

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	03/25/13	Open	Action	03/18/13

Subject: Approve the Five-Year Capital Improvement Plan for FY 2013 through FY 2017.

ISSUE

Whether to approve the Five-Year Capital Improvement Plan for FY 2013 – 2017.

RECOMMENDED ACTION

Adopt Resolution No. 13-03-____, Adopting the Five-Year Capital Improvement Plan for FY 2013 – FY 2017; and the Priority List of Capital Projects.

FISCAL IMPACT

None as a result of this action

DISCUSSION

The proposed Five-Year Capital Improvement Plan (CIP), Exhibit A, CIP was presented to the Board on February 25, 2013 for review and input. Staff described the content of the document and the key areas of change in the document compared to the last update in February 2012. While projects had been updated, combined or deleted, the CIP document format had remained virtually unchanged since the prior year.

The Board had questions on project prioritization within the service area, discussed the layout of the document and asked specific questions on capital projects specific to one geographical area. The item was tabled until the March 25 Board meeting to allow staff to review the documents in light of the Board's comments and questions before further Board consideration of adoption of the CIP.

Over the course of the month, staff has taken another look at the CIP itself and determined that the information contained within the official document could be better presented through the use of a reorganized *Priority List of Capital Projects* as well as a more thorough explanation of the key drivers behind the CIP decision-making process may give the Board a better understanding of the purpose, use and intent of the CIP master document itself.

This report provides additional information on the following:

1. Document size and scope
2. Project types
3. Project prioritization
4. Funding availability

Approved:

Presented:

Final 03/20/13

General Manager/CEO

Director of Office, Management and Budget

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During the February 25th CIP discussion, Directors Budge and Nottoli raised questions and concerns specific to projects within the Rancho Cordova area. One of the concerns related to station maintenance which is not a capital project and so is not addressed here, but is under review separately by RT staff. Two other project questions related to station enhancements such as station landscaping that are not defined as separate projects within the CIP and normally would fall within project #645 (which can be found on page two of Attachment #1), but may qualify for Federal Section 5307 Urbanized Area Formula - Transit Enhancement (TE) funds under RT's Transit Enhancement project #TE07 (also on page two of Attachment #1). Staff is looking into the feasibility of competing for TE funds to accomplish the work identified in the meeting.

The fourth project that was discussed was the prioritization of the Light Rail Station at Horn Road (Project #R135). The Horn Road station is one of five light rail station projects in the CIP. In addition to the Horn Road project, the following new light rail stations are planned for eventual construction:

- Dos Rios (R055): On the NE corridor between North B Street and Richards Blvd. on North 12th Street in downtown Sacramento.
- Mineshaft Road (R060): Halfway between Sunrise and Hazel Stations to serve the growing Sunrise/Douglas and Rio Del Oro areas.
- T Street (R155): At T Street in downtown Sacramento.
- 16th Street Relocation (R329): Relocate station 1 block east between 16th and 17th Streets to allow for more space on the station platforms for passengers and amenities.

Given RT's tight financial environment and the fact that most of the funding the RT receives is dedicated for specific uses, flexible capital dollars that can be directed toward these stations are scarce at best. However, we continue to look for money for special types of projects such as these, but unless the Board directs otherwise, staff will proceed with priorities as we understand them.

DOCUMENT SIZE AND SCOPE:

Questions about why the CIP is so large and extends so far into the future have been raised by Board members. The short-term planning horizon for the CIP is 5 years however, the long range planning horizon is 30 years to capture and plan for the large replacement projects in what could be considered the "outer years".

Regarding the need for the relative size of the scope, the CIP document provides the foundation for RT's entire comprehensive capital improvement program. In order to be eligible for Federal funding, projects must be included in the regional Metropolitan Transportation Plan (MTP) or the

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Metropolitan Transportation Improvement Plan (MTIP). Projects must be in the CIP before any action can be taken to include them in the long range regional MTP, which extends to 2035, or the four-year MTIP which currently encompasses the period 2013-2016. Both the MTIP and MTP are administered by the Sacramento Area Council of Governments (SACOG). When the RT Board adopted TransitAction, RT’s long range strategic plan, all the projects needed to fully implement TransitAction were added to the CIP so that they could be captured in RT’s long-range project planning and eventually be added to the MTP.

Another reason there are so many projects in the CIP that are long-term in nature with no current or known funding source is that having the projects in the CIP allows staff to apply for grants as opportunities arise, rather than having to go to the Board each time to add a project to the CIP in order to apply for a grant opportunity.

FUNDING AVAILABILITY

RT budgets Federal, State, and Local (example: Measure A) funding for Capital projects through the various funding programs outlined in the introductory section of the CIP (Exhibit A). Most of the funding sources are only available for specific projects or types of projects. Overall, there is very little discretionary funding directed to capital projects. In most instances, when a Federal Notice of Funding Availability (NOFA) or a State or SACOG “Call for Projects” is received, staff works with the Capital Program Committee (CPC) to identify projects that will qualify and compete for funding on a grant-by-grant basis.

Examples of funding limitations include: (1) New Starts Federal funding for CIP projects are only available for expansion projects such as South Line Phase 2; (2) other Federal sources can only be used for State of Good Repair, bus replacements or other specific types of projects; (3) all Federal Section 5307 Urbanized Area Formula funds are currently budgeted for ADA Operating or Preventive Maintenance (PM) activities and provide approximately 18% of RT’s annual operating budget; (4) Some elements of State funding sources such as Prop 1B are available to be programmed only for specific purposes such as transit security and technology related projects, and, (5) Local sources such as the Measure A Plan Of Finance (POF) funds are specific to four projects: South Line Phase 2, Green Line to the Airport, Regional Rail, and the Northeast Corridor Project (NEC). Funding limitations such as these make it difficult to find discretionary funding for many of the projects on the CIP.

PROJECT PRIORITIZATION

As described above, funding availability often plays a role in determining the project prioritization within the CIP, but not always. The CIP process involves the internal vetting of proposed projects and the prioritization of all projects first by the internal Capital Program Committee (CPC), and then the General Manager (GM/CEO). The CPC is comprised of six members of RT’s Executive Management Team (EMT) who meet regularly with RT staff to discuss funding opportunities,

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match projects with funding opportunities, and annually evaluate the project prioritization within the CIP. Decisions made by the CPC are presented to the GM/CEO for review and approval. Decisions resulting in project changes are incorporated into the CIP, which is then amended by the Board from time to time throughout the year and approved in total once a year, which is the goal of this presentation.

In the weeks since the February 25th CIP presentation, the CPC and GM/CEO met to consider an alternative report format that would reorganize the Priority List of Capital Projects in a more meaningful way for purposes of this discussion. This report is provided as Attachment #1. The report is limited to projects identified as either (0) Funded; (I) High Priority, Partially Funded; or (II) Unfunded (Want to Fund). Completed projects have been moved to the end of the report and highly specialized Security Training/Drills priority projects have been separately identified.

As you can see from its placement in the report, System Preservation - State of Good Repair projects are the very highest funding priority. This section includes bus replacements which are critical to RT's operations and are on-going due to the relatively short useful life of buses of 12 – 14 years. RT currently has 96 Buses that need replacement by no later than June 2017. Light Rail vehicle replacements are also critical and on- going as well. RT's Light Rail Vehicles have a useful life of about 30 years with replacements needed starting in FY 2019. These are two examples, but there are other bus and rail replacement projects in addition to these projects that will be found in the System Preservation – State of Good Repair section of the report.

The competitive process and capital funding requirements of Federal and State funding sources make it very challenging to fund the System Preservation - State of Good Repair projects. RT's focus over the next 10 years for nearly all capital grant applications at the Federal and State level will be replacement of Fleet and infrastructure. This limits the amount of capital funding available for other system improvements such as high priority light rail stations or other type projects.

Over the next five years, RT is facing additional funding needs of \$28 million for bus replacements and immediately following in the six to seven year time frame, an additional \$36 million will be needed for light rail vehicle replacements.

The remaining categories on the priority project report (Attachment #1) show projects pulled from the CIP Master List of Projects that the CPC has identified as RT's key priority projects system-wide. In short, the CIP master document and project pages provide the "universe" of capital projects identified for the next thirty years while the priority project list provided as Exhibit B, narrows the list to those projects the CPC has identified as "must do" based on available funding.

However, in all reality, based on needs and funding availability as we know it today, the following list of projects are the ones that internal resources will be directed toward over the course of the proposed five-year CIP and beyond.

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Top Priority Projects

System Preservation

<u>Project Number</u>	<u>Project Name</u>
#B139	Bus Replacements 40' CNG (96 Buses)
#R125	CAF Fleet Mid-life Component Overhaul
#4011	Facility Maintenance and Improvements (General Facilities)
#G225	Non-Revenue Vehicle Replacement
#R115	Siemens 1 st Series Fleet Replacement (26 Light Rail Vehicles)

System Improvements

<u>Project Number</u>	<u>Project Name</u>
#T004	Connect Card Light Rail Platform Preparations
#T014	Connect Card Data & Communications Systems
#T021	Connect Card – Mobile Access Routers
#645	Major light rail station enhancements (general light rail)

System Expansion

<u>Project Number</u>	<u>Project Name</u>
#71	Bus Maintenance Facility #2 (Phase 1&2)
#R321	Green Line Draft & Final EIS/R for SITF Segment
#R322	Green Line Draft Environmental Clearance and Project Development
#S010	Sacramento-West Sacramento Streetcar Starter Line
#410	South Line Phase 2 project (Blue line to Cosumnes River College)
#R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment

Assumptions:

- **Priority projects over the next five year time frame**
- **Includes projects that are funded, partially funded and unfunded**

PAST AND PLANNED ACTION FOR THE FY 2013-2017 FIVE-YEAR CIP

The Five-Year CIP for FY 2013-2017 was presented for Board consideration on February 25, 2013, and is brought back today on March 25, 2013 to provide additional information. Staff recommends adoption of the Five-Year CIP for FY 2013 – FY 2017 and adoption of the Priority List of Capital Projects.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS**

By System Preservation (SGR), System Improvements, System Expansion, Security Training/Drills and Completed Projects

Project ID	Program Classification / Project Name	Tier	Discretionary Funding	Project Budget to FY 2017 *	Funded	Unfunded
System Preservation - State of Good Repair						
4005	Butterfield/Mather Mills LR Station Rehabilitation	0		134,489	134,489	-
R001	CAF Light Rail Vehicle Painting	0		995,000	995,000	-
G035	Fiber/50-Fig Installation, Maintenance, & Repair	0		300,926	300,926	-
R320	Light Rail Bucket & Platform Trucks	0	Y	432,479	432,479	-
B136	Neighborhood Ride Hybrid Bus Purchase Project	0		210,000	210,000	-
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	0	Y	906,963	906,963	-
771	Paratransit Vehicle Replacement (Up to 50)	0	Y	4,970,159	4,970,159	-
P006	Paratransit Vehicles Replacement - 50 Vehicles	0	Y	4,335,000	4,335,000	-
M003	Sacramento Regional Transit Internship Program	0		33,020	33,020	-
R110	Siemens E & H Ramp Replacement	0	Y	1,320,000	1,320,000	-
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0		9,946,412	9,946,412	-
A004	Transportation Security Enterprises (TSE) Demo Project	0		60,000	60,000	-
R175	Watt Avenue Station Improvements	0	Y	312,500	312,500	-
B139	40' CNG Bus Procurement	I		52,825,000	31,844,760	20,980,240
4011	Facilities Maintenance & Improvements	I	Y	5,966,548	3,135,499	2,831,049
B040	Neighborhood Ride Vehicle Replacement	I	Y	3,639,832	1,518,801	2,121,031
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)	II		-	-	-
G225	Non-Revenue Vehicle Replacement	I	Y	6,523,714	5,406,882	1,116,832
G238	Repairs per Biennial Bridge Inspection	I	Y	548,383	156,000	392,383
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	I		135,296	-	135,296
B020	Shop Equipment - Bus	I	Y	375,000	121,000	254,000
R125	CAF Fleet Mid-Life Component Overhaul	II		31,854,815	-	31,854,815
R115	Siemens 1st Series Fleet Replacement (26)	II		111,918,522	-	111,918,522
System Preservation - State of Good Repair Total				237,744,058	66,139,890	171,604,168
System Improvements						
R313	29th Street Light Rail Station Enhancements	0	Y	280,500	280,500	-
G237	Across the Top System Modification	0		674,856	674,856	-
G240	Additional Fare Vending Machines/Spares	0	Y	1,200,000	1,200,000	-
T017	Audio Light Rail Passenger Information Signs	0	Y	1,186,250	1,186,250	-
F014	Bike Racks	0		373,885	373,885	-
T018	Building Access System Upgrade	0		111,507	111,507	-
B133	Bus Lot Improvements	0		640,000	640,000	-
A003	Caltrans Camellia City Viaduct Rehab Deck	0		25,000	25,000	-
Q029	Citrus Heights Bus Stop Improvements	0	Y	541,824	541,824	-
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	0		75,000	75,000	-
T008	Completion Fiber Optics Communications Backbone	0		417,900	417,900	-
T014	Connect Card Data & Communications Systems	0		1,204,000	641,000	563,000
T004	Connect Card Light Rail Platform Preparations	0		1,603,000	1,603,000	-
T021	Connect Card-- Mobile Access Routers	0		800,000	800,000	-
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		430,000	430,000	-
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	0		625,000	617,500	7,500
T016	Facilities New Freedom Tasks-Audiable Feature Signal	0		257,799	257,799	-
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	0		40,000	40,000	-
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	0		100,000	-	100,000
B134	Fulton Ave. Bus Shelters	0	Y	169,435	169,435	-
T003	Google Transit Trip Planner	0	Y	143,596	143,596	-
T010	Light Rail Facility Hardening	0		170,784	170,784	-
R319	Light Rail Station Rehab Project	0	Y	159,000	159,000	-
T006	LRV System AVL Equipment	0		401,025	401,025	-

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PRIORITY LIST OF CAPITAL PROJECTS**

By System Preservation (SGR), System Improvements, System Expansion, Security Training/Drills and Completed Projects

Project ID	Program Classification / Project Name	Tier	Discretionary Funding	Project Budget to FY 2017 *	Funded	Unfunded
T001	LRV Video Surveillance System Upgrade	0		525,350	525,350	-
T020	Operations Computer Systems Upgrades	0		205,000	205,000	-
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	0		317,000	317,000	-
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	Y	33,000	33,000	-
0578	Traction Power Upgrades	0		891,151	891,151	-
TE07	Transit Enhancements	0	Y	207,521	207,521	-
T019	Video Surveillance System Enhancement	0		145,000	145,000	-
A001	Watt Ave/Hwy 50 Plan Review	0		90,000	90,000	-
4007	ADA Transition Plan Improvements	I	Y	1,374,436	737,132	637,304
R280	Amtrak-Folsom Limited Stop Service	I		12,000,000	3,900,000	8,100,000
4017	Bus Stop Improvement Program	I	Y	826,378	286,883	539,495
H022	Completing Electronic Messaging Sign Deployment	I		846,927	846,927	-
645	Major Light Rail Station Enhancements	I		11,455,473	5,184,474	6,270,999
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	I		284,909	284,909	-
G075	SAP Upgrade from 4.6c to ERP 2005	I		245,000	245,000	-
964	Trapeze Implementation (TEAMS)	I	Y	2,239,109	2,164,812	74,297
M002	University/65th Street Transit Center Relocation	I		4,460,000	1,421,531	3,038,469
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	II		600,000	-	600,000
System Improvement Total				48,735,806	28,804,742	19,931,064
System Expansion						
R321	Green Line Draft & Final EIS/R for SITF Segment	0		3,504,000	3,504,000	-
R322	Green Line Draft Environmental Clearance and Project Development	0		3,509,156	3,509,156	-
A002	Louis Orlando Transit Center	0		887,500	887,500	-
410	Blue Line to Cosumnes River College	I		270,000,000	270,000,000	-
715	Bus Maintenance Facility #2 (Phase 1&2)	I	Y	55,402,748	24,977,919	30,424,829
402	Green Line Light Rail Extension	I	Y	15,151,435	15,151,435	-
230	Northeast Corridor Enhancements (Phase 1)	I		24,601,218	24,601,218	-
S010	Sacramento-West Sacramento Streetcar Starter Line	I	Y	38,750	38,750	-
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	Y	23,917,226	23,917,226	-
System Expansion Total				397,012,033	366,587,204	30,424,829
Security Training/Drills						
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	0		70,467	70,467	-
T011	Anti-Terrorism Directed Patrols	0		384,912	384,912	-
T012	RT - Emergency Preparedness Drills	0		28,308	28,308	-
T013	RT - Staff Security Training - Overtime/Backfill	0		64,979	64,979	-
Security Training/Drills Total				548,666	548,666	-
Completed Projects						
R071	A019 Instrument House Improvements	0	Y	47,955	47,955	-
404	Green Line to the River District (GL-1)	0	Y	49,000,000	48,848,345	151,655
B137	Natomas Flyer Buses	0	Y	1,086,035	1,086,035	-
R255	Richards Blvd/12th & 16th St Grade Xing	0	Y	1,832,803	1,832,803	-
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	0		450,000	450,000	-
F	Amtrak/Folsom Light Rail Extension	I		268,413,057	268,216,180	196,877
Completed Project Total				320,829,850	320,481,318	348,532
Total Priority List of Capital Projects				\$ 1,004,870,413	\$ 782,561,820	\$ 222,308,593

Tier Description

- 0 Funded
- I High Priority- Partially Funded
- II Want to Fund through FY 2017
- III Opportunity Based
- IV Future (Post FY 2017)

* Projects start in 2018-2019 and projected to be completed in 2022-2023.

FY 2013- 2017 Capital Improvement Plan (CIP) Update

**RT Board of Directors
March 25, 2013**

Additional information provided

Document Size and Scope

Project types

Project prioritization

Funding availability

February 25th CIP Discussion

Projects in Ranch Cordova

- Station enhancements and landscaping
- Horn Road station

Other light rail stations

Document Size and Scope

Why is the CIP so large?

- Foundation of RT's capital planning
- Projects must be in CIP for Regional
- MTP and MTIP
- Transition Action Plan projects included in CIP
- Project must be in CIP for grant applications

Funding Availability

Federal Funding

- New Starts Projects
- Other Federal Grants - mostly State of Good Repair
- Federal 5307 Funding – Operating Budget Impacts
 - Currently budgeted for ADA Operating
 - Preventative maintenance
 - Approximately 18% of annual Operating Budget.

Funding Availability (Cont.)

State and Local Funding

- State funding for specific purposes
 - Transit security
 - Technology related projects

-Local Measure A Plan of Finance funding is for four specific projects; 1) South Line Phase 2, 2) Green Line, 3) North East Corridor, and 4) Regional Rail

All expansion projects

Project Prioritization

Process for prioritizing projects

- Capital Program Committee (CPC)
- Funding availability plays a role
- New Priority list of Capital projects- Attachment 1
- Highest Priority = System Preservation Projects
 - Bus and Rail vehicle replacements

Project Prioritization (Cont.)

Attachment #1 – Remaining High Priority Categories for projects include:

- System Improvements
- System Expansion
- Other project
- Completed projects

All projects that CPC has determined to be “must do” projects
Board has option to change staff’s priorities

List of Top Priority Projects

Short list of top priority projects (Page 5 of 5 in IP)

Based on CPC prioritization internal resources will be directed towards the projects listed in these categories:

- System Preservation
- System Improvements
- System Expansion



QUESTIONS?

RESOLUTION NO. 13-03-_____

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

March 25, 2013

**ADOPTING THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR FY 2013 - FY
2017; 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.

PATRICK HUME, 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 2013 – FY 2017

- I. Introduction

- II. Master List of All Projects
FY2013 – FY2017

- III. Priority List of Capital Projects
FY2013 – FY2017

- IV. Fiscal Year Budget
Funding Summary
FY2013

- V. Numeric List of Projects and
Individual Pages

- VI. FY2013 and FY2014
Funding and Expenditure Summary

Section I

Introduction

*Sacramento Regional Transit District
Five Year Capital Improvement Plan (FY 2013 – FY 2017)*

Section I: Introduction

Overview

The Five Year Capital Improvement Plan (CIP) represents the culmination of RT's efforts to strategically plan and prioritize capital activities from FY 2013 to FY 2017. 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 RT'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 RT's 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 RT'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 2018 to 2043. The projects are contingent upon adequate revenues being available to RT, and this could impact RT's 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 RT's near-term capital program plan development. It reflects the planning that led to RT's adopted long range Transit Action Plan. The CIP provides critical input for development of RT's Short Range Transit Plan (SRTP) and is intended to become a component of the SRTP. The SRTP sets out transit planning and programming for a ten year period and provides

*Sacramento Regional Transit District
Five Year Capital Improvement Plan (FY 2013 – FY 2017)*

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 RT's existing and planned transit services. The CIP also reflects an implementation schedule for projects that is consistent with RT's Financial Forecasting Model (FFM). The CIP's Five Year Priority List of Capital Projects, see Exhibit B, contains the projects to be incorporated into RT's updated SRTP. 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 RT's 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. All 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, February 2011 and February 2012. 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 the FY 2013 to FY 2017 CIP to the RT Board in February of 2013.

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 2013 – FY 2017): This section includes the five years and beyond expenditure plan for all projects.

Section III - Priority List of Capital Projects (FY 2013- FY 2017): This section provides a summary of high priority and critical projects to be included in RT's SRTP. This list represents RT's 5-year funding and expenditure estimate that is detailed in Exhibit B in this issue paper, and will be included as the first five years of the SRTP Capital plan document.

Section IV - Fiscal Year Budget (FY 2013): This section lists the projects within the master list of all projects that have been identified by the CPC and General Manager as

*Sacramento Regional Transit District
Five Year Capital Improvement Plan (FY 2013 – FY 2017)*

those representing high priority for RT in terms of allocation of resources and potential funding capabilities.

Section V - Project Pages: This section contains a listing of all projects and individual pages in numerical order that provides detail information for each project.

Section VI - FY 2013 and FY 2017 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, R321 Green Line to the Airport and 410 Blue Line to Cosumnes River College.

Fleet Programs: These are projects related to vehicle additions, replacements, and overhaul, such as B139 40' CNG Bus Replacement B045 and R085 UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment.

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, such as M005 Transit Oriented Development Related Professional Services.

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 964 Trapeze Implementation.

Transit Security & Safety Programs: These projects are required for compliance with varying safety and security requirements such as T010 Light Rail Facility Hardening.

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 M007 Planning/ Studies.

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

New Project Selection Criteria for future CIP updates

RT will use State of Good Repair as a criteria for selecting projects to be included in the CIP. 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. FTA's new MAP-21 also requires FTA to establish State of Good Repair performance measures and asks transit agencies to develop asset management plans to meet these standards. RT is beginning the process to develop an asset management plan, based on standards developed by FTA, that will include all of RT's State of Good Repair projects, as defined by FTA.

Light Rail Stations

The CIP includes future light rail stations that RT recognizes as high priority to the expansion of the Light Rail System. The stations include a Light Rail Station at Dos Rios (R055), a Light Rail Station at Mineshaft (R060), a Light Rail Station at Horn (R135), a Light Rail Station at 16th Street (Relocation) (R329), and a Light Rail Station at T Street (R155). These are future projects that are subject to the availability of funding.

RT's Profile

RT began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. RT 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 RT pursuant to the Sacramento Regional Transit District Act.

Governing System: An eleven-member Board of Directors is responsible for governing RT. 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 RT's General Manager/Chief Executive Officer (GM/CEO) and Chief Counsel. RT's GM/CEO is responsible for carrying out the policies and ordinances of the Board of Directors, for

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overseeing RT's day-to-day operations, and for appointing the heads of the various Divisions.

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

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

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

Weighted Voting Shares by Jurisdiction

Jurisdiction	Status	FY 2013 Shares
County of Sacramento	Annex	41
City of Sacramento	Annex	36
City of Rancho Cordova	Annex	9
City of Citrus Heights	Contract	6
City of Elk Grove	Contract	4
City of Folsom	Contract	4
Total		100

Services: RT 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 26.3 million passengers in the fiscal year ended June 30, 2012. RT's entire bus and light rail system is accessible to the disabled community. Additionally, through a contract with Paratransit Inc., RT 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.

Local Economy: The regional economy has been gradually recovering from the recent great recession. As a result of that, the development of the FY 2013 Budget took place in a much different economic climate than several previous budgets. The multiple proactive cost saving measures, sacrifices by employees who remain focused on delivering a high level of service and sacrifices made by patrons have allowed RT to stabilize its financial condition and propose service expansion in FY 2013.

The FY 2013 budget includes the first phase of Transit Renewal service restoration as well as a full year of Granite Park and North Natomas shuttle operations, a full year of

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operation of the Green Line to the River District light rail extension and a full year of 8th train operation on Gold Line. These service expansions come on the heels of massive service reductions RT was forced to make in June 2010. Faced with a \$25 million deficit, RT discontinued over 20 percent of bus and light rail service and reduced staffing by nearly 30 percent. Now, after a relatively short period of time, RT is beginning to recover from the challenges posed by the struggling economy, with a service increase of approximately 8 percent in September .

RT's FY 2012 final audited operating results provided an operating reserve of \$5.2 million. The FY 2013 Operating and Capital budgets were approved by the Board on June 25, 2012. Both are conservative budgets that control costs. The operating budget plans for an operative reserve of \$4.2 million at year-end, which, when combined with the projected reserve for FY 2012, results in a projected cumulative reserve balance of \$9.4 million at year-end FY 2013.

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 RT'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.
- RT'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.

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

Funding Summary

While RT 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, federal funding for transportation is likely to remain stable. Most of the state and federal revenues that RT 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 RT'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 RT'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 RT's executive division heads are required to submit requests for appropriation to the GM/CEO by the last business day of January each year. RT'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, RT is required to hold public hearings on the proposed budget and to adopt a final budget no later than June 30, the close of RT's fiscal year. The budget appropriations are prepared by fund (operating or capital), and department (e.g., safety) or by capital project. Department heads may make transfers of appropriations within a department. Transfers of

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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 RT 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 5309 Small Starts: These funds are for fixed guideway projects requesting under \$75 million in Section 5309 Capital Investment Grant funding with a total cost of less than \$250 million.

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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MAP 21 impact on Federal funding sources starting FY 2013 and future years:

Moving Ahead for Progress in the 21st Century Act (Map 21) was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements.

MAP-21 took effect on October 1, 2012.

New programs under Map 21 include:

Section 5329 Safety: FTA to distribute funding via formula to support State safety oversight work. The funding is a takedown (one-half of one percent) from the Urbanized Area Formula program, and totals approximately \$22 million per year.

Section 5337 State of Good Repair: grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair.

Section 5326 Asset Management Provision: This section establishes cross-cutting requirements across FTA's grant programs. No grants are established under this section. It requires FTA to define the term "state of good repair" and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their sub recipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization.

Section 5339 Bus and Bus Facility Program: formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Other programs were consolidated with other existing programs.

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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 by the sales tax on gasoline and diesel fuel sales. They are disbursed to transit agencies for a variety of transit capital and operating support needs.

Proposition 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. Approximately \$900 million of these bond funds will be used for projects to build connections to high speed rail including \$30.165 million for RT.

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

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voters in 1988 and renewed in 2004. Measure A added one-half cent to the County's sales tax for transportation purposes. In FY 2009, RT began receiving 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 one-time charges applied to offset the additional public service costs of new development for transit. Fees are usually applied at the 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.

Project 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) or Revenue Bonds 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. RT issued \$86,865,000 in Farebox Revenue Bonds, in November 2012. In addition to providing advance funding for TCRP funds on the South Line Phase 2 project, the Revenue Bonds 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 RT's 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. The latest MTP was adopted by the SACOG Board at its April 19, 2012 meeting.

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

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

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

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

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

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

RT Fleet Management Plan (FMP): This document identifies fleet requirements, including replacement schedules, and proposed expansion. In addition, it identifies major system expansions and the facilities required to maintain the fleet. This document is required by the Federal Transit Administration. The last adopted FMP for the Bus mode was July 26, 2012. The FMP for the Light Rail mode is dated November 30, 2012, which is currently under review by FTA.

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

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

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

This plan included:

Light Rail Corridors

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

Streetcar

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

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Bus Service

- 10 to 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 December 2012.

Board Action: Resolution 12-12-0203 – Adopted by RT Board on December 10, 2012. This document included:

- Gold Line and NE Corridor improvements for limited stop service
- Blue Line to CRC
- Green Line to the Airport Planning
- Sacramento/West Sac Transit Project (streetcar) analysis
- Fleet replacements
- Phase 1 of BMF2
- Connect Card implementation

Financial Forecasting Model (FFM): This document contains the Operating Statement and Capital Statement that summarizes the year-by-year financial condition of the District with financial projections from FY 2013 through FY 2032. This document is submitted to FTA as part of the New Starts process, FTA's Financial Management Oversight Consultant reviews this document to evaluate the Financial Capacity of RT to determine if the model is satisfactory with a medium rating or better overall for both Capital and Operating Statements.

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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

FY2013 – FY2017

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2013 - FY 2017**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
System Expansion Programs											
B115	65th Street Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	46,647,000	46,647,000
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	267,785,307	317,179	310,571	-	-	-	-	268,413,057
B116	Antelope Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	42,761,000	42,761,000
B138	Arden Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	31,818,000	31,818,000
R310	Blue Line Rail Extension to Citrus Heights	System Expansion	IV	-	-	-	-	-	-	429,000,000	429,000,000
R312	Blue Line Rail Extension to Roseville	System Expansion	IV	-	-	-	-	-	-	222,000,000	222,000,000
410	Blue Line to Cosumnes River College	System Expansion	I	55,068,891	27,200,000	90,000,000	72,000,000	25,000,000	731,109	-	270,000,000
B117	Bradshaw Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	97,986,000	97,986,000
S023	Citrus Heights to Rancho Cordova Streetcar	System Expansion	IV	-	-	-	-	-	-	269,598,000	269,598,000
R190	Commuter Rail (Oakland-Auburn)	System Expansion	IV	-	-	-	-	-	-	31,798,000	31,798,000
B118	Del Paso Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	36,700,000	36,700,000
B119	Easton Valley Parkway Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	83,695,000	83,695,000
B120	El Camino Avenue Hi-Bus Route	System Expansion	III	-	-	-	-	-	-	48,422,000	48,422,000
B121	Elkhorn Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	90,828,000	90,828,000
B122	Fair Oaks Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	69,218,000	69,218,000
B123	Freeport Boulevard Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	29,584,000	29,584,000
R130	Gold Line Double Track (Past Hazel LR Station)	System Expansion	IV	-	-	-	-	-	-	100,000,000	100,000,000
R311	Gold Line Rail Extension to El Dorado County	System Expansion	IV	-	-	-	-	-	-	576,000,000	576,000,000
402	Green Line Light Rail Extension	System Expansion	I	15,058,026	93,409	-	-	-	-	-	15,151,435
404	Green Line to the River District (GL-1)	System Expansion	0	44,538,070	4,461,930	-	-	-	-	-	49,000,000
R328	Green Line to Airport (N of SITF) Final Design & Construction	System Expansion	IV	-	-	-	-	-	-	1,023,080,410	1,023,080,410
B124	Greenback Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	43,445,000	43,445,000
B125	Hazel Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	60,812,000	60,812,000
BP09	Hi Bus on Florin Road	System Expansion	IV	-	-	-	-	-	-	50,211,000	50,211,000
BP05	Hi Bus on Stockton Boulevard (Phase 2)	System Expansion	III	-	-	-	-	-	-	33,020,000	33,020,000
BP07	Hi Bus on Sunrise Boulevard	System Expansion	IV	-	-	-	-	-	-	28,722,000	28,722,000
BP06	Hi Bus on Watt Avenue	System Expansion	III	-	-	-	-	-	-	67,131,000	67,131,000
B126	Howe Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	37,818,000	37,818,000
B127	Jackson Highway Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	78,132,000	78,132,000
R055	Light Rail Station at Dos Rios	System Expansion	IV	-	-	-	-	-	-	8,000,000	8,000,000
R135	Light Rail Station at Horn	System Expansion	III	-	-	-	-	-	-	3,768,000	3,768,000
R060	Light Rail Station at Mineshaft	System Expansion	IV	-	-	-	-	-	-	4,950,000	4,950,000

All project expenditures are subject to available funding

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
MASTER LIST OF ALL PROJECTS
FY 2013 - FY 2017**

Project ID	Program Classification / Project Name	Program	Tier	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
R155	Light Rail Station at T Street	System Expansion	III	-	-	-	-	-	-	3,768,000	3,768,000
B128	Madison Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	37,127,000	37,127,000
B129	Marconi Avenue Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	36,792,000	36,792,000
S014	North Loop Streetcar Phase II	System Expansion	IV	-	-	-	-	-	-	206,689,000	206,689,000
S015	North Loop Streetcar Phase III	System Expansion	IV	-	-	-	-	-	-	250,672,000	250,672,000
S016	North Loop Streetcar Phase IV	System Expansion	IV	-	-	-	-	-	-	258,263,000	258,263,000
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	\$ 23,491,813	\$ 1,109,405	\$ -	\$ -	\$ -	\$ -	\$ 14,815,373	\$ 39,416,590
B130	Northgate Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	55,531,000	55,531,000
S020	Rancho Cordova Streetcar Phase I	System Expansion	IV	-	-	-	-	-	-	245,826,496	245,826,496
S022	Rancho Cordova Streetcar Phases II	System Expansion	IV	-	-	-	-	-	-	292,545,894	292,545,894
B131	Riverside Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	47,017,000	47,017,000
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)	System Expansion	IV	-	-	-	-	-	-	50,000,000	50,000,000
S010	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	I	-	38,750	-	-	-	-	26,030	64,780
4008	South Sacramento Phase 3 Light Rail Extension of Blue Line	System Expansion	IV	-	-	-	-	-	-	568,000,000	568,000,000
B132	South Watt Hi-Bus Corridor	System Expansion	IV	-	-	-	-	-	-	176,910,000	176,910,000
System ExpansionTotal				405,942,107	33,220,673	90,310,571	72,000,000	25,000,000	731,109	5,889,127,203	6,516,331,662
Fleet Programs											
B139	40' CNG Bus Procurement	Fleet Programs	I	-	25,000	6,050,000	17,278,458	19,800,000	9,671,542	7,150,000	59,975,000
R125	CAF Fleet Mid-Life Component Overhaul	Fleet Programs	II	-	-	-	-	-	-	31,854,815	31,854,815
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	-	447,500	447,500	100,000	-	-	-	995,000
R205	CAF Series Fleet Replacement (40)	Fleet Programs	IV	-	-	-	-	-	-	268,254,477	268,254,477
B105	CNG Bus Expansion (through 2042)	Fleet Programs	IV	-	-	-	-	-	-	84,334,621	84,334,621
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)	Fleet Programs	II	-	-	-	-	-	-	334,623,842	334,623,842
B045	CNG Expansion Bus Replacement	Fleet Programs	IV	-	-	-	-	-	-	36,910,432	36,910,432
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	1,291	1,188	250,000	180,000	-	-	-	432,479
B137	Natomas Flyer Buses	Fleet Programs	0	1,010,978	75,057	-	-	-	-	-	1,086,035
B070	Neighborhood Ride Expansion Vehicle Replacement	Fleet Programs	IV	-	-	-	-	-	-	5,000,000	5,000,000
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	121,306	88,694	-	-	-	-	-	210,000
B030	Neighborhood Ride Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	5,387,158	5,387,158
B040	Neighborhood Ride Vehicle Replacement	Fleet Programs	I	1,501,789	-	1,743,398	-	-	394,645	18,260,185	21,900,017
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	0	477,640	100,000	329,323	-	-	-	-	906,963
B035	Non-Revenue Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	10,256,300	10,256,300
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	991,210	375,000	1,702,683	1,006,374	2,431,649	16,798	34,413,605	40,937,319

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P015	Paratransit Expansion Vehicle Replacement	Fleet Programs	IV	-	-	-	-	-	-	39,990,000	39,990,000
P010	Paratransit Vehicle Expansion	Fleet Programs	IV	-	-	-	-	-	-	18,278,967	18,278,967
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,692,034	278,125	-	-	-	-	-	4,970,159
P000	Paratransit Vehicles Replacement	Fleet Programs	III	-	-	-	-	-	-	75,705,290	75,705,290
P006	Paratransit Vehicles Replacement - 50 Vehicles	Fleet Programs	0	48,785	4,286,215	-	-	-	-	-	4,335,000
R000	Rail State of Good Repair - 5337	Fleet Programs	III	-	-	-	-	-	-	3,000,000	3,000,000
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
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	78	660,000	659,922	-	-	-	-	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	7,189,990	1,388,944	1,367,478	-	-	-	-	9,946,412
R100	UTDC Fleet Replacement	Fleet Programs	IV	-	-	-	-	-	-	80,000,000	80,000,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	1,934,359	7,765,000	6,646,338	4,573,169	2,998,360	-	-	23,917,226
Fleet Program Total				17,969,460	15,490,723	19,196,642	24,638,001	26,730,009	10,082,985	1,220,187,884	1,334,295,704
Infrastructure Programs											
R056	12th & I Street Light Rail Station ADA Improvements	Infrastructure Program	III	-	-	-	-	-	-	16,000,000	16,000,000
R329	16th Street Station Relocation	Infrastructure Program	III	-	-	-	-	-	-	15,000,000	15,000,000
R071	A019 Instrument House Improvements	Infrastructure Program	0	15,493	32,462	-	-	-	-	-	47,955
G237	Across the Top System Modification	Infrastructure Program	0	252,218	140,880	281,758	-	-	-	-	674,856
R274	Activate Switch F111 at 18th Street	Infrastructure Program	III	-	-	-	-	-	-	1,500,000	1,500,000
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	I	342,807	3,557,193	4,050,000	4,050,000	-	-	-	12,000,000
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	Infrastructure Program	II	-	-	600,000	-	-	-	-	600,000
4017	Bus Stop Improvement Program	Infrastructure Program	I	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
A003	Caltrans Camellia City Viaduct Rehab Deck	Infrastructure Program	0	-	25,000	-	-	-	-	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	Infrastructure Program	0	-	25,000	50,000	-	-	-	-	75,000
R265	Folsom Corridor Soundwall Landscaping	Infrastructure Program	IV	-	-	-	-	-	-	742,000	742,000
R272	Light Rail Control Center Upgrade (LRCC)	Infrastructure Program	III	-	-	-	-	-	-	4,500,000	4,500,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	394,460	-	-	-	-	-	3,105,540	3,500,000
R140	Light Rail Station Pedestrian Improvements	Infrastructure Program	III	-	-	-	-	-	-	11,550,000	11,550,000
0555	Light Rail Station Shelter Improvement Program	Infrastructure Program	IV	-	-	-	-	-	-	1,136,000	1,136,000
R271	Metro Light Rail Yard Expansion	Infrastructure Program	III	-	-	-	-	-	-	10,521,000	10,521,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	46,383	109,617	227,383	55,000	55,000	55,000	1,328,617	1,877,000
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	538,396	647,203	647,204	-	-	-	-	1,832,803
R321	Green Line Draft & Final EIS/R for SITF Segment	Planning/Studies	0	-	-	2,102,400	1,401,600	-	-	-	3,504,000

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R075	Signal Improvements	Infrastructure Program	II	-	-	-	60,000	60,000	60,000	60,000	240,000
R065	Sunrise Siding (Side Track Switch)	Infrastructure Program	III	-	-	-	-	-	-	435,000	435,000
R325	Systemwide Grounding Improvements	Infrastructure Program	II	-	-	40,000	-	-	-	-	40,000
0578	Traction Power Upgrades	Infrastructure Program	0	546,378	344,773	-	-	-	-	-	891,151
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	252,148	107,852	1,061,531	3,038,469	-	-	-	4,460,000
G210	Wayfinding Signage	Infrastructure Program	III	-	-	25,000	-	-	-	75,000	100,000
R005	Wayside Signal Reconfiguration Phase 2	Infrastructure Program	III	-	-	-	-	-	-	500,000	500,000
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	176,908	273,092	-	-	-	-	-	450,000
Infrastructure Program Total				2,851,569	5,263,072	9,085,276	8,785,069	295,000	295,000	70,955,584	97,530,570
Facilities Programs											
F017	2011 ADA Audit Repairs	Facilities Program	II	-	-	30,000	-	-	-	-	30,000
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	-	93,500	187,000	-	-	-	-	280,500
4007	ADA Transition Plan Improvements	Facilities Program	I	293,215	281,221	200,000	200,000	200,000	200,000	4,413,564	5,788,000
R002	Artwork at Light Rail Stations	Facilities Program	II	-	-	-	20,000	5,000	5,000	70,000	100,000
F014	Bike Racks	Facilities Program	0	-	-	-	373,885	-	-	-	373,885
B065	Bus Maintenance Facility #1 Rehabilitation	Facilities Program	II	-	-	-	-	-	10,000,000	-	10,000,000
715	Bus Maintenance Facility #2 (Phase 1&2)	Facilities Program	I	18,505,789	6,472,130	13,874,829	5,750,000	10,800,000	-	-	55,402,748
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	71,889	62,600	-	-	-	-	-	134,489
Q029	Citrus Heights Bus Stop Improvements	Facilities Program	0	-	438,632	103,192	-	-	-	-	541,824
Q030	Citrus Heights Transit Enhancements	Facilities Program	II	319,645	50,000	1,130,355	-	-	-	-	1,500,000
B140	Dip Tank Replacement	Facilities Program	II	-	-	40,000	-	-	-	-	40,000
4011	Facilities Maintenance & Improvements	Facilities Program	I	2,260,158	530,341	1,301,049	625,000	625,000	625,000	15,609,572	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	-	-	237,070	258,620	129,310	-	-	625,000
T016	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
B134	Fulton Ave. Bus Shelters	Facilities Program	0	-	42,359	127,076	-	-	-	-	169,435
G030	I.T. Training Center	Facilities Program	IV	-	-	-	-	-	-	75,000	75,000
F016	LED Lighting Retrofit	Facilities Program	II	-	-	580,000	770,000	300,000	230,000	-	1,880,000
R319	Light Rail Station Rehab Project	Facilities Program	0	2,119	50,881	106,000	-	-	-	-	159,000
A002	Louis Orlando Transit Center	Facilities Program	0	197,177	690,323	-	-	-	-	-	887,500
645	Major Light Rail Station Enhancements	Facilities Program	I	5,184,473	-	1,687,000	1,528,000	1,528,000	1,528,000	37,128,809	48,584,282
0552	Metro West LR Maintenance Facility (Specialty Steel)	Facilities Program	II	-	-	-	526,660	500,000	-	-	1,026,660

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G145	New Headquarters Building	Facilities Program	III	-	-	-	-	-	-	-	-
F005	Paving Restoration Program	Facilities Program	IV	-	-	-	-	-	-	3,000,000	3,000,000
R323	Retrofit Light Rail Vehicle (LRV) Hoist	Facilities Program	0	-	33,000	-	-	-	-	-	33,000
M001	Road/Curb Repair	Facilities Program	III	-	-	-	-	-	-	2,500,000	2,500,000
TE07	Transit Enhancements	Facilities Program	0	192,308	15,213	-	-	-	-	12,740	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	176,250	136,250	-	-	-	-	-	312,500
Facilities Program Total				27,203,023	8,896,450	20,001,370	10,052,165	14,087,310	12,588,000	62,809,685	155,638,003
Equipment Programs											
G095	Annual Hardware Replacement/Upgrade Program	Equipment Program	II	-	-	210,000	75,000	75,000	50,000	-	410,000
B085	Bus Simulator	Equipment Program	IV	-	-	-	-	-	-	450,000	450,000
B015	Communication Equipment Replacement	Equipment Program	II	-	-	-	60,000	60,000	60,000	1,875,000	2,055,000
R324	Light Rail Portable Jacking System	Equipment Program	II	-	-	140,000	-	-	-	-	140,000
G100	Network Backup and Data Archive Upgrade	Equipment Program	II	-	-	50,000	-	-	-	-	50,000
G120	Network Switch Replacement	Equipment Program	III	-	-	-	-	-	-	125,000	125,000
G065	Power Systems for Network Operations Center	Equipment Program	II	-	-	49,000	49,000	-	-	-	98,000
G110	Radio System Central Electronics Bank/CBS Dispatch Consoles	Equipment Program	III	-	-	-	-	-	-	225,000	225,000
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	I	-	-	135,296	-	-	-	-	135,296
G135	Server Replacement	Equipment Program	II	-	-	-	-	-	30,000	50,000	80,000
B020	Shop Equipment - Bus	Equipment Program	I	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
Equipment Program Total				-	-	584,296	309,000	260,000	265,000	5,975,000	7,393,296
Transit Technologies Programs											
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	526,886	673,114	-	-	-	-	-	1,200,000
T017	Audio Light Rail Passenger Information Signs	Transit Technologies Program	0	-	889,600	177,900	118,750	-	-	-	1,186,250
T002	Automatic Passenger Counters for LRT	Transit Technologies Program	III	-	-	-	-	-	-	1,500,000	1,500,000
R235	Central Train Tracking (Phase 2)	Transit Technologies Program	IV	-	-	-	-	-	-	7,000,000	7,000,000
T014	Connect Card Data & Communications Systems	Transit Technologies Program	0	-	641,000	563,000	-	-	-	-	1,204,000
T004	Connect Card Light Rail Platform Preparations	Transit Technologies Program	0	228,380	-	1,374,620	-	-	-	-	1,603,000
T021	Connect Card-- Mobile Access Routers	Transit Technologies Program	0	-	700,000	100,000	-	-	-	-	800,000
G010	FIBER Infrastructure Management Application	Transit Technologies Program	IV	-	-	-	-	-	-	120,000	120,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	0	175,926	25,000	25,000	25,000	25,000	25,000	176,484	477,410
T003	Google Transit Trip Planner	Transit Technologies Program	0	47,747	95,849	-	-	-	-	-	143,596
G165	Intelligent Transportation Systems (ITS)	Transit Technologies Program	II	-	-	-	-	-	1,500,000	11,100,000	12,600,000
G075	ERP System Disaster Response	Transit Technologies Program	I	-	-	245,000	-	-	-	-	245,000

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R045	Supervisory Control & Data Acquisition System (SCADA)	Transit Technologies Program	III	-	-	-	-	-	-	3,000,000	3,000,000
A004	Transportation Security Enterprises (TSE) Demo Project	Transit Technologies Program	0	-	4,092	27,954	27,954	-	-	-	60,000
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	1,610,956	553,856	74,297	-	-	-	-	2,239,109
T015	Upgrade existing FVM for Credit & Debit Purchase	Transit Technologies Program	II	-	-	399,500	-	-	-	-	399,500
0525	Upgrading Rail Interlockings (Remote Indication)	Transit Technologies Program	III	-	-	-	-	-	-	500,000	500,000
G050	Wi-Fi Light Rail System	Transit Technologies Program	III	-	-	-	-	-	-	1,375,000	1,375,000
Transit Technologies Program Total				2,589,895	3,582,511	2,987,271	171,704	25,000	1,525,000	24,771,484	35,652,865
Transit Security & Safety											
T011	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	27,383	165,013	165,013	27,503	-	-	-	384,912
T018	Building Access System Upgrade	Transit Security & Safety	0	-	-	111,507	-	-	-	-	111,507
B133	Bus Lot Improvements	Transit Security & Safety	0	89,016	320,000	230,984	-	-	-	-	640,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	86,076	-	565,706	195,145	-	-	-	846,927
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	-	92,867	185,733	139,300	-	-	-	417,900
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	-	152,741	152,741	-	-	-	-	305,482
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	-	11,935	23,871	17,903	-	-	-	53,709
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	12,673	417,327	-	-	-	-	-	430,000
T010	Light Rail Facility Hardening	Transit Security & Safety	0	-	37,952	75,904	56,928	-	-	-	170,784
T006	LRV System AVL Equipment	Transit Security & Safety	0	-	89,117	178,233	133,675	-	-	-	401,025
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	1,065	524,285	-	-	-	-	-	525,350
R250	Noise Attenuation Soundwalls	Transit Security & Safety	III	-	-	-	-	-	-	3,300,000	3,300,000
T020	Operations Computer Systems Upgrades	Transit Security & Safety	0	-	-	205,000	-	-	-	-	205,000
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	-	162,805	122,104	-	-	-	-	284,909
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	-	70,444	140,889	105,667	-	-	-	317,000
T012	RT - Emergency Preparedness Drills	Transit Security & Safety	0	-	13,065	13,065	2,178	-	-	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	Transit Security & Safety	0	-	29,990	29,990	4,999	-	-	-	64,979
T000	Transit Security Project - TBD Formula & Regional	Transit Security & Safety	III	-	-	-	1,556,000	1,556,000	1,556,000	1,556,000	6,224,000
T019	Video Surveillance System Enhancement	Transit Security & Safety	0	-	-	145,000	-	-	-	-	145,000
Transit Security & Safety Total				216,213	2,087,541	2,345,740	2,239,298	1,556,000	1,556,000	4,856,000	14,856,792
Transit Oriented Development											
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	45,327	4,673	-	-	-	-	-	50,000
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	98,261	1,739	-	-	-	-	-	100,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	26,300	18,646	-	-	-	-	-	44,946
Transit Oriented Development				169,888	25,058	-	-	-	-	-	194,946

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Planning / Studies											
R305	Bicycle/Pedestrian Improvements Study	Planning/Studies	III	-	-	-	300,000	-	-	-	300,000
R322	Green Line Draft Environmental Clearance and Project Development	Planning/Studies	0	-	1,047,600	1,396,800	1,064,756	-	-	-	3,509,156
R025	Light Rail Vehicle Specification Development	Planning/Studies	IV	-	-	-	-	-	-	100,000	100,000
M005	New Transit Oriented Development-Related Professional Services	Planning/Studies	III	-	-	75,000	-	75,000	-	-	150,000
M007	Planning/Studies	Planning/Studies	III	-	-	100,000	-	100,000	-	500,000	700,000
M006	Professional Development Efforts for Planning Staff	Planning/Studies	III	-	-	-	10,000	10,000	10,000	-	30,000
M003	Sacramento Regional Transit Internship Program	Planning/Studies	0	-	8,255	16,510	8,255	-	-	-	33,020
R326	San Joaquin Regional Rail JPA Formation and On-Going Start-up Eff	Planning/Studies	II	-	-	-	-	-	-	25,000	25,000
R327	Green Line SITF HSR Connectivity Improvements (Final Design & Co	Infrastructure Program	0	-	-	-	-	2,109,000	16,426,500	38,328,500	56,864,000
M008	Transit Action (Long-Range) Plan Update	Planning/Studies	III	-	-	100,000	100,000	-	-	-	200,000
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	34,447	20,553	20,000	15,000	-	-	-	90,000
Planning / Studies Total				34,447	1,076,408	1,708,310	1,498,011	2,294,000	16,436,500	38,953,500	62,001,176
Other Programs											
G200	Capital Reserve	Other Programs	II	-	-	-	-	-	-	8,000,000	8,000,000
G230	Certificates of Participation Payments	Other Programs	I	16,783,213	866,276	-	-	-	-	-	17,649,489
G125	Data Warehouse Upgrade	Other Programs	II	-	-	-	-	-	-	175,000	175,000
OPE6	Green Jobs Initiative	Other Programs	III	-	-	-	-	-	-	531,642	531,642
G040	Implement Document Archival System	Other Programs	II	-	-	-	-	-	224,000	-	224,000
G020	Integrated Contract Admin System (ICAS) Replacement	Other Programs	IV	-	-	-	-	-	-	175,000	175,000
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	7,500	62,967	-	-	-	-	-	70,467
Other Program Total				16,790,713	929,243	-	-	-	224,000	8,881,642	26,825,598
Total Capital Improvement Program before Bond Payment				\$ 473,767,315	\$ 70,571,679	\$ 146,219,476	\$ 119,693,248	\$ 70,247,319	\$ 43,703,594	\$ 7,326,517,982	\$ 8,250,720,612
M004	Revenue Bond, Series 2012 Payment	Other Programs	0	-	1,447,221	3,595,214	3,582,261	5,489,217	5,490,483	135,402,434	155,006,830
Total Capital Improvement Program				\$ 473,767,315	\$ 72,018,900	\$ 149,814,690	\$ 123,275,509	\$ 75,736,536	\$ 49,194,077	\$ 7,461,920,416	\$ 8,405,727,442

⁷ 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

FY2013 – FY2017

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
System Expansion Programs												
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	\$ 268,413,057	\$ 267,785,307	\$ 317,179	\$ 310,571	\$ -	\$ -	\$ -	\$ -	\$ 268,413,057
410	Blue Line to Cosumnes River College	System Expansion	I	270,000,000	55,068,891	27,200,000	90,000,000	72,000,000	25,000,000	731,109	-	270,000,000
402	Green Line Light Rail Extension	System Expansion	I	15,151,435	15,058,026	93,409	-	-	-	-	-	15,151,435
404	Green Line to the River District (GL-1)	System Expansion	0	49,000,000	44,538,070	4,461,930	-	-	-	-	-	49,000,000
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	39,416,590	23,491,813	1,109,405	-	-	-	-	14,815,373	39,416,590
S010	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	I	64,780	-	38,750	-	-	-	-	26,030	64,780
System Expansion Total				642,045,862	405,942,107	33,220,673	90,310,571	72,000,000	25,000,000	731,109	14,841,403	642,045,862
Fleet Programs												
B139	40' CNG Bus Procurement	Fleet Programs	I	59,975,000	-	25,000	6,050,000	17,278,458	19,800,000	9,671,542	7,150,000	59,975,000
R125	CAF Fleet Mid-Life Component Overhaul	Fleet Programs	II	31,854,815	-	-	-	-	-	-	31,854,815	31,854,815
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	995,000	-	447,500	447,500	100,000	-	-	-	995,000
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)	Fleet Programs	II	334,623,842	-	-	-	-	-	-	334,623,842	334,623,842
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	432,479	1,291	1,188	250,000	180,000	-	-	-	432,479
B137	Natomas Flyer Buses	Fleet Programs	0	1,086,035	1,010,978	75,057	-	-	-	-	-	1,086,035
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	210,000	121,306	88,694	-	-	-	-	-	210,000
B040	Neighborhood Ride Vehicle Replacement	Fleet Programs	I	21,900,017	1,501,789	-	1,743,398	-	-	394,645	18,260,185	21,900,017
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	0	906,963	477,640	100,000	329,323	-	-	-	-	906,963
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	40,937,319	991,210	375,000	1,702,683	1,006,374	2,431,649	16,798	34,413,605	40,937,319
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,970,159	4,692,034	278,125	-	-	-	-	-	4,970,159
P006	Paratransit Vehicles Replacement - 50 Vehicles	Fleet Programs	0	4,335,000	48,785	4,286,215	-	-	-	-	-	4,335,000
R115	Siemens 1st Series Fleet Replacement (26)	Fleet Programs	II	111,918,522	-	-	-	1,500,000	1,500,000	-	108,918,522	111,918,522
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	1,320,000	78	660,000	659,922	-	-	-	-	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	9,946,412	7,189,990	1,388,944	1,367,478	-	-	-	-	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	23,917,226	1,934,359	7,765,000	6,646,338	4,573,169	2,998,360	-	-	23,917,226
Fleet Program Total				649,328,789	17,969,460	15,490,723	19,196,642	24,638,001	26,730,009	10,082,985	535,220,969	649,328,789
Infrastructure Programs												
R071	A019 Instrument House Improvements	Infrastructure Program	0	47,955	15,493	32,462	-	-	-	-	-	47,955
G237	Across the Top System Modification	Infrastructure Program	0	674,856	252,218	140,880	281,758	-	-	-	-	674,856
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	I	12,000,000	342,807	3,557,193	4,050,000	4,050,000	-	-	-	12,000,000
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	Infrastructure Program	II	600,000	-	-	600,000	-	-	-	-	600,000
4017	Bus Stop Improvement Program	Infrastructure Program	I	5,328,805	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
A003	Caltrans Camellia City Viaduct Rehab Deck	Infrastructure Program	0	25,000	-	25,000	-	-	-	-	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	Infrastructure Program	0	75,000	-	25,000	50,000	-	-	-	-	75,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	1,877,000	46,383	109,617	227,383	55,000	55,000	55,000	1,328,617	1,877,000
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	1,832,803	538,396	647,203	647,204	-	-	-	-	1,832,803
R321	Green Line Draft & Final EIS/R for SITF Segment	Planning/Studies	0	3,504,000	-	-	2,102,400	1,401,600	-	-	-	3,504,000
0578	Traction Power Upgrades	Infrastructure Program	0	891,151	546,378	344,773	-	-	-	-	-	891,151
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	4,460,000	252,148	107,852	1,061,531	3,038,469	-	-	-	4,460,000

All project expenditures are subject to available funding.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	450,000	176,908	273,092	-	-	-	-	-	450,000
Infrastructure Program Total				31,766,570	2,457,109	5,263,072	9,020,276	8,725,069	235,000	235,000	5,831,044	31,766,570
Transit Oriented Development												
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	50,000	45,327	4,673	-	-	-	-	-	50,000
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	100,000	98,261	1,739	-	-	-	-	-	100,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	44,946	26,300	18,646	-	-	-	-	-	44,946
Transit Oriented Development Total				194,946	169,888	25,058	-	-	-	-	-	194,946
Facilities Programs												
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	280,500	-	93,500	187,000	-	-	-	-	280,500
4007	ADA Transition Plan Improvements	Facilities Program	I	5,788,000	293,215	281,221	200,000	200,000	200,000	200,000	4,413,564	5,788,000
F014	Bike Racks	Facilities Program	0	373,885	-	-	-	373,885	-	-	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	Facilities Program	I	55,402,748	18,505,789	6,472,130	13,874,829	5,750,000	10,800,000	-	-	55,402,748
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	134,489	71,889	62,600	-	-	-	-	-	134,489
Q029	Citrus Heights Bus Stop Improvements	Facilities Program	0	541,824	-	438,632	103,192	-	-	-	-	541,824
4011	Facilities Maintenance & Improvements	Facilities Program	I	21,576,120	2,260,158	530,341	1,301,049	625,000	625,000	625,000	15,609,572	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	625,000	-	-	237,070	258,620	129,310	-	-	625,000
T016	Facilities New Freedom Tasks-Audiable Feature Signal	Facilities Program	0	257,799	-	-	257,799	-	-	-	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	Facilities Program	0	40,000	-	-	40,000	-	-	-	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	100,000	-	-	100,000	-	-	-	-	100,000
B134	Fulton Ave. Bus Shelters	Facilities Program	0	169,435	-	42,359	127,076	-	-	-	-	169,435
R319	Light Rail Station Rehab Project	Facilities Program	0	159,000	2,119	50,881	106,000	-	-	-	-	159,000
A002	Louis Orlando Transit Center	Facilities Program	0	887,500	197,177	690,323	-	-	-	-	-	887,500
645	Major Light Rail Station Enhancements	Facilities Program	I	48,584,282	5,184,473	-	1,687,000	1,528,000	1,528,000	1,528,000	37,128,809	48,584,282
R323	Retrofit Light Rail Vehicle (LRV) Hoist	Facilities Program	0	33,000	-	33,000	-	-	-	-	-	33,000
TE07	Transit Enhancements	Facilities Program	0	220,261	192,308	15,213	-	-	-	-	12,740	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	312,500	176,250	136,250	-	-	-	-	-	312,500
Facilities Program Total				135,486,343	26,883,378	8,846,450	18,221,015	8,735,505	13,282,310	2,353,000	57,164,685	135,486,343
Equipment Programs												
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	I	135,296	-	-	135,296	-	-	-	-	135,296
B020	Shop Equipment - Bus	Equipment Program	I	3,625,000	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
Equipment Program Total				3,760,296	-	-	135,296	125,000	125,000	125,000	3,250,000	3,760,296
Transit Technologies Programs												
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	1,200,000	526,886	673,114	-	-	-	-	-	1,200,000
T017	Audio Light Rail Passenger Information Signs	Transit Technologies Program	0	1,186,250	-	889,600	177,900	118,750	-	-	-	1,186,250
T014	Connect Card Data & Communications Systems	Transit Technologies Program	0	1,204,000	-	641,000	563,000	-	-	-	-	1,204,000

All project expenditures are subject to available funding.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
T004	Connect Card Light Rail Platform Preparations	Transit Technologies Program	0	1,603,000	228,380	-	1,374,620	-	-	-	-	1,603,000
T021	Connect Card-- Mobile Access Routers	Transit Technologies Program	0	800,000	-	700,000	100,000	-	-	-	-	800,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	0	477,410	175,926	25,000	25,000	25,000	25,000	25,000	176,484	477,410
T003	Google Transit Trip Planner	Transit Technologies Program	0	143,596	47,747	95,849	-	-	-	-	-	143,596
G075	ERP System Disaster Response	Transit Technologies Program	I	245,000	-	-	245,000	-	-	-	-	245,000
A004	Transportation Security Enterprises (TSE) Demo Project	Transit Technologies Program	0	60,000	-	4,092	27,954	27,954	-	-	-	60,000
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	2,239,109	1,610,956	553,856	74,297	-	-	-	-	2,239,109
Transit Technologies Program Total				9,158,365	2,589,895	3,582,511	2,587,771	171,704	25,000	25,000	176,484	9,158,365
Transit Security & Safety												
T011	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	384,912	27,383	165,013	165,013	27,503	-	-	-	384,912
T018	Building Access System Upgrade	Transit Security & Safety	0	111,507	-	-	111,507	-	-	-	-	111,507
B133	Bus Lot Improvements	Transit Security & Safety	0	640,000	89,016	320,000	230,984	-	-	-	-	640,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	846,927	86,076	-	565,706	195,145	-	-	-	846,927
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	417,900	-	92,867	185,733	139,300	-	-	-	417,900
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	305,482	-	152,741	152,741	-	-	-	-	305,482
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	53,709	-	11,935	23,871	17,903	-	-	-	53,709
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	430,000	12,673	417,327	-	-	-	-	-	430,000
T010	Light Rail Facility Hardening	Transit Security & Safety	0	170,784	-	37,952	75,904	56,928	-	-	-	170,784
T006	LRV System AVL Equipment	Transit Security & Safety	0	401,025	-	89,117	178,233	133,675	-	-	-	401,025
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	525,350	1,065	524,285	-	-	-	-	-	525,350
T020	Operations Computer Systems Upgrades	Transit Security & Safety	0	205,000	-	-	205,000	-	-	-	-	205,000
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	284,909	-	162,805	122,104	-	-	-	-	284,909
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	317,000	-	70,444	140,889	105,667	-	-	-	317,000
T012	RT - Emergency Preparedness Drills	Transit Security & Safety	0	28,308	-	13,065	13,065	2,178	-	-	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	Transit Security & Safety	0	64,979	-	29,990	29,990	4,999	-	-	-	64,979
T019	Video Surveillance System Enhancement	Transit Security & Safety	0	145,000	-	-	145,000	-	-	-	-	145,000
Transit Security & Safety Total				5,332,792	216,213	2,087,541	2,345,740	683,298	-	-	-	5,332,792
Planning / Studies												
R322	Green Line Draft Environmental Clearance and Project Development	Planning/Studies	0	3,509,156	-	1,047,600	1,396,800	1,064,756	-	-	-	3,509,156
M003	Sacramento Regional Transit Internship Program	Planning/Studies	0	33,020	-	8,255	16,510	8,255	-	-	-	33,020
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	90,000	34,447	20,553	20,000	15,000	-	-	-	90,000
Planning / Studies Total				3,632,176	34,447	1,076,408	1,433,310	1,088,011	-	-	-	3,632,176
Other Programs												
G230	Certificates of Participation Payments	Other Programs	I	17,649,489	16,783,213	866,276	-	-	-	-	-	17,649,489
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	70,467	7,500	62,967	-	-	-	-	-	70,467
Other Program Total				17,719,956	16,790,713	929,243	-	-	-	-	-	17,719,956
Total Priority List of Capital Projects				\$ 1,498,426,095	\$ 473,053,210	\$ 70,521,679	\$ 143,250,621	\$ 116,166,588	\$ 65,397,319	\$ 13,552,094	\$ 616,484,585	\$ 1,498,426,095

All project expenditures are subject to available funding.

Section IV

Fiscal Year Budget Funding Summary 2013

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2012 Year End Funding	LTD FY 2012 Expenditure	Available Funding FY 2012 YE	FY 2013 FUNDING	FY2013 Expenditures	Total Available Funding
System Expansion Programs											
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	Diane Nakano	\$ 268,413,057	\$ 267,937,329	\$ 267,785,307	\$ 152,022	\$ 278,851	\$ 317,179	\$ 113,694
410	Blue Line to Cosumnes River College	System Expansion	I	Ed Scofield	270,000,000	80,405,318	55,068,891	25,336,427	143,934,682	27,200,000	142,071,109
402	Green Line Light Rail Extension	System Expansion	I	Jeffrey Damon	15,151,435	15,151,435	15,058,026	93,409	-	93,409	-
404	Green Line to the River District (GL-1)	System Expansion	0	Greg Gamble	49,000,000	45,648,345	44,538,070	1,110,275	3,200,000	4,461,930	(151,655)
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	Darryl Abansado	39,416,590	26,623,716	23,491,813	3,131,904	-	1,109,405	2,022,499
S010	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	I	Jeffrey Damon	64,780	-	-	-	64,780	38,750	26,030
System ExpansionTotal					642,045,862	435,766,143	405,942,107	29,824,037	147,478,313	33,220,673	144,081,677
Fleet Programs											
B139	40' CNG Bus Procurement	Fleet Programs	I	David Harbour	59,975,000	6,250,000	-	6,250,000	4,041,667	25,000	10,266,667
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	Laura Espinoza	995,000	995,000	-	995,000	-	447,500	547,500
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)	Fleet Programs	II	David Harbour	334,623,842	-	-	-	-	-	-
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	David Harbour	432,479	375,000	1,291	373,709	57,479	1,188	430,000
B137	Natomas Flyer Buses	Fleet Programs	0	Doug Vanderkar	1,086,035	1,086,035	1,010,978	75,057	-	75,057	-
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	David Harbour	210,000	210,000	121,306	88,694	-	88,694	-
B040	Neighborhood Ride Vehicle Replacement	Fleet Programs	I	David Harbour	21,900,017	1,518,801	1,501,789	17,012	-	-	17,012
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	0	David Harbour	906,963	906,963	477,640	429,323	-	100,000	329,323
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	David Harbour	40,937,319	1,079,435	991,210	88,225	1,879,000	375,000	1,592,225
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	Laura Ham	4,970,159	4,970,159	4,692,034	278,125	-	278,125	-
P000	Paratransit Vehicles Replacement	Fleet Programs	III	Laura Ham	75,705,290	-	-	-	-	-	-
P006	Paratransit Vehicles Replacement - 50 Vehicles	Fleet Programs	0	Laura Ham	4,335,000	4,335,000	48,785	4,286,215	-	4,286,215	-
R000	Rail State of Good Repair - 5337	Fleet Programs	III	Les Tyler	3,000,000	-	-	-	-	-	-
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	Laura Espinoza	1,320,000	1,320,000	78	1,319,922	-	660,000	659,922
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	Laura Espinoza	9,946,412	9,946,412	7,189,990	2,756,422	-	1,388,944	1,367,478
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishmen	Fleet Programs	I	Laura Espinoza	23,917,226	19,189,160	1,934,359	17,254,801	4,728,066	7,765,000	14,217,867
Fleet Program Total					584,260,742	52,181,965	17,969,460	34,212,505	10,706,212	15,490,723	29,427,994
Infrastructure Programs											
R071	A019 Instrument House Improvements	Infrastructure Program	0	Craig Norman	47,955	47,955	15,493	32,462	-	32,462	-
G237	Across the Top System Modification	Infrastructure Program	0	Craig Norman	674,856	674,856	252,218	422,638	-	140,880	281,758
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	I	Sangita Arya	12,000,000	3,900,000	342,807	3,557,193	-	3,557,193	-
4017	Bus Stop Improvement Program	Infrastructure Program	I	Lynn Cain	5,328,805	286,883	286,378	505	-	-	505
A003	Caltrans Camellia City Viaduct Rehab Deck	Infrastructure Program	0	Darryl Abansado	25,000	-	-	-	25,000	25,000	-
A005	City College Light Rail Station Pedestrian/Bicycle Crossing F	Infrastructure Program	0	Darryl Abansado	75,000	-	-	-	75,000	25,000	50,000
R010	Light Rail Crossing Enhancements	Infrastructure Program	III	Craig Norman	3,500,000	500,000	394,460	105,540	-	-	105,540

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2012 Year End Funding	LTD FY 2012 Expenditure	Available Funding FY 2012 YE	FY 2013 FUNDING	FY2013 Expenditures	Total Available Funding
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	Darryl Abansado	1,877,000	156,000	46,383	109,617	-	109,617	-
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	Darryl Abansado	1,832,803	1,832,803	538,396	1,294,407	-	647,203	647,204
R321	Green Line Draft & Final EIS/R for SITF Segment	Planning/Studies	0	Jeffrey Damon	3,504,000	1,752,000	-	1,752,000	-	-	1,752,000
0578	Traction Power Upgrades	Infrastructure Program	0	Craig Norman	891,151	891,151	546,378	344,773	-	344,773	-
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	David Solomon	4,460,000	360,000	252,148	107,852	-	107,852	-
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	Craig Norman	450,000	450,000	176,908	273,092	-	273,092	-
Infrastructure Program Total					34,666,570	10,851,648	2,851,569	8,000,079	100,000	5,263,072	2,837,007
Transit Oriented Development											
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	RoseMary Covington	50,000	50,000	45,327	4,673	-	4,673	-
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	RoseMary Covington	100,000	100,000	98,261	1,739	-	1,739	-
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	RoseMary Covington	44,946	44,946	26,300	18,646	-	18,646	-
Transit Oriented Development Total					194,946	194,946	169,888	25,058	-	25,058	-
Facilities Programs											
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	Lynn Cain	280,500	-	-	-	280,500	93,500	187,000
4007	ADA Transition Plan Improvements	Facilities Program	I	Lynn Cain	5,788,000	737,132	293,215	443,917	-	281,221	162,696
F014	Bike Racks	Facilities Program	0	Lynn Cain	373,885	-	-	-	373,885	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	Facilities Program	I	Dawn Fairbrother	55,402,748	24,977,919	18,505,789	6,472,130	-	6,472,130	-
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	Lynn Cain	134,489	134,489	71,889	62,600	-	62,600	-
Q029	Citrus Heights Bus Stop Improvements	Facilities Program	0	Lynn Cain	541,824	541,824	-	541,824	-	438,632	103,192
Q030	Citrus Heights Transit Enhancements	Facilities Program	II	Lynn Cain	1,500,000	865,573	319,645	545,928	-	50,000	495,928
4011	Facilities Maintenance & Improvements	Facilities Program	I	Lynn Cain	21,576,120	2,790,499	2,260,158	530,341	-	530,341	-
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Sta	Facilities Program	0	Lynn Cain	625,000	-	-	-	402,500	-	402,500
B134	Fulton Ave. Bus Shelters	Facilities Program	0	Lynn Cain	169,435	19,435	-	19,435	150,000	42,359	127,076
R319	Light Rail Station Rehab Project	Facilities Program	0	Lynn Cain	159,000	159,000	2,119	156,881	-	50,881	106,000
A002	Louis Orlando Transit Center	Facilities Program	0	Dawn Fairbrother	887,500	887,500	197,177	690,323	-	690,323	-
645	Major Light Rail Station Enhancements	Facilities Program	I	Lynn Cain	48,584,282	5,184,474	5,184,473	1	-	-	1
R323	Retrofit Light Rail Vehicle (LRV) Hoist	Facilities Program	0	Lynn Cain	33,000	-	-	-	33,000	33,000	-
TE07	Transit Enhancements	Facilities Program	0	Lynn Cain	220,261	220,261	192,308	27,953	-	15,213	12,740
R175	Watt Avenue Station Improvements	Facilities Program	0	Lynn Cain	312,500	312,500	176,250	136,250	-	136,250	-
Facilities Program Total					136,588,544	36,830,606	27,203,023	9,627,583	1,239,885	8,896,450	1,971,018
Equipment Program											
B020	Shop Equipment - Bus	Equipment Program	I	David Harbour	3,625,000	-	-	-	121,000	-	121,000
R324	Light Rail Portable Jacking System	Equipment Program	II	Lynn Cain	140,000	-	-	-	-	-	-
Equipment Program Total					3,765,000	-	-	-	121,000	-	121,000

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2012 Year End Funding	LTD FY 2012 Expenditure	Available Funding FY 2012 YE	FY 2013 FUNDING	FY2013 Expenditures	Total Available Funding
Transit Technologies Programs											
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	Laura Espinoza	1,200,000	1,200,000	526,886	673,114	-	673,114	-
T017	Audio Light Rail Passenger Information Signs	Transit Technologies Program	0	Lynn Cain	1,186,250	-	-	-	1,186,250	889,600	296,650
T014	Connect Card Data & Communications Systems	Transit Technologies Program	0	Roger Thorn	1,204,000	-	-	-	641,000	641,000	-
T004	Connect Card Light Rail Platform Preparations	Transit Technologies Program	0	Lynn Cain	1,603,000	1,603,000	228,380	1,374,620	-	-	1,374,620
T021	Connect Card-- Mobile Access Routers	Transit Technologies Program	0	Roger Thorn	800,000	-	-	-	800,000	700,000	100,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	0	Mike Mattos	477,410	346,796	175,926	170,870	-	25,000	145,870
T003	Google Transit Trip Planner	Transit Technologies Program	0	Mike Fitzpatrick	143,596	47,747	47,747	-	95,849	95,849	-
A004	Transportation Security Enterprises (TSE) Demo Project	Transit Technologies Program	0	Steve Boswell	60,000	-	-	-	60,000	4,092	55,908
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	Roger Thorn	2,239,109	2,164,812	1,610,956	553,856	-	553,856	-
T015	Upgrade existing FVM for Credit & Debit Purchase	Transit Technologies Program	II	Sangita Arya	399,500	-	-	-	-	-	-
Transit Technologies Program Total					9,312,865	5,362,355	2,589,895	2,772,460	2,783,099	3,582,511	1,973,048
Transit Security & Safety											
T011	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	Doug Voska	384,912	384,912	27,383	357,529	-	165,013	192,516
B133	Bus Lot Improvements	Transit Security & Safety	0	Lynn Cain	640,000	640,000	89,016	550,984	-	320,000	230,984
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	Lynn Cain	846,927	846,927	86,076	760,851	-	-	760,851
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	Roger Thorn	417,900	-	-	-	417,900	92,867	325,033
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	Laura Espinoza	305,482	-	-	-	305,482	152,741	152,741
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	Roger Thorn	53,709	-	-	-	53,709	11,935	41,774
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	Dawn Fairbrother	430,000	430,000	12,673	417,327	-	417,327	-
T010	Light Rail Facility Hardening	Transit Security & Safety	0	Roger Thorn	170,784	-	-	-	170,784	37,952	132,832
T006	LRV System AVL Equipment	Transit Security & Safety	0	Roger Thorn	401,025	-	-	-	401,025	89,117	311,908
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	Roger Thorn	525,350	525,350	1,065	524,285	-	524,285	-
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #	Transit Security & Safety	I	Roger Thorn	284,909	284,909	-	284,909	-	162,805	122,104
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #	Transit Security & Safety	0	Roger Thorn	317,000	-	-	-	317,000	70,444	246,556
T012	RT - Emergency Preparedness Drills	Transit Security & Safety	0	Doug Voska	28,308	-	-	-	28,308	13,065	15,243
T013	RT - Staff Security Training - Overtime/Backfill	Transit Security & Safety	0	Doug Voska	64,979	-	-	-	64,979	29,990	34,989
Transit Security & Safety Total					4,871,285	3,112,098	216,213	2,895,885	1,759,187	2,087,541	2,567,531
Planning / Studies											
R322	Green Line Draft Environmental Clearance and Project Deve	Planning/Studies	0	Jeffrey Damon	3,509,156	3,109,156	-	3,109,156	-	1,047,600	2,061,556
R327	Green Line SITF HSR Connectivity Improvements (Final De	Infrastructure Program	0	Darryl Abansado	56,864,000	-	-	-	-	-	-
M003	Sacramento Regional Transit Internship Program	Planning/Studies	0	Tom Quigley	33,020	-	-	-	33,020	8,255	24,765
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	Jenny Niello	90,000	40,000	34,447	5,553	50,000	20,553	35,000
Planning / Studies Total					60,496,176	3,149,156	34,447	3,114,709	83,020	1,076,408	2,121,321

All project expenditures are subject to available funding

**FISCAL YEAR BUDGET
FUNDING SUMMARY**

Project ID	Program Classification / Project Name	Program	Tier	Project Manager	Total Project Cost	LTD FY 2012 Year End Funding	LTD FY 2012 Expenditure	Available Funding FY 2012 YE	FY 2013 FUNDING	FY2013 Expenditures	Total Available Funding
Other Programs											
G230	Certificates of Participation Payments	Other Programs	I	Brent Bernegger	17,649,489	16,783,213	16,783,213	-	866,276	866,276	-
M004	Revenue Bond, Series 2012 Payment	Other Programs	0	Brent Bernegger	155,006,830	-	-	-	1,447,221	1,447,221	-
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	Doug Voska	70,467	70,467	7,500	62,967	-	62,967	-
Other Program Total					172,726,786	16,853,680	16,790,713	62,967	2,313,497	2,376,464	-
Total Capital Improvement Program					\$ 1,648,928,776	\$ 564,302,597	\$ 473,767,315	\$ 90,535,283	\$ 166,584,213	\$ 72,018,900	\$ 185,100,595

Section V

Numeric List of Projects and Individual Project Pages

MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
230	Northeast Corridor Enhancements (Phase 1)
402	Green Line Light Rail Extension
404	Green Line to the River District (GL-1)
410	Blue Line to Cosumnes River College
0525	Upgrading Rail Interlockings (Remote Indication)
0536	Transit Oriented Development at Cemo Circle
0538	Transit Oriented Development at Butterfield LR Station
0543	Transit Oriented Development at Power Inn LR Station
0552	Metro West LR Maintenance Facility (Specialty Steel)
0555	Light Rail Station Shelter Improvement Program
0578	Traction Power Upgrades
4005	Butterfield/Mather Mills LR Station Rehabilitation
4007	ADA Transition Plan Improvements
4008	South Sacramento Phase 3 Light Rail Extension of Blue Line
4011	Facilities Maintenance & Improvements
4017	Bus Stop Improvement Program
645	Major Light Rail Station Enhancements
651	Siemens Light Rail Vehicle Mid-Life Overhaul
715	Bus Maintenance Facility #2 (Phase 1&2)
771	Paratransit Vehicle Replacement (Up to 50)
964	Trapeze Implementation (TEAMS)
A001	Watt Ave/Hwy 50 Plan Review
A002	Louis Orlando Transit Center
A003	Caltrans Camellia City Viaduct Rehab Deck
A004	Transportation Security Enterprises (TSE) Demo Project
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project
B015	Communication Equipment Replacement
B020	Shop Equipment - Bus
B030	Neighborhood Ride Vehicle Expansion
B035	Non-Revenue Vehicle Expansion
B040	Neighborhood Ride Vehicle Replacement
B041	Neighborhood Ride Vehicle Replacement (Hybrid)
B045	CNG Expansion Bus Replacement
B065	Bus Maintenance Facility #1 Rehabilitation
B070	Neighborhood Ride Expansion Vehicle Replacement
B085	Bus Simulator
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)
B105	CNG Bus Expansion (through 2042)
B115	65th Street Hi-Bus Corridor
B116	Antelope Hi-Bus Corridor
B117	Bradshaw Hi-Bus Corridor
B118	Del Paso Boulevard Hi-Bus Corridor
B119	Easton Valley Parkway Hi-Bus Corridor
B120	El Camino Avenue Hi-Bus Route
B121	Elkhorn Boulevard Hi-Bus Corridor
B122	Fair Oaks Boulevard Hi-Bus Corridor
B123	Freeport Boulevard Hi-Bus Corridor
B124	Greenback Hi-Bus Corridor

MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
B125	Hazel Avenue Hi-Bus Corridor
B126	Howe Avenue Hi-Bus Corridor
B127	Jackson Highway Hi-Bus Corridor
B128	Madison Hi-Bus Corridor
B129	Marconi Avenue Hi-Bus Corridor
B130	Northgate Hi-Bus Corridor
B131	Riverside Hi-Bus Corridor
B132	South Watt Hi-Bus Corridor
B133	Bus Lot Improvements
B134	Fulton Ave. Bus Shelters
B136	Neighborhood Ride Hybrid Bus Purchase Project
B137	Natomas Flyer Buses
B138	Arden Hi-Bus Corridor
B139	40' CNG Bus Procurement
B140	Dip Tank Replacement
BP05	Hi Bus on Stockton Boulevard (Phase 2)
BP06	Hi Bus on Watt Avenue
BP07	Hi Bus on Sunrise Boulevard
BP09	Hi Bus on Florin Road
F	Amtrak/Folsom Light Rail Extension
F005	Paving Restoration Program
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's
F014	Bike Racks
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations
F016	LED Lighting Retrofit
F017	2011 ADA Audit Repairs
G010	FIBER Infrastructure Management Application
G020	Integrated Contract Admin System (ICAS) Replacement
G030	I.T. Training Center
G035	Fiber/50-Fig Installation, Maintenance, & Repair
G040	Implement Document Archival System
G050	Wi-Fi Light Rail System
G065	Power Systems for Network Operations Center
G075	ERP System Disaster Response
G095	Annual Hardware Replacement/Upgrade Program
G100	Network Backup and Data Archive Upgrade
G110	Radio System Central Electronics Bank/CBS Dispatch Consoles
G120	Network Switch Replacement
G125	Data Warehouse Upgrade
G135	Server Replacement
G145	New Headquarters Building
G165	Intelligent Transportation Systems (ITS)
G200	Capital Reserve
G210	Wayfinding Signage
G225	Non-Revenue Vehicle Replacement
G230	Certificates of Participation Payments
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1
G237	Across the Top System Modification

MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
G238	Repairs per Biennial Bridge Inspection
G240	Additional Fare Vending Machines/Spares
H021	Enhancement of Emergency Power Generation
H022	Completing Electronic Messaging Sign Deployment
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1
M001	Road/Curb Repair
M002	University/65th Street Transit Center Relocation
M003	Sacramento Regional Transit Internship Program
M004	Revenue Bond, Series 2012 Payment
M005	New Transit Oriented Development-Related Professional Services
M006	Professional Development Efforts for Planning Staff
M007	Planning/Studies
M008	Transit Action (Long-Range) Plan Update
N001	Replacement of Police Vehicle Mobile Data Computer Terminals
OPE4	"See It, Hear It, Report It" Public Awareness Campaign
OPE6	Green Jobs Initiative
P000	Paratransit Vehicles Replacement
P006	Paratransit Vehicles Replacement - 50 Vehicles
P010	Paratransit Vehicle Expansion
P015	Paratransit Expansion Vehicle Replacement
Q029	Citrus Heights Bus Stop Improvements
Q030	Citrus Heights Transit Enhancements
R000	Rail State of Good Repair - 5337
R001	CAF Light Rail Vehicle Painting
R002	Artwork at Light Rail Stations
R005	Wayside Signal Reconfiguration Phase 2
R010	Light Rail Crossing Enhancements
R025	Light Rail Vehicle Specification Development
R045	Supervisory Control & Data Acquisition System (SCADA)
R055	Light Rail Station at Dos Rios
R056	12th & I Street Light Rail Station ADA Improvements
R060	Light Rail Station at Mineshaft
R065	Sunrise Siding (Side Track Switch)
R071	A019 Instrument House Improvements
R075	Signal Improvements
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment
R100	UTDC Fleet Replacement
R110	Siemens E & H Ramp Replacement
R115	Siemens 1st Series Fleet Replacement (26)
R120	Siemens 2nd Series Fleet Replacement (10)
R125	CAF Fleet Mid-Life Component Overhaul
R130	Gold Line Double Track (Past Hazel LR Station)
R135	Light Rail Station at Horn
R140	Light Rail Station Pedestrian Improvements
R150	Sacramento Valley Intermodal Facility (Amtrak Depot)
R155	Light Rail Station at T Street
R175	Watt Avenue Station Improvements
R190	Commuter Rail (Oakland-Auburn)
R205	CAF Series Fleet Replacement (40)

MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
R235	Central Train Tracking (Phase 2)
R250	Noise Attenuation Soundwalls
R255	Richards Blvd/12th & 16th St Grade Xing
R265	Folsom Corridor Soundwall Landscaping
R271	Metro Light Rail Yard Expansion
R272	Light Rail Control Center Upgrade (LRCC)
R274	Activate Switch F111 at 18th Street
R280	Amtrak-Folsom Limited Stop Service
R305	Bicycle/Pedestrian Improvements Study
R310	Blue Line Rail Extension to Citrus Heights
R311	Gold Line Rail Extension to El Dorado County
R312	Blue Line Rail Extension to Roseville
R313	29th Street Light Rail Station Enhancements
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles
R319	Light Rail Station Rehab Project
R320	Light Rail Bucket & Platform Trucks
R321	Green Line Draft & Final EIS/R for SITF Segment
R322	Green Line Draft Environmental Clearance and Project Development
R323	Retrofit Light Rail Vehicle (LRV) Hoist
R324	Light Rail Portable Jacking System
R325	Systemwide Grounding Improvements
R326	San Joaquin Regional Rail JPA Formation and On-Going Start-up Efforts
R327	Green Line SITF HSR Connectivity Improvements (Final Design & Construction)
R328	Green Line to Airport (N of SITF) Final Design & Construction
R329	16th Street Station Relocation
S010	Sacramento-West Sacramento Streetcar Starter Line
S014	North Loop Streetcar Phase II
S015	North Loop Streetcar Phase III
S016	North Loop Streetcar Phase IV
S020	Rancho Cordova Streetcar Phase I
S022	Rancho Cordova Streetcar Phases II
S023	Citrus Heights to Rancho Cordova Streetcar
T000	Transit Security Project - TBD Formula & Regional
T001	LRV Video Surveillance System Upgrade
T002	Automatic Passenger Counters for LRT
T003	Google Transit Trip Planner
T004	Connect Card Light Rail Platform Preparations
T005	CPUC General Order 172 - LRV Camera
T006	LRV System AVL Equipment
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2
T008	Completion Fiber Optics Communications Backbone
T009	Data Center Redundancy & Reliability
T010	Light Rail Facility Hardening
T011	Anti-Terrorism Directed Patrols
T012	RT - Emergency Preparedness Drills
T013	RT - Staff Security Training - Overtime/Backfill
T014	Connect Card Data & Communications Systems
T015	Upgrade existing FVM for Credit & Debit Purchase
T016	Facilities New Freedom Tasks-Audiable Feature Signal

MASTER LIST OF ALL PROJECTS

In Numeric Order by Project ID

Project ID Number	Program Classification / Project Name
T017	Audio Light Rail Passenger Information Signs
T018	Building Access System Upgrade
T019	Video Surveillance System Enhancement
T020	Operations Computer Systems Upgrades
T021	Connect Card-- Mobile Access Routers
TE07	Transit Enhancements

PROJECT NAME	Green Line Light Rail Extension				PROJECT ID	402				
PROJECT CLASS	System Expansion				TIER	High Priority- Partially Funded				
START DATE	1-Oct-2001			COMPLETION DATE	30-Jun-2013					
PM:	Jeffrey Damon		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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 15,151,435	\$ 15,058,026	\$ 93,409	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 9,295,471	\$ 9,295,471	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	2,947,553	2,947,553	-	-	-	-	-	-
Local	2,908,411	2,908,411	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 15,151,435	\$ 15,151,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	31-Dec-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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 49,000,000	\$ 44,538,070	\$ 4,461,930	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	48,848,345	45,648,345	3,200,000	-	-	-	-	-
TBD	151,655		151,655	-	-	-	-	-
	\$ 49,000,000	\$ 45,648,345	\$ 3,351,655	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Blue Line to Cosumnes River College						PROJECT ID	410		
PROJECT CLASS	System Expansion				TIER	High Priority- Partially Funded				
START DATE	1-Oct-2001			COMPLETION DATE	31-Dec-2015					
PM:	Ed Scofield		EMT:	Diane Nakano		PC:	Bishop		FI:	Paglieroni
PROJECT DESCRIPTION										
<p>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.</p>										
PROJECT JUSTIFICATION										
<p>* 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.</p>										
STATUS										
<p>An FFGA (full funding grant agreement) was executed 12/27/12, committing FTA to provide one half of the funding (\$135 million) for the project. To date \$75 million of this amount has been awarded. Project cost is currently estimated to be \$270 million. The projected service operating date is September 6, 2015. An FTA Letter of No Prejudice (LONP) has allowed advance construction of the Cosumnes River College parking structure and 2 aerial bridges. All other construction can now begin with the execution of the FFGA. RT sold revenue bonds in November 2012 to provide additional match funding for the project.</p>										
ISSUES										
<p>1) Delayed access to \$40 million New Starts funds awarded because DOL (Federal Department of Labor) will not certify that employee protective arrangements have been made with respect to this grant (amendment), pending resolution of objection filed by ATU (Amalgamated Transit Union). Alternative funding (revenue bonds) is being used to fund costs until this matter is resolved. 2) State budget issues have delayed receipt of Proposition 1B PTMISEA and TCRP funding for the project. Alternative funding (revenue bonds) is being used to fund the project. RT is paying interest on this alternative financing. 3) Project funding is 50% New Starts, 50% non New Starts across all project activities. Since earlier costs are funded more than 50% with non New Starts funds, future costs will need to be funded more than 50% with New Starts funds in order achieve a 50/50 funding ratio for the project overall. FTA concurrence with this funding plan is needed.</p>										
EXPENDITURE PLAN										
	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043		
	\$ 270,000,000	\$ 55,068,891	\$ 27,200,000	\$ 90,000,000	\$ 72,000,000	\$ 25,000,000	\$ 731,109	\$ -		
FUNDING PLAN										
	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043		
Federal	\$ 142,100,000	\$ 18,440,000	\$ 78,000,000	\$ 45,660,000	\$ -	\$ -	\$ -	\$ -		
State	30,476,801	30,476,801	-	-	-	-	-	-		
Local	97,423,199	31,488,517	65,934,682	-	-	-	-	-		
TBD	-	-	-	-	-	-	-	-		
	\$ 270,000,000	\$ 80,405,318	\$ 143,934,682	\$ 45,660,000	\$ -	\$ -	\$ -	\$ -		

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-2013			
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

Determining action required for balance of funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2013			
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

Determining action required for balance of funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 50,000	\$ 45,327	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	50,000	50,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Determining action required for balance of funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 44,946	\$ 26,300	\$ 18,646	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,946	44,946	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 44,946	\$ 44,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Metro West LR Maintenance Facility (Specialty Steel)			PROJECT ID	0552
PROJECT CLASS	Facilities Program		TIER	II Want to Fund through FY 2017	
START DATE	1-Jul-2011		COMPLETION DATE	30-Jun-2016	
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

Scope of project and building use has changed. Roof is scheduled for replacement as first step to convert building to warehouse space for light rail inventory. RT currently leases warehouse space for light rail inventory, lease will be terminated June 2013. Roof replacement is being funded with project 4011 dollars.

ISSUES

Additional funds will be needed in project 4011 to complete interior modifications, pallet rack acquisition and installation, relocation of light rail parts inventory from existing warehouse to this location.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,026,660	\$ -	\$ -	\$ -	\$ 526,660	\$ 500,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2013	
PM:	Craig Norman	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

Construction contract has been awarded. Estimated date for completion is 6/13.

ISSUES

No Issues.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 891,151	\$ 546,378	\$ 344,773	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 398,562	\$ 398,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	76,825	76,825	-	-	-	-	-	-
Local	415,764	415,764	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 891,151	\$ 891,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	30-May-2013			
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.

ISSUES

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 134,489	\$ 71,889	\$ 62,600	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	High Priority- Partially Funded	
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 ongoing cooperative efforts by RT and the city of Sacramento to install detectable warning tile (DWT) at designated grade crossings and at specified light rail stations associated with City sidewalks. This is second phase (priority "B" locations) of project within the city of Sacramento. Approximately 95 percent of priority "B" locations have been completed.

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 5,788,000	\$ 293,215	\$ 281,221	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 4,413,564
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 412,329	\$ 412,329	-	-	-	-	-	-
State	310,133	310,133	-	-	-	-	-	-
Local	14,670	14,670	-	-	-	-	-	-
TBD	5,050,868		-	37,304	200,000	200,000	200,000	4,413,564
	\$ 5,788,000	\$ 737,132	-	\$ 37,304	\$ 200,000	\$ 200,000	\$ 200,000	\$ 4,413,564

PROJECT NAME	Facilities Maintenance & Improvements			PROJECT ID	4011
PROJECT CLASS	Facilities Program		TIER	High Priority- Partially Funded	
START DATE	1-Jan-2004		COMPLETION DATE	30-Jun-2043	
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
 * Reroofing of RT owned warehouses at 2501 and 2531 Land Avenue
 * Replacement of air compressors at LR Maintenance

ISSUES

These are big ticket items that are critical for operations.
 There is no funding to allocate labor to this project. Existing funds will soon be depleted and additional funding source needs to be identified to ensure completion of safety related issues, replacement and/or repair of critical equipment. Of immediate concern is funding for interior modifications to 2531 Land Avenue warehouse. Modifications are needed for RT to terminate leased warehouse space and move into RT owned property (annual savings in property leases of \$57,000). Outstanding work includes pallet rack acquisition and installation, interior demolition, relocation of parts to 2531 Land Avenue, lighting, fencing etc.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 21,576,120	\$ 2,260,158	\$ 530,341	\$ 1,301,049	\$ 625,000	\$ 625,000	\$ 625,000	\$ 15,609,572
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 2,191,475	\$ 1,846,475	\$ -	\$ -	\$ 115,000	\$ 115,000	\$ 115,000	\$ -
State	340,056	340,056	-	-	-	-	-	-
Local	603,968	603,968	-	-	-	-	-	-
TBD	18,440,621		-	1,301,049	510,000	510,000	510,000	15,609,572
	\$ 21,576,120	\$ 2,790,499	\$ -	\$ 1,301,049	\$ 625,000	\$ 625,000	\$ 625,000	\$ 15,609,572

PROJECT NAME	Bus Stop Improvement Program			PROJECT ID	4017
PROJECT CLASS	Infrastructure Program		TIER	High Priority- Partially Funded	
START DATE	31-Jan-2004		COMPLETION DATE	31-Dec-2043	
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

Additional funds needed

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 5,328,805	\$ 286,378	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	\$ 4,502,427
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 146,093	\$ 146,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	140,790	140,790	-	-	-	-	-	-
TBD	5,041,922	-	-	-	179,495	180,000	180,000	4,502,427
	\$ 5,328,805	\$ 286,883	\$ -	\$ -	\$ 179,495	\$ 180,000	\$ 180,000	\$ 4,502,427

PROJECT NAME	Major Light Rail Station Enhancements			PROJECT ID	645
PROJECT CLASS	Facilities Program		TIER	High Priority- Partially Funded	
START DATE	2-Jan-2002		COMPLETION DATE	30-Jun-2043	
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

Funding is depleted.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 48,584,282	\$ 5,184,473	-	\$ 1,687,000	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 37,128,809
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 2,880,895	\$ 2,880,895	-	-	-	-	-	-
State	566,012	566,012	-	-	-	-	-	-
Local	1,737,567	1,737,567	-	-	-	-	-	-
TBD	43,399,808		-	1,686,999	1,528,000	1,528,000	1,528,000	37,128,809
	\$ 48,584,282	\$ 5,184,474	-	\$ 1,686,999	\$ 1,528,000	\$ 1,528,000	\$ 1,528,000	\$ 37,128,809

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-2014				
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. The original estimated completion date was 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 30 vehicles have been completed.

ISSUES

Manpower continues to be a challenge for this project (currently have 5 journey level positions held by technicians-in-training and one long term absence for military leave). Progress on this project continues to move slowly forward. Work is currently in process on truck frames and gearboxes for the next LRV.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 9,946,412	\$ 7,189,990	\$ 1,388,944	\$ 1,367,478	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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&2)			PROJECT ID	715
PROJECT CLASS	Facilities Program		TIER	High Priority- Partially Funded	
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 four transit and one public 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. The tasks are as follows: Task 1a. Install Compressed Natural Gas (CNG) Fueling Equipment - Complete Dec 2012; Task 1a. Construct CNG Service/Fueling Facility; Task 2. Preliminary design and construction of main building shop and office space, including Emergence Control Room. Task 3A. Design and Construct Site/Civil Improvements; Task 3B. Design and construct bus wash building and install bus wash equipment; Task 4. Design and install structural improvements to meet code including design for future installation of solar panels, roof replacement, CNG detection and evacuation to meet code, and bus maintenance and administration interior modifications and improvements. Addition of Photovoltaic power panels to offset 3% of the power used by RT, measured on energy

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 installing the first portion of the electrical service for the CNG equipment yard and service building. A CNG equipment purchase and yard installation contract (task 1a) for installation of CNG fueling equipment, including three compressors, 4 transit dispensers and a public fueling dispenser will be completed in December 2012. The design for the CNG Service Building to support the fueling equipment (task 1b) 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 has been completed and site was backfilled and cleared for use. 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. Design has begun for task 2, Preliminary design of interior space and Emergency Control Room as well as task 3A, Site/Civil Improvements.

ISSUES

Issues include potential environmental problems in the soil, and full funding is not in place.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 55,402,748	\$ 18,505,789	\$ 6,472,130	\$ 13,874,829	\$ 5,750,000	\$ 10,800,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 16,896,992	\$ 16,896,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	6,208,651	6,208,651	-	-	-	-	-	-
Local	1,872,276	1,872,276	-	-	-	-	-	-
TBD	30,424,829		-	13,874,829	5,750,000	10,800,000	-	-
	\$ 55,402,748	\$ 24,977,919	\$ -	\$ 13,874,829	\$ 5,750,000	\$ 10,800,000	\$ -	\$ -

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	31-Oct-2012			
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 hybrid and CNG paratransit-type vehicles in RT's Community Bus Service (CBS). The CBS department is 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 January 2013. The 52 vehicles were primarily funded by Project P005 but Project 771 provided part of the funding. The Board authorized a procurement of 50 paratransit vehicles in December 2011, also using the CalAct/MBTA contract. All 50 vehicles have been delivered and are expected to be placed in service in January 2013. The 50 vehicles were primarily funded with P006, but project 771 also provided part of the funding. This project is expected to be closed out in FY 2013.

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. FY 2013 expenditure will be reduced to LTD actuals when reprogramming of remaining funds is approved by FTA. This is anticipated in the 3rd quarter of FY 2013.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 4,970,159	\$ 4,692,034	\$ 278,125	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 3,443,880	\$ 3,443,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	82,500	82,500	-	-	-	-	-	-
Local	1,443,779	1,443,779	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 4,970,159	\$ 4,970,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Trapeze Implementation (TEAMS)			PROJECT ID	964
PROJECT CLASS	Transit Technologies Program		TIER	High Priority- Partially Funded	
START DATE	1-Dec-2002		COMPLETION DATE	30-Jun-2014	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

Purchase and install a consolidated software suite to be completed in the following phases:

Phase 1:

- 1) Scheduling and Runcutting,
- 2) Operator Dispatch,
- 3) Trip Planning, and
- 4) Complaints and Commendations.

Phase 2:

- 5) The PLAN Module for Service Planning and Ridership Analysis, and
- 6) Regional Journey Planning.

PROJECT JUSTIFICATION

- 1) Improve speed, accuracy, and quality of Customer Service responses to public inquiries for information on trip planning.
- 2) Provide the public with capability to directly request transit trip planning itineraries with routing and fare information.
- 3) Provide information on integrated transit travel.
- 4) Compile and report data on ridership and on-time performance in a geographic-based format.
- 5) Assimilate data on demographics, access, and transit service characteristics (headways, speeds, time periods, etc.) to estimate market (ridership) for potential transit service changes.

STATUS

COM Module implementation completed;
 OPS module running behind schedule;
 Starting implementation of PLAN module.

ISSUES

None.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 2,239,109	\$ 1,610,956	\$ 553,856	\$ 74,297	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 1,574,000	\$ 1,574,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	445,812	445,812	-	-	-	-	-	-
Local	145,000	145,000	-	-	-	-	-	-
TBD	74,297		-	74,297	-	-	-	-
	\$ 2,239,109	\$ 2,164,812	\$ -	\$ 74,297	\$ -	\$ -	\$ -	\$ -

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-2015	
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

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 90,000	\$ 34,447	\$ 20,553	\$ 20,000	\$ 15,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	90,000	40,000	50,000	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 90,000	\$ 40,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -

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-2013			
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. CEQA/ NEPA Contractor has completed: Draft Initial study, which includes, project Description, Public Outreach, Traffic study and FTA Coordination. Contractor reviewed comments received on the Initial Study/ Mitigated Negative Declaration. They provided technical support to address a Caltrans comment.

Contractor Began preparing the NEPA Categorical Exclusion package for the City of Roseville's use. This task includes preparation of the Environmental Justice analysis, air analysis, general noise assessment and other specific items required for the NEPA Package. Contractor is approx. 80 % complete

Design Contractor provided a preliminary submittal on 11/08/2012 consisting of a summary letter report, preliminary plans and estimate. They have coordinated with geotechnical sub to assist in the preparation of the draft geotechnical report. They have conveyed initial pavement recommendations to City of Roseville for their input.

They Continue to Coordinated and attended a meeting which included RT IT and City of Roseville IT groups to discuss the design and coordination of proposed platform amenities contractor is approx/ 70% complete

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 887,500	\$ 197,177	\$ 690,323	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	887,500	887,500	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 887,500	\$ 887,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Caltrans Camellia City Viaduct Rehab Deck			PROJECT ID	A003
PROJECT CLASS	Infrastructure Program		TIER	0 Funded	
START DATE	23-Jul-2012		COMPLETION DATE	30-Jun-2013	
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) will be rehabilitating the bridge decks on both sides of Interstate highway 50/80 (Camellia Viaduct Structures). The rehabilitation of these structures will occur directly over RT's existing facilities.

PROJECT JUSTIFICATION

Caltrans will reimburse RT for design costs up to \$25,000 to support of the Caltrans project. This agreement is for preliminary engineering review only. A separate agreement will be prepared and brought to the Board for future approval, that provides for any design/relocation/construction activities.

STATUS

Caltrans will reimburse RT for preliminary engineering review.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	25,000	-	25,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Transportation Security Enterprises (TSE) Demo Project			PROJECT ID	A004
PROJECT CLASS	Transit Technologies Program		TIER	0 Funded	
START DATE	1-Jul-2012		COMPLETION DATE	30-Apr-2015	
PM:	Steve Boswell	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

TSE proposed this project to RT as a no-cost demonstration of the unique rail security technology that they're developing for a world-wide market. The system objective is to integrate video and sensor technologies along the ROW, in light rail stations, and in LRV's to provide increased security throughout RT's transit system, as well as real-time information on vehicle conditions for light rail maintenance.

PROJECT JUSTIFICATION

This project presents Regional Transit with a unique opportunity to test, and possibly plan for, new security technologies. Because of the uniqueness of this project, it also offers RT an opportunity for high-level, nation-wide exposure. Upon successful completion, other transit agencies will have an opportunity to visit RT to view the system and its operations, thereby affording RT with an opportunity to exchange information and ideas with their peers from around the country.

STATUS

All funding to be provided by contract with TSE.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 60,000	\$ -	\$ 4,092	\$ 27,954	\$ 27,954	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,500	-	7,500	-	-	-	-	-
Local	52,500	-	52,500	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	City College Light Rail Station Pedestrian/Bicycle Crossing Project			PROJECT ID	A005
PROJECT CLASS	Infrastructure Program		TIER	0 Funded	
START DATE	23-Jul-2012		COMPLETION DATE	30-Jun-2014	
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

The City of Sacramento is constructing the City College Light Rail Station Pedestrian/Bicycle Crossing Project (the Project) to construct a bridge connecting City College and the Light Rail Station to the future Curtis Park Village development.

PROJECT JUSTIFICATION

The Project will require various property right, including but not limited to an aerial easement and utility easement. The Project will include relocating SMUD power lines underground and constructing a pedestrian/bicycle bridge. The City of Sacramento has requested right of entries for the areas of the Project that are within RT right of way and RT easements.

STATUS

City of Sacramento will reimburse RT for Project support.

ISSUES

The estimated cost for reimbursement is \$75,000; however, the Project Agreement requires the City to pay all of RT's actual costs for design and construction support, even if those costs exceed \$75,000.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 75,000	\$ -	\$ 25,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	75,000	-	75,000	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Communication Equipment Replacement				PROJECT ID	B015			
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2017			
START DATE	1-Jul-2014			COMPLETION DATE	30-Jun-2043				
PM:	David Harbour	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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 2,055,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 1,875,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	Shop Equipment - Bus			PROJECT ID	B020
PROJECT CLASS	Equipment Program		TIER	II Want to Fund through FY 2017	
START DATE	1-Jul-2014		COMPLETION DATE	30-Jun-2043	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 3,625,000	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 3,250,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	121,000	-	121,000	-	-	-	-	-
TBD	3,504,000	-	-	-	4,000	125,000	125,000	3,250,000
	\$ 3,625,000	\$ -	\$ 121,000	\$ -	\$ 4,000	\$ 125,000	\$ 125,000	\$ 3,250,000

PROJECT NAME	Neighborhood Ride Vehicle Replacement			PROJECT ID	B040
PROJECT CLASS	Fleet Programs		TIER	II Want to Fund through FY 2017	
START DATE	1-Jul-2008		COMPLETION DATE	30-Jun-2043	
PM:	David Harbour	EMT:	Mark Lonergan	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

Replace 2 model year 2007 vehicles in 2013, and 2 every 5 years thereafter.
 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. With the completion of available CNG fueling at the BMF2 location, a CNG option for replacement coaches should be considered. CNG option in 2012 was an additional \$35,000 per coach.

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.
 The two vehicle to be purchased in FY 2013 were originally scheduled for replacement in FY 2012. Since funds are still not available, the vehicle expenditure amount of \$255,434 has been transferred to FY 2014.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 21,900,017	\$ 1,501,789	\$ -	\$ 1,743,398	\$ -	\$ -	\$ 394,645	\$ 18,260,185
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,518,801	1,518,801	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	20,381,216	-	-	1,726,386	-	-	394,645	18,260,185
	\$ 21,900,017	\$ 1,518,801	\$ -	\$ 1,726,386	\$ -	\$ -	\$ 394,645	\$ 18,260,185

PROJECT NAME	Neighborhood Ride Vehicle Replacement (Hybrid)				PROJECT ID	B041			
PROJECT CLASS	Fleet Programs				TIER	II Want to Fund through FY 2017			
START DATE	1-Jul-2008			COMPLETION DATE	30-Jun-2014				
PM:	David Harbour	EMT:	Mark Lonergan		PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Purchase Neighborhood Ride Vehicles to replace vehicles who have surpassed their useful lives. Replace 1 gasoline vehicle with a hybrid in FY12 with 1 time PTA funds (restricted to hybrid purchase). Replace 3 hybrids in 2016 and every five years thereafter. Funds needed 1 year before expenditure. Will need \$675,305 in FY15 and \$5,376,137 in FY16-41.

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

Currently, there are no available gas-hybrid coaches. Since receiving the (4) hybrid coaches, Azure has filed for bankruptcy. Balance of fund will be used for spare parts or reprogrammed to a new project.

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 906,963	\$ 477,640	\$ 100,000	\$ 329,323	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 730,372	\$ 730,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	176,591	176,591	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 906,963	\$ 906,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Bus Maintenance Facility #1 Rehabilitation				PROJECT ID	B065	
PROJECT CLASS	Facilities Program			TIER	II Want to Fund through FY 2017		
START DATE	1-Jan-2017		COMPLETION DATE	30-Jun-2018			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	10,000,000	-	-	-	-	-	10,000,000	-
	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -

PROJECT NAME	Bus Lot Improvements			PROJECT ID	B133
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	30-Jun-2013		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

Lighting and fencing improvements completed. Necessary permits/approvals from Caltrans recently received. Efforts under way to amend agreement with City of Sacramento to intercept fiber and install vault for security camera installation in North and South lots.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 640,000	\$ 89,016	\$ 320,000	\$ 230,984	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	1-Jul-2012		COMPLETION DATE	30-Mar-2014	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 169,435	\$ -	\$ 42,359	\$ 127,076	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	19,435	19,435	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 169,435	\$ 19,435	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -

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	30-Jun-2013			
PM:	David Harbour	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. ***Currently, there are no available gas-hybrid coaches. Since receiving the (4) hybrid coaches, Azure has filed for bankruptcy.***

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 210,000	\$ 121,306	\$ 88,694	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2013	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,086,035	\$ 1,010,978	\$ 75,057	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	400,000	400,000	-	-	-	-	-	-
Local	686,035	686,035	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,086,035	\$ 1,086,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	40' CNG Bus Procurement			PROJECT ID	B139
PROJECT CLASS	Fleet Programs		TIER	I High Priority- Partially Funded	
START DATE	1-Jul-2012		COMPLETION DATE	30-Jun-2019	
PM:	David Harbour	EMT:	Mark Lonergan	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

Purchase 109 replacement buses. Planned replacements include:

- Replace 11 2003 model year CNG buses in 2014
- Replace 40 2003 model year CNG buses in 2015
- Replace 36 2003 model year CNG buses in 2016
- Replace 9 2003/2004 model year CNG buses in 2017
- Replace 8 2003 model year CNG buses in 2018
- Replace 5 2006 model year CNG buses in 2019

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

The expenditure plan assumes a replacement cost of \$550,000 per CNG bus. Anticipate entering into a contract for the replacement vehicles in FY 2013.

ISSUES

The \$550,000 cost per vehicle does not reflect a possible state requirement for zero emission buses, which would triple the cost of a bus replacement. The date of implementation of this requirement (if any) is unknown. TBD in Funding Plan - Revenue Bonds totaling \$22,526,000 can potentially be used to fund part of the TBD total.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 59,975,000	\$ -	\$ 25,000	\$ 6,050,000	\$ 17,278,458	\$ 19,800,000	\$ 9,671,542	\$ 7,150,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 15,242,136	\$ 5,000,000	\$ 2,742,136	\$ -	\$ 2,500,000	\$ 5,000,000	\$ -	\$ -
State	14,344,214	1,250,000	374,447	-	323,902	647,803	11,748,062	-
Local	2,258,410	-	258,410	2,000,000	-	-	-	-
TBD	28,130,240	-	666,674	5,942,873	11,997,159	5,993,231	3,530,303	-
	\$ 59,975,000	\$ 6,250,000	\$ 4,041,667	\$ 7,942,873	\$ 14,821,061	\$ 11,641,034	\$ 15,278,365	\$ -

PROJECT NAME	Dip Tank Replacement			PROJECT ID	B140
PROJECT CLASS	Facilities Program		TIER	II Want to Fund through FY 2017	
START DATE	1-Jul-2013	COMPLETION DATE	30-Jun-2014		
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

This project is to replace the Bus maintenance parts dip tanks. The parts dip tank is used daily in support of several critical maintenance functions, including: engine and component rebuild, sub-system parts cleaning and brake component cleaning.

PROJECT JUSTIFICATION

The current Bus maintenance parts dip tank is in critical need of replacement. The current unit is over 20 years old and routinely has been unavailable needing repair and/or procurement of obsolete/costly parts to help keep serviceable. In the absence of a fully functional and reliable parts dip tank, Bus maintenance has been forced to use the steam rack to clean parts. Using the steam rack, for parts dip tank functions, has increased the strain on the steam rack equipment and rinse water catchment system, and has burdened maintenance processes by making several critical functions to compete for the same resource. New parts dip tank is critical to keep up with the high maintenance demands of the Bus maintenance department.

STATUS

Estimated cost of this project is \$40,000

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	40,000	-	-	40,000	-	-	-	-
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Amtrak/Folsom Light Rail Extension				PROJECT ID	F		
PROJECT CLASS	System Expansion			TIER	High Priority- Partially Funded			
START DATE	1-Jan-2000			COMPLETION DATE	30-Sep-2013			
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

Department of Toxic Substances Control approvals were received to allow closure of real estate transactions. Transfer of property rights has been delayed due to legal settlement issues with Beck's and Schnitzer. Transactions are expected to be complete by June 30, 2013. Once transactions are complete, the old railroad crossing permit will need to be canceled with the California Public Utilities Commission.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 268,413,057	\$ 267,785,307	\$ 317,179	\$ 310,571	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 177,582,379	\$ 177,582,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	43,444,558	43,444,558	-	-	-	-	-	-
Local	47,189,243	46,910,392	278,851	-	-	-	-	-
TBD	196,877	-	-	196,877	-	-	-	-
	\$ 268,413,057	\$ 267,937,329	\$ 278,851	\$ 196,877	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops				PROJECT ID	F012		
PROJECT CLASS	Facilities Program			TIER	0 Funded			
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2014			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	1-Jul-2013			COMPLETION DATE	30-Jun-2014					
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	100,000	-	-	100,000	-	-	-	-
	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Bike Racks	PROJECT ID	F014
PROJECT CLASS	Facilities Program	TIER	0 Funded
START DATE	1-Jul-2013	COMPLETION DATE	30-Jun-2015
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 373,885	\$ -	\$ -	\$ -	\$ 373,885	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 331,000	\$ -	\$ 331,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	42,885	-	42,885	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	0	-	-	-	0	-	-	-
	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 0	\$ -	\$ -	\$ -

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-Jul-2013			COMPLETION DATE	31-Aug-2015			
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

Additional funding needed.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 625,000	\$ -	\$ -	\$ 237,070	\$ 258,620	\$ 129,310	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 540,000	\$ -	\$ 345,000	\$ 195,000	\$ -	\$ -	\$ -	\$ -
State	77,500	-	57,500	20,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	7,500	-	-	-	-	7,500	-	-
	\$ 625,000	\$ -	\$ 402,500	\$ 215,000	\$ -	\$ 7,500	\$ -	\$ -

PROJECT NAME	LED Lighting Retrofit			PROJECT ID	F016		
PROJECT CLASS	Facilities Program			TIER	II Want to Fund through FY 2017		
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2017			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk

PROJECT DESCRIPTION

This project is to replae existing High intensity Discharge (metal halide or high pressure sodium) pole lights with LED lighting at light rail stations, park-and-ride lots, light rail Metro yard, and bus and adminstrative parking lots.

PROJECT JUSTIFICATION

Replacement with long-live LEDs will reduce electrical energy costs. It will also reduce labor costs for periodic relamping and premature lamp failure due to vibration by as much as 80% over the life of the luminaires. Reduced lamp failure will also improve safety and security at illuminated sites.

The retrofit at Meadowview Station would pay for itself in just over 3 years, after which RT would reap the savings with an ultimate savings to investment ratio of 2.2.

STATUS

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,880,000	\$ -	\$ -	\$ 580,000	\$ 770,000	\$ 300,000	\$ 230,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,880,000	-	-	580,000	770,000	300,000	230,000	-
	\$ 1,880,000	\$ -	\$ -	\$ 580,000	\$ 770,000	\$ 300,000	\$ 230,000	\$ -

PROJECT NAME	2011 ADA Audit Repairs			PROJECT ID	F017		
PROJECT CLASS	Facilities Program			TIER	II Want to Fund through FY 2017		
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2014			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk

PROJECT DESCRIPTION

This project includes: Railing repairs at College Greens and Watt/I-80 Stations (per FTA findings) as well as at Power Inn, globe and Roseville Road Stations (not audited by FTA but with similar issues); and enlarging the accessible loading zone at Cordova Town Center Station. The repairs need to be completed before the next FTA Triennial Review (approximately October 2014), and preferably before RT has to respond to FTA regarding their findings on the 2011 Triennial Review.

PROJECT JUSTIFICATION

The FTA ADA Audit conducted October 31 - November 4, 2011 found a number of issues. Staff met December 1 to follow up and determined that some of the necessary repairs must be handled as a capital project. RT must respond to the FTA that the issues are being addressed; creating and funding this capital project is a necessary first step to a positive response.

STATUS

\$30,000 will be spent for design and construction.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017		
START DATE	1-Jul-2016		COMPLETION DATE	30-Jun-2017			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	224,000	-	-	-	-	-	224,000	-
	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,000	\$ -

PROJECT NAME	Power Systems for Network Operations Center			PROJECT ID	G065
PROJECT CLASS	Equipment Program		TIER	II Want to Fund through FY 2017	
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	98,000	-	-	49,000	49,000	-	-	-
	\$ 98,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ -

PROJECT NAME	ERP System Disaster Response			PROJECT ID	G075
PROJECT CLASS	Transit Technologies Program		TIER	I High Priority- Partially Funded	
START DATE	1-Jul-2013	COMPLETION DATE	31-Mar-2016		
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

Upgrade SAP from 4.6c to ERP 2006. This upgrade will perform a technical (software only) upgrade to RT's SAP systems.

PROJECT JUSTIFICATION

Upgrade RT's SAP system to the current version(4.6c) has become critical. SAP has announced the end-of-life for the 4.6c product. Some support for this version will remain available from SAP; however, annual software maintenance costs will increase dramatically. LCP's (updates to the software relating to federal and state regulatory changes) will not be available from SAP for 4.6c, which means customization of RT's system will be necessary to comply with new healthcare and pension reform legislation. Code customization of our system will be expensive and significantly complicate future upgrades to our system.

STATUS

Staff is actively attempting to locate likely funding sources for this project.

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 245,000	\$ -	\$ -	\$ 245,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	245,000	-	-	245,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 245,000	\$ -	\$ -	\$ 245,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Annual Hardware Replacement/Upgrade Program				PROJECT ID	G095		
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2017		
START DATE	1-Jul-2013			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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 410,000	\$ -	\$ -	\$ 210,000	\$ 75,000	\$ 75,000	\$ 50,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017	
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2014	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	50,000	-	-	50,000	-	-	-	-
	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Server Replacement			PROJECT ID	G135		
PROJECT CLASS	Equipment Program			TIER	II Want to Fund through FY 2017		
START DATE	1-Jul-2016		COMPLETION DATE	30-Jun-2018			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 50,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 11,100,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2014		COMPLETION DATE	30-Jun-2025			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 100,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 75,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	High Priority- Partially Funded	
START DATE	1-Apr-2008		COMPLETION DATE	30-Jun-2043	
PM:	David Harbour	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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 40,937,319	\$ 991,210	\$ 375,000	\$ 1,702,683	\$ 1,006,374	\$ 2,431,649	\$ 16,798	\$ 34,413,605
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 783,149	\$ 783,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,211,000	150,000	-	-	-	7,061,000	-	-
Local	2,025,286	146,286	1,879,000	-	-	-	-	-
TBD	30,917,884	-	-	110,458	1,006,374	-	-	29,801,052
	\$ 40,937,319	\$ 1,079,435	\$ 1,879,000	\$ 110,458	\$ 1,006,374	\$ 7,061,000	\$ -	\$ 29,801,052

PROJECT NAME	Certificates of Participation Payments				PROJECT ID	G230		
PROJECT CLASS	Other Programs			TIER	High Priority- Partially Funded			
START DATE	9-Jan-2004		COMPLETION DATE	30-Nov-2013				
PM:	Brent Bernegger	EMT:	Dee Brookshire	PC:	Tyler	FI:	Volk	

PROJECT DESCRIPTION

Annual payment for Certificate of Participation bond issuance from 2004 to 2013.

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. Bonds were defeased in November 2013 with the issuance of 2012 revenue bonds.

STATUS

This project is active.

ISSUES

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 17,649,489	\$ 16,783,213	\$ 866,276	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	9,879,452	9,013,176	866,276	-	-	-	-	-
Local	7,770,037	7,770,037	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 17,649,489	\$ 16,783,213	\$ 866,276	\$ -	\$ -	\$ -	\$ -	\$ -

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-2013			
PM:	Craig Norman	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

Construction is Complete

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 450,000	\$ 176,908	\$ 273,092	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2014	
PM:	Craig Norman	EMT:	Diane Nakano	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

RT portion of construction is complete. Caltrans portion of the project is still under construction.

STATUS

No Issues.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 674,856	\$ 252,218	\$ 140,880	\$ 281,758	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	674,856	674,856	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 674,856	\$ 674,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Repairs per Biennial Bridge Inspection				PROJECT ID	G238		
PROJECT CLASS	Infrastructure Program			TIER	II Want to Fund through FY 2017			
START DATE	1-Jul-2009		COMPLETION DATE	30-Jun-2043				
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Inspection and 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

Minor repairs from the 2011 Inspection are being undertaken by RT's Wayside staff. Major repairs need to be contracted out. Corrosion Monitoring inspection completed in 11/11. Repairs to the Corrosion Monitoring test panels have been completed. MSE Wall wires were inspected and found to be in excellent condition. Staff is planning for the 2013 beinniel inspection.

ISSUES

The CPUC may have concerns of the unaddressed repairs.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,877,000	\$ 46,383	\$ 109,617	\$ 227,383	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,328,617
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	156,000	156,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	1,721,000	-	-	227,383	55,000	55,000	55,000	1,328,617
	\$ 1,877,000	\$ 156,000	\$ -	\$ 227,383	\$ 55,000	\$ 55,000	\$ 55,000	\$ 1,328,617

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	30-Jun-2013			
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

The new FVMs were delivered in May 2012. Testing on the Central Data Collection System (CDCS) was completed in October 2012. The credit/debit card configuration testing with Wells Fargo was completed in November 2012. The credit/debit card certification with Wells Fargo needs to be completed before the FVMs can go online. Assuming successful credit/debit certification, the FVMs will be scheduled for installation in April-May 2013.

ISSUES

The credit/debit certification is not completed because of a problem accepting debit cards found during the testing. Scheidt & Bachmann is working to resolve the problem. The new CDCSs also have a time-out problem that needs to be resolved. Scheidt & Bachmann and RT are working to resolve the problem.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,200,000	\$ 526,886	\$ 673,114	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,200,000	1,200,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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-2013	
PM:	Dawn Fairbrother	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 m 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 430,000	\$ 12,673	\$ 417,327	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	High Priority- Partially Funded	
START DATE	1-Jan-2012		COMPLETION DATE	31-Mar-2015	
PM:	Lynn Cain	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.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 846,927	\$ 86,076	\$ -	\$ 565,706	\$ 195,145	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	High Priority- Partially Funded	
START DATE	1-Jul-2012		COMPLETION DATE	31-Mar-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 is in progress and proceeding as planned.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 284,909	\$ -	\$ 162,805	\$ 122,104	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	284,909	284,909	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 284,909	\$ 284,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	University/65th Street Transit Center Relocation				PROJECT ID	M002		
PROJECT CLASS	Infrastructure Program			TIER	High Priority- Partially Funded			
START DATE	9-Feb-2011			COMPLETION DATE	27-May-2015			
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 and permitting. Design is 95% complete, working towards 100% design by 11/30/2012. Construction phase will need to include appraisal update, some permits, and utility agreements. Negotiating with SHRA/City for construction phase agreement. Construction cost is estimated at \$3,800,489 in 2011\$, escalated to \$4,100,000 in 2013.

ISSUES

FTA approval needed for transfer of property to SHRA. Additional funding required for construction phase. \$2.2M in redevelopment funds lost to the State.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 4,460,000	\$ 252,148	\$ 107,852	\$ 1,061,531	\$ 3,038,469	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	1,421,531	360,000	-	1,061,531	-	-	-	-
TBD	3,038,469	-	-	-	3,038,469	-	-	-
	\$ 4,460,000	\$ 360,000	\$ -	\$ 1,061,531	\$ 3,038,469	\$ -	\$ -	\$ -

PROJECT NAME	Sacramento Regional Transit Internship Program				PROJECT ID	M003		
PROJECT CLASS	Planning/Studies			TIER	0 Funded			
START DATE	1-Jan-2013			COMPLETION DATE	1-Feb-2015			
PM:	Tom Quigley	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

This internship program will provide hands-on experience for one graduate student pursuing a career in the planning field. The Intern will have a range of planning responsibilities including compiling statistical data, outreach, data analysis and validation, preparation of reports, conducting customer surveys and passenger counting. The position is part time, 16 hours a week during school and then full time during school breaks.

PROJECT JUSTIFICATION

The Intern provides support to Service Planning for increased reporting and data requirements.

STATUS

Working with HR to begin recruitment.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 33,020	\$ -	\$ 8,255	\$ 16,510	\$ 8,255	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	33,020	-	33,020	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 33,020	\$ -	\$ 33,020	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Revenue Bond, Series 2012 Payment			PROJECT ID	M004
PROJECT CLASS	Other Programs		TIER	0 Funded	
START DATE	1-Nov-2012		COMPLETION DATE	30-Jun-2043	
PM:	Brent Bernegger	EMT:	Dee Brookshire	PC:	Tyler
				FI:	Volk

PROJECT DESCRIPTION

Annual payment for Revenue Bond issuance from FY 2013 to FY 2042. Excludes portion of interest paid by Blue Line project in FY2013-FY2016.
Funding source= State Transit Assistance

PROJECT JUSTIFICATION

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

STATUS

This project is active.

ISSUES

Not applicable.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 155,006,830	\$ -	\$ 1,447,221	\$ 3,595,214	\$ 3,582,261	\$ 5,489,217	\$ 5,490,483	\$ 135,402,434
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	155,006,830	-	1,447,221	3,595,214	3,582,261	5,489,217	5,490,483	135,402,434
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 155,006,830	\$ -	\$ 1,447,221	\$ 3,595,214	\$ 3,582,261	\$ 5,489,217	\$ 5,490,483	\$ 135,402,434

PROJECT NAME	New Transit Oriented Development-Related Professional Services				PROJECT ID	M005		
PROJECT CLASS	Planning/Studies			TIER	III Opportunity Based			
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2016			
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

RT has significant land resources that could become candidate TOD sites as the economy slowly improves and development again becomes attractive near rail stations. This project is provided as "catch all" for funding that may be provided by developers seeking assistance and approvals in developing TOD projects on RT property -- or affecting RT property if adjacent.

PROJECT JUSTIFICATION

In the latter half of 2012, RT Planning has experienced an increase in interest from developers with regards to RT properties and potential for TOD development.

STATUS

This project is underway with exploratory discussions and field reviews of potential candidate sites. Should developer interest increase and funding become available for more-detailed discussions and project reviews, staff will re-assess the project and update accordingly.

Planning Management and Staff have discussed the potential for releasing a Letter of Interest in FY 13-14 to Developers for a short-list of RT properties, selecting a Developer in a competitive process, and begin discussions and negotiations with the selected developer on an exclusive basis.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	150,000	-	-	75,000	-	75,000	-	-
	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -

PROJECT NAME	Professional Development Efforts for Planning Staff				PROJECT ID	M006	
PROJECT CLASS	Planning/Studies			TIER	III Opportunity Based		
START DATE	1-Jul-2014		COMPLETION DATE	30-Jun-2017			
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop	FI:	Volk

PROJECT DESCRIPTION

This project would entail the conduct and completion of 1 or more "professional development efforts" to be completed by RT Planning. Professional development efforts will be based upon an identified need and identification of a funding source to be pursued to cover the cost of the professional development.

PROJECT JUSTIFICATION

Needs arise over time for professional development training/efforts on issues associated with transit planning. At such time as a need is identified, the justification for the project will be included in the grant request, as well as the CIP will be updated accordingly

STATUS

Project activity is dependent on the availability of funding.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 30,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	30,000	-	-	-	10,000	10,000	10,000	-
	\$ 30,000	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ -

PROJECT NAME	Planning/Studies			PROJECT ID	M007
PROJECT CLASS	Planning/Studies		TIER	III Opportunity Based	
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2026	
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

This project entails the conduct and completion of 1 or more "planning studies" to be conducted by RT Planning. Studies will be based upon an identified need and identification of a funding source to be pursued for the study(s).

PROJECT JUSTIFICATION

Needs arise over time for more in-depth assessment of issues associated with transit infrastructure expansion or realignment. At such time as a need is identified, the justification for the project will be included in the grant request, and the CIP will be updated accordingly.

STATUS

Project activity is dependent on the availability of funding. Planning Studies in the past have received Caltrans Planning Grant Funds. This is a possible future funding source.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 700,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 500,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	700,000	-	-	100,000	-	100,000	-	500,000
	\$ 700,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 500,000

PROJECT NAME	Transit Action (Long-Range) Plan Update			PROJECT ID	M008
PROJECT CLASS	Planning/Studies		TIER	III Opportunity Based	
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015	
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

RT's long range plan, TransitAction, was completed and adopted by the RT Board as the 25-year vision moving forward. TransitAction provides a comprehensive assessment of alternatives and presents an integrated package of transit investments and increased service frequencies designed to make transit an improved transportation choice for everybody in the Sacramento region. This project will update TransitAction at the appropriate time based on funding, institutional and/or other considerations.

PROJECT JUSTIFICATION

Prior to the completion of TransitAction in 2010, RT's last Transit Master Plan was completed 1993 (17 years earlier). The goal of this project is to update the master plan much sooner than that, and ideally within the next 5 years, as funding becomes available or other considerations arise that require a revised vision for the region.

STATUS

Elements of TransitAction are being implemented over time as part of shorter-term planning and implementation efforts. No funding is currently identified. Future Caltrans Planning Funds may be a potential funding source.

ISSUES

No issues identified.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	200,000	-	-	100,000	100,000	-	-	-
	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -

PROJECT NAME	Replacement of Police Vehicle Mobile Data Computer Terminals				PROJECT ID	N001		
PROJECT CLASS	Equipment Program			TIER	High Priority- Partially Funded			
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2014			
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. No funding source identified. Estimated project completion date is 6/30/2014.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 135,296	\$ -	\$ -	\$ 135,296	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	30-Nov-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. RT applied for a three month extension (through 2/28/13) for the \$9,381 unspent balance. Request denied but submitted for reconsideration.

ISSUES

Delays (at least partially) caused by a DHS Marketing Manager trying to hold up our project while she coordinated a County-wide effort caused this project to fall behind schedule.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 70,467	\$ 7,500	\$ 62,967	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 70,467	\$ 70,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 70,467	\$ 70,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Paratransit Vehicles Replacement				PROJECT ID	P000			
PROJECT CLASS	Fleet Programs				TIER	III Opportunity Based			
START DATE	1-Jul-2017			COMPLETION DATE	30-Jun-2043				
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 in FY 2013. These vehicles will be replaced every 5 years thereafter in 2018; 2028; 2033; 2038; and 2043. 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 and a CNG paratransit-type vehicle in RT's Community Bus Service (CBS). 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. 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 75,705,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,705,290
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	7,297,970	-	-	-	-	-	4,113,077	3,184,893
Local	-	-	-	-	-	-	-	-
TBD	68,407,320	-	-	-	-	-	-	68,407,320
	\$ 75,705,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,113,077	\$ 71,592,213

PROJECT NAME	Paratransit Vehicles Replacement - 50 Vehicles				PROJECT ID	P006		
PROJECT CLASS	Fleet Programs			TIER	0 Funded			
START DATE	30-Aug-2011			COMPLETION DATE	30-Jun-2013			
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

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.

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 hybrid and CNG paratransit-type vehicles in RT's Community Bus Service (CBS). The CBS department is 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. A contract was executed 12/5/2011 for 50 gasoline-fueled paratransit vehicles, using a California Association for Coordinated Transportation (CalACT), Morongo Basin Transit Authority (MBTA) contract.

All vehicles have been delivered and are expected to be put into service in January 2013.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 4,335,000	\$ 48,785	\$ 4,286,215	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,335,000	4,335,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 4,335,000	\$ 4,335,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Citrus Heights Bus Stop Improvements				PROJECT ID	Q029			
PROJECT CLASS	Facilities Program				TIER	0 Funded			
START DATE	1-Jul-2012			COMPLETION DATE	30-Jun-2014				
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

Bus Stop Improvements include:

Sunrise/Woodmore & Sunrise/Lucher	\$ 77,404
Sunrise Complete Streets	240,428
Sunrise/Macy & Sunrise/Uplands	120,800
Total	\$438,632

Federal Funding provided by RT Transit Enhancement funds.

City of Citrus Heights provides matching funds.

STA Funds in the amount of \$306,000 were approved to fund commitments to Citrus Heights.

\$103,192 is funding this Project Q029; \$202,808 is funding Project Q030

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 541,824	\$ -	\$ 438,632	\$ 103,192	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 438,632	\$ 438,632	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	103,192	103,192	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 541,824	\$ 541,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Citrus Heights Transit Enhancements			PROJECT ID	Q030
PROJECT CLASS	Facilities Program		TIER	II Want to Fund through FY 2017	
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 - \$343,120.

Total tasks paid under RT operating for FY12 \$319,645

Exenditures not yet planned \$837,235

This project is dependent upon funding being identified.

STA Funds in the amount of \$306,000 were approved to fund commitments to Citrus Heights. \$202,808 is funding this Project Q030, \$103,192 is funding Project Q029.

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,500,000	\$ 319,645	\$ 50,000	\$ 1,130,355	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 343,120	\$ 343,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	202,808	202,808	-	-	-	-	-	-
Local	319,645	319,645	-	-	-	-	-	-
TBD	634,427		-	634,427	-	-	-	-
	\$ 1,500,000	\$ 865,573	\$ -	\$ 634,427	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	CAF Light Rail Vehicle Painting			PROJECT ID	R001
PROJECT CLASS	Fleet Programs		TIER	0 Funded	
START DATE	1-Mar-2013		COMPLETION DATE	30-Jun-2015	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 995,000	\$ -	\$ 447,500	\$ 447,500	\$ 100,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017	
START DATE	1-Jul-2014		COMPLETION DATE	30-Jun-2025	
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 100,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ 5,000	\$ 70,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	A019 Instrument House Improvements				PROJECT ID	R071				
PROJECT CLASS	Infrastructure Program				TIER	0 Funded				
START DATE	24-Jun-2009			COMPLETION DATE	31-Mar-2013					
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 47,955	\$ 15,493	\$ 32,462	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017	
START DATE	1-Jul-2014	COMPLETION DATE	30-Jun-2018		
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	High Priority- Partially Funded			
START DATE	24-Sep-2003			COMPLETION DATE	30-Sep-2016			
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.

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 operational for yard moves. The contract to refurbish the UTDC LRVs was awarded to Siemens in July 2012. The contract award was delayed for approximately 7 months due to a protest by an unsuccessful bidder. Siemens has disassembled two LRVs and started work on one of the trucks. RT is managing the overhaul of some components. Contracts have been awarded for component overhuals including: traction motors, gear box, and pantographs. Other overhaul contracts in process include: couplers, brake equipment, DVRs, cameras/microphones, and propulsion contactors. Funding is not identified for the retrofit and midlife refurbishment of all 21 vehicles.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 23,917,226	\$ 1,934,359	\$ 7,765,000	\$ 6,646,338	\$ 4,573,169	\$ 2,998,360	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 7,057,612	\$ 7,057,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,348,018	11,619,952	4,728,066	-	-	-	-	-
Local	511,596	511,596	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 23,917,226	\$ 19,189,160	\$ 4,728,066	\$ -	\$ -	\$ -	\$ -	\$ -

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-2014	
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. LRV Maintenance completed the ramp specifications and is working with Procurement to move forward with this project.

ISSUES

This project was delayed while maintenance, safety, and the operators worked to understand the issues affecting all stakeholders and to make recommendations on design changes that will improve maintainability and ease of operation. It was also delayed while trying to locate the existing drawings of the ramps so that the ramps would not have to be completely re-engineered.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,320,000	\$ 78	\$ 660,000	\$ 659,922	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017			
START DATE	1-Jul-2014			COMPLETION DATE	30-Jun-2023				
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 FY16/17. Amount= \$ 10,000,000 in FY15 if purchase vehicles outright.

ISSUES

The cost is about 3.5 million per unit. We need to start procurement in 2017; 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 111,918,522	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 108,918,522
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	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/nesting areas for birds. The growing population of birds has resulted in a potential hazard for our customers. Previous efforts by RT to detract and discourage nesting have failed (electrical spike system). The installation of new netting in strategic areas will hopefully resolve this nuisance issue.

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

STATUS

Existing lights have been replaced with LED and additional LED lights installed on stairwell. Damaged benches on platform have been replaced.

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 312,500	\$ 176,250	\$ 136,250	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	62,500	62,500	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 312,500	\$ 312,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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-2014			
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 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 at 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,832,803	\$ 538,396	\$ 647,203	\$ 647,204	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,675,423	1,675,423	-	-	-	-	-	-
Local	157,380	157,380	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,832,803	\$ 1,832,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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-2015			
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. The cost estimate for construction is \$12M which far exceeds the current funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 12,000,000	\$ 342,807	\$ 3,557,193	\$ 4,050,000	\$ 4,050,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	3,900,000	3,900,000	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	8,100,000	-	-	4,050,000	4,050,000	-	-	-
	\$ 12,000,000	\$ 3,900,000	\$ -	\$ 4,050,000	\$ 4,050,000	\$ -	\$ -	\$ -

PROJECT NAME	Bicycle/Pedestrian Improvements Study			PROJECT ID	R305
PROJECT CLASS	Planning/Studies		TIER	III Opportunity Based	
START DATE	1-Jul-2014		COMPLETION DATE	30-Jun-2015	
PM:	RoseMary Covington	EMT:	RoseMary Covington	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

STATUS

This project can be funded by Community-Based Transportation Planning (CBTP), Community Design, Safe Routes, CMAQ. RT is participating in a regional Bike Share Program development team, which could be a component of this study.

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	300,000	-	-	-	300,000	-	-	-
	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -

PROJECT NAME	29th Street Light Rail Station Enhancements				PROJECT ID	R313		
PROJECT CLASS	Facilities Program				TIER	0 Funded		
START DATE	1-Jul-2012			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.; awaiting award of CMAQ funds in FY 2013

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 280,500	\$ -	\$ 93,500	\$ 187,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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 2017			
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2014				
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	1-Jul-2012		COMPLETION DATE	30-Jun-2014	
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

Minimal project expenditures in Fy 2012. Major project tasks not yet started.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 159,000	\$ 2,119	\$ 50,881	\$ 106,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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	1-Feb-2012		COMPLETION DATE	30-Jun-2015	
PM:	David Harbour	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 platform 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 432,479	\$ 1,291	\$ 1,188	\$ 250,000	\$ 180,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 330,841	\$ 300,000	\$ 30,841	\$ -	\$ -	\$ -	\$ -	\$ -
State	101,638	75,000	26,638	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 432,479	\$ 375,000	\$ 57,479	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Green Line Draft & Final EIS/R for SITF Segment			PROJECT ID	R321
PROJECT CLASS	Planning/Studies		TIER	0 Funded	
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2015	
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

The physical reach of this project is adjacent to and near the area of the Sacramento Intermodal Facility (SITF) along the Green Line to the Airport corridor, the "interim/bypass track" previously constructed as part of Phase 1. The scope of this project is to obtain full environmental clearance for this segment of the Green Line including FEIR and FEIS achieving a Notice of Determination (NOD) and a Record of Decision (ROD). The project includes definition of this "final" Green Line segment adjacent to the SITF and advanced preliminary engineering, as well as environmental clearance. Project R327 covers the final engineering and construction aspects of this segment.

PROJECT JUSTIFICATION

This Project will result in the completion of the project environmental clearance(s) necessary for the Sacramento Intermodal Facility-related segment of the Green Line. Accomplishing this will result in its "project readiness" in anticipation of obtaining additional Proposition 1A Connectivity funding for final design and construction (Project 327). Funding for this Project is a combination of Proposition 1A PA & ED -identified funding with local and federal match funding.

STATUS

This project will begin concurrent with Project R322. The schedule is to complete the Draft EIS/R by no later than July 1, 2015 and complete the FEIS/R and NOD/ROD by June 30, 2016. Funding for the project is a combination of local and federal funds already committed matching Proposition 1A Connectivity funding. The Proposition 1A funding requires CTC action to commit in the spring of 2013.

ISSUES

If the Proposition 1A funding is not committed to the project by the CTC this fiscal year, the cost for preparation of the draft EIS/R may be shifted to Project R322 to start and the funding from Proposition 1A would be used to advance the environmental clearance at the time of CTC authorization.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 3,504,000	\$ -	\$ -	\$ 2,102,400	\$ 1,401,600	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 823,000	\$ 823,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	1,752,000	-	-	1,642,000	110,000	-	-	-
Local	929,000	929,000	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 3,504,000	\$ 1,752,000	\$ -	\$ 1,642,000	\$ 110,000	\$ -	\$ -	\$ -

PROJECT NAME	Green Line Draft Environmental Clearance and Project Development			PROJECT ID	R322
PROJECT CLASS	Planning/Studies		TIER	0 Funded	
START DATE	1-Jul-2012		COMPLETION DATE	30-Jun-2015	
PM:	Jeffrey Damon	EMT:	RoseMary Covington	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

The physical reach of this project is for the segment of the Green Line from north of the Sacramento Intermodal Facility (SITF) covered by Proposition 1A Connectivity funding (the "interim/bypass track" previously constructed as part of Phase 1) up North 7th Street across the American River and through South and North Natomas to the Sacramento International Airport. Project 327 covers the environmental clearance aspects of the Green Line south of this segment.

The scope of this project is to advance the Green Line to the Airport corridor from north of the Sacramento Intermodal Facility (the "interim/bypass track" previously constructed as part of Phase 1) to the Sacramento International Airport through completion of the draft environmental documents (DEIS/R) along with their release to the public for comments. Advanced conceptual engineering for select potentially hi-environmental impact locations and completion of the federal New Starts process under MAP-21 is included. The New Starts process will produce the necessary information for a decision on advancing all or a portion of the Green Line as a candidate New Starts project for federal funding.

Technical studies such as low-floor vehicle integration and interlining of services concepts into the RT System will also be included in this Project.

PROJECT JUSTIFICATION

The Project is programmed and fully funded for completion of this effort. Advancing the environmental process, as well as the advancing of the conceptual engineering in select areas will help inform the process with regards to the benefits and opportunities associated with it.

STATUS

The project is moving forward under the following schedule assumptions (subject to revision as time progresses):

1. Request authorization to release an RFP for consultant services and release RFP -- by no later than February 1, 2013;
2. Procure consultant and provide NTP for services -- by no later than June 30, 2013;
3. Complete draft EIS/R and release to public -- by no later than June 30, 2015;
4. Complete New Starts efforts, collect public comments on DEIS/R and identify candidate New Starts project -- by no later than December 30, 2015

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 3,509,156	\$ -	\$ 1,047,600	\$ 1,396,800	\$ 1,064,756	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 2,745,029	\$ 2,745,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	764,127	364,127	-	400,000	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 3,509,156	\$ 3,109,156	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Retrofit Light Rail Vehicle (LRV) Hoist				PROJECT ID	R323				
PROJECT CLASS	Facilities Program				TIER	0 Funded				
START DATE	1-Dec-2012			COMPLETION DATE	20-May-2013					
PM:	Lynn Cain	EMT:	Mike Mattos		PC:	Bishop		FI:	Paglieroni	

PROJECT DESCRIPTION

The project is to reinforce an existing in-floor hoist (lift) that was originally designed to service Siemens light rail vehicles (LRVs). The reinforcement is required to accommodate the different loading characteristics when lifting CAF LRVs in order to service both light rail vehicle types with the same hoist.

PROJECT JUSTIFICATION

Only one hoist currently available for the entire CAF fleet; causes delays in maintaining CAF vehicles. Retrofit would allow another set of lifts to accommodate CAF vehicles.

STATUS

P1B PTMISEA allocation request will be submitted by December 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 33,000	\$ -	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	33,000	-	33,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 33,000	\$ -	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Light Rail Portable Jacking System				PROJECT ID	R324		
PROJECT CLASS	Equipment Program				TIER	II Want to Fund through FY 2017		
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2014			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

Purchase protable LRV lifting jacks to replace existing set of jacks at the end of useful life.

PROJECT JUSTIFICATION

The service technician conducted recent reparis and indicated the jacks are not reliable in a continual state of needing repair. With Siemens on site and utilizing the other jacks, Vehicle Maintenance is dependent on these set of jacks for repairs to the fleet.

STATUS

Funding needs to be identified.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 140,000	\$ -	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	140,000	-	-	140,000	-	-	-	-
	\$ 140,000	\$ -	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Systemwide Grounding Improvements				PROJECT ID	R325				
PROJECT CLASS	Infrastructure Program				TIER	II Want to Fund through FY 2017				
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2014					
PM:	Craig Norman		EMT:	Diane Nakano		PC:	Bishop		FI:	Volk

PROJECT DESCRIPTION

This project covers the next steps: to field inspect the existing system (fencing, shelters, and railings) to determine compliant and non-compliant elements and to prepare plans for retrofit as needed.

PROJECT JUSTIFICATION

CPUC General Order 143-B Part 10.09 requires all non-current carrying metal parts within the light rail system to be grounded. On 3/15/2011, staff from relevant departments met and on 7/28/2011 agreed to criteria to determine when and where this requirement should apply.

STATUS

\$40,000 for scoping and design; the estimate excludes any construction work at this time. Construction phase work will be a separate request after completion of design.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	40,000	-	-	40,000	-	-	-	-
	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Green Line SITF HSR Connectivity Improvements (Final Design & Construction)			PROJECT ID	R327
PROJECT CLASS	Infrastructure Program		TIER	0 Funded	
START DATE	1-Jul-2015		COMPLETION DATE	30-Jun-2019	
PM:	Darryl Abansado	EMT:	Diane Nakano	PC:	Bishop
				FI:	Volk

PROJECT DESCRIPTION

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. This project is for the Final Design and Construction of the Sacramento Intermodal Facility Connectivity Improvements.

PROJECT JUSTIFICATION

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.

STATUS

When HSR Proposition 1A funds and match secured, RT will implement this project following the environmental clearance. Project R321 covers the environmental clearance aspects of this project.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 56,864,000	\$ -	\$ -	\$ -	\$ -	\$ 2,109,000	\$ 16,426,500	\$ 38,328,500
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	23,471,000	-	-	-	770,000	22,701,000	-	-
Local	-	-	-	-	-	-	-	-
TBD	33,393,000	-	-	-	1,339,000	32,054,000	-	-
	\$ 56,864,000	\$ -	\$ -	\$ -	\$ 2,109,000	\$ 54,755,000	\$ -	\$ -

PROJECT NAME	Sacramento-West Sacramento Streetcar Starter Line						PROJECT ID	S010		
PROJECT CLASS	System Expansion				TIER	High Priority- Partially Funded				
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 Sacramento-West Sacramento Downtown/Riverfront Streetcar project . The alignment would run from West Sacramento City Hall area to Tower Bridge to the Sacramento Intermodal via 3rd Street and then through Downtown Sacramento east along K Street to 12th (or 13th) Street and then eastbound on J Street to 19th Street and returning westbound on L Street to 12th (or 13th) 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 will be included with this project and two locations are under study -- at 19th Street and US 50 Overpass in Sacramento and under the US 50 Overpass in West Sacramento at the Bridge District. If the Sacramento location is selected, it is envisioned this could also become a mid-day LRV storage facility and/or an emergency LRV storage facility in case of vehicle failure.</p> <p>An integral component of this project will be the relocation of the Blue Line off of K Street on to H Street (and thus terminating at the Sacramento Intermodal) with a new station between 12th and 8 the Streets. The LRT would be either double-tracked or single-tracked with reverse operation. The Str evaluate the options and locations of the track and station. The Streetcar would be located on K Street with low-floor vehicle accommodating platforms and the removal of the mini-high platforms which is viewed as a positive for the area's economic re-development.</p> <p>The Sacramento-West Sacramento Downtown/Riverfront Streetcar project is estimated to cost between \$250 to \$300 Million (2012 \$'s) including the H Str LRT relocation. The project is assumed to be a federal Small Starts candidate project with a 50% federal share of the cost up to \$250M total all costs. Regional Transit would be the owner/operator of the system; although some sort of joint powers authority may be developed as a governance structure.</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 SACOG, 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 federal Small Starts project seeking up to 50% federal funding. A "Small Starts Project Development" effort following (to be published) FTA MAP-21 Guidance will be conducted between the Summer of 2012 and the Summer of 2014 with the intent being to position the project to be competitive for upcoming Small Starts funding in 2014/15. Local funding will be a combination of resources from the various jurisdictions, as well as other sources to be determined as part of the Project Development. SACOG is, for now, the "Sponsoring Agency" for this 5-Agency group. An updated Memorandum of Understanding approved by the RT Board and Roles and Responsibilities document discusses the on-going organizational arrangements.</p>										
ISSUES										
<p>Sacramento Regional Transit is a "Participating Agency" for the early phase of Project Development in partnership with the City of Sacramento, the City of West Sacramento and the Yolo County Transit District. Sacramento RT will be the owner/operator of the system ultimately.</p> <p>The FY2012 Federal Funding of \$1.2M is STP funds that were to re-allocated to a SACOG FTA Grant in FY2012. Matching funds totaling \$155,000 are to be provided by the four participating agencies (\$38,750 each). Future funding is dependent upon identification of funding opportunities by SACOG and others.</p>										
EXPENDITURE PLAN										
	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043		
	\$ 64,780	\$ -	\$ 38,750	\$ -	\$ -	\$ -	\$ -	\$ 26,030		
FUNDING PLAN										
	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043		
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
State	-	-	-	-	-	-	-	-		
Local	64,780	-	64,780	-	-	-	-	-		
TBD	-	-	-	-	-	-	-	-		
	\$ 64,780	\$ -	\$ 64,780	\$ -	\$ -	\$ -	\$ -	\$ -		

PROJECT NAME	Transit Security Project - TBD Formula & Regional			PROJECT ID	T000
PROJECT CLASS	Transit Security & Safety		TIER	III Opportunity Based	
START DATE	1-Jul-2014		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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 6,224,000	\$ -	\$ -	\$ -	\$ 1,556,000	\$ 1,556,000	\$ 1,556,000	\$ 1,556,000
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	4,668,000	-	-	-	1,556,000	1,556,000	1,556,000	-
Local	-	-	-	-	-	-	-	-
TBD	1,556,000	-	-	-	-	-	-	1,556,000
	\$ 6,224,000	\$ -	\$ -	\$ -	\$ 1,556,000	\$ 1,556,000	\$ 1,556,000	\$ 1,556,000

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	31-Mar-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

Project is in progress and proceeding as planned.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 525,350	\$ 1,065	\$ 524,285	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-Nov-2012	
PM:	Mike Fitzpatrick	EMT:	Mark Lonergan	PC:	Bishop
				FI:	Ring

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

This project is complete as of November 2012.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 143,596	\$ 47,747	\$ 95,849	\$ -	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 127,125	\$ 42,270	\$ 84,855	\$ -	\$ -	\$ -	\$ -	\$ -
State	16,471	5,477	10,994	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 143,596	\$ 47,747	\$ 95,849	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Connect Card Light Rail Platform Preparations			PROJECT ID	T004
PROJECT CLASS	Transit Technologies Program		TIER	0 Funded	
START DATE	4-Nov-2011		COMPLETION DATE	30-Jun-2014	
PM:	Lynn Cain	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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,603,000	\$ 228,380	\$ -	\$ 1,374,620	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012		COMPLETION DATE	30-Jun-2014	
PM:	Laura Espinoza	EMT:	Mark Lonergan	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

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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 305,482	\$ -	\$ 152,741	\$ 152,741	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012		COMPLETION DATE	31-Mar-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

Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds received Dec 2012-Jan 2013

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 401,025	\$ -	\$ 89,117	\$ 178,233	\$ 133,675	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012			COMPLETION DATE	31-Mar-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

Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds received Dec 2012-Jan 2013

ISSUES

No phasing is planned for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 317,000	\$ -	\$ 70,444	\$ 140,889	\$ 105,667	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012		COMPLETION DATE	31-Mar-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

Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds received Dec 2012-Jan 2013

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 417,900	\$ -	\$ 92,867	\$ 185,733	\$ 139,300	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012		COMPLETION DATE	31-Mar-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

Funding source FY 11/12 Proposition 1B CTSGP. Expenditure plan assumes funds received Dec 2012-Jan 2013.

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 53,709	\$ -	\$ 11,935	\$ 23,871	\$ 17,903	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
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-2012		COMPLETION DATE	31-Mar-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

Funding source FY 11/12 Proposition 1B CTSGP. Funds expected to be received Dec 2012-Jan 2013

ISSUES

No project phasing is proposed for this project.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 170,784	\$ -	\$ 37,952	\$ 75,904	\$ 56,928	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	170,784	-	170,784	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 170,784	\$ -	\$ 170,784	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Anti-Terrorism Directed Patrols			PROJECT ID	T011
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	1-Mar-2012		COMPLETION DATE	31-Aug-2014	
PM:	Doug Voska	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. This will be accomplished by the creation of transit-dedicated two officer uniformed teams that will patrol the light rail system in a random manner to detect, deter and counter any terrorist surveillance or actions. The creation of these units will allow Regional Transit Police Services (RTPS) to add another layer of human security to the District's existing security system which is comprised of a video system, physical barriers, and a dwindling human component due to budget cuts. The two officer units will be comprised of Sacramento Police Department Officers and Sacramento County Sheriff's Deputies working on an overtime basis. The teams will operate generally from 6:00am to 10:00am and 3:00pm to 7:30pm four days a week. The hours/days were determined based on peak ridership times. While the patrols will be random and unpredictable, they will concentrate on those parts of the system that have the highest Vulnerability Ratings as indicated in the SRTD Threat and Vulnerability Assessment.

PROJECT JUSTIFICATION

The Vision for this project is:

- To Have a System Free From Acts and Threats of Terrorism. The Goals of this project are:
- Develop an Integrated, Layered Approach to Security.
- Provide the Highest Possible Security with the Available Funding while Creating the Least Possible Impact on the Ridership.
- Build Public Trust and Confidence Through Visible, Effective, Efficient and Cost-Conscious Security Processes.

STATUS

The Anti-Terrorism Directed Patrols Project began March 2012 and is currently on-going.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 384,912	\$ 27,383	\$ 165,013	\$ 165,013	\$ 27,503	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 384,912	\$ 384,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 384,912	\$ 384,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	RT - Emergency Preparedness Drills			PROJECT ID	T012
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	1-Jul-2012		COMPLETION DATE	31-Aug-2014	
PM:	Doug Voska	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

This investment is for the funding of two emergency preparedness drills, one per year, over the 24 month period of performance allowed under the grant. One drill would focus primarily on our light rail system, the other would focus on the bus system. The tentative scenario for the light rail drill would involve a WMD incident. A terrorist related chemical release on-board a light rail vehicle would occur. This would generate a HAZMAT response from local emergency responders and SRTD/RTPS personnel. It would involve isolating the incident, rendering aid to victims, neutralizing the terrorist threat, mitigating the damage from this event and eventual recovery to normal revenue service. The tentative scenario for the bus incident would involve an anonymous report of a possible suicide bomber on-board a bus in revenue service. The anonymous report would be received in our video control center (VCC). VCC personnel, many of whom are volunteers, would have to interact with bus dispatch and RT Police Services. It would allow SRTD the opportunity to practice their bus roll call procedures, and RTPS the ability to practice their response to IED's. This investment will help support prior TSGP awards which were made to build the VCC. Each drill would be scheduled to last 4 hours.

PROJECT JUSTIFICATION

The purpose of this investment is to practice employee roles and responsibilities during an emergency event. Engaging in regular practice of our emergency response protocols allows us to create a safer transit environment for employees and passengers. Engaging in regular drills/exercises gives the public a greater sense of security and confidence in the system and those managing it and helps SRTD fulfill the National Preparedness Goals. Our drills and exercises include local emergency response personnel, so there is a regional benefit to this investment.

STATUS

The light rail emergency preparedness drill was conducted on Saturday, October 27, 2012 at the Township 9 Light Rail Station and at the Video Control and Communications Center located at 1225 R St. The emergency preparedness drill for bus will be conducted in 2013, date TBD. Planning for the bus drill will begin January 2013.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 28,308	\$ -	\$ 13,065	\$ 13,065	\$ 2,178	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 28,308	\$ -	\$ 28,308	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 28,308	\$ -	\$ 28,308	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	RT - Staff Security Training - Overtime/Backfill			PROJECT ID	T013
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	4-Nov-2012		COMPLETION DATE	31-Aug-2014	
PM:	Doug Voska	EMT:	Mark Lonergan	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

This investment is for DHS approved security training for SRTD police officers/Sheriff's Deputies. The training will be passed on to SRTD non-law enforcement employees through a variety of avenues. Specifically, this investment is for funding to send 20 law enforcement officers and 4 supervisors to a 36.5 hour National Training and Education Division course PER 231-1 Prevention and Response to Suicide Bombing Incidents, Train-the-Trainer. The training itself is provided at no-cost to SRTD, all funds will be used to backfill the positions of the officers while they are attending the course. The investment also calls for funding for 144 hours of instruction over the course of the grant performance period to hire a security contractor to deliver security training to SRTD operators and supervisors during on-going Verification of Transit Training (VTT) classes (36 classes per year, 4 hours of training per class).

PROJECT JUSTIFICATION

The Goals of this project are:

- To have a well-trained workforce that is practiced in it's security and emergency roles and responsibilities.
- Develop an integrated, layered approach to security.
- Provide the highest possible security with the available funding while creating the least possible impact on the ridership.
- Build public trust and confidence through visible, effective, efficient and cost-conscious security processes.

The Objectives necessary to obtain these goals are:

- Attend yearly training that prepares our workforce for the challenges of today's security environment.
- To provide employees with the tools and training to safely and effectively carry out their security roles and responsibilities.
- Minimize the security impact on the ridership by responding rapidly, efficiently and effectively to emergencies.

Training helps SRTD personnel in achieving all aspects of the National Preparedness Goal. It helps the District to create and reinforce its core capabilities.

It is the bridge between creation of policies and procedures and their successful implementation.

STATUS

FFY12 TSGP funding awarded 9/1/2012

ISSUES

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 64,979	\$ -	\$ 29,990	\$ 29,990	\$ 4,999	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 64,979	\$ -	\$ 64,979	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 64,979	\$ -	\$ 64,979	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Connect Card Data & Communications Systems			PROJECT ID	T014
PROJECT CLASS	Transit Technologies Program		TIER	0 Funded	
START DATE	1-Nov-2012		COMPLETION DATE	30-Jun-2014	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

Procure and install data communications and computer equipment, and improve data center facilities for the regional Connect Card project.

PROJECT JUSTIFICATION

Funding for this project is being provided by SACOG via subrecipient agreements.

STATUS

Pending approval of subrecipient agreements by both parties.

ISSUES

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,204,000	\$ -	\$ 641,000	\$ 563,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	641,000	-	641,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	563,000	-	-	563,000	-	-	-	-
	\$ 1,204,000	\$ -	\$ 641,000	\$ 563,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Upgrade existing FVM for Credit & Debit Purchase				PROJECT ID	T015		
PROJECT CLASS	Transit Technologies Program			TIER	II Want to Fund through FY 2017			
START DATE	1-Jul-2013		COMPLETION DATE	30-Jun-2014				
PM:	Sangita Arya	EMT:	Diane Nakano	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

This project is to implement credit/debit purchase options to existing fare vending machines that were procured in 2003. These machines are located throughout the existing 52 light rail stations.

PROJECT JUSTIFICATION

Under project 240, 11 stations will receive one new FVM with credit/debit capability. RT would like to implement credit/debit purchase options for the public throughout the system. For the remaining 41 stations, it will require at least one of the existing FVMs to be retrofitted for credit/debit purchases.

STATUS

Implementation of this project will provide funding for the necessary retrofit.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 399,500	\$ -	\$ -	\$ 399,500	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	399,500	-	-	399,500	-	-	-	-
	\$ 399,500	\$ -	\$ -	\$ 399,500	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Facilities New Freedom Tasks-Audiable Feature Signal				PROJECT ID	T016				
PROJECT CLASS	Facilities Program				TIER	0 Funded				
START DATE	1-Jul-2013			COMPLETION DATE	30-Jun-2014					
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 257,799	\$ -	\$ -	\$ 257,799	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 206,239	\$ -	\$ -	\$ 206,239	\$ -	\$ -	\$ -	\$ -
State	51,560	-	-	51,560	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 257,799	\$ -	\$ -	\$ 257,799	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Audio Light Rail Passenger Information Signs				PROJECT ID	T017		
PROJECT CLASS	Transit Technologies Program				TIER	0 Funded		
START DATE	30-Jun-2013			COMPLETION DATE	30-Jun-2015			
PM:	Lynn Cain	EMT:	Mike Mattos	PC:	Bishop	FI:	Volk	

PROJECT DESCRIPTION

The project involves acquiring and installing "audible" buttons at light rail stations with automated electronic signs. Project will go one step further by providing audible recitation of automated visual signs on demand.

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 "audible" buttons at light rail stations equipped with automated electronic signs.

STATUS

This project has not started yet.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 1,186,250	\$ -	\$ 889,600	\$ 177,900	\$ 118,750	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 949,000	\$ -	\$ 949,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	237,250	-	237,250	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 1,186,250	\$ -	\$ 1,186,250	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Building Access System Upgrade			PROJECT ID	T018
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	1-May-2014		COMPLETION DATE	31-Mar-2016	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

This investment will upgrade RT's proximity card based building access system. The current system has been in place for approximately 10 years without a significant systems upgrade. This project proposes to upgrade the software to the latest version and replaced older, obsolete servers and hardware components that have reached the end of their useful life.

PROJECT JUSTIFICATION

STATUS

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 111,507	\$ -	\$ -	\$ 111,507	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	111,507	-	-	111,507	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 111,507	\$ -	\$ -	\$ 111,507	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Video Surveillance System Enhancement			PROJECT ID	T019
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	1-May-2014		COMPLETION DATE	31-Mar-2016	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

This investment will upgrade and replace approximately 90 obsolete video cameras in RT's light rail surveillance system as well as provide additional video storage systems for greater video retention and reliability.

PROJECT JUSTIFICATION

STATUS

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 145,000	\$ -	\$ -	\$ 145,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	145,000	-	-	145,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 145,000	\$ -	\$ -	\$ 145,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Operations Computer Systems Upgrades			PROJECT ID	T020
PROJECT CLASS	Transit Security & Safety		TIER	0 Funded	
START DATE	1-May-2014		COMPLETION DATE	31-Mar-2016	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

This investment will upgrade and replace computer systems in RT's light rail operations control, vehicle maintenance, and wayside maintenance departments, as well as bus dispatch, bus maintenance, Police Services, Video Operations and Control Center, and other supporting areas. The new systems will be compatible with RT's disaster recover systems and procedures and will enhance RT's Operations groups ability to respond to system failures.

PROJECT JUSTIFICATION

STATUS

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 205,000	\$ -	\$ -	\$ 205,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	205,000	-	-	205,000	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 205,000	\$ -	\$ -	\$ 205,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Connect Card-- Mobile Access Routers			PROJECT ID	T021
PROJECT CLASS	Transit Technologies Program		TIER	0 Funded	
START DATE	1-May-2013		COMPLETION DATE	31-Mar-2014	
PM:	Roger Thorn	EMT:	Mike Mattos	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

Regional Transit will equip the RT bus fleet with Mobile Access Router (MAR) technology. MAR is a generic name for a compact, state-of-the-art communications router. The MAR would allow for seamless connection of multiple on-board systems. In the near-term, the MAR will facilitate on-board communications needed for the Connect Card project, but will also provide the flexibility to add other systems in the future.

PROJECT JUSTIFICATION

Funding for this project is being provided by transfer of FY 09/10 cycle Prop 1B PTMISEA funds from Paratransit Vehicle Replacement project. RT will be executing a subrecipient agreement with SACOG.

STATUS

Pending approval of subrecipient agreement by both parties.

ISSUES

N/A

EXPENDITURE PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 800,000	\$ -	\$ 700,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	800,000	-	800,000	-	-	-	-	-
Local	-	-	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Transit Enhancements			PROJECT ID	TE07		
PROJECT CLASS	Facilities Program			TIER	0 Funded		
START DATE	1-Jul-2007		COMPLETION DATE	30-Jun-2013			
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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
	\$ 220,261	\$ 192,308	\$ 15,213	\$ -	\$ -	\$ -	\$ -	\$ 12,740
FUNDING PLAN	TOTAL	LTD	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY2018 - FY2043
Federal	\$ 176,209	\$ 176,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	-	-	-	-	-	-	-	-
Local	44,052	44,052	-	-	-	-	-	-
TBD	-	-	-	-	-	-	-	-
	\$ 220,261	\$ 220,261	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Section VI

FY 2013 and 2014

Funding and Expenditure

Summary

FY 2013 and FY 2014 FUNDING AND EXPENDITURE SUMMARY

Project ID	Program Classification / Project Name	Tier	A		B		C=(A-B)	D		E=(C+D)	F	G=(E-F)	H		I=(G+H)	J		K=(I-J)	
			TOTAL PROJECT COST Planned	LTD FY 2012 Year End FUNDING	LTD FY 2012 Year End EXPENDITURES	FY 2012 Year End FUNDING Carry Forward	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	FY 2014 Fiscal Year FUNDING Additions	FY 2014 Fiscal Year FUNDING Available	FY 2014 Fiscal Year EXPENDITURES Planned	FY 2014 Year End Carry Forward FUNDING					
B070	Neighborhood Ride Expansion Vehicle Replacement	IV	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B136	Neighborhood Ride Hybrid Bus Purchase Project	0	\$ 210,000	\$ 210,000	\$ 121,306	\$ 88,694	\$ -	\$ 88,694	\$ 88,694	\$ 88,694	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B030	Neighborhood Ride Vehicle Expansion	IV	\$ 5,387,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
B040	Neighborhood Ride Vehicle Replacement	I	\$ 21,900,017	\$ 1,518,801	\$ 1,501,789	\$ 17,012	\$ -	\$ 17,012	\$ -	\$ 17,012	\$ -	\$ 17,012	\$ -	\$ 17,012	\$ -	\$ 17,012	\$ 1,743,398	\$ (1,726,386)	
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	0	\$ 906,963	\$ 906,963	\$ 477,640	\$ 429,323	\$ -	\$ 429,323	\$ -	\$ 429,323	\$ 100,000	\$ 329,323	\$ -	\$ 329,323	\$ -	\$ 329,323	\$ 329,323	\$ -	
B035	Non-Revenue Vehicle Expansion	IV	\$ 10,256,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G225	Non-Revenue Vehicle Replacement	I	\$ 40,937,319	\$ 1,079,435	\$ 991,210	\$ 88,225	\$ 1,879,000	\$ 1,967,225	\$ 375,000	\$ 1,592,225	\$ -	\$ 1,592,225	\$ -	\$ 1,592,225	\$ -	\$ 1,702,683	\$ (110,458)	\$ -	
P015	Paratransit Expansion Vehicle Replacement	IV	\$ 39,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
P010	Paratransit Vehicle Expansion	IV	\$ 18,278,967	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
771	Paratransit Vehicle Replacement (Up to 50)	0	\$ 4,970,159	\$ 4,970,159	\$ 4,692,034	\$ 278,125	\$ -	\$ 278,125	\$ 278,125	\$ 278,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
P000	Paratransit Vehicles Replacement	III	\$ 75,705,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
P006	Paratransit Vehicles Replacement - 50 Vehicles	0	\$ 4,335,000	\$ 4,335,000	\$ 48,785	\$ 4,286,215	\$ -	\$ 4,286,215	\$ 4,286,215	\$ 4,286,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R000	Rail State of Good Repair - 5337	III	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R115	Siemens 1st Series Fleet Replacement (26)	II	\$ 111,918,522	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R120	Siemens 2nd Series Fleet Replacement (10)	IV	\$ 57,849,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R110	Siemens E & H Ramp Replacement	0	\$ 1,320,000	\$ 1,320,000	\$ 78	\$ 1,319,922	\$ -	\$ 1,319,922	\$ 660,000	\$ 659,922	\$ -	\$ 659,922	\$ -	\$ 659,922	\$ -	\$ 659,922	\$ 659,922	\$ -	
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	\$ 9,946,412	\$ 9,946,412	\$ 7,189,990	\$ 2,756,422	\$ -	\$ 2,756,422	\$ 1,388,944	\$ 1,367,478	\$ -	\$ 1,367,478	\$ -	\$ 1,367,478	\$ -	\$ 1,367,478	\$ 1,367,478	\$ -	
R100	UTDC Fleet Replacement	IV	\$ 80,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishm	I	\$ 23,917,226	\$ 19,189,160	\$ 1,934,359	\$ 17,254,801	\$ 4,728,066	\$ 21,982,867	\$ 7,765,000	\$ 14,217,867	\$ -	\$ 14,217,867	\$ -	\$ 14,217,867	\$ -	\$ 6,646,338	\$ 7,571,529	\$ -	
Fleet Program Total			\$ 1,334,295,704	\$ 52,181,965	\$ 17,969,460	\$ 34,212,505	\$ 10,706,212	\$ 44,918,717	\$ 15,490,723	\$ 29,427,994	\$ 7,942,873	\$ 37,370,867	\$ 19,196,642	\$ 18,174,225					
Infrastructure Programs																			
R056	12th & I Street Light Rail Station ADA Improvements	III	\$ 16,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R329	16th Street Station Relocation	III	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R071	A019 Instrument House Improvements	0	\$ 47,955	\$ 47,955	\$ 15,493	\$ 32,462	\$ -	\$ 32,462	\$ 32,462	\$ 32,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G237	Across the Top System Modification	0	\$ 674,856	\$ 674,856	\$ 252,218	\$ 422,638	\$ -	\$ 422,638	\$ 140,880	\$ 281,758	\$ -	\$ 281,758	\$ -	\$ 281,758	\$ -	\$ 281,758	\$ 281,758	\$ -	
R274	Activate Switch F111 at 18th Street	III	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R280	Amtrak-Folsom Limited Stop Service	I	\$ 12,000,000	\$ 3,900,000	\$ 342,807	\$ 3,557,193	\$ -	\$ 3,557,193	\$ 3,557,193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,050,000	\$ (4,050,000)	\$ -	
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail V	II	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ (600,000)	\$ -	
4017	Bus Stop Improvement Program	I	\$ 5,328,805	\$ 286,883	\$ 286,378	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ -	\$ 505	\$ -	\$ -	\$ 505	\$ -	
A003	Caltrans Camellia City Viaduct Rehab Deck	0	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
A005	City College Light Rail Station Pedestrian/Bicycle Crossin	0	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 25,000	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ 50,000	\$ -	
R265	Folsom Corridor Soundwall Landscaping	IV	\$ 742,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R328	Green Line to Airport (N of SITF) Final Design & Construc	IV	\$ 1,023,080,410	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R272	Light Rail Control Center Upgrade (LRCC)	III	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R010	Light Rail Crossing Enhancements	III	\$ 3,500,000	\$ 500,000	\$ 394,460	\$ 105,540	\$ -	\$ 105,540	\$ -	\$ 105,540	\$ -	\$ 105,540	\$ -	\$ 105,540	\$ -	\$ -	\$ 105,540	\$ 105,540	
R140	Light Rail Station Pedestrian Improvements	III	\$ 11,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0555	Light Rail Station Shelter Improvement Program	IV	\$ 1,136,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R271	Metro Light Rail Yard Expansion	III	\$ 10,521,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G238	Repairs per Biennial Bridge Inspection	I	\$ 1,877,000	\$ 156,000	\$ 46,383	\$ 109,617	\$ -	\$ 109,617	\$ 109,617	\$ 109,617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227,383	\$ (227,383)	\$ -	
R255	Richards Blvd/12th & 16th St Grade Xing	0	\$ 1,832,803	\$ 1,832,803	\$ 538,396	\$ 1,294,407	\$ -	\$ 1,294,407	\$ 647,203	\$ 647,204	\$ -	\$ 647,204	\$ -	\$ 647,204	\$ -	\$ 647,204	\$ 647,204	\$ -	
R321	Green Line Draft & Final EIS/R for SITF Segment	0	\$ 3,504,000	\$ 1,752,000	\$ -	\$ 1,752,000	\$ -	\$ 1,752,000	\$ -	\$ 1,752,000	\$ -	\$ 1,752,000	\$ 1,642,000	\$ 3,394,000	\$ 2,102,400	\$ 1,291,600	\$ 1,291,600	\$ -	
R075	Signal Improvements	II	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R065	Sunrise Siding (Side Track Switch)	III	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
R325	Systemwide Grounding Improvements	II	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ (40,000)	\$ -	
0578	Traction Power Upgrades	0	\$ 891,151	\$ 891,151	\$ 546,378	\$ 344,773	\$ -	\$ 344,773	\$ 344,773	\$ 344,773	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M002	University/65th Street Transit Center Relocation	I	\$ 4,460,000	\$ 360,000	\$ 252,148	\$ 107,852	\$ -	\$ 107,852	\$ 107,852	\$ 107,852	\$ -	\$ 1,061,531	\$ 1,061,531	\$ 1,061,531	\$ 1,061,531	\$ 1,061,531	\$ -	\$ -	
G210	Wayfinding Signage	III	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ (25,000)	\$ -	
R005	Wayside Signal Reconfiguration Phase 2	III	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	0	\$ 450,000	\$ 450,000	\$ 176,908	\$ 273,092	\$ -	\$ 273,092	\$ 273,092	\$ 273,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Infrastructure Program Total			\$ 1,120,610,980	\$ 10,851,648	\$ 2,851,569	\$ 8,000,079	\$ 100,000	\$ 8,100,079	\$ 5,263,072	\$ 2,837,007	\$ 2,703,531	\$ 5,540,538	\$ 9,085,276	\$ (3,544,738)					
Transit Oriented Development																			
0538	Transit Oriented Development at Butterfield LR Station	0	\$ 50,000	\$ 50,000	\$ 45,327	\$ 4,673	\$ -	\$ 4,673	\$ 4,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0536	Transit Oriented Development at Cemo Circle	0	\$ 100,000	\$ 100,000	\$ 98,261	\$ 1,739	\$ -	\$ 1,739	\$ 1,739	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
0543	Transit Oriented Development at Power Inn LR Station	0	\$ 44,946	\$ 44,946	\$ 26,300	\$ 18,646	\$ -	\$ 18,646	\$ 18,646	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit Oriented Development Total			\$ 194,946	\$ 194,946	\$ 169,888	\$ 25,058	\$ -	\$ 25,058	\$ 25,058	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities Programs																			

FY 2013 and FY 2014 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 2012 Year End FUNDING	LTD FY 2012 Year End EXPENDITURES	FY 2012 Year End FUNDING Carry Forward	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	FY 2014 Fiscal Year FUNDING Additions	FY 2014 Fiscal Year FUNDING Available	FY 2014 Fiscal Year EXPENDITURES Planned	FY 2014 Year End Carry Forward FUNDING											
F017	2011 ADA Audit Repairs	II	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R313	29th Street Light Rail Station Enhancements	0	\$ 280,500	\$ -	\$ -	\$ -	\$ 280,500	\$ 280,500	\$ 280,500	\$ 280,500	\$ 93,500	\$ 187,000	\$ -	\$ 187,000	\$ 187,000	\$ -	\$ 187,000	\$ 187,000	\$ -	\$ 187,000	\$ 187,000	\$ -	\$ -	\$ -	\$ -
4007	ADA Transition Plan Improvements	I	\$ 5,788,000	\$ 737,132	\$ 293,215	\$ 443,917	\$ -	\$ 443,917	\$ 281,221	\$ 162,696	\$ -	\$ 162,696	\$ -	\$ 162,696	\$ 200,000	\$ -	\$ 162,696	\$ -	\$ 162,696	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
R002	Artwork at Light Rail Stations	II	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
F014	Bike Racks	0	\$ 373,885	\$ -	\$ -	\$ -	\$ 373,885	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ 373,885	\$ -	\$ -	\$ -	\$ -	\$ -
B065	Bus Maintenance Facility #1 Rehabilitation	II	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
715	Bus Maintenance Facility #2 (Phase 1&2)	I	\$ 55,402,748	\$ 24,977,919	\$ 18,505,789	\$ 6,472,130	\$ -	\$ 6,472,130	\$ 6,472,130	\$ -	\$ 6,472,130	\$ -	\$ 6,472,130	\$ -	\$ 13,874,829	\$ -	\$ 6,472,130	\$ -	\$ 13,874,829	\$ -	\$ 13,874,829	\$ -	\$ -	\$ -	\$ -
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	\$ 134,489	\$ 134,489	\$ 71,889	\$ 62,600	\$ -	\$ 62,600	\$ 62,600	\$ -	\$ 62,600	\$ -	\$ 62,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Q029	Citrus Heights Bus Stop Improvements	0	\$ 541,824	\$ 541,824	\$ -	\$ 541,824	\$ -	\$ 541,824	\$ 438,632	\$ 103,192	\$ -	\$ 103,192	\$ -	\$ 103,192	\$ -	\$ 103,192	\$ -	\$ 103,192	\$ -	\$ 103,192	\$ -	\$ -	\$ -	\$ -	\$ -
Q030	Citrus Heights Transit Enhancements	II	\$ 1,500,000	\$ 865,573	\$ 319,645	\$ 545,928	\$ -	\$ 545,928	\$ 50,000	\$ 495,928	\$ -	\$ 495,928	\$ -	\$ 495,928	\$ 1,130,355	\$ -	\$ 495,928	\$ -	\$ 495,928	\$ 1,130,355	\$ -	\$ -	\$ -	\$ -	\$ -
B140	Dip Tank Replacement	II	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
4011	Facilities Maintenance & Improvements	I	\$ 21,576,120	\$ 2,790,499	\$ 2,260,158	\$ 530,341	\$ -	\$ 530,341	\$ 530,341	\$ -	\$ 530,341	\$ -	\$ 530,341	\$ -	\$ 1,301,049	\$ -	\$ 530,341	\$ -	\$ 1,301,049	\$ -	\$ 1,301,049	\$ -	\$ -	\$ -	\$ -
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail	0	\$ 625,000	\$ -	\$ -	\$ -	\$ 402,500	\$ 402,500	\$ -	\$ 402,500	\$ -	\$ 402,500	\$ 215,000	\$ 617,500	\$ 237,070	\$ -	\$ 402,500	\$ -	\$ 617,500	\$ 237,070	\$ -	\$ -	\$ -	\$ -	\$ -
T016	Facilities New Freedom Tasks-Audible Feature Signal	0	\$ 257,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 257,799	\$ 257,799	\$ 257,799	\$ -	\$ -	\$ -	\$ 257,799	\$ 257,799	\$ -	\$ -	\$ -	\$ -	\$ -
F012	Facilities New Freedom Tasks-DWT's & Guidestraps RT b	0	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
B134	Fulton Ave. Bus Shelters	0	\$ 169,435	\$ 19,435	\$ -	\$ 19,435	\$ 150,000	\$ 169,435	\$ 42,359	\$ 127,076	\$ -	\$ 127,076	\$ -	\$ 127,076	\$ 127,076	\$ -	\$ 127,076	\$ -	\$ 127,076	\$ 127,076	\$ -	\$ -	\$ -	\$ -	\$ -
G030	I.T. Training Center	IV	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
F016	LED Lighting Retrofit	II	\$ 1,880,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ -
R319	Light Rail Station Rehab Project	0	\$ 159,000	\$ 159,000	\$ 2,119	\$ 156,881	\$ -	\$ 156,881	\$ 50,881	\$ 106,000	\$ -	\$ 106,000	\$ -	\$ 106,000	\$ 106,000	\$ -	\$ 106,000	\$ -	\$ 106,000	\$ 106,000	\$ -	\$ -	\$ -	\$ -	\$ -
A002	Louis Orlando Transit Center	0	\$ 887,500	\$ 887,500	\$ 197,177	\$ 690,323	\$ -	\$ 690,323	\$ 690,323	\$ -	\$ 690,323	\$ -	\$ 690,323	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
645	Major Light Rail Station Enhancements	I	\$ 48,584,282	\$ 5,184,474	\$ 5,184,473	\$ 1	\$ -	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ 1,687,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,687,000	\$ -	\$ -	\$ -	\$ -	\$ -
0552	Metro West LR Maintenance Facility (Specialty Steel)	II	\$ 1,026,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G145	New Headquarters Building	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
F005	Paving Restoration Program	IV	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	\$ 33,000	\$ -	\$ -	\$ -	\$ 33,000	\$ 33,000	\$ 33,000	\$ -	\$ 33,000	\$ -	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
M001	Road/Curb Repair	III	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TE07	Transit Enhancements	0	\$ 220,261	\$ 220,261	\$ 192,308	\$ 27,953	\$ -	\$ 27,953	\$ 15,213	\$ 12,740	\$ -	\$ 12,740	\$ -	\$ 12,740	\$ -	\$ 12,740	\$ -	\$ 12,740	\$ -	\$ 12,740	\$ -	\$ -	\$ -	\$ -	\$ -
R175	Watt Avenue Station Improvements	0	\$ 312,500	\$ 312,500	\$ 176,250	\$ 136,250	\$ -	\$ 136,250	\$ 136,250	\$ -	\$ 136,250	\$ -	\$ 136,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities Program Total			\$ 155,638,003	\$ 36,830,606	\$ 27,203,023	\$ 9,627,583	\$ 1,239,885	\$ 10,867,468	\$ 8,896,450	\$ 1,971,018	\$ 512,799	\$ 2,483,817	\$ 20,001,370	\$ (17,517,553)											
Equipment Programs																									
G095	Annual Hardware Replacement/Upgrade Program	II	\$ 410,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B085	Bus Simulator	IV	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B015	Communication Equipment Replacement	II	\$ 2,055,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R324	Light Rail Portable Jacking System	II	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -
G100	Network Backup and Data Archive Upgrade	II	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G120	Network Switch Replacement	III	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G065	Power Systems for Network Operations Center	II	\$ 98,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,000	\$ -	\$ -	\$ -	\$ 49,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G110	Radio System Central Electronics Bank/CBS Dispatch Cc	III	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
N001	Replacement of Police Vehicle Mobile Data Computer Te	I	\$ 135,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,296	\$ -	\$ -	\$ -	\$ -	\$ 135,296	\$ -	\$ -	\$ -	\$ -	\$ -
G135	Server Replacement	II	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B020	Shop Equipment - Bus	I	\$ 3,625,000	\$ -	\$ -	\$ -	\$ 121,000	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment Program Total			\$ 7,393,296	\$ -	\$ -	\$ -	\$ 121,000	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ -	\$ 121,000	\$ 584,296	\$ (463,296)									
Transit Technologies Programs																									
G240	Additional Fare Vending Machines/Spares	0	\$ 1,200,000	\$ 1,200,000	\$ 526,886	\$ 673,114	\$ -	\$ 673,114	\$ 673,114	\$ -	\$ 673,114	\$ -	\$ 673,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T017	Audio Light Rail Passenger Information Signs	0	\$ 1,186,250	\$ -	\$ -	\$ -	\$ 1,186,250	\$ 1,186,250	\$ 889,600	\$ 296,650	\$ -	\$ 296,650	\$ -	\$ 296,650	\$ 177,900	\$ -	\$ 296,650	\$ -	\$ 296,650	\$ 177,900	\$ -	\$ -	\$ -	\$ -	\$ -
T002	Automatic Passenger Counters for LRT	III	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R235	Central Train Tracking (Phase 2)	IV	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T014	Connect Card Data & Communications Systems	0	\$ 1,204,000	\$ -	\$ -	\$ -	\$ 641,000	\$ 641,000	\$ 641,000	\$ -	\$ 641,000	\$ -	\$ 641,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T004	Connect Card Light Rail Platform Preparations	0	\$ 1,603,000	\$ 1,603,000	\$ 228,380	\$ 1,374,620	\$ -	\$ 1,374,620	\$ -	\$ 1,374,620	\$ -	\$ 1,374,620	\$ -	\$ 1,374,620	\$ 1,374,620	\$ -	\$ 1,374,620	\$ -	\$ 1,374,620	\$ 1,374,620	\$ -	\$ -	\$ -	\$ -	\$ -
T021	Connect Card-- Mobile Access Routers	0	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	\$ 700,000	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
G010	FIBER Infrastructure Management Application	IV	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G035	Fiber/50-Fig Installation, Maintenance, & Repair	0	\$ 477,410	\$ 346,796	\$ 175,926	\$ 170,870	\$ -	\$ 170,870	\$ 25,000	\$ 145,870	\$ -	\$ 145,870	\$ -	\$ 145,870	\$ 25,000	\$ -	\$ 145,870	\$ -	\$ 145,870	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
T003	Google Transit Trip Planner	0	\$ 143,596	\$ 47,747	\$ 47,747	\$ -	\$ 95,849	\$ 95,849	\$ 95,849	\$ -	\$ 95,849	\$ -	\$ 95,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G165	Intelligent Transportation Systems (ITS)	II	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R045	Supervisory Control & Data Acquisition System (SCADA)	III	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
A004	Transportation Security Enterprises (TSE) Demo Project	0	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 4,092	\$ 55,908	\$ -	\$ 55,908	\$ -	\$ 55,908	\$ 27,954	\$ -	\$ 55,908	\$ -	\$ 55,908	\$ 27,954	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2013 and FY 2014 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 2012 Year End FUNDING	LTD FY 2012 Year End EXPENDITURES	FY 2012 Year End FUNDING Carry Forward	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	FY 2014 Fiscal Year FUNDING Additions	FY 2014 Fiscal Year FUNDING Available	FY 2014 Fiscal Year EXPENDITURES Planned	FY 2014 Year End Carry Forward FUNDING											
964	Trapeze Implementation (TEAMS)	I	\$ 2,239,109	\$ 2,164,812	\$ 1,610,956	\$ 553,856	\$ -	\$ 553,856	\$ 553,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,297	\$ (74,297)		
T015	Upgrade existing FVM for Credit & Debit Purchase	II	\$ 399,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 399,500	\$ (399,500)		
0525	Upgrading Rail Interlockings (Remote Indication)	III	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
G050	Wi-Fi Light Rail System	III	\$ 1,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Transit Technologies Program Total			\$ 35,407,865	\$ 5,362,355	\$ 2,589,895	\$ 2,772,460	\$ 2,783,099	\$ 5,555,559	\$ 3,582,511	\$ 1,973,048	\$ -	\$ 1,973,048	\$ 2,742,271	\$ (769,223)											
Transit Security & Safety																									
T011	Anti-Terrorism Directed Patrols	0	\$ 384,912	\$ 384,912	\$ 27,383	\$ 357,529	\$ -	\$ 357,529	\$ 165,013	\$ 192,516	\$ -	\$ 192,516	\$ 165,013	\$ 27,503											
T018	Building Access System Upgrade	0	\$ 111,507	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,507	\$ 111,507	\$ -												
B133	Bus Lot Improvements	0	\$ 640,000	\$ 640,000	\$ 89,016	\$ 550,984	\$ -	\$ 550,984	\$ 320,000	\$ 230,984	\$ -	\$ 230,984	\$ -												
H022	Completing Electronic Messaging Sign Deployment	I	\$ 846,927	\$ 846,927	\$ 86,076	\$ 760,851	\$ -	\$ 760,851	\$ -	\$ 760,851	\$ -	\$ 760,851	\$ 565,706	\$ 195,145											
T008	Completion Fiber Optics Communications Backbone	0	\$ 417,900	\$ -	\$ -	\$ -	\$ 417,900	\$ 417,900	\$ 92,867	\$ 325,033	\$ -	\$ 325,033	\$ 185,733	\$ 139,300											
T005	CPUC General Order 172 - LRV Camera	0	\$ 305,482	\$ -	\$ -	\$ -	\$ 305,482	\$ 305,482	\$ 152,741	\$ 152,741	\$ -	\$ 152,741	\$ -												
T009	Data Center Redundancy & Reliability	0	\$ 53,709	\$ -	\$ -	\$ -	\$ 53,709	\$ 53,709	\$ 11,935	\$ 41,774	\$ -	\$ 41,774	\$ 23,871	\$ 17,903											
H021	Enhancement of Emergency Power Generation	0	\$ 430,000	\$ 430,000	\$ 12,673	\$ 417,327	\$ -	\$ 417,327	\$ 417,327	\$ -	\$ -	\$ -	\$ -												
T010	Light Rail Facility Hardening	0	\$ 170,784	\$ -	\$ -	\$ -	\$ 170,784	\$ 170,784	\$ 37,952	\$ 132,832	\$ -	\$ 132,832	\$ 75,904	\$ 56,928											
T006	LRV System AVL Equipment	0	\$ 401,025	\$ -	\$ -	\$ -	\$ 401,025	\$ 401,025	\$ 89,117	\$ 311,908	\$ -	\$ 311,908	\$ 178,233	\$ 133,675											
T001	LRV Video Surveillance System Upgrade	0	\$ 525,350	\$ 525,350	\$ 1,065	\$ 524,285	\$ -	\$ 524,285	\$ 524,285	\$ -	\$ -	\$ -	\$ -												
R250	Noise Attenuation Soundwalls	III	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
T020	Operations Computer Systems Upgrades	0	\$ 205,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 205,000	\$ 205,000	\$ 205,000	\$ -											
H023	Rail Infrastructure Hardening, Surveillance and Monitoring	I	\$ 284,909	\$ 284,909	\$ -	\$ 284,909	\$ -	\$ 284,909	\$ 162,805	\$ 122,104	\$ -	\$ 122,104	\$ 122,104	\$ -											
T007	Rail Infrastructure Hardening, Surveillance and Monitoring	0	\$ 317,000	\$ -	\$ -	\$ -	\$ 317,000	\$ 317,000	\$ 70,444	\$ 246,556	\$ -	\$ 246,556	\$ 140,889	\$ 105,667											
T012	RT - Emergency Preparedness Drills	0	\$ 28,308	\$ -	\$ -	\$ -	\$ 28,308	\$ 28,308	\$ 13,065	\$ 15,243	\$ -	\$ 15,243	\$ 13,065	\$ 2,178											
T013	RT - Staff Security Training - Overtime/Backfill	0	\$ 64,979	\$ -	\$ -	\$ -	\$ 64,979	\$ 64,979	\$ 29,990	\$ 34,989	\$ -	\$ 34,989	\$ 29,990	\$ 4,999											
T000	Transit Security Project - TBD Formula & Regional	III	\$ 6,224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
T019	Video Surveillance System Enhancement	0	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 145,000	\$ 145,000	\$ -												
Transit Security & Safety Total			\$ 14,856,792	\$ 3,112,098	\$ 216,213	\$ 2,895,885	\$ 1,759,187	\$ 4,655,072	\$ 2,087,541	\$ 2,567,531	\$ 461,507	\$ 3,029,038	\$ 2,345,740	\$ 683,298											
Planning / Studies																									
R305	Bicycle/Pedestrian Improvements Study	III	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R322	Green Line Draft Environmental Clearance and Project D	0	\$ 3,509,156	\$ 3,109,156	\$ -	\$ 3,109,156	\$ -	\$ 3,109,156	\$ 1,047,600	\$ 2,061,556	\$ 400,000	\$ 2,461,556	\$ 1,396,800	\$ 1,064,756											
R327	Green Line SITF HSR Connectivity Improvements (Final	0	\$ 56,864,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
R025	Light Rail Vehicle Specification Development	IV	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
M005	New Transit Oriented Development-Related Professional	III	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ (75,000)											
M007	Planning/Studies	III	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ (100,000)											
M006	Professional Development Efforts for Planning Staff	III	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
M003	Sacramento Regional Transit Internship Program	0	\$ 33,020	\$ -	\$ -	\$ -	\$ 33,020	\$ 33,020	\$ 8,255	\$ 24,765	\$ -	\$ 24,765	\$ 16,510	\$ 8,255											
R326	San Joaquin Regional Rail JPA Formation and On-Going	II	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
M008	Transit Action (Long-Range) Plan Update	III	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ (100,000)											
A001	Watt Ave/Hwy 50 Plan Review	0	\$ 90,000	\$ 40,000	\$ 34,447	\$ 5,553	\$ 50,000	\$ 55,553	\$ 20,553	\$ 35,000	\$ -	\$ 35,000	\$ 20,000	\$ 15,000											
Planning / Studies Total			\$ 62,001,176	\$ 3,149,156	\$ 34,447	\$ 3,114,709	\$ 83,020	\$ 3,197,729	\$ 1,076,408	\$ 2,121,321	\$ 400,000	\$ 2,521,321	\$ 1,708,310	\$ 813,011											
Other Programs																									
G200	Capital Reserve	II	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G230	Certificates of Participation Payments	I	\$ 17,649,489	\$ 16,783,213	\$ 16,783,213	\$ -	\$ 866,276	\$ 866,276	\$ 866,276	\$ -	\$ -	\$ -	\$ -												
G125	Data Warehouse Upgrade	II	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
OPE6	Green Jobs Initiative	III	\$ 531,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G040	Implement Document Archival System	II	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
G020	Integrated Contract Admin System (ICAS) Replacement	IV	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
M004	Revenue Bond, Series 2012 Payment	0	\$ 155,006,830	\$ -	\$ -	\$ -	\$ 1,447,221	\$ 1,447,221	\$ 1,447,221	\$ -	\$ 3,595,214	\$ 3,595,214	\$ 3,595,214	\$ -											
G075	ERP System Disaster Response	I	\$ 245,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 245,000	\$ 245,000	\$ 245,000	\$ -												
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	0	\$ 70,467	\$ 70,467	\$ 7,500	\$ 62,967	\$ -	\$ 62,967	\$ 62,967	\$ -	\$ -	\$ -	\$ -												
Other Program Total			\$ 182,077,428	\$ 16,853,680	\$ 16,790,713	\$ 62,967	\$ 2,313,497	\$ 2,376,464	\$ 2,376,464	\$ -	\$ 3,840,214	\$ 3,840,214	\$ 3,840,214	\$ -											
Total Capital Improvement Program			\$ 8,405,727,442	\$ 564,302,597	\$ 473,767,315	\$ 90,535,283	\$ 166,584,213	\$ 257,119,495	\$ 72,018,900	\$ 185,100,595	\$ 61,520,924	\$ 246,621,519	\$ 149,814,690	\$ 96,806,829											

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
System Expansion Programs												
F	Amtrak/Folsom Light Rail Extension	System Expansion	I	\$ 268,413,057	\$ 267,785,307	\$ 317,179	\$ 310,571	\$ -	\$ -	\$ -	\$ -	\$ 268,413,057
410	Blue Line to Cosumnes River College	System Expansion	I	270,000,000	55,068,891	27,200,000	90,000,000	72,000,000	25,000,000	731,109	-	270,000,000
402	Green Line Light Rail Extension	System Expansion	I	15,151,435	15,058,026	93,409	-	-	-	-	-	15,151,435
404	Green Line to the River District (GL-1)	System Expansion	0	49,000,000	44,538,070	4,461,930	-	-	-	-	-	49,000,000
230	Northeast Corridor Enhancements (Phase 1)	System Expansion	I	39,416,590	23,491,813	1,109,405	-	-	-	-	14,815,373	39,416,590
S010	Sacramento-West Sacramento Streetcar Starter Line	System Expansion	I	64,780	-	38,750	-	-	-	-	26,030	64,780
System Expansion Total				642,045,862	405,942,107	33,220,673	90,310,571	72,000,000	25,000,000	731,109	14,841,403	642,045,862
Fleet Programs												
B139	40' CNG Bus Procurement	Fleet Programs	I	59,975,000	-	25,000	6,050,000	17,278,458	19,800,000	9,671,542	7,150,000	59,975,000
R125	CAF Fleet Mid-Life Component Overhaul	Fleet Programs	II	31,854,815	-	-	-	-	-	-	31,854,815	31,854,815
R001	CAF Light Rail Vehicle Painting	Fleet Programs	0	995,000	-	447,500	447,500	100,000	-	-	-	995,000
B100	CNG Existing Bus Fleet Replacement (2026 - 2042)	Fleet Programs	II	334,623,842	-	-	-	-	-	-	334,623,842	334,623,842
R320	Light Rail Bucket & Platform Trucks	Fleet Programs	0	432,479	1,291	1,188	250,000	180,000	-	-	-	432,479
B137	Natomas Flyer Buses	Fleet Programs	0	1,086,035	1,010,978	75,057	-	-	-	-	-	1,086,035
B136	Neighborhood Ride Hybrid Bus Purchase Project	Fleet Programs	0	210,000	121,306	88,694	-	-	-	-	-	210,000
B040	Neighborhood Ride Vehicle Replacement	Fleet Programs	I	21,900,017	1,501,789	-	1,743,398	-	-	394,645	18,260,185	21,900,017
B041	Neighborhood Ride Vehicle Replacement (Hybrid)	Fleet Programs	0	906,963	477,640	100,000	329,323	-	-	-	-	906,963
G225	Non-Revenue Vehicle Replacement	Fleet Programs	I	40,937,319	991,210	375,000	1,702,683	1,006,374	2,431,649	16,798	34,413,605	40,937,319
771	Paratransit Vehicle Replacement (Up to 50)	Fleet Programs	0	4,970,159	4,692,034	278,125	-	-	-	-	-	4,970,159
P006	Paratransit Vehicles Replacement - 50 Vehicles	Fleet Programs	0	4,335,000	48,785	4,286,215	-	-	-	-	-	4,335,000
R115	Siemens 1st Series Fleet Replacement (26)	Fleet Programs	II	111,918,522	-	-	-	1,500,000	1,500,000	-	108,918,522	111,918,522
R110	Siemens E & H Ramp Replacement	Fleet Programs	0	1,320,000	78	660,000	659,922	-	-	-	-	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	0	9,946,412	7,189,990	1,388,944	1,367,478	-	-	-	-	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	I	23,917,226	1,934,359	7,765,000	6,646,338	4,573,169	2,998,360	-	-	23,917,226
Fleet Program Total				649,328,789	17,969,460	15,490,723	19,196,642	24,638,001	26,730,009	10,082,985	535,220,969	649,328,789
Infrastructure Programs												
R071	A019 Instrument House Improvements	Infrastructure Program	0	47,955	15,493	32,462	-	-	-	-	-	47,955
G237	Across the Top System Modification	Infrastructure Program	0	674,856	252,218	140,880	281,758	-	-	-	-	674,856
R280	Amtrak-Folsom Limited Stop Service	Infrastructure Program	I	12,000,000	342,807	3,557,193	4,050,000	4,050,000	-	-	-	12,000,000
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	Infrastructure Program	II	600,000	-	-	600,000	-	-	-	-	600,000
4017	Bus Stop Improvement Program	Infrastructure Program	I	5,328,805	286,378	-	-	180,000	180,000	180,000	4,502,427	5,328,805
A003	Caltrans Camellia City Viaduct Rehab Deck	Infrastructure Program	0	25,000	-	25,000	-	-	-	-	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	Infrastructure Program	0	75,000	-	25,000	50,000	-	-	-	-	75,000
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	1,877,000	46,383	109,617	227,383	55,000	55,000	55,000	1,328,617	1,877,000
R255	Richards Blvd/12th & 16th St Grade Xing	Infrastructure Program	0	1,832,803	538,396	647,203	647,204	-	-	-	-	1,832,803
R321	Green Line Draft & Final EIS/R for SITF Segment	Planning/Studies	0	3,504,000	-	-	2,102,400	1,401,600	-	-	-	3,504,000
0578	Traction Power Upgrades	Infrastructure Program	0	891,151	546,378	344,773	-	-	-	-	-	891,151
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	4,460,000	252,148	107,852	1,061,531	3,038,469	-	-	-	4,460,000

All project expenditures are subject to available funding.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
G236	West Citrus Overcrossing OCS Pole Relocation Phase 1	Infrastructure Program	0	450,000	176,908	273,092	-	-	-	-	-	450,000
Infrastructure Program Total				31,766,570	2,457,109	5,263,072	9,020,276	8,725,069	235,000	235,000	5,831,044	31,766,570
Transit Oriented Development												
0538	Transit Oriented Development at Butterfield LR Station	Transit Oriented Development	0	50,000	45,327	4,673	-	-	-	-	-	50,000
0536	Transit Oriented Development at Cemo Circle	Transit Oriented Development	0	100,000	98,261	1,739	-	-	-	-	-	100,000
0543	Transit Oriented Development at Power Inn LR Station	Transit Oriented Development	0	44,946	26,300	18,646	-	-	-	-	-	44,946
Transit Oriented Development Total				194,946	169,888	25,058	-	-	-	-	-	194,946
Facilities Programs												
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	280,500	-	93,500	187,000	-	-	-	-	280,500
4007	ADA Transition Plan Improvements	Facilities Program	I	5,788,000	293,215	281,221	200,000	200,000	200,000	200,000	4,413,564	5,788,000
F014	Bike Racks	Facilities Program	0	373,885	-	-	-	373,885	-	-	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	Facilities Program	I	55,402,748	18,505,789	6,472,130	13,874,829	5,750,000	10,800,000	-	-	55,402,748
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	134,489	71,889	62,600	-	-	-	-	-	134,489
Q029	Citrus Heights Bus Stop Improvements	Facilities Program	0	541,824	-	438,632	103,192	-	-	-	-	541,824
4011	Facilities Maintenance & Improvements	Facilities Program	I	21,576,120	2,260,158	530,341	1,301,049	625,000	625,000	625,000	15,609,572	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	Facilities Program	0	625,000	-	-	237,070	258,620	129,310	-	-	625,000
T016	Facilities New Freedom Tasks-Audiable Feature Signal	Facilities Program	0	257,799	-	-	257,799	-	-	-	-	257,799
F012	Facilities New Freedom Tasks-DWT's & Guidestrips RT bus loops	Facilities Program	0	40,000	-	-	40,000	-	-	-	-	40,000
F013	Facilities New Freedom Tasks-Upgrade Startline Mini-Hi's	Facilities Program	0	100,000	-	-	100,000	-	-	-	-	100,000
B134	Fulton Ave. Bus Shelters	Facilities Program	0	169,435	-	42,359	127,076	-	-	-	-	169,435
R319	Light Rail Station Rehab Project	Facilities Program	0	159,000	2,119	50,881	106,000	-	-	-	-	159,000
A002	Louis Orlando Transit Center	Facilities Program	0	887,500	197,177	690,323	-	-	-	-	-	887,500
645	Major Light Rail Station Enhancements	Facilities Program	I	48,584,282	5,184,473	-	1,687,000	1,528,000	1,528,000	1,528,000	37,128,809	48,584,282
R323	Retrofit Light Rail Vehicle (LRV) Hoist	Facilities Program	0	33,000	-	33,000	-	-	-	-	-	33,000
TE07	Transit Enhancements	Facilities Program	0	220,261	192,308	15,213	-	-	-	-	12,740	220,261
R175	Watt Avenue Station Improvements	Facilities Program	0	312,500	176,250	136,250	-	-	-	-	-	312,500
Facilities Program Total				135,486,343	26,883,378	8,846,450	18,221,015	8,735,505	13,282,310	2,353,000	57,164,685	135,486,343
Equipment Programs												
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	Equipment Program	I	135,296	-	-	135,296	-	-	-	-	135,296
B020	Shop Equipment - Bus	Equipment Program	I	3,625,000	-	-	-	125,000	125,000	125,000	3,250,000	3,625,000
Equipment Program Total				3,760,296	-	-	135,296	125,000	125,000	125,000	3,250,000	3,760,296
Transit Technologies Programs												
G240	Additional Fare Vending Machines/Spares	Transit Technologies Program	0	1,200,000	526,886	673,114	-	-	-	-	-	1,200,000
T017	Audio Light Rail Passenger Information Signs	Transit Technologies Program	0	1,186,250	-	889,600	177,900	118,750	-	-	-	1,186,250
T014	Connect Card Data & Communications Systems	Transit Technologies Program	0	1,204,000	-	641,000	563,000	-	-	-	-	1,204,000

All project expenditures are subject to available funding.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY LIST OF CAPITAL PROJECTS
FY 2013 - FY 2017**

EXHIBIT B

Project ID	Program Classification / Project Name	Program	Tier	Total Project Cost	LTD FY 2012 YE	FY2013 Expenditures	FY2014 Expenditures	FY2015 Expenditures	FY2016 Expenditures	FY2017 Expenditures	FY2018 - FY2043	Total Project Cost
T004	Connect Card Light Rail Platform Preparations	Transit Technologies Program	0	1,603,000	228,380	-	1,374,620	-	-	-	-	1,603,000
T021	Connect Card-- Mobile Access Routers	Transit Technologies Program	0	800,000	-	700,000	100,000	-	-	-	-	800,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	0	477,410	175,926	25,000	25,000	25,000	25,000	25,000	176,484	477,410
T003	Google Transit Trip Planner	Transit Technologies Program	0	143,596	47,747	95,849	-	-	-	-	-	143,596
G075	ERP System Disaster Response	Transit Technologies Program	I	245,000	-	-	245,000	-	-	-	-	245,000
A004	Transportation Security Enterprises (TSE) Demo Project	Transit Technologies Program	0	60,000	-	4,092	27,954	27,954	-	-	-	60,000
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	I	2,239,109	1,610,956	553,856	74,297	-	-	-	-	2,239,109
Transit Technologies Program Total				9,158,365	2,589,895	3,582,511	2,587,771	171,704	25,000	25,000	176,484	9,158,365
Transit Security & Safety												
T011	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	384,912	27,383	165,013	165,013	27,503	-	-	-	384,912
T018	Building Access System Upgrade	Transit Security & Safety	0	111,507	-	-	111,507	-	-	-	-	111,507
B133	Bus Lot Improvements	Transit Security & Safety	0	640,000	89,016	320,000	230,984	-	-	-	-	640,000
H022	Completing Electronic Messaging Sign Deployment	Transit Security & Safety	I	846,927	86,076	-	565,706	195,145	-	-	-	846,927
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	417,900	-	92,867	185,733	139,300	-	-	-	417,900
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	305,482	-	152,741	152,741	-	-	-	-	305,482
T009	Data Center Redundancy & Reliability	Transit Security & Safety	0	53,709	-	11,935	23,871	17,903	-	-	-	53,709
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	430,000	12,673	417,327	-	-	-	-	-	430,000
T010	Light Rail Facility Hardening	Transit Security & Safety	0	170,784	-	37,952	75,904	56,928	-	-	-	170,784
T006	LRV System AVL Equipment	Transit Security & Safety	0	401,025	-	89,117	178,233	133,675	-	-	-	401,025
T001	LRV Video Surveillance System Upgrade	Transit Security & Safety	0	525,350	1,065	524,285	-	-	-	-	-	525,350
T020	Operations Computer Systems Upgrades	Transit Security & Safety	0	205,000	-	-	205,000	-	-	-	-	205,000
H023	Rail Infrastructure Hardening, Surveillance and Monitoring #1	Transit Security & Safety	I	284,909	-	162,805	122,104	-	-	-	-	284,909
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	Transit Security & Safety	0	317,000	-	70,444	140,889	105,667	-	-	-	317,000
T012	RT - Emergency Preparedness Drills	Transit Security & Safety	0	28,308	-	13,065	13,065	2,178	-	-	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	Transit Security & Safety	0	64,979	-	29,990	29,990	4,999	-	-	-	64,979
T019	Video Surveillance System Enhancement	Transit Security & Safety	0	145,000	-	-	145,000	-	-	-	-	145,000
Transit Security & Safety Total				5,332,792	216,213	2,087,541	2,345,740	683,298	-	-	-	5,332,792
Planning / Studies												
R322	Green Line Draft Environmental Clearance and Project Development	Planning/Studies	0	3,509,156	-	1,047,600	1,396,800	1,064,756	-	-	-	3,509,156
M003	Sacramento Regional Transit Internship Program	Planning/Studies	0	33,020	-	8,255	16,510	8,255	-	-	-	33,020
A001	Watt Ave/Hwy 50 Plan Review	Planning/Studies	0	90,000	34,447	20,553	20,000	15,000	-	-	-	90,000
Planning / Studies Total				3,632,176	34,447	1,076,408	1,433,310	1,088,011	-	-	-	3,632,176
Other Programs												
G230	Certificates of Participation Payments	Other Programs	I	17,649,489	16,783,213	866,276	-	-	-	-	-	17,649,489
OPE4	"See It, Hear It, Report It" Public Awareness Campaign	Other Programs	0	70,467	7,500	62,967	-	-	-	-	-	70,467
Other Program Total				17,719,956	16,790,713	929,243	-	-	-	-	-	17,719,956
Total Priority List of Capital Projects				\$ 1,498,426,095	\$ 473,053,210	\$ 70,521,679	\$ 143,250,621	\$ 116,166,588	\$ 65,397,319	\$ 13,552,094	\$ 616,484,585	\$ 1,498,426,095

All project expenditures are subject to available funding.