,500	280,500	-
R319	Light Rail Station Rehab Project	Facilities Program	0	Lynn Cain	159,000	-	-	-	159,000	79,500	79,500
TE07	Transit Enhancements	Facilities Program	0	Lynn Cain	220,261	220,261	190,462	29,799	-	15,213	14,586
Facilities Program Total					127,535,047	33,768,288	23,197,682	10,570,606	3,497,008	7,127,617	6,939,997
Equipment Program											
B020	Shop Equipment - Bus	Equipment Program	II	David Harbour	3,625,000	-	-	-	-	-	-
N001	Replacement of Police Vehicle Mobile Data Computer Termin	Equipment Program	I	Doug Voska	135,296	-	-	-	-	135,296	(135,296)
Equipment Program Total					3,760,296	-	-	-	-	135,296	(135,296)
Transit Technologies Programs											
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	Roger Thorn	2,616,718	2,164,812	1,536,659	628,153	-	628,153	-
966	Information System Maintenance & Expansion	Transit Technologies Program	0	Roger Thorn	270,677	256,311	255,605	706	14,366	15,072	-
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	II	Mike Mattos	477,410	322,032	171,980	150,052	-	25,000	125,052
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	Roger Thorn	1,572,371	1,572,371	1,489,414	82,957	-	82,957	-
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	Roger Thorn	1,554,887	1,554,887	336,080	1,218,807	-	1,218,807	-
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	Laura Espinoza	1,200,000	1,200,000	47,887	1,152,113	-	1,102,113	50,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	Roger Thorn	467,300	467,300	457,849	9,451	-	9,451	-
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	Steve Boswell	733,801	733,801	732,348	1,453	-	1,453	-
R015	Passenger Information Signs	Transit Technologies Program	II	Steve Boswell	4,000,000	-	-	-	-	2,000,000	(2,000,000)
T003	Google Transit Trip Planner	Transit Technologies Program	0	Roger Thorn	143,596	47,747	47,747	-	-	-	-
T004	Smart Card Implementation	Transit Technologies Program	0	Mike Mattos	1,603,000	-	-	-	1,603,000	1,603,000	-
Transit Technologies Program Total					14,639,760	8,319,261	5,075,569	3,243,692	1,617,366	6,686,006	(1,824,948)
Transit Security & Safety											
B133	Bus Lot Improvements	Transit Security & Safety	0	Lynn Cain	640,000	640,000	100	639,900	-	320,000	319,900
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	Lynn Cain	430,000	430,000	-	430,000	-	-	430,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	Roger Thorn	846,927	-	-	-	846,927	-	846,927
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	Roger Thorn	248,909	-	-	-	248,909	-	248,909
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	Darryl Abansado	220,000	220,000	172,295	47,705	-	47,705	-
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	Roger Thorn	525,350	525,350	-	525,350	-	200,000	325,350
Transit Security & Safety Total					2,911,186	1,815,350	172,395	1,642,955	1,095,836	567,705	2,171,086

FISCAL YEAR BUDGET
FUNDING SUMMARY

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2011 Year End Funding	LTD FY 2011 YE	Available Funding FY 2011 YE	FY 2012 FUNDING	FY2012 Expenditures	Total Available Funding
Planning / Studies											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	Tom Quigley	556,408	531,408	150,524	380,884	-	405,884	(25,000)
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	Jenny Niello	30,000	30,000	14,923	15,077	-	15,077	-
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	RoseMary Covingtd	40,920	40,920	30,792	10,128	-	10,128	-
R305	Bicycle/Pedestrian Improvements Study	Planning/Studies	III	RoseMary Covingtd	300,000	-	-	-	-	-	-
Planning / Studies Total					927,328	602,328	196,239	406,089	-	431,089	(25,000)
Other Programs											
4024	General Construction Management Support Services	Other Programs	II	Greg Gamble	3,485,000	378,976	356,493	22,483	-	-	22,483
4025	General Engineering Support Services	Other Programs	II	Darryl Abansado	2,223,689	323,719	313,689	10,030	-	-	10,030
G230	Certificates of Participation Payments	Other Programs	I	Brent Bernegger	23,022,525	14,705,430	14,705,430	-	2,077,783	2,077,783	-
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	Doug Voska	53,500	53,500	-	53,500	-	-	53,500
OPE5	WMD/IED Exercise	Other Programs	0	Doug Voska	28,934	28,934	11,966	16,968	-	-	16,968
Other Program Total					28,813,648	15,490,559	15,387,578	102,981	2,077,783	2,077,783	102,981
Total Capital Improvement Program					\$ 2,742,579,219	\$ 519,203,232	\$ 434,761,568	\$ 84,441,664	\$ 69,598,982	\$ 72,990,510	\$ 81,050,136

Section V

Numeric List of Projects and Individual Project Pages

PROJECT NAME	Northeast Corridor Enhancements (Phase 1)				PROJECT ID	230		
PROJECT CLASS	System Expansion			TIER	I Funded through FY 2016			
START DATE	1-Jul-2004		COMPLETION DATE	30-Jun-2016				
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 34,500,000	\$ 23,393,202	\$ 2,135,689	\$ 749,984	\$ -	\$ -	\$ 7,528,455	\$ 692,670
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 874,676	\$ 874,676	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	25,097,842	25,097,842	-	-	-	-	-	-
Local	644,708	644,708	-	-	-	-	-	-
TBD	7,882,774	-	-	-	-	-	7,190,104	692,670
	\$ 34,500,000	\$ 26,617,226	\$ -	\$ -	\$ -	\$ -	\$ 7,190,104	\$ 692,670

PROJECT NAME	Transit Security Project - To be Determined #2				PROJECT ID	T021		
PROJECT CLASS	Transit Security & Safety				TIER	0 Funded		
START DATE	1-Jan-2013			COMPLETION DATE	30-Jun-2018			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 5,100,000	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 1,700,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,250,000	-	-	850,000	850,000	850,000	850,000	850,000
Local	-	-	-	-	-	-	-	-
TBD	850,000	-	-	-	-	-	-	850,000
	\$ 5,100,000	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 1,700,000

PROJECT NAME	Green Line Light Rail Extension				PROJECT ID	402		
PROJECT CLASS	System Expansion			TIER	I Funded through FY 2016			
START DATE	1-Oct-2001		COMPLETION DATE	30-Jun-2027				
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

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 \$49.0M: From Downtown to Richards Boulevard - Single track with only the bypass element constructed. This is what RT would be able to operate by Spring 2012 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,102,109,000	\$ 14,888,729	\$ 200,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,079,020,271
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 12,863,500	\$ 9,526,499	\$ 3,337,001	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,947,553	2,947,553	-	-	-	-	-	-
Local	7,521,537	3,613,720	1,147,817	640,000	720,000	800,000	600,000	-
TBD	1,078,776,410	-	-	-	-	-	-	1,078,776,410
	\$ 1,102,109,000	\$ 16,087,772	\$ 4,484,818	\$ 640,000	\$ 720,000	\$ 800,000	\$ 600,000	\$ 1,078,776,410

PROJECT NAME	Green Line to the River District (GL-1)				PROJECT ID	404		
PROJECT CLASS	System Expansion				TIER	0 Funded		
START DATE	1-Apr-2009			COMPLETION DATE	30-Jun-2012			
PM:	Greg Gamble	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 January/February 2012 with revenue operations beginning Spring 2012.

ISSUES

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. Scheduling, coordination, utility relocations and site issues have caused project costs to increase the budget by an approximately \$4,000,000.00

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 49,000,000	\$ 33,162,678	\$ 13,837,322	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	10,612,068	10,612,068	-	-	-	-	-	-
Local	34,389,759	34,288,155	101,604	-	-	-	-	-
TBD	3,998,173		1,998,173	2,000,000	-	-	-	-
	\$ 49,000,000	\$ 44,900,223	\$ 2,099,777	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -

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

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. Updated Financial Capacity Assessment scheduled for February, 2012. Capital costs for the updated project is currently \$270 million for completing the LRT extension. The projected service operating date is June 30, 2015. Advance construction of the Cosumnes River College parking structure approved via a Letter of No Prejudice (LONP) from the Federal Transit Administration. Construction of the parking structure started in December, 2011 and is expected to be finished in March 2013. RT is currently seeking a LONP to build the two aerial structures related to this project. The contract to build these two structures was awarded to MCM Construction in December 2011. Major construction activity expected to begin in May 2012 - assuming a LONP is received.

ISSUES

- 1) Delay to enter into FD may impact overall project scope. Target entry into FD is now April 23, 2012. FFGA is expected in late 2012 or early 2013.
- 2) State budget issues have created funding challenges.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 270,000,000	\$ 28,308,568	\$ 10,000,000	\$ 90,000,000	\$ 72,000,000	\$ 34,845,716	\$ 34,845,716	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 142,099,999	\$ 11,510,000	\$ 6,930,000	\$ 66,553,333	\$ 28,553,333	\$ 28,553,333	\$ -	\$ -
State	55,005,820	16,543,118	13,933,702	15,527,000	9,002,000	-	-	-
Local	74,094,181	31,488,530	560,000	38,725,651	720,000	800,000	1,800,000	-
TBD	-	-	-	-	-	-	-	-
	\$ 271,200,000	\$ 59,541,648	\$ 21,423,702	\$ 120,805,984	\$ 38,275,333	\$ 29,353,333	\$ 1,800,000	\$ -

PROJECT NAME	Transit Oriented Development at Cemo Circle				PROJECT ID	0536		
PROJECT CLASS	Transit Oriented Development				TIER	0 Funded		
START DATE	13-Feb-2006			COMPLETION DATE	30-Jun-2012			
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	100,000	100,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Transit Oriented Development at Butterfield LR Station				PROJECT ID	0538		
PROJECT CLASS	Transit Oriented Development				TIER	0 Funded		
START DATE	13-Feb-2006			COMPLETION DATE	30-Jun-2012			
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 50,000	\$ 45,327	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	50,000	50,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Transit Oriented Development at 13th Street LR Station				PROJECT ID	0542		
PROJECT CLASS	Transit Oriented Development				TIER	0 Funded		
START DATE	11-Oct-2006			COMPLETION DATE	30-Jun-2014			
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 75,000	\$ -	\$ -	\$ 37,500	\$ 37,500	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	75,000	75,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Transit Oriented Development at Power Inn LR Station				PROJECT ID	0543		
PROJECT CLASS	Transit Oriented Development				TIER	0 Funded		
START DATE	2-Oct-2006			COMPLETION DATE	30-Jun-2013			
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 75,000	\$ 26,300	\$ -	\$ 48,700	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,946	44,946	-	-	-	-	-	-
TBD	30,054	-	-	30,054	-	-	-	-
	\$ 75,000	\$ 44,946	\$ -	\$ 30,054	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Metro West LR Maintenance Facility (Specialty Steel)				PROJECT ID	0552		
PROJECT CLASS	Facilities Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2011		COMPLETION DATE	30-Jun-2014				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Renovate the building at 2531 Land Avenue for use as a light rail body shop warehouse. 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,026,660	\$ -	\$ -	\$ -	\$ 526,660	\$ 500,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,026,660	-	-	-	526,660	500,000	-	-
	\$ 1,026,660	\$ -	\$ -	\$ -	\$ 526,660	\$ 500,000	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 891,151	\$ 453,186	\$ 437,965	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 398,562	\$ 398,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	76,825	76,825	-	-	-	-	-	-
Local	415,764	415,764	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 891,151	\$ 891,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 556,408	\$ 150,524	\$ 405,884	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 249,130	\$ 249,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	250,000	250,000	-	-	-	-	-	-
Local	32,278	32,278	-	-	-	-	-	-
TBD	25,000		25,000	-	-	-	-	-
	\$ 556,408	\$ 531,408	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Major Light Rail Station Enhancements				PROJECT ID	645		
PROJECT CLASS	Facilities Program			TIER	I Funded through FY 2016			
START DATE	2-Jan-2002		COMPLETION DATE	30-Jun-2042				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 48,584,282	\$ 5,184,474	\$ 159,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 37,128,808
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 2,880,895	\$ 2,880,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	566,012	566,012	-	-	-	-	-	-
Local	1,737,567	1,737,567	-	-	-	-	-	-
TBD	43,399,808		159,000	1,528,000	1,528,000	1,528,000	1,528,000	37,128,808
	\$ 48,584,282	\$ 5,184,474	\$ 159,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 37,128,808

PROJECT NAME	Siemens Light Rail Vehicle Mid-Life Overhaul				PROJECT ID	651		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	1-Jan-2004		COMPLETION DATE	30-Jun-2013				
PM:	Laura Espinoza	EMT:	Mark Lonergan	PC:	Bishop	FI:	Paglieroni	

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. These contracts are complete. Current effort is for the overhaul and rebuilding of incremental components. LRV Maintenance is completing the remaining gearbox overhauls in-house. Phased maintenance is in process, with an estimated completion in 06/13. To date 29 vehicles have been completed.

ISSUES

Manpower continues to be a challenge for this project (currently have 4 technicians in training program, 2 additional vacancies in process of being filled, and one long term absence for military leave). Progress on this project continues to move slowly forward.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 9,946,412	\$ 7,168,524	\$ 1,388,944	\$ 1,388,944	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
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	Bus Maintenance Facility #2 (Phase 1)				PROJECT ID	715		
PROJECT CLASS	Facilities Program			TIER	I Funded through FY 2016			
START DATE	1-Dec-2003		COMPLETION DATE	30-Jun-2016				
PM:	Dawn Fairbrother	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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.). RT, with the help of Maintenance Design Group (MDG), developed a Conceptual Design Report to establish a site and facility conceptual design in June 2008. An exterior demolition project was completed in January 2010 to remove most of the unneeded structures that were in the way of future construction. Pacific Gas and Electric (PG&E) completed installation of a 4 inch high pressure Compressed Natural Gas (CNG) transmission line to the site in April 2011. Sacramento Municipal Utility District (SMUD) is working on the first phase of the electrical design for the CNG equipment yard and service building. A CNG equipment purchase and yard installation contract has been awarded for installation of CNG fueling equipment, including three compressors, 4 transit dispensers and a public fueling dispenser. Installation will be complete in August 2012.

The design for the CNG Service Building to support the fueling equipment has been completed and is awaiting final plan approval from the Sacramento County Building Department.

An Invitation for Bids (IFB) for the Service Building will be issued when additional funding is received.

A contract for removal of environmentally contaminated soil on the site of the CNG Service Building is nearing completion.

When the site is cleared for use, the site will be backfilled. 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, and full funding is not in place.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 46,198,337	\$ 15,031,099	\$ 3,015,000	\$ 12,987,358	\$ 12,164,880	\$ 3,000,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 17,144,492	\$ 16,896,992	\$ 247,500	\$ -	\$ -	\$ -	\$ -	\$ -
State	6,208,651	6,208,651	-	-	-	-	-	-
Local	2,073,493	2,073,493	-	-	-	-	-	-
TBD	20,771,701	-	-	5,606,821	12,164,880	3,000,000	-	-
	\$ 46,198,337	\$ 25,179,136	\$ 247,500	\$ 5,606,821	\$ 12,164,880	\$ 3,000,000	\$ -	\$ -

PROJECT NAME Paratransit Vehicle Replacement (Up to 50)							PROJECT ID 771	
PROJECT CLASS Fleet Programs					TIER 0 Funded			
START DATE 29-Mar-2002				COMPLETION DATE 30-Jun-2011				
PM: Laura Ham		EMT: RoseMary Covington			PC: Bishop		FI: Volk	
PROJECT DESCRIPTION								
To purchase replacement paratransit vehicles, communication equipment and other vehicle related equipment as needed to provide 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.								
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 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 also exceeded their FTA-defined useful life. An acceptable alternatively fueled vehicle has not been identified to date. Base price for a gasoline paratransit vans is approximately \$100,000; base price for an alternative fuel paratransit van is likely in the range of \$250,000. RT staff is still focused on an alternative fuel platform for the paratransit fleet and a pilot program is now underway for a hybrid paratransit-type vehicle in RT's Community Bus Service (CBS). In the near future, the CBS department will be testing the hybrid vehicle as well as a CNG paratransit type vehicle. These pilot programs will lead to a future direction on alternative fuels on a broader perspective.								
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. All 52 vehicles have been delivered but are not expected to be put into service until March 2012. The 52 vehicles were primarily funded by Project P005 but Project 771 provided part of the funding.								
ISSUES								
The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted this project schedule. Determining requirement for balance of project funding.								
EXPENDITURE PLAN								
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	4,948,465	\$ 4,555,914	\$ 392,551	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN								
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 3,422,186	\$ 3,422,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	82,500	82,500	-	-	-	-	-	-
Local	1,443,779	1,443,779	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	4,948,465	\$ 4,948,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

Basic maintenance is necessary for the PC hardware & software.

STATUS

Project funds should be fully expensed by 3/31/2012.

ISSUES

None.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 270,677	\$ 255,605	\$ 15,072	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 176,539	\$ 162,173	\$ 14,366	\$ -	\$ -	\$ -	\$ -	\$ -
State	6,002	6,002	-	-	-	-	-	-
Local	88,136	88,136	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 270,677	\$ 256,311	\$ 14,366	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Butterfield/Mather Mills LR Station Rehabilitation				PROJECT ID	4005		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	2-Jan-2005			COMPLETION DATE	31-Dec-2012			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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. Paint contract has been awarded for the exterior of the Mills Bldg. siding and paint needed.

ISSUES

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 134,489	\$ 59,760	\$ 74,729	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	134,489	134,489	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 134,489	\$ 134,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	ADA Transition Plan Improvements				PROJECT ID	4007		
PROJECT CLASS	Facilities Program			TIER	I Funded through FY 2016			
START DATE	1-Jan-2004		COMPLETION DATE	30-Jun-2035				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 5,788,000	\$ 285,085	\$ 281,221	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 4,421,694
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 127,016	\$ 127,016	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	310,133	310,133	-	-	-	-	-	-
Local	14,670	14,670	-	-	-	-	-	-
TBD	5,336,181		114,487	200,000	200,000	200,000	200,000	4,421,694
	\$ 5,788,000	\$ 451,819	\$ 114,487	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 4,421,694

PROJECT NAME	Facilities Maintenance & Improvements				PROJECT ID	4011		
PROJECT CLASS	Facilities Program			TIER	I Funded through FY 2016			
START DATE	1-Jan-2004		COMPLETION DATE	30-Jun-2042				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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.
 * 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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 21,576,120	\$ 2,116,607	\$ 1,206,390	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 15,753,123
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 1,846,475	\$ 1,396,475	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	227,556	227,556	-	-	-	-	-	-
Local	603,968	603,968	-	-	-	-	-	-
TBD	18,898,121		644,998	625,000	625,000	625,000	625,000	15,753,123
	\$ 21,576,120	\$ 2,227,999	\$ 1,094,998	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 15,753,123

PROJECT NAME	Bus Stop Improvement Program				PROJECT ID	4017		
PROJECT CLASS	Infrastructure Program				TIER	I Funded through FY 2016		
START DATE	31-Jan-2004			COMPLETION DATE	31-Dec-2035			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 5,328,805	\$ 286,378	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	\$ 4,502,427
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 146,093	\$ 146,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	180,000	-	-	180,000	-	-	-	-
Local	140,790	140,790	-	-	-	-	-	-
TBD	4,861,922	-	-	-	-	179,495	180,000	4,502,427
	\$ 5,328,805	\$ 286,883	\$ -	\$ 180,000	\$ -	\$ 179,495	\$ 180,000	\$ 4,502,427

PROJECT NAME	General Construction Management Support Services				PROJECT ID	4024		
PROJECT CLASS	Other Programs			TIER	II Want to Fund through FY 2016			
START DATE	30-Jun-2003		COMPLETION DATE	30-Jun-2042				
PM:	Greg Gamble	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 3,485,000	\$ 356,493	\$ -	\$ 25,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 3,013,507
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	96,114	96,114	-	-	-	-	-	-
Local	282,862	282,862	-	-	-	-	-	-
TBD	3,106,024	-	-	2,517	30,000	30,000	30,000	3,013,507
	\$ 3,485,000	\$ 378,976	\$ -	\$ 2,517	\$ 30,000	\$ 30,000	\$ 30,000	\$ 3,013,507

PROJECT NAME	General Engineering Support Services				PROJECT ID	4025		
PROJECT CLASS	Other Programs				TIER	II Want to Fund through FY 2016		
START DATE	1-Nov-2003			COMPLETION DATE	30-Jun-2042			
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 2,223,689	\$ 313,689	\$ -	\$ 27,500	\$ 27,500	\$ 27,500	\$ 27,500	\$ 1,800,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	185,000	185,000	-	-	-	-	-	-
Local	138,719	138,719	-	-	-	-	-	-
TBD	1,899,970	-	-	17,470	27,500	27,500	27,500	1,800,000
	\$ 2,223,689	\$ 323,719	\$ -	\$ 17,470	\$ 27,500	\$ 27,500	\$ 27,500	\$ 1,800,000

PROJECT NAME	Watt Ave/Hwy 50 Plan Review				PROJECT ID	A001		
PROJECT CLASS	Planning/Studies			TIER	0 Funded			
START DATE	25-Jan-2011			COMPLETION DATE	30-Jun-2017			
PM:	Jenny Niello	EMT:	Diane Nakano	PC:	Bishop	FI:	Paglieroni	

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 (Construction Support Agreement still need to go to the Board)

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 30,000	\$ 14,923	\$ 15,077	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	30,000	30,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Louis Orlando Transit Center				PROJECT ID	A002		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	18-Aug-2011			COMPLETION DATE	30-Jun-2014			
PM:	Dawn Fairbrother	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Project is an agreement with the City of Roseville to provide preliminary engineering, design, and environmental work for the City's Louis/Orlando transfer point project.

PROJECT JUSTIFICATION

The City was delayed in executing their project and had to get an extension on their STIP funding. Even with the extension the City would not have been able to complete the work on time. RT had staff available and the expertise to perform the work. The project promotes inter-agency relations and benefits the region as a whole.

STATUS

Planning phase beginning preliminary design.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	887,500	-	887,500	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Communication Equipment Replacement				PROJECT ID	B015		
PROJECT CLASS	Equipment Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2008		COMPLETION DATE	30-Jun-2042				
PM:	Vern Barnhart	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 2,055,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 1,875,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
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	Citrus Heights Transit Enhancements				PROJECT ID	B017			
PROJECT CLASS	Facilities Program				TIER	II Want to Fund through FY 2016			
START DATE	1-Sep-2009			COMPLETION DATE	30-Jun-2014				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk		

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

ETask #1: Auburn Boulevard Complete Streets - Cost sharing for construction of the Transit Corridor improvements which includes improvements to bus stop infrastructure. Start Date - April 2012 Estimated cost - \$363,450.

Total Project cost is \$1,500,000. The \$1,136,550 agreement balance will be spent in FY13.

This project is dependent upon funding being identified.

ISSUES

Transit Enhancement funds for Auburn Boulevard Complete Streets funding requires update to the MTIP and encumbrance on a FTA Grant.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,500,000	\$ -	\$ 275,000	\$ 725,000	\$ 500,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 363,450	\$ -	\$ 363,450	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,136,550	-	-	636,550	500,000	-	-	-
	\$ 1,500,000	\$ -	\$ 363,450	\$ 636,550	\$ 500,000	\$ -	\$ -	\$ -

PROJECT NAME	Shop Equipment - Bus				PROJECT ID	B020		
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2016		
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2042			
PM:	David Harbour	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

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. Not having the proper equipment negatively affects the 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. This project is also required due to safety issues. Equipment such as 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. The need for replacement and new shop tools and support infrastructure equipment continues to grow and is becoming critical to the ability of the shop to operate effectively and efficiently. This project is urgently needed.

ISSUES

Bus maintenance is responsible for performance of scheduled and unscheduled maintenance, overhaul, rebuild, and body repair/paint on a fleet of 238 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. 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 3,625,000	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 3,250,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	3,625,000	-	-	-	125,000	125,000	125,000	3,250,000
	\$ 3,625,000	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 3,250,000

PROJECT NAME	Neighborhood Ride Vehicle Replacement (Gasoline)				PROJECT ID	B040		
PROJECT CLASS	Fleet Programs			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2008		COMPLETION DATE	30-Jun-2042				
PM:	Doug Vanderkar	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

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)
 Replace 12 model year 2009 vehicles in 2014, and every 5 years thereafter.
 Replace 3 model year 2006 diesel vehicles in 2016 and every 5 years thereafter.

PROJECT JUSTIFICATION

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.

STATUS

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 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.

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.

ISSUES

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.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 20,280,616	\$ 1,491,380	\$ 123,997	\$ -	\$ -	\$ -	\$ 394,645	\$ 18,270,594
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,578,409	2,078,409	-	500,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	17,702,207	-	-	-	-	-	-	17,702,207
	\$ 20,280,616	\$ 2,078,409	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 17,702,207

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	10,000,000	-	-	-	-	-	10,000,000	-
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -

PROJECT NAME CNG Existing Bus Fleet Replacement (2013 - 2042)						PROJECT ID B100			
PROJECT CLASS Fleet Programs					TIER II Want to Fund through FY 2016				
START DATE 1-Jan-2013				COMPLETION DATE 30-Jun-2042					
PM: Vern Barnhart		EMT: Mark Lonergan			PC: Bishop		FI: Volk		
PROJECT DESCRIPTION									
Purchase replacement buses as needed. Purchases need to be made two years in advance of receiving the buses. Planned replacements include: Replace 11 2003 model year CNG buses in 2014, 2026, and 2038. Replace 40 2003 model year CNG buses in 2015, 2027 and 2039. Replace 36 2003 model year CNG buses in 2016, 2028 and 2040. Replace 9 2003/2004 model year CNG buses in 2017, 2029, and 2041. Replace 8 2003 model year CNG buses in 2018, 2030 and 2042. Replace 5 2006 model year CNG buses in 2019, and 2031 Replace 91 2008 model year 2007/2008 buses in 2021 to 2023 and 2033-35									
PROJECT JUSTIFICATION									
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.									
STATUS									
This is a future project that is dependent upon funding being available									
ISSUES									
This submittal is based on mostly 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. Cost does not reflect a possible State requirement for zero emission buses, which would triple the cost of a bus replacement. The date of implementation, if any, of this requirement is unknown.									
EXPENDITURE PLAN									
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042	
	\$ 394,598,842	\$ -	\$ -	\$ -	\$ 5,401,000	\$ 20,775,388	\$ 19,315,042	\$ 349,107,412	
FUNDING PLAN									
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042	
Federal	\$ 97,510,698	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 7,500,000	\$ 10,000,000	\$ 65,010,698	
State	14,248,064	-	1,250,000	1,250,000	2,937,016	2,937,016	2,937,016	2,937,016	
Local	-	-	-	-	-	-	-	-	
TBD	282,840,080	-	-	-	-	-	1,680,382	281,159,698	
	\$ 394,598,842	\$ -	\$ 6,250,000	\$ 6,250,000	\$ 7,937,016	\$ 10,437,016	\$ 14,617,398	\$ 349,107,412	

PROJECT NAME	Bus Lot Improvements				PROJECT ID	B133		
PROJECT CLASS	Transit Security & Safety			TIER	0 Funded			
START DATE	1-Mar-2011		COMPLETION DATE	30-Jun-2014				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

Lots require additional work.

STATUS

Over 20 lights in the South lot have been replaced with LED lights improving overall lighting for safety and visibility. Limited number of LED lights have been installed in the North lot. Contract has been awarded for contractor to replace remaining lights in both lots with LED. Assessment of fencing completed. Fencing contractor to repair/replace fence in both lots - fence repairs should be completed by July 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 640,000	\$ 100	\$ 320,000	\$ 319,900	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	640,000	640,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 640,000	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Fulton Ave. Bus Shelters				PROJECT ID	B134		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE					COMPLETION DATE	30-Jun-2013		
PM:	Lynn Cain	EMT:	Mike Mattos		PC:	Bishop	FI:	Volk

PROJECT DESCRIPTION

Fulton Avenue Business group applied for a grant to add shelters etc on Fulton Avenue. This project is to design and upgrade existing bus stop locations by installing six or more bus shelters along Fulton Avenue. Funds do not include indirect labor for RT staff.

PROJECT JUSTIFICATION

Installation of the shelters will create more visibility for the presence of transit service on Fulton Avenue and play a role in encouraging the use of transit to increase ridership, which provides more pedestrians and bicyclists a means to extend their ability to reach more communities.

STATUS

This project will involve RT staff. Minor environmental or design work may be procured through existing Environmental and General Engineering Support Services contracts. Construction/Procurement/Installation will be advertised and bid.

ISSUES

Shelter maintenance should stay with Fulton Avenue group

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	19,435	-	19,435	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Citrus Heights Bus Stop Improvements				PROJECT ID	B135		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	1-Jan-2011			COMPLETION DATE	30-Jun-2012			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

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)

PROJECT JUSTIFICATION

Many of the stops in Citrus Heights have been neglected and plus top pads have deteriorated.

STATUS

Pending FY 2011 MTIP approval

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Neighborhood Ride Hybrid Bus Purchase Project				PROJECT ID	B136		
PROJECT CLASS	Fleet Programs				TIER	0 Funded		
START DATE	9-Sep-2011			COMPLETION DATE	7-Nov-2014			
PM:	Doug Vanderkar	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Procurement of a new 23 ft. gasoline hybrid bus including all necessary equipment and testing. The vehicle capacity is 12 passengers and can secure 2 wheelchairs which require folding 3 bench seats, leaving seating for 6 other passengers. This bus replaces a comparable gasoline powered bus that will reach the end of its useful life.

PROJECT JUSTIFICATION

Purchase of a gasoline hybrid vehicle will reduce exhaust emissions compared to the gasoline powered vehicle it will replace. Operating costs will be reduced because the gas hybrid vehicle uses less fuel than the gasoline vehicle it replaces. Maintenance costs will decrease because the vehicle the hybrid replaces is at the end of its useful life. Replacement of the engine as part of the maintenance of the vehicles will extend the useful life from 3 to 5 years. Purchase of a replacement vehicle will preserve existing service quality because the replacement vehicle will experience fewer breakdowns compared to keeping the existing vehicle past its useful life.

STATUS

Contract executed 11/7/2011 and expected to be delivered in March, 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 210,000	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 33,000	\$ -	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	177,000	-	177,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 210,000	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Natomas Flyer Buses				PROJECT ID	B137			
PROJECT CLASS	Fleet Programs				TIER	0 Funded			
START DATE	22-Nov-2011			COMPLETION DATE	30-Jun-2012				
PM:	Doug Vanderkar	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk		

PROJECT DESCRIPTION

Procure five 28- passenger CNG cut-away buses as RT has been selected as the provider for the North Natomas Transportation Management Association (NNTMA) Flyer service.

PROJECT JUSTIFICATION

RT has been selected as the provider for the NNTMA Flyer service. The service agreement with NNTMA has specific requirements for the buses to be used in the service. At the present time RT does not have any buses that meet the specific requirements. In order to begin the proposed service RT needs to obtain 5 28-passenger CNG cut-away buses.

STATUS

Contract with Creative Bus Sales has been executed to provide the buses.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,100,000	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,100,000	-	1,100,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,100,000	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 160,000	\$ 159,994	\$ 6	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	160,000	160,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-Audiable Feature Signal				PROJECT ID	F011		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	n/a			COMPLETION DATE	n/a			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

The project involves purchasing self-powered "I-Stops" to cover a strategic portion of RT's service area, providing lighting and enhanced security to persons waiting for a bus. It includes acquiring and installing "audible" buttons at light rail stations and bus stops equipped with automated electronic signs. project will go one step further by providing audible recitation of automated visual signs on demand, as well as by allowing individuals to alert bus drivers automatically when they are waiting inside a bus shelter.

PROJECT JUSTIFICATION

This project will provide a significant increase in accessibility to the Regional Transit (RT) system for the elderly and persons with disabilities, by acquiring and installing "I-Stop" equipment at bus stops, and by acquiring and installing "audible" buttons at light rail stations and bus stops equipped with automated electronic signs.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 257,799	\$ -	\$ -	\$ 257,799	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 206,239	\$ -	\$ 206,239	\$ -	\$ -	\$ -	\$ -	\$ -
State	51,560	-	51,560	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops				PROJECT ID	F012		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	n/a			COMPLETION DATE	n/a			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

This project will install detectable warning tile (DWT) on either side of rail crossings where they intersect with pedestrian sidewalks. The project is expected to improve access and to meet current ADA. It provides warning for sight impaired pedestrians where none currently exists.

PROJECT JUSTIFICATION

The project provides better access and increases incentive to use public transportation by providing better safety features for access for persons with disabilities, including particularly persons with visual impairments.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 32,000	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	8,000	-	8,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's				PROJECT ID	F013		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	n/a			COMPLETION DATE	n/a			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Provide mini-high shelters at light rail station ADA access ramps.

PROJECT JUSTIFICATION

Mini-Hi shelters at light rail stations will provide protection from sun and inclement weather to light rail station ramps specifically for disabled and/or elderly passengers who must use the ramp to access the light rail stations.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	20,000	-	20,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Bike Racks				PROJECT ID	F014		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	n/a			COMPLETION DATE	n/a			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Purchase 250, three-bike capacity bicycle racks for 236 Buses. SRTD offers a service that provides transportation for all members of the community including those without cars and who are dependent upon either walking or cycling.

PROJECT JUSTIFICATION

Increasing the bike storage capacity on-board SRTD buses opens the opportunity for more people to bike and ride as needed. Cycling is an economical method of transportation but can be restrictive due to the distances of travel required to go to places of employment, health care or commerce. Many low-income members of our communities depend on the extensiveness and usefulness of our transit services and cycling infrastructure. Bike commuters should not be restricted to those living close to places of employment and required services. The bike racks on SRTD buses allows cyclists to travel longer distances.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	373,885	\$ -	\$ -	\$ -	\$ 373,885	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 331,000	\$ -	\$ -	\$ -	\$ 331,000	\$ -	\$ -	\$ -
State	42,885	-	-	-	42,885	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	373,885	\$ -	\$ -	\$ -	\$ 373,885	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations				PROJECT ID	F015		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	1-Aug-2012		COMPLETION DATE	31-Dec-2014				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

The proposed project is a New Freedom project and involves the installation of shelters over mini high ramps at light rail stations. It includes design, construction and installation of the shelters.

PROJECT JUSTIFICATION

Mini high shelters will provide protection from inclement weather for elderly and disabled customers at stations that have main shelters for the non-disabled.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 625,000	\$ -	\$ -	\$ 237,070	\$ 258,620	\$ 129,310	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
State	125,000	-	-	125,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 625,000	\$ -	\$ -	\$ 625,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Amtrak/Folsom Light Rail Extension				PROJECT ID	F		
PROJECT CLASS	System Expansion			TIER	I Funded through FY 2016			
START DATE	1-Jan-2000		COMPLETION DATE	31-Dec-2012				
PM:	Diane Nakano	EMT:	Diane Nakano	PC:	Bishop	FI:	Paglieroni	

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. FY13 State Funding assumed to be STA from operations.

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 268,413,057	\$ 267,778,699	\$ 317,179	\$ 317,179	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 179,515,954	\$ 179,515,954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	60,166,404	59,887,553	-	278,851	-	-	-	-
Local	28,730,699	28,730,699	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 268,413,057	\$ 268,134,206	\$ -	\$ 278,851	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	iSCSI SAN Implementation				PROJECT ID	G025		
PROJECT CLASS	Other Programs				TIER	II Want to Fund through FY 2016		
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2016			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	30,000	-	-	-	-	-	30,000	-
	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	224,000	-	-	-	-	-	224,000	-
\$	224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -

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

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 was completed summer 2011. Grant closeout fall 2011.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,572,371	\$ 1,489,414	\$ 82,957	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,564,860	1,564,860	-	-	-	-	-	-
Local	7,511	7,511	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,572,371	\$ 1,572,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Power Systems for Network Operations Center				PROJECT ID	G065		
PROJECT CLASS	Equipment Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2010		COMPLETION DATE	30-Jun-2013				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	98,000	-	-	49,000	49,000	-	-	-
\$	98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,353,784	\$ -	\$ -	\$ 353,784	\$ 500,000	\$ -	\$ -	\$ 500,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,353,784	-	-	353,784	500,000	-	-	500,000
	\$ 1,353,784	\$ -	\$ -	\$ 353,784	\$ 500,000	\$ -	\$ -	\$ 500,000

PROJECT NAME	Annual Hardware Replacement/Upgrade Program				PROJECT ID	G095		
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2016		
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2017			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	410,000	\$ -	\$ -	\$ 210,000	\$ 75,000	\$ 75,000	\$ 50,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
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	Network Backup and Data Archive Upgrade				PROJECT ID	G100		
PROJECT CLASS	Equipment Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2009			COMPLETION DATE	30-Jun-2013			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	50,000	-	-	50,000	-	-	-	-
\$	50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Automated Vehicle Location System for Buses				PROJECT ID	G105	
PROJECT CLASS	Transit Technologies Program			TIER	0 Funded		
START DATE	1-Jul-2009		COMPLETION DATE	31-Mar-2012			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni

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 it's 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,554,887	\$ 336,080	\$ 1,218,807	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,554,887	1,554,887	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,554,887	\$ 1,554,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Server Replacement				PROJECT ID	G135		
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2016		
START DATE	1-Jul-2011			COMPLETION DATE	30-Jun-2017			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 50,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	80,000	-	-	-	-	-	30,000	50,000
\$	80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 50,000

PROJECT NAME	Intelligent Transportation Systems (ITS)				PROJECT ID	G165		
PROJECT CLASS	Transit Technologies Program				TIER	II Want to Fund through FY 2016		
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2035			
PM:	Mike Mattos	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 11,100,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	12,600,000	-	-	-	-	-	1,500,000	11,100,000
	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 11,100,000

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 75,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	100,000	-	-	-	-	-	25,000	75,000
	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 75,000

PROJECT NAME	Non-Revenue Vehicle Replacement				PROJECT ID	G225		
PROJECT CLASS	Fleet Programs			TIER	I Funded through FY 2016			
START DATE	1-Apr-2008		COMPLETION DATE	30-Jun-2042				
PM:	Vern Barnhart	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

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 in the amount of \$375,000 was provided to the Department approximately 3 months ago. The decision was made to replace those high mileage and critical vehicles that support operational needs (and also do not meet the criteria for future Prop 1B funding). Requisitions have been submitted for 6 replacement vehicles for LR Supervisor requirements, along with a supplemental requisition for the necessary additional equipment required (push bumpers, light bars, etc.). These vehicles are expected to arrive within the next 3 to 4 months. One vehicle was requisitioned and received for a replacement Bus Transportation supervisor vehicle and that was taken out of service due to an accident. This vehicle is in the process of being outfitted for daily service. The remaining funding will be used for 3 replacement RTPS vehicles and will be ordered as soon as CA State awards a contract for this type of vehicle - which is expected to occur sometime in the Jan. or Feb. time period.

ISSUES

This is an ongoing requirement that continues to not be 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 40,937,319	\$ 726,524	\$ 375,000	\$ 1,702,683	\$ 1,006,374	\$ 2,431,649	\$ 16,798	\$ 34,678,291
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 1,083,149	\$ 583,149	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,211,000	-	150,000	4,423,044	1,318,978	1,318,978	-	-
Local	145,791	145,791	-	-	-	-	-	-
TBD	32,497,379	-	-	-	-	-	-	32,497,379
	\$ 40,937,319	\$ 728,940	\$ 650,000	\$ 4,423,044	\$ 1,318,978	\$ 1,318,978	\$ -	\$ 32,497,379

PROJECT NAME	Certificates of Participation Payments				PROJECT ID	G230			
PROJECT CLASS	Other Programs				TIER	I Funded through FY 2016			
START DATE	9-Jan-2004			COMPLETION DATE	30-Jun-2016				
PM:	Brent Bernegger	EMT:	Dee Brookshire	PC:	Tyler	FI:	Volk		

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 23,022,525	\$ 14,705,430	\$ 2,077,783	\$ 2,079,062	\$ 2,080,250	\$ 2,080,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	15,252,488	6,935,393	2,077,783	2,079,062	2,080,250	2,080,000	-	-
Local	7,770,037	7,770,037	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 23,022,525	\$ 14,705,430	\$ 2,077,783	\$ 2,079,062	\$ 2,080,250	\$ 2,080,000	\$ -	\$ -

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

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 accommodate 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 450,000	\$ 163,201	\$ 286,799	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	450,000	450,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

PROJECT DESCRIPTION

State 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. Design is completed and given to Caltrans for construction. Estimated date for completion is July 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 300,000	\$ 81,795	\$ 37,290	\$ -	\$ -	\$ -	\$ -	\$ 180,915
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	300,000	300,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Repairs per Biennial Bridge Inspection				PROJECT ID	G238		
PROJECT CLASS	Infrastructure Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2042				
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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

2011 Bridge inspection completed in 8/11. Minor repairs is being under taken by RT's Wayside staff. Major repairs need to be contracted out. Corrosion Monitoring inspection completed in 11/11. Repairs are needed for the Corrosion Monitoring test panels. MSE Wall wires were inspected and found to be in excellent condition.

ISSUES

The CPUC may have concerns of the unaddressed repairs.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,877,000	\$ -	\$ 156,000	\$ 181,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,375,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	156,000	-	156,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,721,000	-	-	181,000	55,000	55,000	55,000	1,375,000
	\$ 1,877,000	\$ -	\$ 156,000	\$ 181,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,375,000

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

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

Procurement is complete, FVM's are in production. Estimated delivery is 4/12.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,200,000	\$ 47,887	\$ 1,102,113	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,200,000	1,200,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Completing the Video Surveillance System				PROJECT ID	H015		
PROJECT CLASS	Transit Technologies Program			TIER	0 Funded			
START DATE	25-Aug-2009		COMPLETION DATE	31-Oct-2011				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 467,300	\$ 457,849	\$ 9,451	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 467,300	\$ 467,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	VICE II (Video Infrastructure & Communications)				PROJECT ID	H020		
PROJECT CLASS	Transit Technologies Program				TIER	0 Funded		
START DATE	1-Jul-2009			COMPLETION DATE	31-Oct-2011			
PM:	Steve Boswell	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 733,801	\$ 732,348	\$ 1,453	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 733,801	\$ 733,801	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 733,801	\$ 733,801	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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

Technical specifications developed for 1225 R generator. ITB will be released by end of Jan. 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	430,000	430,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 430,000	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Completing Electronic Messaging Sign Deployment				PROJECT ID	H022		
PROJECT CLASS	Transit Security & Safety			TIER	I Funded through FY 2016			
START DATE	1-Jan-2012			COMPLETION DATE	30-Jun-2014			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to complete RT's LED sign digital messaging system at 26 light rail stations throughout Sacramento County. RT was previously awarded FY07/08 Transit Security funds for phase 1 of this project.

PROJECT JUSTIFICATION

This project will allow RT to distribute real-time information and directions to passengers at light rail stations in the event of an emergency or disaster.

STATUS

Project approved by SACOG and CalEMA. Waiting for state funding. Completion date above based on internal project NTP on 7/1/2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 846,927	\$ -	\$ -	\$ 423,463	\$ 423,464	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	846,927	-	846,927	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 846,927	\$ -	\$ 846,927	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Rail Infrastructure Hardening, Surveillance and Monitoring #1				PROJECT ID	H023		
PROJECT CLASS	Transit Security & Safety			TIER	I Funded through FY 2016			
START DATE	1-Jan-2012		COMPLETION DATE	30-Jun-2014				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

Install fiber optic laterals, networking equipment, security fencing, surveillance equipment and SCADA monitoring equipment at 50+ power substations, instrument houses, and critical relay cases.

PROJECT JUSTIFICATION

Provides enhanced security at power substations, instrument houses, and critical relay cases.

STATUS

Project approved by SACOG and CalEMA. Waiting for state funding. Completion date above based on internal project NTP on 7/1/2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 248,909	\$ -	\$ -	\$ 124,455	\$ 124,454	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	248,909	-	248,909	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 248,909	\$ -	\$ 248,909	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	University/65th Street Transit Center Relocation				PROJECT ID	M002		
PROJECT CLASS	Infrastructure Program			TIER	I Funded through FY 2016			
START DATE	9-Feb-2011		COMPLETION DATE	27-May-2014				
PM:	David Solomon	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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, and new stormwater facilities. The Scope of Work under the current agreement with SHRA includes completion of design from 95%; the scope will be expanded to include right-of-way acquisition, construction and construction administration in a subsequent agreement.

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 design, permitting, and preparatory work for ROW acquisition. Design is 95% complete, working towards 100% design. Negotiating with SHRA for construction phase agreement.

ISSUES

FTA approval needed for transfer of property to SHRA. Additional funding required for construction phase.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 3,645,000	\$ 142,250	\$ 217,750	\$ 1,685,000	\$ 1,600,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	720,000	360,000	360,000	-	-	-	-	-
TBD	2,925,000	-	-	1,325,000	1,600,000	-	-	-
	\$ 3,645,000	\$ 360,000	\$ 360,000	\$ 1,325,000	\$ 1,600,000	\$ -	\$ -	\$ -

PROJECT NAME	Replacement of Police Vehicle Mobile Data Computer Terminals				PROJECT ID	N001		
PROJECT CLASS	Equipment Program			TIER	I Funded through FY 2016			
START DATE	12-Jan-2012		COMPLETION DATE	30-Jun-2012				
PM:	Doug Voska	EMT:	Mark Lonergan	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

The Sacramento Police Department will begin implementation of a program to replace their entire inventory of Mobile Data Computers that are installed in their marked patrol vehicle fleet. This work, called the "NextGen Project", will replace the outdated and discontinued computers in the patrol cars that are used for all types of emergency call dispatching, information gathering and dissemination, criminal history and records checks, and officer safety information.

PROJECT JUSTIFICATION

Once installation of the "NextGen" computers is completed, the Sacramento Police Department will no longer support RT Police Support Service's current computers, thereby rendering them useless to the police officers in the field. RT has 15 marked police patrol vehicles that are equipped with the old MobileVu computer terminals.

STATUS

The cost for the new computers without the In-Car Camera system, equipment, installation, support and warranties come to \$9,019.70 (tax included) per unit. The total cost to outfit all 15 police vehicles would be \$135,295.50. The completion of this project is scheduled for the end of June or July, 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 135,296	\$ -	\$ 135,296	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	135,296	-	135,296	-	-	-	-	-
	\$ 135,296	\$ -	\$ 135,296	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	"See It, Hear It, Report It" Public Awareness Campaign				PROJECT ID	OPE4	
PROJECT CLASS	Other Programs			TIER	0 Funded		
START DATE	1-Jul-2009		COMPLETION DATE	31-May-2012			
PM:	Doug Voska	EMT:	Dan Bailey	PC:	Bishop	FI:	Paglieroni

PROJECT DESCRIPTION

This project proposes to enhance SRTD's capability to educate the public and employees to be vigilant and regarding the recommended responses and appropriate notifications to be taken when seeing suspicious possible terrorist related activity. This will be accomplished through a comprehensive multi-media campaign.

PROJECT JUSTIFICATION

SRTD needs to expand its Security Awareness program to the general public through public information materials and presentations. SRTD was found to be lacking in the Baseline audit in the category of "Implementation and reinforce a Public Security and Emergency Awareness program".

STATUS

The campaign message would be rolled out in 4 stages, each stage running approximately 6 months duration for a 24 month total project life.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 53,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,500
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 53,500	\$ 53,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 53,500	\$ 53,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	WMD/IED Exercise				PROJECT ID	OPE5		
PROJECT CLASS	Other Programs			TIER	0 Funded			
START DATE	1-Jul-2009			COMPLETION DATE	30-Jun-2025			
PM:	Doug Voska	EMT:	Dan Bailey	PC:	Bishop	FI:	Paglieroni	

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. This will be achieved through the purchase of a portable, handheld air-sampling explosive detector and through a drill that incorporates use of the current canine teams and the newly acquired explosive detector in response to an IED located near the RTPS EOC that has been activated due to a natural disaster (flooding).

PROJECT JUSTIFICATION

This project directly supports the "Training, operational deterrence, drills, public awareness activities" effectiveness group. The project is a drill that incorporates prior and on-going training (ICS/SEMS/MIMS). It builds on prior WMD drills and requires SRTD personnel to handle multiple critical incidents simultaneously.

STATUS

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 28,934	\$ 11,966	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,968
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 28,934	\$ 28,934	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 28,934	\$ 28,934	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Paratransit Vehicles Replacement				PROJECT ID	P000		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	1-Jul-2014		COMPLETION DATE	30-Jun-2042				
PM:	Laura Ham	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

This is an on-going project to purchase replacement paratransit vehicles, communication equipment, and other vehicle related equipment as needed to provide RT's ADA complementary paratransit service. The vehicles are for use under a lease agreement by RT's ADA paratransit service provider. Vehicles are purchased upon authorization from the RT Board. FY12- 102 replacement vehicles purchased to be put into service - 52 vehicles in FY 2012 and 50 vehicles 2013. These vehicles will be replaced every 5 years thereafter in FY's 2017 & 2018; 2022 & 2023; 2027 & 2028; 2032 & 2033; 2037 & 2038; and 2041 & 2042. These future replacements will provide the 102 vehicles necessary to provide RT ADA complementary paratransit service. It is assumed funding is needed 1 year before manufacture/delivery with a 3% per year price escalation.

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 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 also exceeded their FTA-defined useful life. An acceptable alternatively fueled vehicle has not been identified to date. Base price for a gasoline paratransit vans is approximately \$100,000; base price for an alternative fuel paratransit van is likely in the range of \$250,000. RT staff is still focused on an alternative fuel platform for the paratransit fleet and a pilot program is now underway for a hybrid paratransit-type vehicle in RT's Community Bus Service (CBS). In the near future, the CBS department will be testing the hybrid vehicle as well as a CNG paratransit type vehicle. These pilot programs will lead to a future direction on alternative fuels on a broader perspective.

The RT Board of Directors authorized a procurement of 52 gasoline-fueled paratransit vehicles in August 2010, using a California Association for Coordi Transportation (CalACT), Morongo Basin Transit Authority (MBTA) contract. These vehicles were purchased under Project P005. An additional procurement of 50 gasoline-fueled vehicles were approved by the RT Board in November 2011, and were purchased utilizing the same contract under Project P006.

ISSUES

The desire to convert to an alternatively fueled fleet will impact this project; i.e, 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.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 32,724,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,724,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	10,109,301	-	2,811,331	-	4,113,000	-	-	3,184,970
Local	-	-	-	-	-	-	-	-
TBD	22,614,699	-	-	-	-	-	-	22,614,699
	\$ 32,724,000	\$ -	\$ 2,811,331	\$ -	\$ 4,113,000	\$ -	\$ -	\$ 25,799,669

PROJECT NAME	Paratransit Vehicle Replacement - 50 Vehicles				PROJECT ID	P005		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	1-Oct-2006		COMPLETION DATE	30-Jun-2012				
PM:	Laura Ham	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Purchase 52 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.

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 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 Board of Directors authorized a procurement of 52 gasoline-fueled paratransit vehicles in August 2010, using a California Association for Coordinated Transportation (CaIACT), Morongo Basin Transit Authority (MBTA) contract. All vehicles have been delivered but have not yet been put into service. Vehicles will be put into service once final detailing, and purchase and installation of equipment is completed.

ISSUES

The desire to convert to an alternatively fueled fleet, contract negotiations and limited procurement options impacted the project schedule.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 5,071,494	\$ 4,862,307	\$ 209,187	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 870,000	\$ 870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,201,494	4,201,494	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 5,071,494	\$ 5,071,494	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Paratransit Vehicles Replacement - 52 Vehicles				PROJECT ID	P006		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	30-Aug-2011		COMPLETION DATE	5-Dec-2014				
PM:	Laura Ham	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Purchase 50 paratransit vehicles and communication equipment to provide complementary ADA paratransit service across the entire RT service area covering most of the urbanized portions of Sacramento County.

PROJECT JUSTIFICATION

RT will sustain service level to the Sacramento region to meet the transit needs of elderly and those with disabilities.

STATUS

Contract executed 12/5/2011.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 4,335,000	\$ -	\$ 4,335,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,335,000	-	4,335,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 4,335,000	\$ -	\$ 4,335,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Professional Development for RT Planning Staff				PROJECT ID	PD09		
PROJECT CLASS	Planning/Studies			TIER	0 Funded			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2012				
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

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.

PROJECT JUSTIFICATION

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.

STATUS

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.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 40,920	\$ 30,792	\$ 10,128	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 35,979	\$ 35,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	4,941	4,941	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 40,920	\$ 40,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

PROJECT DESCRIPTION

This project is to paint CAF trains. The CAF LRVs have paint and body issues that need to be corrected.

PROJECT JUSTIFICATION

This work is funded from a paint settlement with CAF. The work needs to be completed to prevent the paint and body issues from getting worse.

STATUS

A settlement has been reached with CAF to fund repainting the CAF cars. Work is expected to begin on this project soon.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 995,000	\$ -	\$ 447,500	\$ 447,500	\$ 100,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	995,000	995,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 995,000	\$ 995,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Artwork at Light Rail Stations				PROJECT ID	R002		
PROJECT CLASS	Facilities Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2035				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 100,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ 5,000	\$ 70,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
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	Passenger Information Signs				PROJECT ID	R015				
PROJECT CLASS	Transit Technologies Program				TIER	II Want to Fund through FY 2016				
START DATE	1-Jul-2010			COMPLETION DATE	30-Jun-2013					
PM:	Steve Boswell		EMT:	Mike Mattos		PC:	Bishop		FI:	Volk

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

The work has been divided into four phases. Phase 1 has been completed. Phase 2 is approximately 50% complete.

ISSUES

Construction work is currently stopped, pending sale of Prop 1B bonds by the State of California and subsequent release of grant(s) by CalEMA.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 4,000,000	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	4,000,000	-	2,000,000	2,000,000	-	-	-	-
	\$ 4,000,000	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -

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

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 completed.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 47,955	\$ 15,493	\$ 32,462	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	33,000	33,000	-	-	-	-	-	-
Local	14,955	14,955	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 47,955	\$ 47,955	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
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	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment				PROJECT ID	R085		
PROJECT CLASS	Fleet Programs			TIER	I Funded through FY 2016			
START DATE	24-Sep-2003		COMPLETION DATE	30-Sep-2015				
PM:	Laura Espinoza	EMT:	Mark Lonergan	PC:	Bishop	FI:	Paglieroni	

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. 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. RFP completed and RT is currently in negotiations with two vendors. Negotiations are expected to be complete Feb. 2012. Invitations to bid are out for Traction Motor Overhaul, Gearbox Overhaul, Pantograph Overhaul, and Coupler Overhaul services. Funding is not identified for the retrofit and midlife refurbishment of all 21 vehicles.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 23,917,226	\$ 1,129,189	\$ 7,765,000	\$ 6,646,338	\$ 4,573,169	\$ 3,785,541	\$ 17,989	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 7,057,612	\$ 7,057,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,348,018	2,260,000	3,551,331	10,536,687	-	-	-	-
Local	511,596	511,596	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 23,917,226	\$ 9,829,208	\$ 3,551,331	\$ 10,536,687	\$ -	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,320,000	\$ -	\$ 660,000	\$ 660,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,320,000	1,320,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,320,000	\$ 1,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Siemens 1st Series Fleet Replacement (26)				PROJECT ID	R115		
PROJECT CLASS	Fleet Programs			TIER	II Want to Fund through FY 2016			
START DATE	1-Jan-2014		COMPLETION DATE	30-Jun-2017				
PM:	Laura Espinoza	EMT:	Mark Lonergan	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 108,918,522
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	111,918,522	-	-	-	-	1,500,000	1,500,000	108,918,522
	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 108,918,522

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

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

Construction completed 3/11. On-going warranty period.

ISSUES

None

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 220,000	\$ 172,295	\$ 47,705	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	70,000	70,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 220,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Watt Avenue Station Improvements				PROJECT ID	R175		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2013				
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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/osting 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

Existing lights have been replaced with LED and additional LED lights installed on stairwell. Damaged benches on platform have been replaced. Modifications to elevator as part of FTA audit will be completed by March 2012.

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 312,500	\$ 170,201	\$ 142,299	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 168,088	\$ 168,088	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	42,022	42,022	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	102,390	-	102,390	-	-	-	-	-
	\$ 312,500	\$ 210,110	\$ 102,390	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Downtown LR Station Enhancements				PROJECT ID	R245	
PROJECT CLASS	Infrastructure Program			TIER	0 Funded		
START DATE	1-Oct-2006		COMPLETION DATE	30-Jun-2012			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 639,110	\$ 600,376	\$ 38,734	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 550,000	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,651	16,651	-	-	-	-	-	-
Local	72,459	72,459	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 639,110	\$ 639,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,832,803	\$ 422,944	\$ 647,203	\$ 647,202	\$ -	\$ -	\$ -	\$ 115,454
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,675,423	381,018	647,203	647,202	-	-	-	-
Local	157,380	157,380	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,832,803	\$ 538,398	\$ 647,203	\$ 647,202	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Amtrak-Folsom Limited Stop Service				PROJECT ID	R280		
PROJECT CLASS	Infrastructure Program				TIER	0 Funded		
START DATE	1-Oct-2009			COMPLETION DATE	30-Jun-2013			
PM:	Sangita Arya	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 12,000,000	\$ 217,470	\$ 8,212,030	\$ 460,477	\$ 460,476	\$ -	\$ -	\$ 2,649,547
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	3,900,000	3,900,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	8,100,000	-	4,529,500	460,477	460,476	-	-	2,649,547
	\$ 12,000,000	\$ 3,900,000	\$ 4,529,500	\$ 460,477	\$ 460,476	\$ -	\$ -	\$ 2,649,547

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

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 280,500	\$ -	\$ 280,500	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 248,327	\$ -	\$ 248,327	\$ -	\$ -	\$ -	\$ -	\$ -
State	32,173	-	32,173	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 280,500	\$ -	\$ 280,500	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles				PROJECT ID	R314		
PROJECT CLASS	Infrastructure Program			TIER	II Want to Fund through FY 2016			
START DATE	1-Jul-2011		COMPLETION DATE	30-Jun-2012				
PM:	Craig Norman	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	600,000	-	-	600,000	-	-	-	-
	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Light Rail Station Rehab Project				PROJECT ID	R319		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	n/a			COMPLETION DATE	n/a			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

RT has initiated a major rehabilitation effort for RT's light rail stations. Project includes repairs and/or improvements to parking lots and sidewalks, landscape, drainage, fencing, electrical and lighting, and mini high shelters; and replacement of trash cans, and bench placement as funding allows.

PROJECT JUSTIFICATION

This project is to address safety issues as they arise, improve facilities, make needed repairs, enhance passenger station amenities, and replace items that have exceeded their useful life. Many RT assets are approaching the end of their useful life and they require replacement/repair. Due to the age and condition of recently acquired facilities, improvements and/or modifications are necessary for general safety. The station improvements will benefit area transit users and pedestrians who live and work in the area and improve pedestrian path of travel safety. Additionally, the improvements will help drive the community development efforts and the development goals.

STATUS

This project has not started yet.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 159,000	\$ -	\$ 79,500	\$ 79,500	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	159,000	-	159,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 159,000	\$ -	\$ 159,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Light Rail Bucket & Platform Trucks				PROJECT ID	R320		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	30-Sep-2011		COMPLETION DATE	30-Nov-2013				
PM:	Vern Barnhart	EMT:	Mark Lonergan	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

The platform and bucket trucks are primarily used for maintenance of the district's High Voltage Overhead Contact System that carries power the Light Rail vehicles. 75+ miles of the Overhead Contact System is chronologically inspected with the use of High Voltage Line Trucks as required by the CPUC and District standards. Trucks are equipped with hi-rail equipment allowing maintenance staff to inspect and make vital repairs to the overhead system via the tracks with system power energized. The system is checked for damage, loose or missing parts, wear, and any other abnormalities that would cause a system disruption. A typical average of 20+ miles of distribution system is inspected per month to insure regulatory compliance. The district's Line equipment are also used to restore the Overhead Contact System back to operation in the event of a failure. Failures could occur due to a component failures or environmental factors such as high winds, downed trees, other debris or items lodged into the Overhead Contact System. The Line equipment are essential to the emergency restoration of light rail system. Restoration activities historically occur several time per year.

PROJECT JUSTIFICATION

Due to various vehicle failures and CA Air Resource Board regulations the LR Department has only 1 high-rail equipped vehicle that is operational at this time and that vehicle is restricted to useage of 1000 miles per calendar year due to emissions standards. Without replacement of equipment the LR Department is unable to adqately meet on track inspection requirements of the overhead power distribution (OCS) system. Additionally, repairs to the system, when failures occur, are unnecessarily delayed due to the lack of adquate equipment required to perform the necessary repairs - thus negatively impacting our riders.

STATUS

Specifications for the replacement platform and bucket trucks have been developed and provided to Bus Maintenance. A requisition has been submitted for the platom truck and since its cost will require Board authorization to advertise and bid, it is anticipated to be sometime in the summer of 2012 before an award can be made. Once the successful bidder is identified additional information regarding the anticipated delivery of the vehicle will become known. Bus Maintenance is working on submitting the requisition for the bucket truck at this time.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 375,000	\$ -	\$ -	\$ 250,000	\$ 125,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	75,000	-	75,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 375,000	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Sacramento Intermodal Facility High Speed Rail (HSR) Connectivity Improvements						PROJECT ID	R321		
PROJECT CLASS	Infrastructure Program				TIER	0 Funded				
START DATE	1-Apr-2012			COMPLETION DATE	1-Dec-2015					
PM:	Darryl Abansado		EMT:	Diane Nakano		PC:	Bishop		FI:	Volk
PROJECT DESCRIPTION										
<p>There are four major components for the development of the Sacramento Intermodal Facility to become the regional hub and gateway. These include the relocation of the Union Pacific Railroad tracks now underway. The second component is the construction of the first phase of the Green Line to the Airport to become operational in spring 2012. The third component is the relocation of the existing light rail transit tracks, storage tracks, and passenger platform that is associated with the relocation of the Union Pacific Railroad tracks (base plan). Finally, the expansion of the light rail tracks, platforms and storage tracks for the future seamless transit connection to Natomas and the Sacramento International Airport is the last component. It is these third and fourth components that RT has been working with the City of Sacramento to advance. A preferred construction option to be funded with HSR Prop 1A Connectivity Funds will have RT's current track alignment relocated from its east-west configuration. In addition to this change expanded RT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, and storage tracks.</p>										
PROJECT JUSTIFICATION										
<p>The investment of \$30.2 million in SSR Prop 1A Connectivity funding in the Intermodal Facility Project will complement the anticipated investment of \$856 million to complete the Green Line to the Airport. The Intermodal Facility Improvements are key to travel connectivity associated with the Green Line light rail extension and the development planned for downtown Sacramento, which includes a future county courthouse, the Railyards Development, Entertainment Sports complex, and connectivity to High Speed Rail.</p>										
STATUS										
RT will not implement project until HSR funding is secured.										
ISSUES										
None at this time.										
EXPENDITURE PLAN										
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042		
	\$ 43,700,000	\$ -	\$ 2,185,000	\$ 15,295,000	\$ 15,295,000	\$ 10,925,000	\$ -	\$ -		
FUNDING PLAN										
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042		
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
State	30,200,000	-	-	30,200,000	-	-	-	-		
Local	13,500,000	-	13,500,000	-	-	-	-	-		
TBD	-	-	-	-	-	-	-	-		
	\$ 43,700,000	\$ -	\$ 13,500,000	\$ 30,200,000	\$ -	\$ -	\$ -	\$ -		

PROJECT NAME Sacramento-West Sacramento Streetcar Starter Line						PROJECT ID S010		
PROJECT CLASS System Expansion				TIER IV Future (Post FY 2016)				
START DATE 1-Jul-2012			COMPLETION DATE 30-Jun-2020					
PM: Jeffrey Damon		EMT: RoseMary Covington		PC: Bishop		FI: Volk		
PROJECT DESCRIPTION								
<p>A 3.3-mile Starter Line Street Tram . The alignment would run from West Sacramento City Hall area to Tower Bridge to the Sacramento Intermodal and then through Downtown Sacramento east along K Street to 12th and then eastbound on J Street to 19th Street and returning westbound on L Street to 12th to K St. to the Sacramento Intermodal and then to West Sacramento. Preliminary studies recommend an 8-vehicle system to provide 15-minute headways. A (light) maintenance facility may be included with this project and the location is to be determined. The Starter Line is estimated to cost \$125 to \$135 Million (2011 \$'s).</p>								
PROJECT JUSTIFICATION								
<p>This is an integral part of the downtown circulation system as identified in TransitAction. The route will support downtown and midtown revitalization efforts and is fully supportive of the Sacramento Blueprint goals and objectives, the Sacramento Intermodal facility and will serve as a secondary distribution system for both LRT and future High Speed rail. The project is a partnership of Regional Transit, Yolo County Transit District, City of Sacramento and the City of West Sacramento. The project will serve businesses and residences and will be expanded over time and potentially be complemented by the North Loop streetcar which will go out to CSUS, as well as a South Loop extension south to Broadway.</p>								
STATUS								
<p>The project is proposed as a Small Starts project seeking up to 50% federal funding. A "Small Starts Alternatives Analysis" (SS-AA) will be conducted between the Summer of 2012 and the Summer of 2013 with the intent being to position the project to be competitive for upcoming Small Starts funding in 2013/14. Local funding will be a combination of resources from the various jurisdictions, as well as other sources to be determined as part of the SS-AA. Sacramento RT is the Lead Agency for this 4-Agency group in joint PM partnership with the City of West Sacramento.</p>								
ISSUES								
<p>Sacramento Regional Transit is anticipating being the Lead Agency for the SS-AA in partnership with the City of West Sacramento. Sacramento RT will be the owner/operator of the system ultimately.</p> <p>The FY2012 Federal Funding of \$1.2M are STP funds that are to added to a FTA Grant in FY2012, matching funds of \$155,000 are to be provided by other participating agencies. The \$1,355,000 in funding is dependent upon RT being chosen as the lead agency for the Small Starts Alternatives Analysis.</p>								
EXPENDITURE PLAN								
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 219,913,127	\$ -	\$ -	\$ 1,085,000	\$ 270,000	\$ -	\$ -	\$ 218,558,127
FUNDING PLAN								
	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 1,200,000	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	155,000	-	155,000	-	-	-	-	-
TBD	218,558,127	-	-	-	-	-	-	218,558,127
	\$ 219,913,127	\$ -	\$ 1,355,000	\$ -	\$ -	\$ -	\$ -	\$ 218,558,127

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

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

RFP in production. Expected to be released by 2/28/2012. Contract award expected by 4/15/2012. 6-8 month installation expected after NTP issued.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 525,350	\$ -	\$ 200,000	\$ 200,000	\$ 125,350	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	525,350	525,350	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 525,350	\$ 525,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Google Transit Trip Planner				PROJECT ID	T003		
PROJECT CLASS	Transit Technologies Program				TIER	0 Funded		
START DATE	27-Jul-2009			COMPLETION DATE	30-Jun-2013			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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

RT is the only regional agency capable of consolidating the schedules and service data of all of the areas transit agencies for integrating into Google Transit. RT's executive management and the Board have determined the benefits of having consolidated edge-to-edge trip planning services available to regional public transportation users is significant and in the District's and the public's best interest to pursue.

STATUS

Project in progress. On-going support.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 143,596	\$ 47,747	\$ -	\$ 95,849	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 127,125	\$ 42,270	\$ -	\$ 84,855	\$ -	\$ -	\$ -	\$ -
State	5,477	5,477	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	10,994	-	-	10,994	-	-	-	-
	\$ 143,596	\$ 47,747	\$ -	\$ 95,849	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Smart Card Light Rail Platform Prep				PROJECT ID	T004		
PROJECT CLASS	Transit Technologies Program				TIER	0 Funded		
START DATE	4-Nov-2011			COMPLETION DATE	13-Jun-2012			
PM:	Mike Mattos	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Install infrastructure at Light Rail Stations to support the upcoming installation of smart card add fare machines and tap devices. This work was removed from the project, because it was a high risk work that bidders were adding \$3 million in costs to their bids.

PROJECT JUSTIFICATION

Required to complete the regional smart card project. Funded by SACOG.

STATUS

Initial station planning for the 1st 16 stations is complete. The 1st 7 Stations have been through config control and work began on these stations 2 Jan 2012.

ISSUES

Project has a very short schedule.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 1,603,000	\$ -	\$ 1,603,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,595,000	-	1,595,000	-	-	-	-	-
Local	8,000	-	8,000	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,603,000	\$ -	\$ 1,603,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	CPUC General Order 172 - LRV Camera				PROJECT ID	T005		
PROJECT CLASS	Transit Security & Safety			TIER	0 Funded			
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to install 152 new in-cab surveillance cameras in RT's light rail fleet to become compliant with the CPUC General Order 172, which was adopted in October, 2011. G.O. 172 mandates all California public transit agencies operating light rail systems install operator facing cameras to record operators (audio and video) during light rail operations.

PROJECT JUSTIFICATION

The existing cameras within RT's light rail fleet are an older European standard and are inconsistent with the new in-cab cameras RT intends to procure. RT will remove and replace all of the existing vehicle cameras (608 units) with newer, higher resolution equipment compatible and consistent with the new in-cab cameras.

This project provides upgrades to enhance on-board video surveillance equipment to detect and deter criminal activity and provide for safety enhancements for rail operations.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds awarded 7/1/2013

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 305,482	\$ -	\$ -	\$ -	\$ 152,741	\$ 152,741	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	305,482	-	-	-	305,482	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 305,482	\$ -	\$ -	\$ -	\$ 305,482	\$ -	\$ -	\$ -

PROJECT NAME	LRV System AVL Equipment				PROJECT ID	T006		
PROJECT CLASS	Transit Security & Safety				TIER	0 Funded		
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2015			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to extend RT's current AVL system in use for bus tracking and arrival prediction to its light rail vehicle fleet. In July of 2010, RT was awarded funding through the California CTAF Prop 1B program (grant #6161-0002) to procure and install GPS location equipment, software and services to provide automated vehicle location, real-time arrival prediction, and service alert notification services for its entire operating bus fleet. That project has been completed, and RT is proposing to extend this system to its 76 operating light rail vehicles.

PROJECT JUSTIFICATION

This project will procure and install the necessary GPS and communications hardware required on the light rail fleet, as well as provide the required licensing for adding the vehicles to its existing AVL and arrival prediction system. This investment will enhance RT's ability to locate operating trains and light rail vehicles in real-time, providing enhanced ability for staff to safely and reliably manage train operations and movements.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds awarded 7-1-13

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	401,025	\$ -	\$ -	\$ -	\$ 200,513	\$ 200,512	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	401,025	-	-	-	401,025	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	401,025	\$ -	\$ -	\$ -	\$ 401,025	\$ -	\$ -	\$ -

PROJECT NAME	Rail Infrastructure Hardening, Surveillance and Monitoring #2				PROJECT ID	T007		
PROJECT CLASS	Transit Security & Safety			TIER	0 Funded			
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to install fiber optic laterals, networking equipment, security fencing, surveillance equipment (cameras & remote sensors), monitoring and communications equipment at instrumentation houses, rail stations, wayside locations and critical relay cases.

PROJECT JUSTIFICATION

This facility hardening will aid in preventing and detecting facility intrusion and vandalism, as well as provide valuable real-time power, signaling, and switching systems operation monitoring.

This investment will provide enhanced security of public transit stations, guide-ways, elevated structures, operational control facilities and equipment, or other transit facilities and equipment through the installation of surveillance cameras, security fencing, and remote monitoring and sensing and communications equipment.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds awarded 7/1/2013.

ISSUES

This project is the unfunded element of RT's FY11 grant request submitted under the same title. Staff have re-evaluated the cost expectations for this project and reduced our grant request by \$32,410 from last year's request.

No phasing is planned for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	317,000	\$ -	\$ -	\$ -	\$ 158,500	\$ 158,500	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	317,000	-	-	-	317,000	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	317,000	\$ -	\$ -	\$ -	\$ 317,000	\$ -	\$ -	\$ -

PROJECT NAME	Completion Fiber Optics Communications Backbone				PROJECT ID	T008		
PROJECT CLASS	Transit Security & Safety			TIER	0 Funded			
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2015			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to complete RT's fiber optics communications backbone. Over the past 7 years RT has completed the installation of 288/144 strand fiber optics backbone segments throughout the entirety of its 38 mile light rail system with the notable exception of the North Line connector segment. This segment begins at Alkali Flat rail station (16th @ D street), spans the American River, and terminates at RT's Metro Rail operations and maintenance facility located at 2700 Academy Way.

This 3.8 mile project will provide the essential communications pathway between RT's Network Operation Center located at 1225 R street, and its' Metro rail operations center. This link will provide the communications medium, allowing RT to establish a systems redundancy and secondary operations site at its Metro facility outside of the downtown area floodplain.

PROJECT JUSTIFICATION

This investment will provide RT's ability to continue operations in the event of major floods, or other man-made or natural disasters impacting the downtown area by providing out of floodplain protection of redundant data systems.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds awarded 7/1/2013.

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 417,900	\$ -	\$ -	\$ -	\$ 208,950	\$ 208,950	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	417,900	-	-	-	417,900	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 417,900	\$ -	\$ -	\$ -	\$ 417,900	\$ -	\$ -	\$ -

PROJECT NAME	Data Center Redundancy & Reliability				PROJECT ID	T009		
PROJECT CLASS	Transit Security & Safety				TIER	0 Funded		
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2015			
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to design, construct and activate a secondary data center at RT's rail operations and maintenance facility located at 2700 Academy Way. This site is outside of the downtown Sacramento floodplain, and will provide RT with a climate controlled and secured secondary data center location for providing system fail-over and safe data storage capabilities for RT's primary data center located at 1225 R street. In addition this project will improve the climate control and fire suppression capabilities at RT's Network Operations Center (NOC).

PROJECT JUSTIFICATION

This investment will provide RT's ability to continue operations in the event of major floods, or other man-made or natural disasters impacting the downtown area by providing out of floodplain protection of redundant data systems.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds awarded 7/1/2013.

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
\$	53,709	\$ -	\$ -	\$ -	\$ 26,855	\$ 26,854	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	53,709	-	-	-	53,709	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
\$	53,709	\$ -	\$ -	\$ -	\$ 53,709	\$ -	\$ -	\$ -

PROJECT NAME	Light Rail Facility Hardening				PROJECT ID	T010		
PROJECT CLASS	Transit Security & Safety			TIER	0 Funded			
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

PROJECT DESCRIPTION

This project proposes to install fiber optic laterals, networking equipment, security fencing, surveillance equipment (cameras & remote sensors), monitoring and communications equipment at instrumentation houses, rail stations, wayside locations and critical relay cases. This project is the unfunded element of another project (T007) whose grant request was submitted under a similar title.

PROJECT JUSTIFICATION

Will aid in preventing and detecting facility intrusion and vandalism, as well as provide valuable real-time power, signaling, and switching systems operation monitoring.

STATUS

This project not yet funded. Funding source FY 11/12 Proposition 1B CTSGP.Award expected 7/1/2014

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 170,784	\$ -	\$ -	\$ -	\$ 85,392	\$ 85,392	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	170,784	-	-	-	170,784	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 170,784	\$ -	\$ -	\$ -	\$ 170,784	\$ -	\$ -	\$ -

PROJECT NAME	Transit Security Project - To be Determined #1				PROJECT ID	T020		
PROJECT CLASS	Transit Security & Safety				TIER	0 Funded		
START DATE	1-Jan-2013		COMPLETION DATE	30-Jun-2018				
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop	FI:	Paglieroni	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 4,236,000	\$ -	\$ -	\$ 706,000	\$ 706,000	\$ 706,000	\$ 706,000	\$ 1,412,000
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	3,530,000	-	-	706,000	706,000	706,000	706,000	706,000
Local	-	-	-	-	-	-	-	-
TBD	706,000	-	-	-	-	-	-	706,000
	\$ 4,236,000	\$ -	\$ -	\$ 706,000	\$ 706,000	\$ 706,000	\$ 706,000	\$ 1,412,000

PROJECT NAME	Transit Enhancements				PROJECT ID	TE07		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	1-Jul-2007			COMPLETION DATE	30-Jun-2012			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
	\$ 220,261	\$ 190,462	\$ 15,213	\$ -	\$ -	\$ -	\$ -	\$ 14,586
FUNDING PLAN	TOTAL	LTD	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY2017 - FY2042
Federal	\$ 176,209	\$ 176,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,052	44,052	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 220,261	\$ 220,261	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Section VI

FY 2012 and 2013 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 2011 Year End FUNDING	LTD FY 2011 Year End EXPENDITURES	FY 2011 Year End FUNDING Carry Forward	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	FY 2013 Fiscal Year FUNDING Additions	FY 2013 Fiscal Year FUNDING Available	FY 2013 Fiscal Year EXPENDITURES Planned	FY 2013 Year End Carry Forward FUNDING											
System Expansion Programs																									
230	Northeast Corridor Enhancements (Phase 1)	I	\$ 34,500,000	\$ 26,617,226	\$ 23,393,202	\$ 3,224,024	-	\$ 3,224,024	\$ 2,135,689	\$ 1,088,335	\$ -	\$ 1,088,335	\$ 749,984	\$ 338,351											
402	Green Line Light Rail Extension	I	\$ 1,102,109,000	\$ 16,087,772	\$ 14,888,729	\$ 1,199,043	\$ 4,484,818	\$ 5,683,861	\$ 200,000	\$ 5,483,861	\$ 640,000	\$ 6,123,861	\$ 2,000,000	\$ 4,123,861											
404	Green Line to the River District (GL-1)	0	\$ 49,000,000	\$ 44,900,223	\$ 33,162,678	\$ 11,737,545	\$ 101,604	\$ 11,839,149	\$ 13,837,322	\$ (1,998,173)	\$ -	\$ (1,998,173)	\$ 2,000,000	\$ (3,998,173)											
410	Blue Line to Cosumnes River College	I	\$ 270,000,000	\$ 59,541,648	\$ 28,308,568	\$ 31,233,080	\$ 21,423,702	\$ 52,656,782	\$ 10,000,000	\$ 42,656,782	\$ 120,805,984	\$ 163,462,766	\$ 90,000,000	\$ 73,462,766											
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	\$ 85,792,827	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B121	Elkhorn Boulevard Hi-Bus Corridor	IV	\$ 47,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B122	Fair Oaks Boulevard Hi-Bus Corridor	IV	\$ 34,450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B123	Freepport 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	\$ 62,143,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
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	\$ 93,037,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B138	Arden Hi-Bus Corridor	IV	\$ 53,037,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
BP05	Hi Bus on Stockton Boulevard (Phase 2)	IV	\$ 62,097,947	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
BP06	Hi Bus on Watt Avenue	IV	\$ 53,988,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
BP07	Hi Bus on Sunrise Boulevard	IV	\$ 41,828,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
BP09	Hi Bus on Florn Road	IV	\$ 62,168,715	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
F	Amtrak/Folsom Light Rail Extension	I	\$ 268,413,057	\$ 268,134,206	\$ 267,778,699	\$ 355,507	\$ -	\$ 355,507	\$ 317,179	\$ 38,328	\$ 278,851	\$ 317,179	\$ 317,179												
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	\$ 3,640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)	IV	\$ 275,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R155	Light Rail Station at T Street	III	\$ 3,640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
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	Sacramento-West Sacramento Streetcar Starter Line	IV	\$ 219,913,127	\$ -	\$ -	\$ -	\$ 1,355,000	\$ 1,355,000	\$ -	\$ 1,355,000	\$ -	\$ 1,355,000	\$ 1,085,000	\$ 270,000											
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
System Expansion Total			\$ 6,037,761,916	\$ 415,281,075	\$ 367,531,876	\$ 47,749,199	\$ 27,365,124	\$ 75,114,323	\$ 26,490,190	\$ 48,624,133	\$ 121,724,835	\$ 170,348,968	\$ 96,152,163	\$ 74,196,805											
Fleet Programs																									
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	\$ 9,946,412	\$ 9,946,412	\$ 7,168,524	\$ 2,777,888	\$ -	\$ 2,777,888	\$ 1,388,944	\$ 1,388,944	\$ -	\$ 1,388,944	\$ 1,388,944	\$ -											
771	Paratransit Vehicle Replacement (Up to 50)	0	\$ 4,948,465	\$ 4,948,465	\$ 4,555,914	\$ 392,551	\$ -	\$ 392,551	\$ 392,551	\$ -	\$ -	\$ -	\$ -												
B030	Neighborhood Ride Vehicle Expansion	IV	\$ 4,477,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B035	Non-Revenue Vehicle Expansion	IV	\$ 10,256,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	II	\$ 20,280,616	\$ 2,078,409	\$ 1,491,380	\$ 587,029	\$ -	\$ 587,029	\$ 123,997	\$ 463,032	\$ 500,000	\$ 963,032	\$ 963,032												
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	II	\$ 4,785,572	\$ 825,000	\$ 319,475	\$ 505,525	\$ -	\$ 505,525	\$ 210,000	\$ 295,525	\$ -	\$ 295,525	\$ 295,525												
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 - 2042)	II	\$ 394,598,842	\$ -	\$ -	\$ -	\$ 6,250,000	\$ 6,250,000	\$ -	\$ 6,250,000	\$ 6,250,000	\$ 12,500,000	\$ 12,500,000												
B105	CNG Bus Expansion (through 2042)	IV	\$ 84,334,621	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
B136	Neighborhood Ride Hybrid Bus Purchase Project	0	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000	\$ 210,000	\$ -	\$ -	\$ -	\$ -												
B137	Natomas Flyer Buses	0	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -												
G225	Non-Revenue Vehicle Replacement	I	\$ 40,937,319	\$ 728,940	\$ 726,524	\$ 2,416	\$ 650,000	\$ 652,416	\$ 375,000	\$ 277,416	\$ 4,423,044	\$ 4,700,460	\$ 1,702,683	\$ 2,997,777											
P000	Paratransit Vehicles Replacement	0	\$ 32,724,000	\$ -	\$ -	\$ -	\$ 2,811,331	\$ 2,811,331	\$ -	\$ 2,811,331	\$ -	\$ 2,811,331	\$ -	\$ 2,811,331											
P005	Paratransit Vehicle Replacement - 50 Vehicles	0	\$ 5,071,494	\$ 5,071,494	\$ 4,862,307	\$ 209,187	\$ -	\$ 209,187	\$ 209,187	\$ -	\$ -	\$ -	\$ -												
P006	Paratransit Vehicles Replacement - 52 Vehicles	0	\$ 4,335,000	\$ -	\$ -	\$ -	\$ 4,335,000	\$ 4,335,000	\$ 4,335,000	\$ -	\$ -	\$ -	\$ -												
P010	Paratransit Vehicle Expansion	IV	\$ 18,278,967	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
P015	Paratransit Expansion Vehicle Replacement	IV	\$ 39,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R001	CAF Light Rail Vehicle Painting	0	\$ 995,000	\$ 995,000	\$ -	\$ -	\$ 995,000	\$ -	\$ 447,500	\$ 547,500	\$ -	\$ 547,500	\$ 447,500	\$ 100,000											
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	\$ 23,917,226	\$ 9,829,208	\$ 1,129,189	\$ 8,700,019	\$ 3,551,331	\$ 12,251,350	\$ 7,765,000	\$ 4,486,350	\$ 10,536,687	\$ 15,023,031	\$ 6,646,338	\$ 8,376,699											
R100	UTDC Fleet Replacement	IV	\$ 80,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R110	Siemens E & H Ramp Replacement	0	\$ 1,320,000	\$ -	\$ -	\$ -	\$ 1,320,000	\$ -	\$ 1,320,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R320	Light Rail Bucket & Platform Trucks	0	\$ 375,000	\$ -	\$ -	\$ -	\$ 375,000	\$ 375,000	\$ -	\$ 375,000	\$ -	\$ 375,000	\$ 250,000	\$ 125,000											
Fleet Program Total			\$ 1,297,815,572	\$ 35,742,928	\$ 20,253,313	\$ 15,489,615	\$ 19,282,662	\$ 34,772,277	\$ 17,217,179	\$ 17,555,098	\$ 21,709,731	\$ 39,264,829	\$ 11,095,465	\$ 28,169,364											

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 2011 Year End FUNDING	LTD FY 2011 Year End EXPENDITURES	FY 2011 Year End FUNDING Carry Forward	FY 2011 Year End 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	FY 2013 Fiscal Year FUNDING Additions	FY 2013 Fiscal Year FUNDING Available	FY 2013 Fiscal Year EXPENDITURES Planned	FY 2013 Year End Carry Forward FUNDING												
Infrastructure Programs																											
0555	Light Rail Station Shelter Improvement Program	IV	\$ 1,136,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0578	Traction Power Upgrades	0	\$ 891,151	\$ 891,151	\$ 453,186	\$ 437,965	\$ -	\$ 437,965	\$ -	\$ 437,965	\$ 437,965	\$ -	\$ 437,965	\$ -	\$ 437,965	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4017	Bus Stop Improvement Program	I	\$ 5,328,805	\$ 286,883	\$ 286,378	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ 180,000	\$ 180,505	\$ -	\$ 180,505	\$ -	\$ 180,505	\$ -	\$ -	\$ -	\$ -	\$ 180,505	\$ -	
G210	Wayfinding Signage	III	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	0	\$ 450,000	\$ 450,000	\$ 163,201	\$ 286,799	\$ -	\$ 286,799	\$ -	\$ 286,799	\$ 286,799	\$ -	\$ 286,799	\$ -	\$ 286,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G237	Across the Top System Modification	0	\$ 300,000	\$ 300,000	\$ 81,795	\$ 218,205	\$ -	\$ 218,205	\$ -	\$ 218,205	\$ 37,290	\$ -	\$ 180,915	\$ -	\$ 180,915	\$ -	\$ 180,915	\$ -	\$ 180,915	\$ -	\$ 180,915	\$ -	\$ -	\$ -	\$ -	\$ 180,915	
G238	Repairs per Biennial Bridge Inspection	II	\$ 1,877,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,000	\$ 156,000	\$ 156,000	\$ -	\$ 156,000	\$ -	\$ 156,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,000	\$ (181,000)	
M002	University/65th Street Transit Center Relocation	I	\$ 3,645,000	\$ 360,000	\$ 142,250	\$ 217,750	\$ -	\$ 360,000	\$ 577,750	\$ 217,750	\$ 217,750	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ -	\$ 1,685,000	\$ (1,325,000)		
R005	Wayside Signal Reconfiguration Phase 2	III	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R010	Light Rail Crossing Enhancements	III	\$ 3,500,000	\$ 500,000	\$ 393,935	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ 106,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,065	
R056	12th & I Street Light Rail Station ADA Improvements	III	\$ 12,493,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R065	Sunrise Siding (Side Track Switch)	III	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R071	A019 Instrument House Improvements	0	\$ 47,955	\$ 47,955	\$ 15,493	\$ 32,462	\$ -	\$ 32,462	\$ -	\$ 32,462	\$ 32,462	\$ -	\$ 32,462	\$ -	\$ 32,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R075	Signal Improvements	II	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R140	Light Rail Station Pedestrian Improvements	III	\$ 10,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R245	Downtown LR Station Enhancements	0	\$ 639,110	\$ 639,110	\$ 600,376	\$ 38,734	\$ -	\$ 38,734	\$ -	\$ 38,734	\$ 38,734	\$ -	\$ 38,734	\$ -	\$ 38,734	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R255	Richards Blvd/12th & 16th St Grade Xing	0	\$ 1,832,803	\$ 538,398	\$ 422,944	\$ 115,454	\$ -	\$ 647,203	\$ 762,657	\$ 647,203	\$ 647,203	\$ -	\$ 115,454	\$ 647,203	\$ 762,656	\$ 647,202	\$ 647,202	\$ -	\$ 647,202	\$ -	\$ 647,202	\$ -	\$ -	\$ -	\$ -	\$ 115,454	
R265	Folsom Corridor Soundwall Landscaping	IV	\$ 625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R271	Metro Light Rail Yard Expansion	III	\$ 10,521,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R272	Light Rail Control Center Upgrade (LRCC)	III	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R274	Activate Switch F111 at 18th Street	III	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R280	Amtrak-Folsom Limited Stop Service	0	\$ 12,000,000	\$ 3,900,000	\$ 217,470	\$ 3,682,530	\$ -	\$ 3,682,530	\$ 8,212,030	\$ (4,529,500)	\$ (4,529,500)	\$ -	\$ (4,529,500)	\$ -	\$ (4,529,500)	\$ -	\$ (4,529,500)	\$ -	\$ (4,529,500)	\$ -	\$ (4,529,500)	\$ -	\$ -	\$ 460,477	\$ (4,989,977)		
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail V	II	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	
R321	Sacramento Intermodal Facility High Speed Rail (HSR) C	0	\$ 43,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,500,000	\$ 13,500,000	\$ 2,185,000	\$ 11,315,000	\$ 30,200,000	\$ 41,515,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 15,295,000	\$ 26,220,000	
Infrastructure Program Total			\$ 117,362,482	\$ 7,913,497	\$ 2,777,028	\$ 5,136,469	\$ 14,663,203	\$ 19,799,672	\$ 12,251,233	\$ 7,548,439	\$ 31,027,202	\$ 38,575,641	\$ 18,868,679	\$ 19,706,962													
Transit Oriented Development																											
0536	Transit Oriented Development at Cemo Circle	0	\$ 100,000	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ 1,739	\$ 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	\$ -	\$ 4,673	\$ -	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0542	Transit Oriented Development at 13th Street LR Station	0	\$ 75,000	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 37,500	\$ 37,500	
0543	Transit Oriented Development at Power Inn LR Station	0	\$ 75,000	\$ 44,946	\$ 26,300	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ 18,646	\$ -	\$ -	\$ -	\$ -	\$ 48,700	\$ (30,054)	
Transit Oriented Development Total			\$ 300,000	\$ 269,946	\$ 169,888	\$ 100,058	\$ -	\$ 100,058	\$ 6,412	\$ 93,646	\$ -	\$ 93,646	\$ -	\$ 93,646													
Facilities Programs																											
0552	Metro West LR Maintenance Facility (Specialty Steel)	II	\$ 1,026,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	\$ 134,489	\$ 134,489	\$ 59,760	\$ 74,729	\$ -	\$ 74,729	\$ 74,729	\$ -	\$ 74,729	\$ -	\$ 74,729	\$ -	\$ 74,729	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4007	ADA Transition Plan Improvements	I	\$ 5,788,000	\$ 451,819	\$ 285,085	\$ 166,734	\$ -	\$ 166,734	\$ 281,221	\$ (114,487)	\$ (114,487)	\$ -	\$ (114,487)	\$ -	\$ (114,487)	\$ -	\$ (114,487)	\$ -	\$ (114,487)	\$ -	\$ (114,487)	\$ -	\$ -	\$ -	\$ 200,000	\$ (314,487)	
4011	Facilities Maintenance & Improvements	I	\$ 21,576,120	\$ 2,227,999	\$ 2,116,607	\$ 111,392	\$ 450,000	\$ 561,392	\$ 1,206,390	\$ (644,998)	\$ (644,998)	\$ -	\$ (644,998)	\$ -	\$ (644,998)	\$ -	\$ (644,998)	\$ -	\$ (644,998)	\$ -	\$ (644,998)	\$ -	\$ -	\$ -	\$ 625,000	\$ (1,269,998)	
645	Major Light Rail Station Enhancements	I	\$ 48,584,282	\$ 5,184,474	\$ 5,184,474	\$ -	\$ -	\$ -	\$ 159,000	\$ (159,000)	\$ (159,000)	\$ -	\$ (159,000)	\$ -	\$ (159,000)	\$ -	\$ (159,000)	\$ -	\$ (159,000)	\$ -	\$ (159,000)	\$ -	\$ -	\$ -	\$ -	\$ 1,528,000	\$ (1,687,000)
715	Bus Maintenance Facility #2 (Phase 1)	I	\$ 46,198,337	\$ 25,179,136	\$ 15,031,099	\$ 10,148,037	\$ 247,500	\$ 10,395,537	\$ 3,015,000	\$ 7,380,537	\$ 7,380,537	\$ -	\$ 7,380,537	\$ -	\$ 7,380,537	\$ -	\$ 7,380,537	\$ -	\$ 7,380,537	\$ -	\$ 7,380,537	\$ -	\$ -	\$ -	\$ 12,987,358	\$ (5,606,821)	
A002	Louis Orlando Transit Center	0	\$ 887,500	\$ -	\$ -	\$ -	\$ -	\$ 887,500	\$ 887,500	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ 887,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B017	Citrus Heights Transit Enhancements	II	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 363,450	\$ 363,450	\$ 275,000	\$ 88,450	\$ -	\$ 88,450	\$ -	\$ 88,450	\$ -	\$ 88,450	\$ -	\$ 88,450	\$ -	\$ 88,450	\$ -	\$ -	\$ -	\$ 725,000	\$ (636,550)	
B065	Bus Maintenance Facility #1 Rehabilitation	II	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B134	Fulton Ave. Bus Shelters	0	\$ 169,435	\$ -	\$ -	\$ -	\$ -	\$ 169,435	\$ 169,435	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ 169,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B135	Citrus Heights Bus Stop Improvements	0	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ 541,824	\$ 541,824	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
F005	Paving Restoration Program	IV	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
F010	Parking Lot Pilot Program	0	\$ 160,000	\$ 160,000	\$ 159,994	\$ 6	\$ -	\$ 6	\$ 6	\$ -	\$ 6	\$ -	\$ 6	\$ -	\$ 6	\$ -	\$ 6	\$ -	\$ 6	\$ -	\$ 6	\$ -	\$ -	\$ -	\$ -	\$ -	
F011	Facilities New Freedom Tasks-Audiable Feature Signal	0	\$ 257,799	\$ -	\$ -	\$ -	\$ -	\$ 257,799	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ 257,799	\$ -	\$ -	\$ -	\$ -	\$ -	
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT b	0	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	0	\$ 100,000	\$ -	\$ -																						

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 2011 Year End FUNDING	LTD FY 2011 Year End EXPENDITURES	FY 2011 Year End FUNDING Carry Forward	FY 2012 Fiscal Year FUNDING Additions	FY 2012 Fiscal Year FUNDING Available	FY 2012 Fiscal Year EXPENDITURES Planned	FY 2011 Year End Carry Forward FUNDING	FY 2013 Fiscal Year FUNDING Additions	FY 2013 Fiscal Year FUNDING Available	FY 2013 Fiscal Year EXPENDITURES Planned	FY 2013 Year End Carry Forward FUNDING													
Transit Technologies Programs																											
0525	Upgrading Rail Interlockings (Remote Indication)	III	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
964	Trapeze Implementation (TEAMS)	I	\$ 2,616,718	\$ 2,164,812	\$ 1,536,659	\$ 628,153	\$ -	\$ 628,153	\$ -	\$ 628,153	\$ 628,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
966	Information System Maintenance & Expansion	0	\$ 270,677	\$ 256,311	\$ 255,605	\$ 706	\$ 14,366	\$ 15,072	\$ 15,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G010	FIBER Infrastructure Management Application	IV	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G035	Fiber/50-Fig Installation, Maintenance, & Repair	II	\$ 477,410	\$ 322,032	\$ 171,980	\$ 150,052	\$ -	\$ 150,052	\$ 25,000	\$ 125,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G045	LR Station Video Surveillance & Recording System	0	\$ 1,572,371	\$ 1,572,371	\$ 1,489,414	\$ 82,957	\$ -	\$ 82,957	\$ 82,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G050	Wi-Fi Light Rail System	III	\$ 1,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G090	Enhance Public Web Based Services (Phase II)	III	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G105	Automated Vehicle Location System for Buses	0	\$ 1,554,887	\$ 1,554,887	\$ 336,080	\$ 1,218,807	\$ -	\$ 1,218,807	\$ 1,218,807	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G165	Intelligent Transportation Systems (ITS)	II	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G240	Additional Fare Vending Machines/Spares	0	\$ 1,200,000	\$ 1,200,000	\$ 47,887	\$ 1,152,113	\$ -	\$ 1,152,113	\$ 1,102,113	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
H015	Completing the Video Surveillance System	0	\$ 467,300	\$ 467,300	\$ 457,849	\$ 9,451	\$ -	\$ 9,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
H020	VICE II (Video Intrastructure & Communications)	0	\$ 733,801	\$ 733,801	\$ 732,348	\$ 1,453	\$ -	\$ 1,453	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R015	Passenger Information Signs	II	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R045	Supervisory Control & Data Acquisition System (SCADA)	III	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R235	Central Train Tracking (Phase 2)	IV	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T002	Automatic Passenger Counters	III	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T003	Google Transit Trip Planner	0	\$ 143,596	\$ 47,747	\$ 47,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T004	Smart Card Implementation	0	\$ 1,603,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,603,000	\$ 1,603,000	\$ 1,603,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit Technologies Program Total			\$ 40,884,760	\$ 8,319,261	\$ 5,075,569	\$ 3,243,692	\$ 1,617,366	\$ 4,861,058	\$ 6,686,006	\$ (1,824,948)	\$ 84,855	\$ (1,740,093)	\$ 2,170,849	\$ (3,910,942)													
Transit Security & Safety																											
B133	Bus Lot Improvements	0	\$ 640,000	\$ 640,000	\$ 100	\$ 639,900	\$ -	\$ 639,900	\$ 320,000	\$ 319,900	\$ -	\$ -	\$ 319,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
H021	Enhancement of Emergency Power Generation	0	\$ 430,000	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ -	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
H022	Completing Electronic Messaging Sign Deployment	I	\$ 846,927	\$ -	\$ -	\$ -	\$ -	\$ 846,927	\$ -	\$ 846,927	\$ -	\$ -	\$ 846,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
H023	Rail Infrastructure Hardening, Surveillance and Monitoring	I	\$ 248,909	\$ -	\$ -	\$ -	\$ -	\$ 248,909	\$ -	\$ 248,909	\$ -	\$ -	\$ 248,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R165	Ahern/12th Street Improvements	0	\$ 220,000	\$ 220,000	\$ 172,295	\$ 47,705	\$ -	\$ 47,705	\$ -	\$ 47,705	\$ -	\$ -	\$ 47,705	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R250	Noise Attenuation Soundwalls	III	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T001	LRV Video Surveillance System Upgrade	0	\$ 525,350	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ -	\$ 525,350	\$ 200,000	\$ 325,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T005	CPUC General Order 172 - LRV Camera	0	\$ 305,482	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T006	LRV System AVL Equipment	0	\$ 401,025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T007	Rail Infrastructure Hardening, Surveillance and Monitoring	0	\$ 317,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T008	Completion Fiber Optics Communications Backbone	0	\$ 417,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T009	Data Center Redundancy & Reliability	0	\$ 53,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T010	Light Rail Facility Hardening	0	\$ 170,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T020	Transit Security Project - To be Determined #1	0	\$ 4,236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T021	Transit Security Project - To be Determined #2	0	\$ 5,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Security & Safety Total			\$ 17,213,086	\$ 1,815,350	\$ 172,395	\$ 1,642,955	\$ 1,095,836	\$ 2,738,791	\$ 567,705	\$ 2,171,086	\$ 1,556,000	\$ 3,727,086	\$ 2,623,818	\$ 1,103,268													
Planning / Studies																											
0580	Comprehensive Operational Analysis Study	0	\$ 556,408	\$ 531,408	\$ 150,524	\$ 380,884	\$ -	\$ 380,884	\$ 405,884	\$ (25,000)	\$ -	\$ (25,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
A001	Watt Ave/Hwy 50 Plan Review	0	\$ 30,000	\$ 30,000	\$ 14,923	\$ 15,077	\$ -	\$ 15,077	\$ 15,077	\$ -	\$ -	\$ 15,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PD09	Professional Development for RT Planning Staff	0	\$ 40,920	\$ 40,920	\$ 30,792	\$ 10,128	\$ -	\$ 10,128	\$ 10,128	\$ -	\$ -	\$ 10,128	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R025	Light Rail Vehicle Specification Development	IV	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R305	Bicycle/Pedestrian Improvements Study	III	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning / Studies Total			\$ 1,027,328	\$ 602,328	\$ 196,239	\$ 406,089	\$ -	\$ 406,089	\$ 431,089	\$ (25,000)	\$ -	\$ (25,000)	\$ -	\$ (25,000)													
Other Programs																											
4024	General Construction Management Support Services	II	\$ 3,485,000	\$ 378,976	\$ 356,493	\$ 22,483	\$ -	\$ 22,483	\$ -	\$ 22,483	\$ -	\$ -	\$ 22,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4025	General Engineering Support Services	II	\$ 2,223,689	\$ 323,719	\$ 313,689	\$ 10,030	\$ -	\$ 10,030	\$ -	\$ 10,030	\$ -	\$ -	\$ 10,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 14,705,430	\$ 14,705,430	\$ -	\$ -	\$ 2,077,783	\$ 2,077,783	\$ -																	

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 PRIORITY LIST OF CAPITAL PROJECTS
 FY 2012 - FY 2016

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
System Expansion Programs											
404	Green Line to the River District (GL-1)	System Expansion	0	\$ 33,162,678	\$ 13,837,322	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 49,000,000
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	* I	23,393,202	2,135,689	749,984	-	-	7,528,455	692,670	34,500,000
402	Green Line Light Rail Extension	System Expansion	I	14,888,729	200,000	2,000,000	2,000,000	2,000,000	2,000,000	1,079,020,271	1,102,109,000
410	Blue Line to Cosumnes River College	System Expansion	I	28,308,568	10,000,000	90,000,000	72,000,000	34,845,716	34,845,716	-	270,000,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	* I	267,778,699	317,179	317,179	-	-	-	-	268,413,057
System Expansion Total				367,531,876	26,490,190	95,067,163	74,000,000	36,845,716	44,374,171	1,079,712,941	1,724,022,057
Fleet Programs											
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,168,524	1,388,944	1,388,944	-	-	-	-	9,946,412
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,555,914	392,551	-	-	-	-	-	4,948,465
B040	Neighborhood Ride Vehicle Replacement (Gasoline)	Fleet Programs	II	1,491,380	123,997	-	-	-	394,645	18,270,594	20,280,616
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	II	319,475	210,000	-	-	-	-	4,256,097	4,785,572
B100	CNG Existing Bus Fleet Replacement (2013 - 2042)	Fleet Programs	* II	-	-	-	5,401,000	20,775,388	19,315,042	349,107,412	394,598,842
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	-	210,000	-	-	-	-	-	210,000
B137	Natomas Flyer Buses	Fleet Programs	0	-	1,100,000	-	-	-	-	-	1,100,000
G225	Non-Revenue Vehicle Replacement	Fleet Programs	* I	726,524	375,000	1,702,683	1,006,374	2,431,649	16,798	34,678,291	40,937,319
P000	Paratransit Vehicles Replacement	Fleet Programs	0	-	-	-	-	-	-	32,724,000	32,724,000
P005	Paratransit Vehicle Replacement - 50 Vehicles	Fleet Programs	0	4,862,307	209,187	-	-	-	-	-	5,071,494
P006	Paratransit Vehicles Replacement - 52 Vehicles	Fleet Programs	0	-	4,335,000	-	-	-	-	-	4,335,000
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	447,500	447,500	100,000	-	-	-	995,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	1,129,189	7,765,000	6,646,338	4,573,169	3,785,541	17,989	-	23,917,226
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
R125	CAF Fleet Component Overhaul	Fleet Programs	* II	-	-	-	-	-	-	30,000,000	30,000,000
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	-	-	250,000	125,000	-	-	-	375,000
Fleet Program Total				20,253,313	17,217,179	11,095,465	11,205,543	28,492,578	21,244,474	577,954,916	687,463,468
Infrastructure Programs											
0578	Traction Power Upgrades	Infrastructure Program	0	453,186	437,965	-	-	-	-	-	891,151
4017	Bus Stop Improvement Program	Infrastructure Program	* I	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	163,201	286,799	-	-	-	-	-	450,000
G237	Across the Top System Modification	Infrastructure Program	0	81,795	37,290	-	-	-	-	180,915	300,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	* II	-	156,000	181,000	55,000	55,000	55,000	1,375,000	1,877,000
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	142,250	217,750	1,685,000	1,600,000	-	-	-	3,645,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	393,935	-	-	-	-	-	3,106,065	3,500,000
R071	A019 Instrument House Improvements	Infrastructure Program	0	15,493	32,462	-	-	-	-	-	47,955
R245	Downtown LR Station Enhancements	Infrastructure Program	0	600,376	38,734	-	-	-	-	-	639,110
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	422,944	647,203	647,202	-	-	-	115,454	1,832,803
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	0	217,470	8,212,030	460,477	460,476	-	-	2,649,547	12,000,000
R321	Sacramento Intermodal Facility High Speed Rail (HSR) Connectivity Improve	Infrastructure Program	0	-	2,185,000	15,295,000	15,295,000	10,925,000	-	-	43,700,000
Infrastructure Program Total				2,777,028	12,251,233	18,268,679	17,590,476	11,160,000	235,000	11,929,408	74,211,824
Transit Oriented Development											
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	-	-	37,500	37,500	-	-	-	75,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	-	48,700	-	-	-	-	75,000
Transit Oriented Development Total				169,888	6,412	86,200	37,500	-	-	-	300,000

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FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2012 - FY 2016

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
Facilities Programs											
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	59,760	74,729	-	-	-	-	-	134,489
4007	ADA Transition Plan Improvements	Facilities Program	* I	285,085	281,221	200,000	200,000	200,000	200,000	4,421,694	5,788,000
4011	Facilities Maintenance & Improvements	Facilities Program	* I	2,116,607	1,206,390	625,000	625,000	625,000	625,000	15,753,123	21,576,120
645	Major Light Rail Station Enhancements	Facilities Program	* I	5,184,474	159,000	1,528,000	1,528,000	1,528,000	1,528,000	37,128,808	48,584,282
715	Bus Maintenance Facility #2 (Phase 1)	Facilities Program	I	15,031,099	3,015,000	12,987,358	12,164,880	3,000,000	-	-	46,198,337
A002	Louis Orlando Transit Center	Facilities Program	0	-	887,500	-	-	-	-	-	887,500
B017	Citrus Heights Transit Enhancements	Facilities Program	* II	-	275,000	725,000	500,000	-	-	-	1,500,000
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	159,994	6	-	-	-	-	-	160,000
F011	Facilities New Freedom Tasks-Audible Feature Signal	Facilities Program	0	-	-	257,799	-	-	-	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	Facilities Program	0	-	-	40,000	-	-	-	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	-	-	100,000	-	-	-	-	100,000
F014	Bike Racks	Facilities Program	0	-	-	-	373,885	-	-	-	373,885
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	-	-	237,070	258,620	129,310	-	-	625,000
R175	Watt Avenue Station Improvements	Facilities Program	0	170,201	142,299	-	-	-	-	-	312,500
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	280,500	-	-	-	-	-	280,500
R319	Light Rail Station Rehab Project	Facilities Program	0	-	79,500	79,500	-	-	-	-	159,000
TE07	Transit Enhancements	Facilities Program	0	190,462	15,213	-	-	-	-	14,586	220,261
Facilities Program Total				23,197,682	7,127,617	16,779,727	15,650,385	5,482,310	2,353,000	57,318,211	127,908,932
Equipment Programs											
B020	Shop Equipment - Bus	Equipment Program	* II	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	I	-	135,296	-	-	-	-	-	135,296
Equipment Program Total				-	135,296	-	125,000	125,000	125,000	3,250,000	3,760,296
Transit Technologies Programs											
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	* I	1,536,659	628,153	-	-	-	-	451,906	2,616,718
966	Information System Maintenance & Expansion	Transit Technologies Program	* 0	255,605	15,072	-	-	-	-	-	270,677
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	II	171,980	25,000	25,000	25,000	25,000	25,000	180,430	477,410
G045	LR Station Video Surveillance & Recording System	Transit Technologies Program	0	1,489,414	82,957	-	-	-	-	-	1,572,371
G105	Automated Vehicle Location System for Buses	Transit Technologies Program	0	336,080	1,218,807	-	-	-	-	-	1,554,887
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	47,887	1,102,113	50,000	-	-	-	-	1,200,000
H015	Completing the Video Surveillance System	Transit Technologies Program	0	457,849	9,451	-	-	-	-	-	467,300
H020	VICE II (Video Infrastructure & Communications)	Transit Technologies Program	0	732,348	1,453	-	-	-	-	-	733,801
R015	Passenger Information Signs	Transit Technologies Program	II	-	2,000,000	2,000,000	-	-	-	-	4,000,000
T003	Google Transit Trip Planner	Transit Technologies Program	0	47,747	-	95,849	-	-	-	-	143,596
T004	Smart Card Implementation	Transit Technologies Program	0	-	1,603,000	-	-	-	-	-	1,603,000
Transit Technologies Program Total				5,075,569	6,686,006	2,170,849	25,000	25,000	25,000	632,336	14,639,760
Transit Security & Safety											
B133	Bus Lot Improvements	Transit Security & Safety	0	100	320,000	319,900	-	-	-	-	640,000
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	-	-	-	-	-	-	430,000	430,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	-	-	423,463	423,464	-	-	-	846,927
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	-	-	124,455	124,454	-	-	-	248,909
R165	Ahern/12th Street Improvements	Transit Security & Safety	0	172,295	47,705	-	-	-	-	-	220,000
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	-	200,000	200,000	125,350	-	-	-	525,350
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	-	-	-	152,741	152,741	-	-	305,482
T006	LRV System AVL Equipment	Transit Security & Safety	0	-	-	-	200,513	200,512	-	-	401,025
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	-	-	-	158,500	158,500	-	-	317,000
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	-	-	-	208,950	208,950	-	-	417,900
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	-	-	-	26,855	26,854	-	-	53,709
T010	Light Rail Facility Hardening	Transit Security & Safety	0	-	-	-	85,392	85,392	-	-	170,784
T020	Transit Security Project - To be Determined #1	Transit Security & Safety	0	-	-	706,000	706,000	706,000	706,000	1,412,000	4,236,000

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FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2012 - FY 2016

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2011 YE	FY2012 Expenditures	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 - FY2042	Total Project Cost
T021	Transit Security Project - To be Determined #2	Transit Security & Safety	0	-	-	850,000	850,000	850,000	850,000	1,700,000	5,100,000
Transit Security & Safety Total				172,395	567,705	2,623,818	3,062,219	2,388,949	1,556,000	3,542,000	13,913,086
Planning / Studies											
0580	Comprehensive Operational Analysis Study	Planning/Studies	0	150,524	405,884	-	-	-	-	-	556,408
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	14,923	15,077	-	-	-	-	-	30,000
PD09	Professional Development for RT Planning Staff	Planning/Studies	0	30,792	10,128	-	-	-	-	-	40,920
Planning / Studies Total				196,239	431,089	-	-	-	-	-	627,328
Other Programs											
4024	General Construction Management Support Services	Other Programs	II	356,493	-	25,000	30,000	30,000	30,000	3,013,507	3,485,000
4025	General Engineering Support Services	Other Programs	II	313,689	-	27,500	27,500	27,500	27,500	1,800,000	2,223,689
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	-	-	-	-	-	-	53,500	53,500
OPE5	WMD/IED Exercise	Other Programs	0	11,966	-	-	-	-	-	16,968	28,934
G230	Certificates of Participation Payments	Other Programs	I	14,705,430	2,077,783	2,079,062	2,080,250	2,080,000	-	-	23,022,525
Other Program Total				15,387,578	2,077,783	2,131,562	2,137,750	2,137,500	57,500	4,883,975	28,813,648
Total Priority List of Capital Projects				\$ 434,761,568	\$ 72,990,510	\$ 148,223,463	\$ 123,833,873	\$ 86,657,053	\$ 69,970,145	\$ 1,739,223,787	\$ 2,675,660,399

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