

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	04/22/13	Open	Action	04/17/13

Subject: Release FY 2014 Fiscal Year Operating and Capital Budgets

## ISSUE

Authorizing Staff to Release the Sacramento Regional Transit District Proposed FY 2014 Operating and Capital Budgets and Notice of a Public Hearing for May 13, 2013.

## RECOMMENDED ACTION

Adopt Resolution 13-04-\_\_\_\_, Authorizing Staff to Release the Sacramento Regional Transit District Proposed FY 2014 Operating and Capital Budgets and Set Notice of a Public Hearing for May 13, 2013.

## FISCAL IMPACT

None as a result of this report.

## DISCUSSION

We begin this FY 2014 budget presentation with projections for revenues and expenditures based on current knowledge and expectations, recognizing that several areas of uncertainty remain. This report attempts to address the potential variables and provide scenarios that will play out based on the ultimate resolution of those areas of uncertainty. The FY 2014 Operating and Capital Budgets will be updated over the next two months as conditions change until June 24<sup>th</sup>, when the final result of all updates to both budgets will be presented to the Board for adoption.

More detail will be provided in the report, but to summarize, the primary areas of uncertainty remain the level of Federal funding RT will receive in FY 2014; whether or not the CNG rebate is legislatively continued beyond December 31, 2013; and whether or not regional sales tax projections will hold or exceed the budgeted level.

### *Reserves Discussion*

At its March 11, 2013 Board meeting, the Board discussed budget priorities for FY 2014. The priorities discussed included: (1) reserves, (2) service restoration, (3) service quality such as improved internal services (weed abatement, graffiti removal, etc.), and security services, (4) investment in personnel, and (5) capital funding. Board members agreed that the key priorities should continue to be developing reserves, and then service restoration, with service quality following as a close third.

When the RT Board adopted the Comprehensive Reserves Policy in September of 2011, the basis for establishing an operating reserve policy was two-fold: to adopt a process and methodology to accumulate reserves to satisfy the FTA requirement that RT develop and

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Approved:

Presented:

Final 04/17/13

General Manager/CEO

Chief Financial Officer

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maintain an operating reserve equal to 1.5 months of operating expenditures for the Blue Line to Cosumnes River College (South Line Phase 2) by the end of FY 2017; and to establish a reserve fund that the Board would have available to sustain RT through financially hard times and help weather the kind of fiscal crisis that in 2010 resulted in severe service cutbacks and layoffs.

RT's Financial Forecasting Model (FFM) projects that with financial discipline and careful planning, RT will be able to accumulate enough reserves by the end of FY 2017 to satisfy the FTA requirement. Demonstrating the political will to direct available funds to the reserve fund (as the FFM calls for) was useful as RT moved the South Line Phase 2 project through the New Starts Process. RT received its Full Funding Grant Agreement (FFGA) for the Blue Line to Cosumnes River project in December of 2012.

RT is well on its way to meeting the projected reserve requirement of \$18 million in FY 2017. As the tables in this report will indicate, the actual reserve for FY 2012 was \$5.2 million and the projected operating year-end result for FY 2013 includes a potential reserve of \$2.2 million, for a cumulative reserve of \$7.4 million at the end of FY 2013. The preliminary budget proposed tonight includes an additional projection of approximately \$1.1 million in FY 2014. This is different than the mid-year revised operating budget due to the way RT will receive Local Transportation Funds (LTF) funding through SACOG for FY 2013.

The level of funds available for accumulation in the Reserve Fund in future years will depend heavily on the level of service additions adopted over the same time frame and whether or not the revenue and expenditure assumptions within the FFM are achieved. RT has demonstrated to FTA that the assumptions within the FFM are conservative and achievable. The FFM also provides for service additions over time from FY 2012 to FY 2017 that will equal the level of service cut in FY 2010. To achieve both the accumulation of operating reserves and the projected level of service additions, RT will have to carefully balance available resources. Staff's presentation will attempt to illustrate this for Board consideration.

### *Budget Process and History*

FY 2014 Budget discussions with RT's General Manager began in early January and non-labor cost discussions with EMT's began in early March 2013. Staff thoroughly reviewed the FY 2013 year-to-date performance in revenues and expenditures, and preliminary developed FY 2014 projections, based on prior year trends and projected increases or decreases in expense accounts for each line item, Department and Division at RT.

Operating Revenues are projected to be \$143.3 million in FY 2014 compared to \$140 million in FY 2013, for an increase of 2.3%. Labor expenses are projected to increase by \$4.3 million, which is a 5% increase over the revised FY 2013 Labor budget due to increases in three key cost categories. Pension costs increased by \$1.3 million, medical costs increased by \$1.7 million, and higher costs resulting from the end of labor concessions in negotiated labor agreements with ATU and IBEW of \$1.5 million. Both contracts expired in FY 2013.

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The major cost drivers in the FY 2014 Operating Budget were the Labor increases noted above; an increase in Security Services of \$1.2 million; and an expected increase in interest expense of \$0.4 million due to the Department of Labor, Section 13(c) issue. The Section 13(c) issue has resulted in withholding of capital and operating dollars and has prompted RT to seek additional financing to cover cash flow needs during FY 2014.

This report provides in-depth information on FY 2014 revenue and expense projections as well as the supplementary information upon which the annual budgets are developed. See Abridged Budget for FY 2014, *Attachment 1* to this issue paper.

### *Service Plan*

The budget development process starts with a service plan for the year. The FY 2014 Service Plan assumes that RT will operate 523,359 annual revenue hours of bus service, 26,932 revenue hours of CBS service and 223,949 revenue vehicle hours of light rail service. The programmed level of bus and light rail service in the preliminary budget includes a full year of the Phase 1 Transit Renewal service improvements that were added in September of FY 2013. Due to the revenue instability described elsewhere in this report, no service additions are programmed in the FY 2014 Operating Budget.

### *Voting System*

Each year as part of the budget process, staff evaluates potential changes in the voting distribution among RT Board members. On March 12, 2007, the Board of Directors adopted the new Schedule of Weighted Voting Distribution. The schedule for all subsequent years is included in the proposed budget document and distributed to the voting agencies at least 60 days in advance of budget adoption. A detailed Proposed FY 2014 Schedule of Weighted Voting is included in the budget document.

The changes in Weighted Voting compared to the FY 2013 revised budget voting distribution include; County of Sacramento, +1, City of Sacramento +1, City of Rancho Cordova no change, City of Citrus Heights -1, City of Elk Grove no change, and City of Folsom -1.

This schedule is subject to change with revenue changes.

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## Operating Revenues

The following table includes revenue for FY 2013 revised budget and the FY 2014 preliminary budget:

**Table 1**  
Sacramento Regional Transit District  
FY 2013 - 2014 Operating Revenue

Categories	FY 2013 Revised Budget	FY 2014 Preliminary Budget	\$ Changes	% Changes
<b>Operating Revenue</b>				
Fare Revenue	\$ 29,964,536	\$ 30,085,847	\$ 121,311	0.4%
Contracted Services	5,651,412	5,416,127	(235,285)	-4.2%
Other	3,529,563	2,920,292	(609,271)	-17.3%
State & Local	74,573,738	77,045,096	2,471,358	3.3%
Federal	26,328,476	27,845,476	1,517,000	5.8%
<b>Total Operating Revenue</b>	<b>\$ 140,047,725</b>	<b>\$ 143,312,838</b>	<b>\$ 3,265,113</b>	<b>2.3%</b>

### Fare Revenue

The FY 2014 Preliminary Budget proposes \$30.1 million in Fare revenue which represents an increase of \$0.1 million (0.4%) from the FY 2013 Revised Budget (\$30.0 million). This projected increase is based on anticipated increases in ridership associated with RT's media advertising campaign as well as staff's expectation that riders have had time to adjust to the increased levels of bus and light rail service.

### Contracted Services

The Contracted Services category includes contracts with the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, as well as Granite Park and North Natomas shuttle services. These cities and service areas contract with RT for transit services. The FY 2014 Preliminary Budget proposes \$5.4 million in Contracted Services revenue, a decrease of \$0.2 million (4.2%) from the FY 2013 Revised Budget (\$5.7 million). This reflects a 3% increase in Granite Park and North Natomas shuttle contracts combined with a decrease in Folsom's contract payment of about \$0.3 million due to a small true-up to actual cost for FY 2012 compared to the FY 2013 Revised Budget, which included a \$0.3 million true-up for FY 2011.

### Other

The Other Revenue category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue. The FY 2014 Preliminary Budget proposes \$2.9 million in other revenue, a decrease of \$0.6 million (17.3%) from the FY 2013 Revised Budget (\$3.5 million). FY 2014 Preliminary Budget includes 12-months of CNG tax rebate of \$1.2 million, while the FY 2013 Revised Budget had 18-months of CNG tax rebate revenue, which included the rebate for the

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prior year period of January 1 to June 30, 2012.

### *State & Local Revenue*

Funds are derived from sales taxes collected within Sacramento County by the State of California and returned to the County for transit programs based on established formulas. This category includes RT's 38.2% share of the revenues from Measure A, a local half cent sales tax initiative originally authorized by Sacramento County voters in 1988 and renewed in 2004. This Category also includes the State of California Transportation Development Act (TDA), Local Transportation Fund (LTF) and State Transit Assistance allocations. The Measure A and Local Transportation Funds are sales tax based revenues. Sales tax receipts county-wide were posted on March 29th and reflected February collections. RT monitors sales tax receipts closely and tracks them several different ways including month-to-month (prior year), quarter-to-quarter (prior year), and current fiscal year-to-date to prior fiscal year-to-date comparisons. We believe the cumulative fiscal year-to-date receipts over the same period last fiscal year provides the most accurate growth measurement and as of the most recent posting, receipts are 5.84% over the prior year.

Unfortunately, the Sacramento Area Council of Governments (SACOG)'s adopted Findings of Apportionment for FY 2013, after filtering out prior year carryover amounts, has a sales tax projection for FY 2014 that is basically flat compared to all other FY 2013 sales tax projections. The SACOG Board of Directors adopted the Findings of Apportionment of Local Transportation Funds (LTF) for FY 2014. RT's proposed LTF revenue for FY 2014 is \$33.6 million which is a 5.0% increase over the FY 2013 revised budget, which is consistent with the Sacramento Transportation Authority's projections for FY 2014 growth in revenue. Each one percent change in LTF sales tax growth over the current projection would generate approximately \$330,000 in increase in revenue. The FY 2014 Preliminary Budget also includes \$2.9 million in prior year LTF funds, which is the difference between RT's projected LTF revenue for FY 2013 and the FY 2013 Findings of Apportionments adopted by SACOG. RT will be forced to recognize a portion of the FY 2013 sales tax receipts as income in FY 2014, which will be included in the FY 2014 Finding of Apportionments by SACOG, at a future date. RT staff is attempting to work with SACOG to determine how best to work with Sacramento County to ensure that the LTF Findings of Apportionment are more closely aligned with actual Sacramento County sales tax receipts.

State Transit Assistance (STA) funding is currently projected for FY 2014 at \$392 million statewide, which is the same level as in the Governor's proposed FY 2014 State Budget released in January. This level of statewide revenue includes \$9.5 million for RT. This may change as projections at the state level become more certain. Staff is monitoring the State budget closely along with projections of diesel fuel sales for FY 2013 and FY 2014.

The FY 2014 preliminary revenue projections reflect a transfer of STA funds to capital in the amount of \$3.75 million for the annual Revenue Bond payment, as well as the local match for the light rail grinding project (\$60K), and the local match for Transit Enhancement funds for two other capital projects (\$95K).

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### *Federal Revenue*

Federal revenues include all formula-based allocations to RT from the federal government. Each year, Congress authorizes an appropriation and the FTA allocates the dollars to the region. RT can use the funds for operating, planning, or capital purposes, subject to specific regulations. The FY 2014 Preliminary Budget proposes \$27.8 million in federal revenue, which represents an increase of \$1.5 million (5.8%) from the FY 2013 Revised Budget of \$26.3 million.

Federal revenue from the Section 5307 Urbanized Area Formula grant is projected at \$19.1 million for FY 2014. The current FY 2014 estimate is based on SACOG’s – Transit Coordinating Committee recommended funding level for the Sacramento Urbanized Area for FY 2013, which includes \$22.4 million for the Region, and \$19.1 million for RT’s portion. The FY 2014 proposed budget is flat compared to this projected \$19.1 million amount for FY 2013, as it is too soon to be certain what the FY 2014 appropriation level will be.

The Section 5337 Formula funds “State of Good Repair” program (a new program under MAP 21), is projected at \$8.6 million in FY 2014, which is flat compared to the projected funding level for this program for FY 2013. Approximately \$240,000 of this funding source is scheduled to be used on the capital side for the light rail grinding project.

Job Access Reverse Commute (JARC) revenue is projected to decrease by \$0.09 million (18.0%). JARC as a separate funding program has been eliminated under MAP-21.

### ***Operating Expenditures***

Table 2 compares operating expenses in the FY 2013 Revised Operating Budget and the proposed FY 2014 Preliminary Operating budget:

**Table 2**  
Sacramento Regional Transit District  
FY 2014 Operating Expenses

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Categories	FY 2013 Revised Budget	FY 2014 Preliminary Budget	\$ Changes	% Changes
<b><u>Operating Expenses</u></b>				
Salaries & Benefits	\$ 85,984,262	\$ 90,288,183	4,303,921	5.0%
Professional Services	24,719,892	25,609,764	889,872	3.6%
Materials & Supplies	9,596,997	9,402,650	(194,347)	-2.0%
Utilities	6,080,950	6,010,000	(70,950)	-1.2%
Casualty & Liability	8,226,939	8,425,055	198,116	2.4%
Other	2,148,581	2,400,095	251,514	11.7%
<b>Total Operating Expenses</b>	<b>\$ 136,757,621</b>	<b>\$ 142,135,747</b>	<b>\$ 5,378,126</b>	<b>3.9%</b>

Salaries & Benefits includes: payroll and benefits for all positions authorized by the Board. It accounts for wages, overtime, pension, dental, medical, FICA, vision, and all other RT-paid employee benefits.

- The FY 2014 Preliminary Budget proposes \$90.3 million for salaries and benefits, an increase of \$4.3 million (5.0%) from the FY 2013 Revised Budget of (\$86.0 million).
- The FY 2014 Preliminary Budget includes 986 Board authorized positions and 995 funded or partially funded positions compared to the FY 2013 Revised Budget that had 987 authorized positions and 997 funded and partially funded positions.
- Labor increased by \$1.5 million (3.0%) from the FY 2013 Revised Budget projections (\$50.4 million). Overtime decreased \$0.4 million (7.2%). In addition, all 995 funded positions are funded with a 6% vacancy factor.
- Fringe Benefits increased by \$3.1 million (7.6%) over the FY 2013 Revised Budget projections (\$40.9 million). This increase reflects a \$1.3 million (8.6%) increase in pension costs, and a \$1.7 million (16.5%) increase in medical costs.

Professional Services includes: purchased transportation (Paratransit) to comply with the Americans with Disabilities Act (ADA), transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

- The FY 2014 Preliminary Budget proposes \$25.6 million for Professional Services, an increase of \$0.9 million (3.6%) from the FY 2013 Revised Budget of \$24.7 million.
- Security Services increased \$1.2 million over the FY2013 Revised Budget.
- Outside Services decreased by \$0.3 million from the FY 2013 Revised Budget.
- Purchased Transportation is slightly below FY 2013 Revised Budget since the revised budget includes a prior year adjustment.

Materials & Supplies includes: fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

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- The FY 2014 Preliminary Budget proposes \$9.4 million for materials and supplies for a decrease of (\$0.2) million (2.0%) from the FY 2013 Revised Budget of \$9.7 million.
- This reflects slight decreases in multiple accounts to reflect the current year trending.

Utilities includes: electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

- The FY 2014 Preliminary Budget proposes \$6.0 million for Utilities, a decrease of (\$0.1) million (1.2%) from the FY 2013 Revised Budget (\$6.1 million).
- This reflects a decrease in telephone cost.

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

- The FY 2014 Preliminary Budget proposes \$8.4 million for casualty and liability insurance, an increase of \$0.2 million (2.4%) from the FY 2013 Revised Budget (\$8.2 million).
- This reflects an increase in insurance premiums.

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

- The FY 2014 Preliminary Budget proposes \$2.4 million for other expenditures, an increase of \$0.2 million (11.7%) from the FY 2013 Revised Budget (\$2.2 million).
- This includes an increase of \$0.4 million in Interest Expense.
- Small reductions in other accounts make up the remaining difference.

## ***Positions***

The FY 2014 Budget proposes personnel strength of 986 Board authorized positions which are funded or partially funded. This is one less authorized position in FY 2014 (986) compared to the FY 2013 revised Budget (987). The abridged budget document contains a summary of all positions. In addition, 10 Operators in training positions are added to the FY 2014 operating budget and funded. This allows staff time needed to train new drivers to become qualified Operators. These positions are part of the mix of authorized Operator positions and therefore not added to Authorized positions.

## Summary Recap of FY 2014 Preliminary Operating Budget



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Table 3 provides a summary of the FY 2013 Revised Budget, FY 2013 projected year-end financial results, and the FY 2014 Preliminary Budget. Revenue assumptions are based on current estimates from Federal, State and Local sources:

Table 3  
Sacramento Regional Transit District  
FY 2014 Operating Revenues and Expense Summary

Categories	FY 2013 Revised Budget	FY 2013 Projected Year-end	FY 2014 Preliminary Budget
<b><u>Operating Revenue</u></b>			
Fare Revenue	\$ 29,964,536	\$ 29,282,912	\$ 30,085,847
Contracted Services	5,651,412	5,568,589	5,416,127
Other	3,529,563	3,389,563	2,920,292
State & Local	74,573,738	71,703,215	77,045,096
Federal	26,328,476	28,175,476	27,845,476
<b>Total Operating Revenue</b>	<b>\$ 140,047,725</b>	<b>\$ 138,119,755</b>	<b>\$ 143,312,838</b>
<b><u>Operating Expenses</u></b>			
Salaries & Benefits	\$ 85,984,262	\$ 86,891,557	\$ 90,288,183
Professional Services	24,719,892	23,553,768	25,609,764
Materials & Supplies	9,596,997	9,617,696	9,402,650
Utilities	6,080,950	5,741,176	6,010,000
Casualty & Liability	8,226,939	8,226,939	8,425,055
Other	2,148,581	1,727,288	2,400,095
<b>Total Operating Expenses</b>	<b>\$ 136,757,621</b>	<b>\$ 135,758,424</b>	<b>\$ 142,135,747</b>
<b>Potential Reserve</b>	<b>\$ 3,290,104</b>	<b>\$ 2,361,331</b>	<b>\$ 1,177,091</b>
<b>Cumulative Reserve*</b>	<b>\$ 8,535,552</b>	<b>\$ 7,606,779</b>	<b>\$ 8,783,870</b>

- Cumulative Reserve includes \$5,245,448 of Reserves from FY 2012.

### *Risk Analysis*

One area of continuing concern is the CNG tax rebate, which is included in the FY 2014 Preliminary Operating Budget (\$1.2 million). If no legislative action is taken to continue the rebate, which will expire in December 2013, staff will consider adjusting this revenue item in the FY 2014 Revised Operating Budget, which will be in February 2014 to take it out of the revenue projections for the period January 2014 to June 2014, which total \$600,000.

An additional area of exposure exists with regard to the sales tax projections assumed in the FY 2014 Preliminary Operating Budget. Growth in Measure A in FY 2014 is based on a projection of 5.0% issued by the STA back in March 2012; staff is still waiting for current year projections from

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STA. If this projection proves to be too optimistic, the level of sales tax revenue in the budget will not be realized and will be adjusted downward at mid-year.

### *Capital Improvement Plan*

In March 2013, the Board adopted a comprehensive 5-Year CIP, which represents the District's efforts to strategically plan and prioritize capital projects from FY 2013 to FY 2017. The CIP is reviewed, updated, and reissued in its entirety on an annual basis, as one year drops and a new year is added. As part of the annual budget process, the current year (FY 2014) proposed Capital Budget will become the first year of the next 5-Year CIP for FY 2014 to FY 2018, which will be updated in FY 2014.

### *Capital Budget*

The Abridged Budget document includes a comprehensive list of proposed capital projects for new funding authorization and a complete list of all current capital projects forecasted to have expenditures in FY 2014. The FY 2014 Capital Budget projects \$26.4 million of new funding for capital projects; \$18.5 million in Federal, and \$7.9 million in State funding. The largest funding category is System Expansion (\$12.0 million). The key project represented in this category is: Blue Line to Cosumnes River College (\$9.4 million). In addition, the Fleet funding category includes (8.0 million). The key project in this category is the 40' CNG Bus Procurement (\$8.0 million).

### Looking Ahead

The FY 2014 preliminary budget goal is to have a steady state budget, with a projected \$1.1 million in reserves, and no increase in service restoration. Staff will continue to work diligently to confirm and modify plans with the Federal and State budget constraints. This will include closely monitoring actual results with fare revenue projections, and sales tax growth projections throughout FY 2014.

### **BUDGET SCHEDULE:**

- 5/13/13      Public Hearing accepting Public Comment on Proposed FY 2014 Budgets and Continue Public Hearing to June 24, 2013
  
- 6/24/13      Continue Public Hearing to accept Public Comment on the Proposed FY 2014 Operating and Capital Budgets, and Adopt the FY 2014 Operating and Capital Budgets

### Public Hearing Process:

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Pursuant to Section 102205(c) and (d) of RT’s Enabling Act, the proposed budget must be submitted to each voting entity represented on the Board not less than 60 days prior to its adoption, and the Board must adopt the budget at a public hearing that is advertised in a newspaper of general circulation 15 days prior to the hearing. Staff is requesting Board authorization to release the FY 2014 Budget on April 22, 2013. In addition to the hearing required by RT’s enabling legislation when the budget is adopted, staff recommends that the Board set a budget hearing prior to the adoption of the budget in order to obtain public comments earlier in the budget development process. Staff recommends that a hearing on the preliminary budget be conducted at RT’s regular Board meeting beginning at 6:00 p.m. on May 13, 2013. The public hearing will be advertised in a newspaper of general circulation, on RT’s website [www.sacrt.com](http://www.sacrt.com), and in an RT news release.

In addition to the foregoing, RT’s Standard Operating Procedure FI-SOP-03-001 contains notification procedures required by FTA regulations pertaining to a grant recipient’s program of projects (capital projects). Since RT adopts a combined operating and capital budget, RT must comply with the FTA’s notification requirements pertaining to RT’s program of projects. Pursuant to FI-SOP-03-001, the preliminary capital budget must be released for at least a 30-day review period before action is taken by the Board of Directors. The notice of availability for the preliminary capital budget will be distributed via first-class mail to incorporated cities within the District, the County of Sacramento, neighboring cities adjacent to the District, interested special districts within the District, public transit operators, and private transportation providers. The notice will also be published in a newspaper of general circulation and minority-focused newspapers, as well as on mini-posters for display inside bus and light rail vehicles.

Staff Recommendation:

Staff recommends that the Board authorize staff to release the Sacramento Regional Transit District Proposed FY 2014 Operating and Capital Budgets for a sixty day review and set notice of a Public Hearing for May 13, 2013.



# **Sacramento Regional Transit District**

**Abridged Budget  
Fiscal Year 2013-2014**

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## **Board of Directors**

**Pat Hume, Chair**  
City of Elk Grove

**Phil Serna, Vice Chair**  
County of Sacramento

**Don Nottoli**  
County of Sacramento

**Bonnie Pannell**  
City of Sacramento

**Steve Miller**  
City of Citrus Heights

**Steve Cohn**  
City of Sacramento

**Jay Schenirer**  
City of Sacramento

**Steve Hansen**  
City of Sacramento

**Roberta MacGlashan**  
County of Sacramento

**Andy Morin**  
City of Folsom

**Linda Budge**  
City of Rancho Cordova

## **Board of Directors Alternates**

**Steve Detrick**  
City of Elk Grove

**David Sander**  
City of Rancho Cordova

**Mel Turner**  
City of Citrus Heights

## **Executive Team**

**Mike Wiley**  
General Manager/CEO

**Bruce Behrens**  
Chief Counsel

**Dan Bailey**  
Chief Administrative Officer/EEO Officer

**Dee Brookshire**  
Chief Financial Officer

**RoseMary Covington**  
Assistant General Manager of Planning and Transit System Development

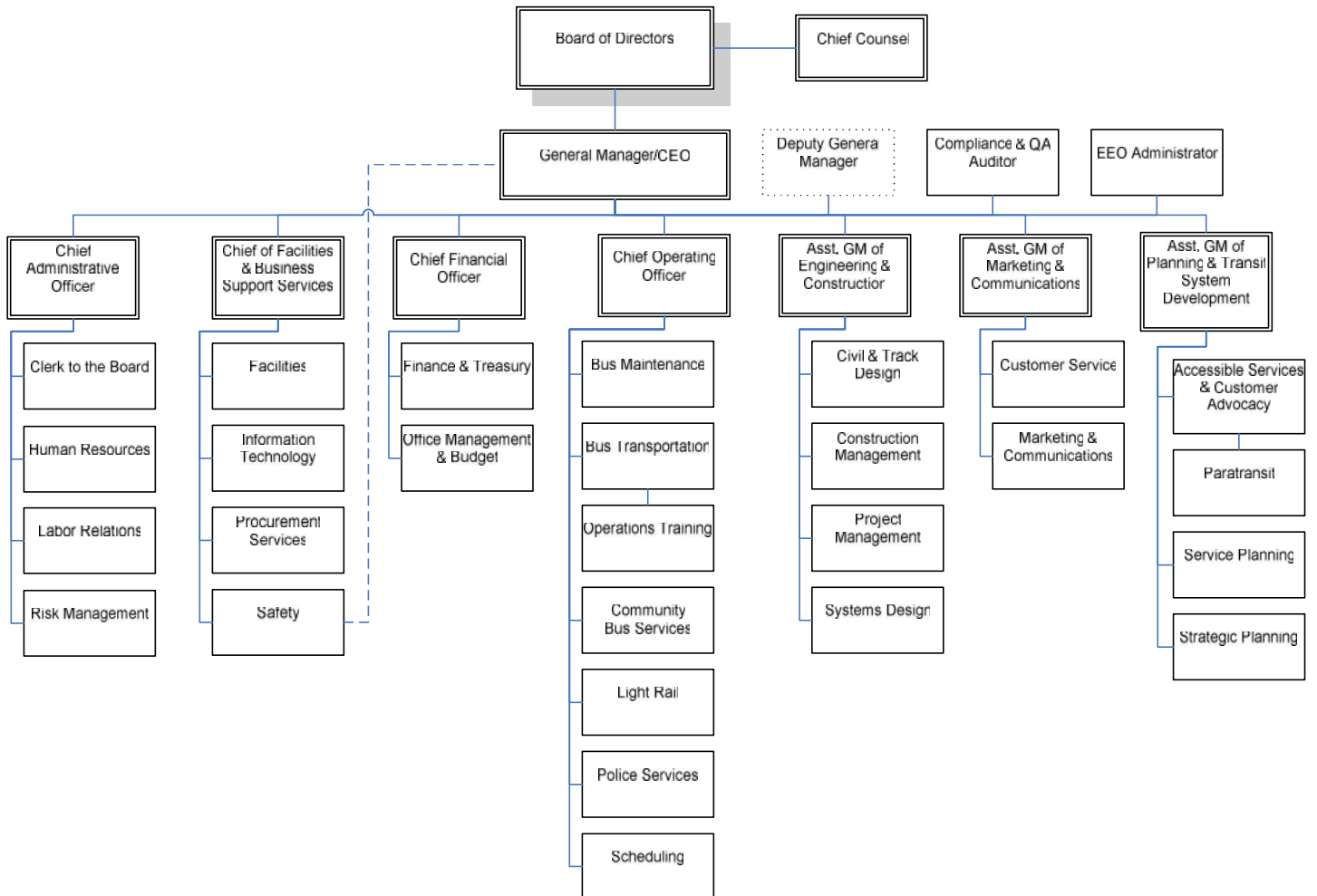
**Mark Lonergan**  
Chief Operating Officer

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

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

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

## Organizational Structure





## District Profile

### Facts

<b><i>Sacramento Regional Transit District</i></b>	Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County
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<b><i>Bus Service</i></b>	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	65
Schedule	4:38 am to 9:46 pm daily
Stops	3,500
Vehicles *	212 CNG buses; 4 CNG replica "trolleys"; 14 shuttle vans; 3 29' diesel buses
Annual Ridership	13,749,980

<b><i>Light Rail Service</i></b>	
Power	Electrical
Miles	36.89
Schedule	3:50 am to 10:38 pm daily
Stops	48
Vehicles	76
Annual Ridership	14,500,000

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

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

\* Total Fleet

<b><i>History</i></b>	
Apr 1, 1973	Began operations by acquiring the assets of Sacramento Transit Authority
1973	Completed new maintenance facility and purchased 103 new buses
1987	Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento
Sep 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line corridor
Sep 2003	Opened the South Line, extending light rail to South Sacramento
Jun 2004	Extended light rail from Mather Field/Mills to Sunrise Boulevard
Oct 2005	Extended light rail from Sunrise Boulevard to Folsom, including four new stations
Dec 2006	Extended light rail from downtown Sacramento to Sacramento Amtrak station
Jun 2012	Opened the Green Line, connecting downtown Sacramento to the River District

## Strategic Plan

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

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

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

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

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

## Strategic Plan, cont.

### Our Mission

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

### Our Vision

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

### Our Values

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

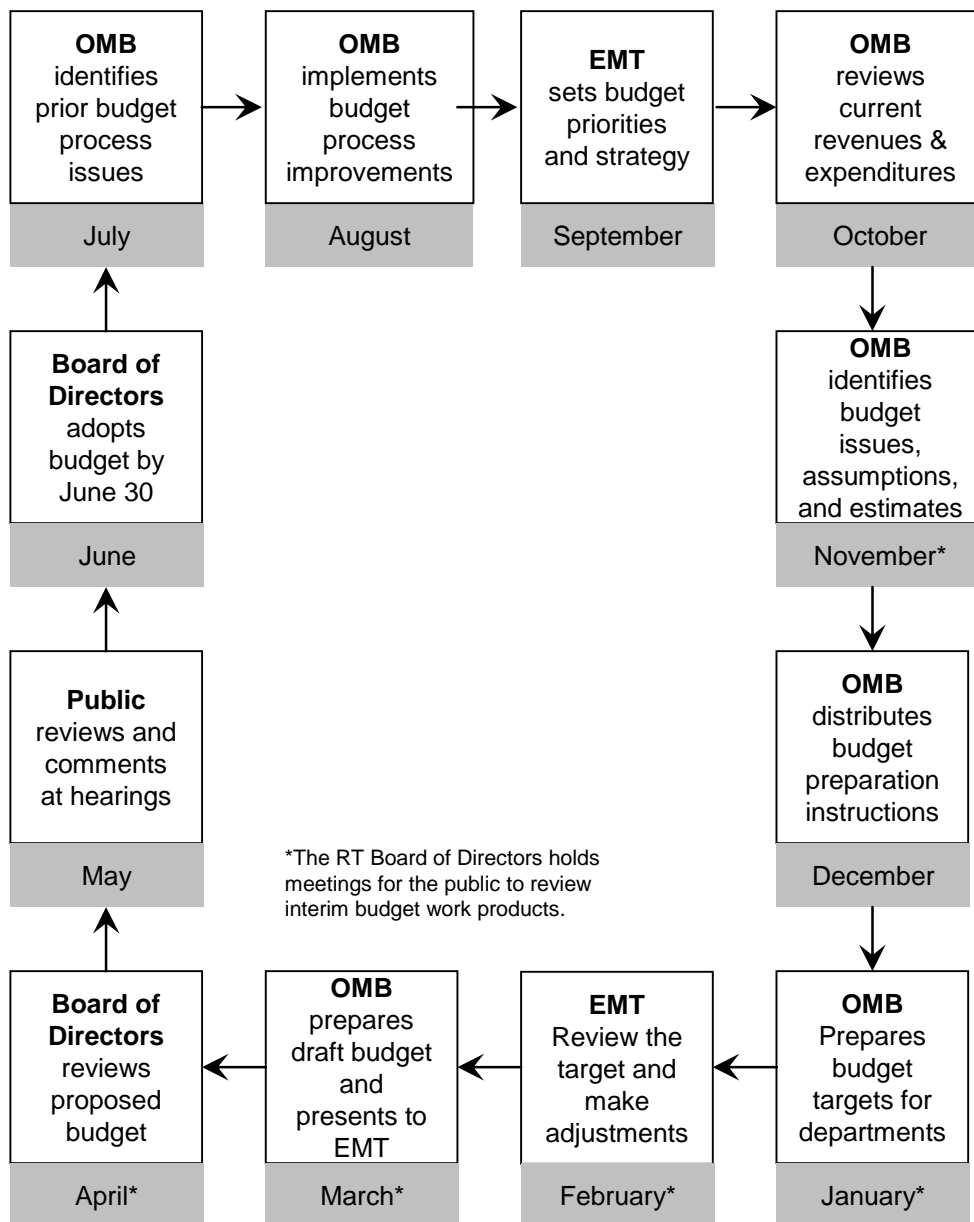
### Our Goals

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



## Budget Process

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



## Voting System

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

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

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

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

On March 12, 2007, the RT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the proposed budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares adopted for FY 2013 Budget and for FY 2014 preliminary Abridged Budget is shown in the table below. A detailed FY 2014 Schedule of Weighted Voting is shown on the next page.

### Vote Shares By Jurisdiction

Jurisdiction	Status	Shares - FY 2013 Budget	Shares – FY 2014 Proposed
County of Sacramento	Annex	41	42
City of Sacramento	Annex	36	37
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Contract	6	5
City of Elk Grove	Contract	4	4
City of Folsom	Contract	4	3
<b>Total</b>		<b>100</b>	<b>100</b>

**Voting System, cont.**

Fiscal Year 2014 Schedule of Weighted Voting Distribution

Base Values\*

**Federal Financial Information**

Code Section:		
102205(b)(6)	<u>FY 13 Federal Funds Available in the Sacramento MSA</u>	31,475,812
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,093,000
102205(b)(8)	<u>FY 13 Federal Funds Available for use in RT Service Area:</u>	28,382,812

**Jurisdiction Specific Values**

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102205(b)(10)	<u>Population:**</u>	470,956	560,675	66,093	83,881	72,725 155,937	1,408,924	
	<u>Proportionate Population:</u>	33.43%	39.79%	4.69%	5.95%	5.16% 10.97%	100.00%	
	<u>Member:</u>	Yes	Yes	Yes	No	No	No	
102100.2, 102100.3		4	3	1	1	1	11	
102105.1(d)(2)(D)	<u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>							
	9,487,421	11,294,813	1,331,445	1,689,785	1,465,047	3,114,300	28,382,812	
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 14 State TDA Funds Made Available to RT:</u>							
	16,770,711	18,993,790	2,353,567	0	0	0	38,118,068	
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 14 Funds Provided Under Contract:</u>							
	0	0	0	2,893,440	1,529,047	279,645	4,702,132	
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 14 Other Local Funds</u>							
	0	0	0	0	0	0	0	
102105.1(d)(2)	<u>Total Financial Contribution:</u>							
	26,258,132	30,288,603	3,685,012	4,583,225	2,994,094	3,393,945	71,203,012	
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>							
	36.88%	42.54%	5.18%	6.44%	4.21%	4.77%	100.00%	

**Voting Calculation**

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102105.1(d)(1)	<u>Incentive Shares (5 for member jurisdictions)</u>							
	5	5	5	0	0	0	15	
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>							
	31.3462	36.1576	4.3991	5.4713	3.5743	4.0516	85.0000	
102105.1(d)(3)	<u>Total Shares:</u>							
	36.3462	41.1576	9.3991	5.4713	3.5743	4.0516	100.0000	
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>							
	36	41	9	5	3	4	98	
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>							
	37	42	9	5	3	4	100	
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
	9	14	9	5	3	4		
Member 1	10	14	9	5	3	4		
Member 2	9	14	N/A	N/A	N/A	N/A		
Member 3	9	14	N/A	N/A	N/A	N/A		
Member 4	9	N/A	N/A	N/A	N/A	N/A		
Member 5	N/A	N/A	N/A	N/A	N/A	N/A		
	<u>Total Votes:</u>							
	37	42	9	5	3	4	100	

\* In addition to the funding sources set forth below, RT projects following funds for operating purposes: \$34,817,643 - Measure A

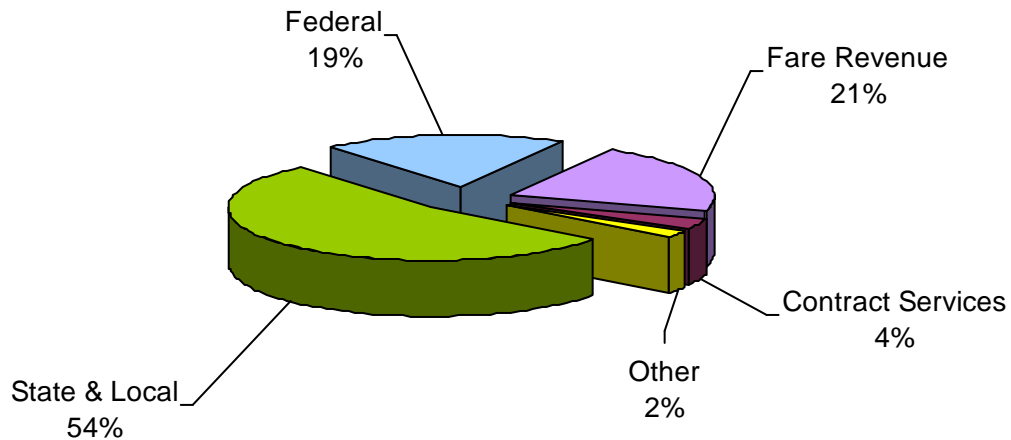
\*\* Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

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

## Revenues

### Operating Revenue by Funding Source

(Dollars in Thousands)



	<b>FY 2011 Actual</b>	<b>FY 2012 Budget</b>	<b>FY 2013 Budget</b>	<b>FY 2014 Budget</b>	<b>FY 2014 to FY 2013 Amount    Percent</b>	
Fare Revenue	\$ 28,967	\$ 29,518	\$ 29,965	\$ 30,086	\$ 121	0.4%
Contract Services	4,362	5,194	5,651	5,416	(235)	-4.2%
Other	5,621	3,245	3,530	2,920	(610)	-17.3%
State & Local	58,109	69,596	74,574	77,045	2,471	3.3%
Federal	23,331	24,215	26,328	27,846	1,518	5.8%
Carryover	-	(379)	-	-		
<b>Total</b>	<b>\$ 120,390</b>	<b>\$ 131,389</b>	<b>\$ 140,048</b>	<b>\$ 143,313</b>	<b>\$ 3,265</b>	<b>2.3%</b>
Potential Reserve		\$ (4,725)	\$ (3,290)	\$ (1,177)	2,113	
<b>Operating Revenue</b>	<b>\$ 120,390</b>	<b>\$ 126,664</b>	<b>\$ 136,758</b>	<b>\$ 142,136</b>	<b>\$ 5,378</b>	<b>3.9%</b>

## Revenue cont.

### Fare Revenue

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

- The FY 2014 Preliminary Budget proposes \$30.1 million in Fare revenue, an increase of \$0.1 million (0.4%) from the FY 2013 Revised Budget (\$30.0 million).
- This reflects a slight increase in Fare Revenue due to a full year of Phase I Transit Renewal.

### Contracted Services

This category includes contracts with the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, as well as Granite Park and North Natomas shuttle services. These cities and service areas purchase RT transit services.

- The FY 2014 Preliminary Budget proposes \$5.4 million in Contracted Services revenue, a decrease of \$0.2 million (4.2%) from the FY 2013 Revised Budget (\$5.7 million).
- This reflects a 3% increase in Granite Park and North Natomas shuttle contracts.
- This also reflects a decrease in Folsom contract of about \$0.3 million due to a small true-up to actual cost for FY 2012 compared to FY 2013 Budget, which included a large \$0.3 million true-up for the FY 2011.

### Other

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

- The FY 2014 Preliminary Budget proposes \$2.9 million in other revenue, a decrease of \$0.6 million (17.3%) from the FY 2013 Revised Budget (\$3.5 million).
- FY 2014 Preliminary Budget includes a 12-month worth of CNG tax rebate of \$1.2 million, while the FY 2013 Revised Budget had an 18-month worth of CNG tax rebate revenue.

### State & Local

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

- The FY 2014 Preliminary Budget proposes \$77.0 million in state and local funding revenue, an increase of \$2.5 million (3.3%) from the FY 2013 Revised Budget of \$74.6 million.
- This reflects a 5.0% increase in sales tax growth estimates for Measure A and LTF revenues from FY 2013 Revised Budget.
- This also reflects a transfer of STA funds to capital in the amount of \$3.75 million for Revenue Bond payment, partial funding for Light Rail grinding (\$60K), and a local match (\$95K) for Transit Enhancement funds for two capital projects in Rancho Cordova.
- This includes \$2.9 million in prior year LTF funds, which is the difference between RT's projected LTF revenue for FY 2013 and the FY 2013 Findings of Apportionments developed by SACOG.



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## Revenues, cont.

### Federal

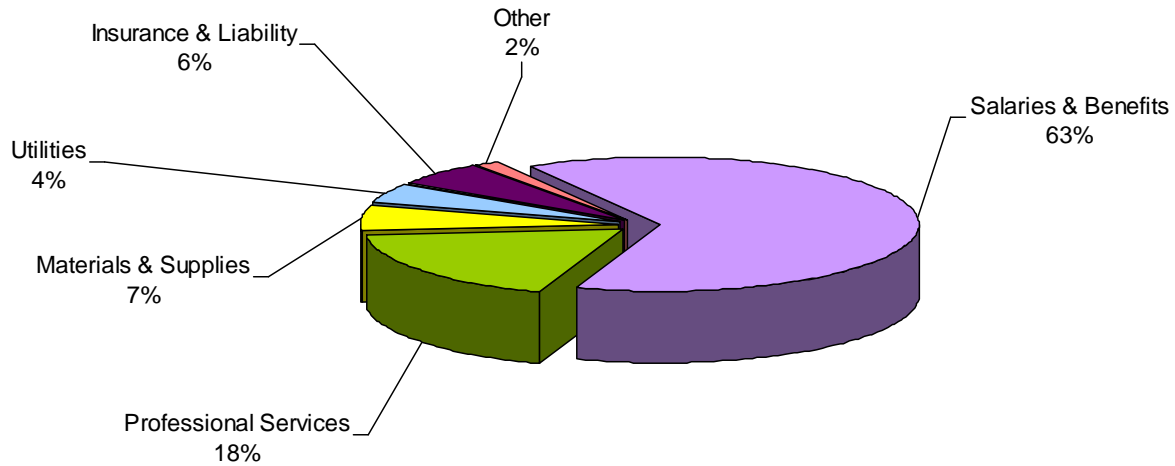
This category includes formula-based allocations to RT from the federal government. Each year Congress authorizes the appropriation and the Federal Transit Administration allocates the dollars to the region. RT can use the funds for operating, planning, and capital, subject to specific regulations.

- The FY 2014 Preliminary Budget proposes \$27.8 million in federal funding, an increase of \$1.5 million (5.8%) from the FY 2013 Revised Budget of \$26.3 million.
- Section 5307 Urbanized Area federal funding is projected to increase by \$1.85 million due to higher allocation to RT.
- JARC revenue is projected to decrease by \$0.09 million (18.0%).
- This also reflects \$0.24 million in transfer of 5337 “State of Good Repair” Funding to capital for Light Rail grinding project.

**Expenses**

**Operating Expenses by Expense Category**

(Dollars in Thousands)



	<b>FY 2011 Actual</b>	<b>FY 2012 Budget</b>	<b>FY 2013 Budget</b>	<b>FY 2014 Budget</b>	<b>FY 2014 to FY 2013</b>	
					<b>Amount</b>	<b>Percent</b>
Salaries & Benefits	\$ 78,690	\$ 81,494	\$ 85,984	\$ 90,288	\$ 4,304	5.0%
Professional Services	20,069	21,702	24,720	25,610	890	3.6%
Materials & Supplies	7,915	7,670	9,597	9,403	(194)	-2.0%
Utilities	5,741	5,986	6,081	6,010	(71)	-1.2%
Insurance & Liability	6,540	7,891	8,227	8,425	198	2.4%
Other	1,790	1,921	2,149	2,400	251	11.7%
<b>Total Expenses</b>	<b>\$ 120,746</b>	<b>\$ 126,664</b>	<b>\$ 136,758</b>	<b>\$ 142,136</b>	<b>\$ 5,378</b>	<b>3.9%</b>

## Expenses, cont.

### Salaries & Benefits

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

- The FY 2014 Preliminary Budget proposes \$90.3 million for salaries and benefits, an increase of \$4.3 million (5.0%) from the FY 2013 Revised Budget (\$86.0 million).
- Labor increased by \$1.5 million (3.0%) from the FY 2013 Revised Budget (\$50.4 million). Which is related to the elimination of labor concessions in various labor contracts in FY 2013 in the amount of \$1.5 million.
- Fringe Benefits increased by \$3.1 million (7.6%) from the FY 2013 Revised Budget (\$40.8 million). This reflects a \$1.3 million (8.6%) increase in pension costs and a \$1.7 million (16.5%) increase in Medical costs. Capital recovery and indirect costs have increased by \$0.3 million over FY 2013 Revised Budget. This represents labor charged to capital projects, which reduces the operating budget labor costs.
- The Fiscal Year 2014 Preliminary Budget includes 995 Funded positions, a decrease of 2 positions from the Fiscal Year 2013 Revised Budget of 997 fully or partially funded positions.

### Professional Services

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

- The FY 2014 Preliminary Budget proposes \$25.6 million for Professional Services, an increase of \$0.9 million (3.6%) from the FY 2013 Revised Budget of \$24.7 million.
- This reflects an increase in Security Services of \$1.2 million.
- This also includes a reduction of \$0.3 million in outside services.
- Purchased Transportation is slightly below FY 2013 Revised Budget since the revised budget includes a prior year adjustment.

### Materials & Supplies

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

- The FY 2014 Preliminary Budget proposes \$9.4 million for materials and supplies, a decrease of (\$0.2) million (2.0%) from the FY 2013 Revised Budget of \$9.7 million.
- This reflects slight decreases in multiple accounts to reflect the current year trending.

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## Expenses, cont.

### Utilities

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

- The FY 2014 Preliminary Budget proposes \$6.0 million for Utilities, a decrease of (\$0.1) million (1.2%) from the FY 2013 Revised Budget (\$6.1 million).
- This reflects a decrease in telephone cost.

### Insurance & Liability

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

- The FY 2014 Preliminary Budget proposes \$8.4 million for casualty and liability insurance, an increase of \$0.2 million (2.4%) from the FY 2013 Revised Budget (\$8.2 million).
- This reflects an increase in insurance premiums.

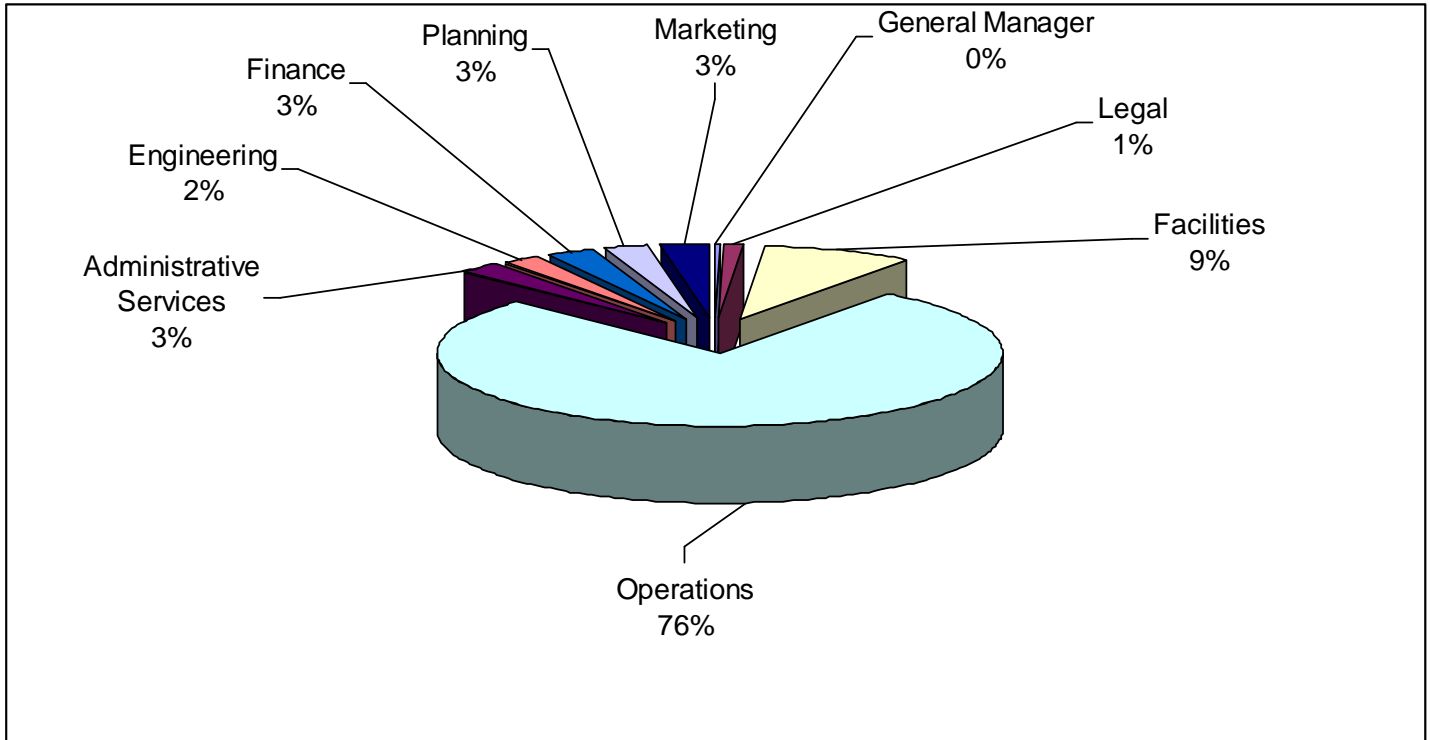
### Other

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

- The FY 2014 Preliminary Budget proposes \$2.4 million for other expenditures, an increase of \$0.2 million (11.7%) from the FY 2013 Revised Budget (\$2.2 million).
- This includes an increase of \$0.4 million in Interest Expense.
- Small reductions in other accounts make up the remaining difference.

## Positions

The Fiscal Year 2014 Preliminary Budget includes 986 Board authorized positions that includes 995 fully or partially funded positions which is a decrease of 2 funded positions from the Fiscal Year 2013 Revised Budget of 997 funded positions.



Division	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2014
	Funded	Funded	Funded	Funded	Authorized	Funded
General Manager	3	3	3	4	4	4
Legal	9	10	10	10	10	10
Facilities	90	73	74	82	86	85
Operations	870	719	720	775	760	770
Administrative Services	24	21	21	25	25	25
Engineering	34	24	21	22	22	22
Finance	29	25	26	27	27	27
Planning	35	21	21	25	25	25
Marketing	35	26	25	27	27	27
<b>Total</b>	<b>1,129</b>	<b>922</b>	<b>921</b>	<b>997</b>	<b>986</b>	<b>995</b>

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## FY 2014 Position Changes and Additions

Changes reflected in the FY 2014 preliminary budget are as follows:

### **Facilities and Business Support Services Division**

#### Facilities Department

Three Facilities Maintenance Mechanic positions have been added to RT's authorized positions to provide support to the Facilities Department. These positions will replace three current Personal Service Contract positions, which are currently working on capital projects for RT, thus approximately 90% of the costs of these positions for FY 2014 will be paid for with capital funding.

#### Procurement Department

One Storekeeper position has been added to the authorized position list to provide future support in the procurement department. However, this position is unfunded at this time.

### **Operations Division**

#### Security Department

To enhance RT's security on our system, the method of security services has been changed to focus on more sworn police officers. An additional 4 sworn police officers that are under contract with the City of Sacramento have been added to the security services budget in FY 2014. Due to this change, 5 transit security officers' positions have been eliminated from the authorized positions in FY 2014.

#### Operations Training Department

In a continued effort to keep highly trained operators on our system, 10 Operator training positions are added to the FY 2014 budget to alleviate the continued attrition of our operators. This allows our staff the time needed to train new employees to become qualified Operators prior to being placed in full-time operations. These training positions are part of the mix of Authorized Operator positions therefore not added as addition Authorized positions.

## FY 2014 Position Changes and Additions

### Capital Improvement Plan

This following tables represent the Capital Budget spending plan for the FY 2014 Operating Budget for the projects listed. The full five-year CIP will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2014 through 2018, and beyond to 2044.

The FY 2014 Budget includes projects focused on the following capital priorities:

#### System Expansion program:

- Blue Line to Cosumnes River College
- Green Line Draft & Final EIS/R for SITF Segment
- Green Line Draft Environmental Clearance and Project Development

#### Fleet Program:

- UTDC Light Rail Vehicle Retrofit
- 40' CNG Bus Procurement

#### Infrastructure Program:

- Traction Power Upgrades

#### Facilities Program:

- Bus Maintenance Facility #2 (Phase 1)

#### Transit Technologies Program:

- Light Rail Station Video Surveillance and Recording System
- Connect Card (various projects)

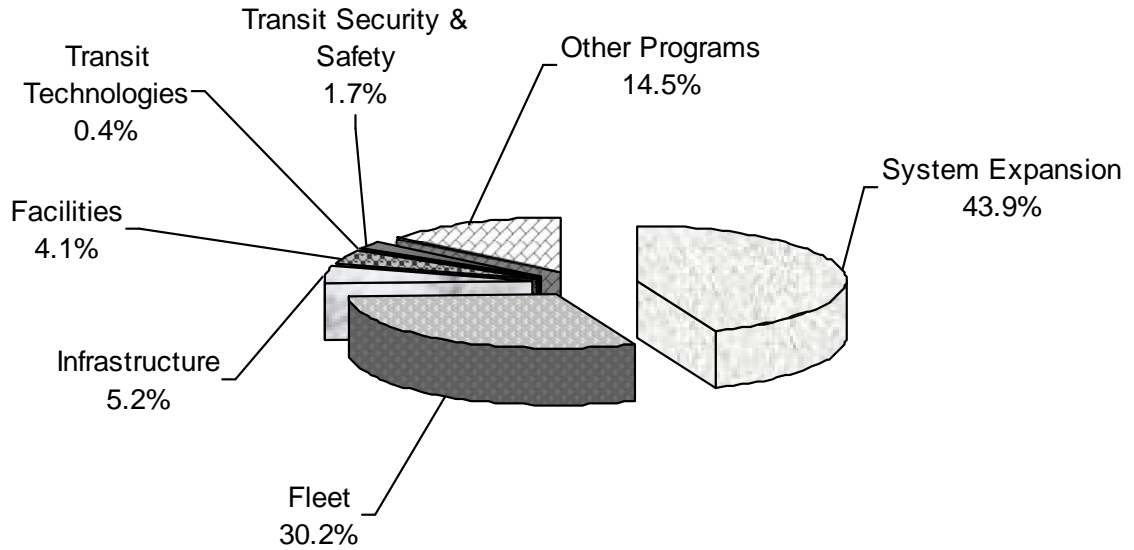
### Impact of Capital Improvements on Operating Budget

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

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

### Capital Improvements

#### FY 2014 Funding Additions by Category



(Dollars in Thousands)

<b>Category</b>	<b>FY 2014 Proposed</b>	
System Expansion	\$ 11,579	43.9%
Fleet	7,980	30.2%
Infrastructure	1,362	5.2%
Facilities	1,089	4.1%
Transit Technologies	116	0.4%
Transit Security & Safety	462	1.7%
Other Programs	3,840	14.5%
<b>Total</b>	<b>\$ 26,428</b>	<b>100%</b>



## Capital Improvement FY 2014 Funding Additions

Program	Project Name	Tier	Funded Through FY 2013	FY 2014 Budget Funding	Future Funding Additions	Total Project Funding Through FY 2014
<b>System Expansion Programs</b>						
410	Blue Line to Cosumnes River College	0	\$ 224,340,000	\$ 9,426,964	\$ 36,233,036	\$ 270,000,000
R322	Green Line Draft Environmental Clearance and Project Development	0	3,109,156	400,000	-	3,509,156
R321	Green Line Draft & Final EIS/R for SITF Segment	0	1,752,000	1,752,000	-	3,504,000
<b>System Expansion Total</b>			<b>229,201,156</b>	<b>11,578,964</b>	<b>36,233,036</b>	<b>277,013,156</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	10,291,667	7,980,000	41,703,333	59,975,000
<b>Fleet Program Total</b>			<b>10,291,667</b>	<b>7,980,000</b>	<b>41,703,333</b>	<b>59,975,000</b>
<b>Infrastructure Programs</b>						
R330	Rail Grinding	0	-	300,000	-	300,000
M002	University/65th Street Transit Center Relocation	I	360,000	1,061,531	3,038,469	4,460,000
<b>Infrastructure Program Total</b>			<b>360,000</b>	<b>1,361,531</b>	<b>3,038,469</b>	<b>4,760,000</b>
<b>Facilities Programs</b>						
4007	ADA Transition Plan Improvements	I	737,132	356,643	4,694,225	5,788,000
T016	Facilities New Freedom Tasks-Audiable Feature Signal	0	-	257,799	-	257,799
F018	Rancho Cordova Landscaping	0	-	225,000	-	225,000
F019	Rancho Cordova Utility Building Enhancements	0	-	250,000	-	250,000
<b>Facilities Program Total</b>			<b>737,132</b>	<b>1,089,442</b>	<b>4,694,225</b>	<b>6,520,799</b>
<b>Transit Technologies Programs</b>						
T022	Handheld Smart Card Reader		-	116,000	-	116,000
<b>Transit Technologies Program Total</b>			<b>-</b>	<b>116,000</b>	<b>-</b>	<b>116,000</b>
<b>Transit Security &amp; Safety</b>						
T018	Building Access System Upgrade	0	-	111,507	-	111,507
T020	Operations Computer Systems Upgrades	0	-	205,000	-	205,000
T019	Video Surveillance System Enhancement	0	-	145,000	-	145,000
<b>Transit Security &amp; Safety Total</b>			<b>-</b>	<b>461,507</b>	<b>-</b>	<b>461,507</b>
<b>Other Programs</b>						
G075	ERP System Disaster Response	I	-	245,000	-	245,000
M004	Revenue Bond, Series 2012 Payment	I	1,447,221	3,595,214	149,964,395	155,006,830
<b>Other Programs Total</b>			<b>1,447,221</b>	<b>3,840,214</b>	<b>149,964,395</b>	<b>155,251,830</b>
<b>Total</b>			<b>\$ 242,037,176</b>	<b>\$ 26,427,658</b>	<b>\$ 235,633,458</b>	<b>\$ 504,098,292</b>

\* All project expenditures are subject to available funding.

## Capital Project 2014 Expenditure Plan

Program	Project Name	Tier	Expended Through FY 2013	FY 2014 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2014
<b>System Expansion Programs</b>						
F	Amtrak/Folsom Light Rail Extension	I	\$ 267,786,717	626,340	\$ -	\$ 268,413,057
410	Blue Line to Cosumnes River College	0	82,588,663	94,988,647	92,422,690	270,000,000
R321	Green Line Draft & Final EIS/R for SITF Segment	0	20,000	946,080	2,537,920	3,504,000
R322	Green Line Draft Environmental Clearance and Project Development	0	46,656	1,274,754	2,187,746	3,509,156
404	Green Line to the River District (GL-1)	0	44,909,725	4,090,275	-	49,000,000
230	Northeast Corridor Enhancements (Phase 1)	I	24,951,398	1,940,167	12,525,026	39,416,590
S010	Sacramento-West Sacramento Streetcar Starter Line	I	-	64,780	-	64,780
<b>System Expansion Total</b>			<b>420,303,159</b>	<b>103,931,043</b>	<b>109,673,381</b>	<b>633,907,583</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	28,719	1,500,000	58,446,281	59,975,000
R001	CAF Light Rail Vehicle Painting	0	-	360,000	635,000	995,000
R320	Light Rail Bucket & Platform Trucks	0	1,832	430,647	-	432,479
B136	Neighborhood Ride Hybrid Bus Purchase Project	0	152,284	57,716	-	210,000
B040	Neighborhood Ride Vehicle Replacement	I	1,501,789	17,012	20,381,216	21,900,017
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	0	498,816	329,323	78,824	906,963
G225	Non-Revenue Vehicle Replacement	I	1,065,536	1,702,683	38,169,100	40,937,319
771	Paratransit Vehicle Replacement (Up to 50)	0	4,693,961	276,198	-	4,970,159
R110	Siemens E & H Ramp Replacement	0	244	659,922	659,834	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	7,251,142	1,367,478	1,327,793	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	3,523,717	13,463,589	6,929,920	23,917,226
<b>Fleet Program Total</b>			<b>18,718,041</b>	<b>20,164,568</b>	<b>126,627,966</b>	<b>165,510,575</b>
<b>Infrastructure Programs</b>						
R071	A019 Instrument House Improvements	0	15,493	32,462	-	47,955
G237	Across the Top System Modification	0	273,027	281,758	120,071	674,856
R280	Amtrak-Folsom Limited Stop Service	I	346,511	5,000	11,648,489	12,000,000
A003	Caltrans Camellia City Viaduct Rehab Deck	0	5,615	19,385	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	0	-	50,000	25,000	75,000
G238	Repairs per Biennial Bridge Inspection	I	53,732	101,600	1,721,668	1,877,000
R330	Rail Grinding	0	-	300,000	-	300,000
R255	Richards Blvd/12th & 16th St Grade Xing	0	1,185,598	647,205	-	1,832,803
0578	Traction Power Upgrades	0	551,332	338,861	-	890,193
<b>Infrastructure Program Total</b>			<b>2,431,308</b>	<b>1,776,271</b>	<b>13,515,228</b>	<b>17,722,807</b>
<b>Facilities Programs</b>						
R313	29th Street Light Rail Station Enhancements	0	-	280,500	-	280,500
4007	ADA Transition Plan Improvements	I	360,156	200,000	5,227,845	5,788,000
F014	Bike Racks	0	-	373,885	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	I	20,667,275	13,874,829	20,860,645	55,402,748
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	96,942	37,547	-	134,489
Q029	Citrus Heights Bus Stop Improvements	0	-	541,824	-	541,824
Q030	Citrus Heights Transit Enhancements	II	-	541,824	958,176	1,500,000
4011	Facilities Maintenance & Improvements	I	2,468,973	444,744	18,662,403	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	0	-	237,070	387,930	625,000
B134	Fulton Ave. Bus Shelters	0	-	169,435	-	169,435
R319	Light Rail Station Rehab Project	0	6,416	106,000	46,585	159,000
A002	Louis Orlando Transit Center	0	465,807	399,803	21,890	887,500
F018	Rancho Cordova Landscaping	0	-	180,000	45,000	225,000
F019	Rancho Cordova Utility Building Enhancements	0	-	200,000	50,000	250,000
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	3,750	29,250	-	33,000
TE07	Transit Enhancements	0	199,544	20,717	-	220,261
R175	Watt Avenue Station Improvements	0	195,306	117,194	-	312,500
<b>Facilities Program Total</b>			<b>24,464,168</b>	<b>17,754,622</b>	<b>46,260,472</b>	<b>88,479,262</b>

## Capital Project 2014 Expenditure Plan Cont.

Program	Project Name	Tier	Expense Through FY 2013	FY 2014 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2044
<b>Equipment Program</b>						
B020	Shop Equipment - Bus	I	81	120,912	3,504,007	3,625,000
<b>Equipment Program Total</b>			<b>81</b>	<b>120,912</b>	<b>3,504,007</b>	<b>3,625,000</b>
<b>Transit Technologies Programs</b>						
G240	Additional Fare Vending Machines/Spares	0	547,510	652,490	-	1,200,000
T017	Audio Light Rail Passenger Information Signs	0	-	177,900	1,008,350	1,186,250
T014	Connect Card Data & Communications Systems	0	55	640,940	563,005	1,204,000
T004	Connect Card Light Rail Platform Preparations	0	688,995	914,005	-	1,603,000
T021	Connect Card-- Mobile Access Routers	0	-	800,000	-	800,000
G075	ERP System Disaster Response	I	-	245,000	-	245,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	0	204,876	25,000	247,534	477,410
T022	Handheld Smart Card Reader	0	-	116,000	-	116,000
A004	Transportation Security Enterprises (TSE) Demo Project	0	16,983	27,954	15,063	60,000
964	Trapeze Implementation (TEAMS)	I	1,612,192	100,000	526,917	2,239,109
<b>Transit Technologies Program Total</b>			<b>3,070,611</b>	<b>3,699,289</b>	<b>2,360,869</b>	<b>9,130,769</b>
<b>Transit Security &amp; Safety</b>						
T011	Anti-Terrorism Directed Patrols	0	144,032	240,880	-	384,912
T018	Building Access System Upgrade	0	-	111,507	-	111,507
B133	Bus Lot Improvements	0	100,129	230,984	308,887	640,000
T008	Completion Fiber Optics Communications Backbone	0	1,563	185,733	230,604	417,900
T005	CPUC General Order 172 - LRV Camera	0	-	305,482	-	305,482
T009	Data Center Redundancy & Reliability	0	-	53,709	-	53,709
H021	Enhancement of Emergency Power Generation	0	109,275	320,725	-	430,000
T010	Light Rail Facility Hardening	0	-	75,904	94,880	170,784
T006	LRV System AVL Equipment	0	-	222,792	178,233	401,025
T001	LRV Video Surveillance System Upgrade	0	6,556	394,509	124,285	525,350
T020	Operations Computer Systems Upgrades	0	-	205,000	-	205,000
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	I	282,095	2,814	-	284,909
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	0	22,000	189,333	105,667	317,000
T012	RT - Emergency Preparedness Drills	0	16,443	11,865	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	0	1,394	63,585	-	64,979
T019	Video Surveillance System Enhancement	0	-	145,000	-	145,000
<b>Transit Security &amp; Safety Total</b>			<b>683,487</b>	<b>2,759,822</b>	<b>1,042,556</b>	<b>4,485,865</b>
<b>Planning/Studies Program</b>						
M003	Sacramento Regional Transit Internship Program	0	-	33,020	-	33,020
A001	Watt Ave/Hwy 50 Plan Review	0	39,178	50,822	-	90,000
<b>Planning/Studies Program Total</b>			<b>39,178</b>	<b>83,842</b>	<b>-</b>	<b>123,020</b>
<b>Other Programs</b>						
M004	Revenue Bond, Series 2012 Payment	I	1,442,221	3,595,214	149,969,395	155,006,830
<b>Other Program Total</b>			<b>1,442,221</b>	<b>3,595,214</b>	<b>149,969,395</b>	<b>155,006,830</b>
<b>Total</b>			<b>\$ 471,152,254</b>	<b>\$ 153,885,583</b>	<b>\$ 452,953,874</b>	<b>\$ 1,077,991,711</b>

\* All project expenditures are subject to available funding.

RESOLUTION NO. 13-04-\_\_\_\_\_

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

April 22, 2013

**AUTHORIZING STAFF TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PROPOSED FY 2014 OPERATING AND CAPITAL BUDGETS AND SET NOTICE OF A PUBLIC HEARING FOR MAY 13, 2013**

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

THAT, the General Manager/CEO or his designee is hereby authorized to release the proposed Operating and Capital Budgets for FY 2014, including the information described in paragraphs (3) to (10) of Public Utilities Code Section 102205(b) and a draft apportionment of votes, and notice a public hearing for said budgets to be held on May 13, 2013.

\_\_\_\_\_  
PATRICK HUME, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

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