

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	06/23/14	Open	Action	06/16/14

Subject: Adopt Fiscal Year 2015 Operating and Capital Budget

## ISSUE

Whether to adopt the FY 2015 Operating and Capital Budgets and authorize the filing of the Transportation Development Act (TDA) claim based on the adopted FY 2015 Budget.

## RECOMMENDED ACTION

- A. Accept Public Comment; and
- B. Adopt Resolution No. 14-06-\_\_\_\_, Approving the Sacramento Regional Transit District FY 2015 Operating and Capital Budgets and Vote Allocation; and
- C. Adopt Resolution No.14-06-\_\_\_\_, Authorizing the Filing of the FY 2015 Transportation Development Act (TDA) Claim Based on the Adopted Budget.

## FISCAL IMPACT

Budgeted:	No	This FY:	\$N/A
Budget Source:	Operating/Capital	Next FY:	\$ 198.5 million
Funding Source:	Various	Annualized:	\$N/A
Cost Cntr/GL Acct(s) or Capital Project #:	Various	Total Amount:	\$ 198.5 million
Total Budget:	Operating \$147.5 million Capital \$ 51.0 million		

## DISCUSSION

This report presents RT's FY 2015 Operating and Capital Budgets for adoption. The FY 2015 Operating and Capital Budgets are based on reasonable assumptions and plan for a balanced budget in FY 2015.

The Preliminary FY 2015 Operating and Capital Budgets (see Exhibit A) were released for a sixty-day public review on April 14, 2014. The Public Hearing was opened on May 12, 2014, and the public was offered an opportunity to express opinions regarding the proposed FY 2015 Abridged Budget. Staff reported to the Board at that time that no public comments had been received via letter or e-mail. At the time of this writing, there has been no public comment via letter or e-mails on the Preliminary FY 2015 Operating and Capital Budget since the May 12<sup>th</sup> Board meeting.

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Approved:

Presented:

Final 06/18/14

General Manager/CEO

Chief Financial Officer

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Staff has continued to refine the expenditure plan and monitor revenue projections since the release of the Preliminary FY 2015 Operating and Capital Budgets. Expenditure projections have slightly fluctuated and, as a result, staff proposes the following changes in the expenditure budget for the upcoming fiscal year.

**Table 1  
FY 2015 Operating Budget Comparison**

Categories	FY 2015 Preliminary 5/12/14 Budget	FY 2015 Final Budget	FY 2015 \$ Changes	FY 2015 % Changes
<b><u>Operating Revenue</u></b>				
Fare Revenue	\$ 31,434,224	\$ 31,434,224	\$ -	0.0%
Contracted Services	5,555,542	5,555,542	-	0.0%
Other	3,120,292	3,120,292	-	0.0%
State & Local	77,198,028	77,198,028	-	0.0%
Federal	30,173,615	30,173,615	-	0.0%
<b>Total Operating Revenue</b>	<b>\$ 147,481,701</b>	<b>\$ 147,481,701</b>	<b>\$ -</b>	<b>0.0%</b>
<b><u>Operating Expenses</u></b>				
Salaries & Benefits	\$ 94,899,590	\$ 95,045,703	\$ 146,113	0.2%
Professional Services	26,069,296	25,923,183	(146,113)	-0.6%
Materials & Supplies	9,856,500	9,856,500	-	0.0%
Utilities	5,872,900	5,872,900	-	0.0%
Casualty & Liability	8,659,820	8,603,540	(56,280)	-0.6%
Other	2,123,595	2,179,875	56,280	2.7%
<b>Total Operating Expenses</b>	<b>\$ 147,481,701</b>	<b>\$ 147,481,701</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Potential Reserve</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

Major Operating Budget Revisions:

No changes in Operating Revenues from the May 12, 2014 FY 2015 Preliminary Budget.

No changes in Total Operating Expenses from the May 12, 2014 FY 2015 Preliminary Budget. However, there are changes to the Expense category totals due to:

- A net increase of \$0.1 million in Salary & Benefits due to adjustments to Labor calculation and the addition of 14 positions for South Line Light Rail extension. These positions will be charged at 90% to the Capital Project for FY 2015 as part of training costs for the new 4.3 mile extension.
- A net decrease of \$0.1 million in Professional Services - Purchased Transportation due to revisions in ADA projected trips in FY 2015.

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- A net decrease of \$58,280 in Casualty & Liability insurance costs due reduction due to refinement of insurance premium costs for FY 2015.
- A net increase of \$58,280 in Other costs due to an increase in the GM's Contingency line item for FY 2015, increasing from \$150,000 to \$206,280.

## Service Plan

The FY 2015 Service Plan assumes that RT will operate 528,659 annual revenue hours of bus service, 26,313 revenue hours of CBS service and 218,670 revenue vehicle hours of light rail service. The programmed level of bus and light rail service in the budget includes approximately the same level of service as FY 2014.

## Personnel Changes

The FY 2015 Preliminary Budget includes 1,017 fully or partially funded positions, which is an increase of 5 funded positions from the FY 2014 Revised Budget. This increase is due to the following:

- Light Rail Department added five Rail Laborer positions in response to roadway worker protection required by CPUC General Order 1753;
- Light Rail Department added 14 positions in preparation for South Line opening. Eight of those 14 positions are Light Rail Train Operators. Employees in these positions need to be trained before the Blue Line to Cosumnes River College (BLCRC) Light Rail extension begins operation with a projected start date of September 2015. The cost for these positions will be charged to the BLCRC project in FY 2015.
- The Human Resources Department added one position for Pension Administration, approximately 80% of this position cost will be paid for by the pension plan funds and 20% by RT's Operating Budget;
- Evaluation of staffing needs in various departments has resulted in the reduction of 15 funded positions.

## FY 2015 Capital Budget

The FY 2015 Capital Funding Budget is \$51,053,146. The FY 2015 Preliminary Capital Budget approved by the Board on April 14th was \$15.3 million. The changes to the Capital Budget are mainly a result of increased Capital funding in FY 2015 for two key projects which include: 1) RT's Bus Replacement Project (#B139); Federal CMAQ funding of \$18.5 million reprogrammed from

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FY 2017 to FY 2015; and the allocation of Federal 5339 Bus and Bus Facilities Funding of \$1.1 million, and State PTMISEA funding of \$7.0 million. 2) RT's Paratransit Vehicle Replacement (#P000), allocation of State PTMISEA funding of \$7.3 million.

This amount reflects a decrease over the revised FY 2014 Capital Funding Budget of \$7,333,873. The FY 2015 Capital Expenditure Budget for all projects is \$179,384,133. The Capital Funding Budget changes year-to-year based on available funding, project development and timing. Details on the Capital Budget are included on pages 20 to 24 of Exhibit A, to the FY 2015 Abridged Budget.

Although this budget represents no increase in service level, it does contain a number of key enhancements including all necessary work to prepare for the opening of the Blue Line to Cosumnes River College.

Update on Key Capital Projects and Service Impacts

**Blue Line to Consumnes River College (BLTCRC)**

The BLTCRC project is still scheduled to open for revenue service on September 6, 2015. Of the total \$270 million budget, 49% has been spent as of the end of May. The major construction contract to build the civil, track, stations, structures and systems work is currently 42% complete and is forecast to finish August 7, 2015, a month before revenue service. Systems testing is scheduled to begin in May 2015 and operator training is scheduled to begin in June 2015.

**Bus Replacement Project**

Replacement of 96 40' CNG vehicles is needed by FY 2017. The first 30 replacements are on order with the first pilot bus due by December 31, 2014. The delivery schedule for the remaining 29 buses will be 5 buses by January 30, 2015, 11 buses by February 28, 2015 and 13 buses by March 30, 2015.

**Connect Card Implementation**

The Connect Card project is continuing through development and the initial pilot phase into a process and software refinement period where glitches and problems that arose during the pilot can be resolved. All transit agency partners in the project agree and expect that the Connect Card must work as it was intended before implementation. This will require additional time. Correcting the problems discovered in the pilot and completing the corporate account management will require time and effort from INIT. It is unreasonable to expect this work to be complete and tested before the end of August, therefore the project timeline is likely to drift back placing the RT implementation, after a sixty day media roll out, to later in the year and possibly as late as November or December, but it is too soon to give a definite RT implementation date.

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One positive aspect of working through all issues prior to implementation is that it is likely other agencies will start up at the same time as RT rather than one agency per month following RT, which will compress the overall Regional implementation timeframe. Both E-Trans (Elk Grove) and Yolo Bus are now expected to implement with RT. Because of the high number of transfers between RT and these agencies, sharing a simultaneous kick off will simplify the transition for customers.

### **Light Rail System - Automated Vehicle Location Technology**

RT is currently working on an Installation and Demonstration Agreement with Clever Devices for RT's light rail system to demonstrate, the same Automated Vehicle Location (AVL) technology that was recently installed on RT buses.

The pilot will consist of the installation of Clever Devices IVN-4S driver control/on board computers in 4 LRV's, starting in the September-October 2014 time-frame. The follow-on development of a Train Time website is targeted for December, 2015. A multi-modal website, targeted for January-March 2015, will allow RT riders to obtain predictive train arrival information, along with the existing SacRT Bus Time arrival times, all on the same website.

### Rail Fleet Improvement

RT began a fleet improvement program in FY 2014 that will continue in FY 2015 that includes the rehabilitation of the UTDC fleet as well as interior and exterior upgrades to the Siemens fleet.

### Recommended Board Action

Staff recommends that the Board close the Public Hearing and adopt the FY 2015 Operating and Capital Budgets and vote allocation.

Consistent with past practice, staff recommends the Board delegate authority to the General Manager/CEO to file the FY 2015 Transportation Development Act (TDA) claim in an amount not to exceed the District's apportionment sufficient to claim all available current and prior year funds available for RT.

Note: The District's TDA claim includes the annual allocation amount of \$1,535,505 to the Sacramento Area Council Of Governments (SACOG) for transportation planning purposes. These funds are not included in the District's FY 2015 Operating Budget as they are paid directly to SACOG.

RESOLUTION NO. 14-06-\_\_\_\_\_

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

June 23, 2014

**APPROVING THE SACRAMENTO REGIONAL TRANSIT DISTRICT  
FY 2015 OPERATING AND CAPITAL BUDGETS AND VOTE ALLOCATION**

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

THAT, the Board hereby finds the level of service to be rendered in each city and county in which the Sacramento Regional Transit District will operate is commensurate with the level of tax and financial support to be derived from each such city and county.

THAT, the Sacramento Regional Transit District's FY 2015 Operating Budget of \$147.5 million and Capital Budget of \$51.0 million as set forth in attached Exhibit A is hereby approved.

THAT, the following voting distribution for FY 2015 as tabulated in the "Schedule of Weighted Voting Distribution" in the attached Exhibit A, is hereby approved.

Jurisdiction	Votes
County of Sacramento	42
City of Sacramento	37
City of Rancho Cordova	9
City of Citrus Heights	5
City of Elk Grove	4
City of Folsom	3
Total	100

\_\_\_\_\_  
PHILLIP R. SERNA, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

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



# Sacramento Regional Transit District

Abridged Budget  
Fiscal Year 2014-2015

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## Board of Directors

Phillip Serna, Chair  
County of Sacramento

Jay Schenirer, Vice Chair  
City of Sacramento

Linda Budge  
City of Rancho Cordova

Steve Cohn  
City of Sacramento

Steve Hansen  
City of Sacramento

Pat Hume  
City of Elk Grove

Roberta MacGlashan  
County of Sacramento

Steve Miller  
City of Citrus Heights

Andy Morin  
City of Folsom

Don Nottoli  
County of Sacramento

## Board of Directors Alternates

Steve Detrick  
City of Elk Grove

Susan Frost  
City of Citrus Heights

David Sander  
City of Rancho Cordova

## Executive Team

Mike Wiley  
General Manager/CEO

Bruce Behrens  
Chief Counsel

Dan Bailey  
Chief Administrative Officer

Dee Brookshire  
Chief Financial Officer

RoseMary Covington  
Assistant General Manager of Planning and Transit System Development

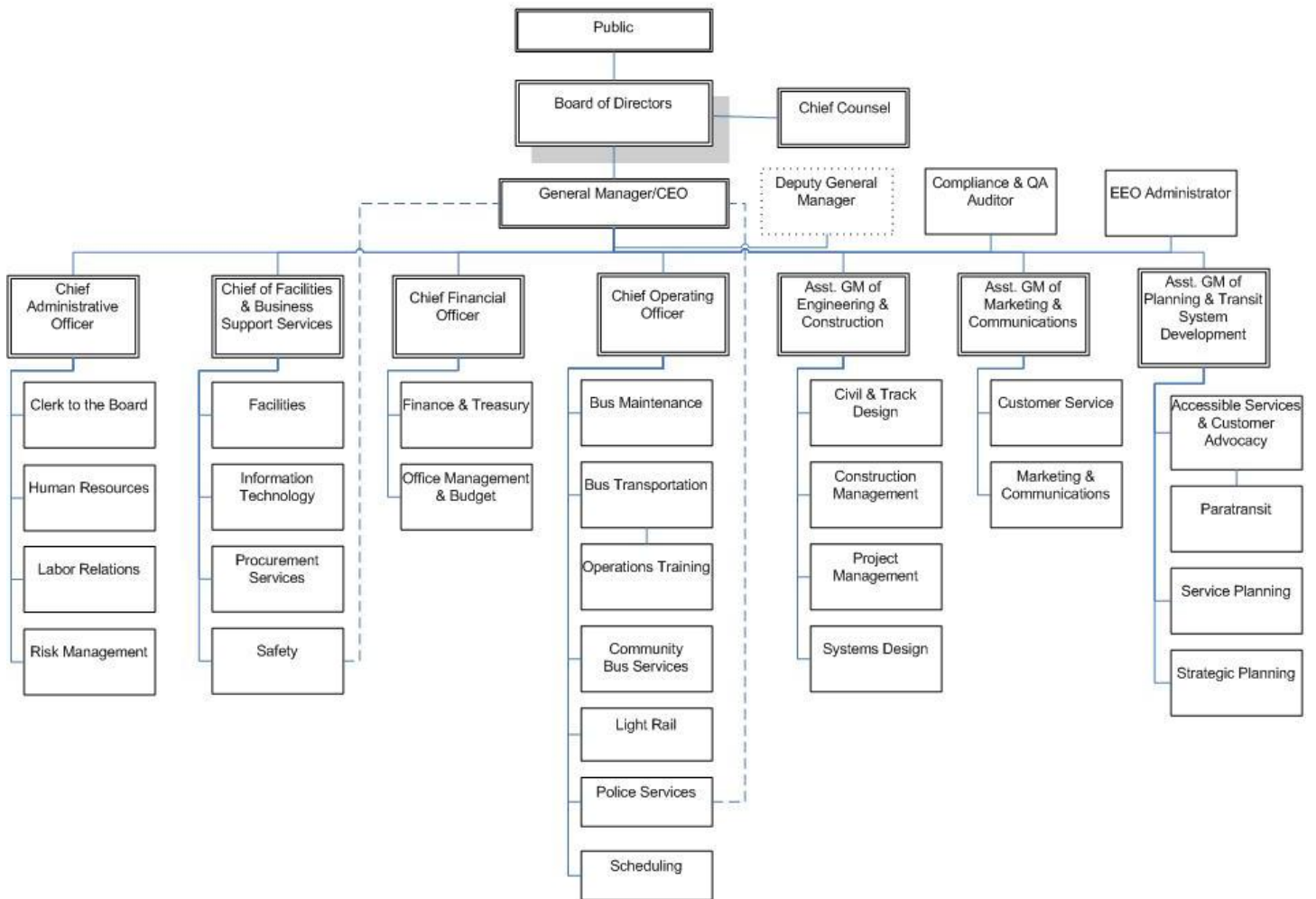
Mark Lonergan  
Chief Operating Officer

Alane Masui  
Assistant General Manager of Marketing and Communications

Mike Mattos  
Chief of Facilities and Business Support Services

Diane Nakano  
Assistant General Manager of Engineering and Construction

## Organizational Structure



## District Profile

### Facts

Sacramento Regional Transit District	Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County
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Bus Service	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	69
Schedule	4:38 am to 10:46 pm daily
Stops	3,145
Vehicles *	199 CNG buses; 20 shuttle vans; 3 29' diesel buses
Annual Ridership	14,500,000

Light Rail Service	
Power	Electrical
Miles	36.89
Schedule	3:50 am to 12:47 am daily
Stops	50
Vehicles	76
Annual Ridership	14,200,000

Paratransit	
ADA Passenger Trips Provided	330,616
ADA Vehicle Revenue Miles	3,102,585
Vehicles	109

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

\* Total Fleet

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

## Strategic Plan

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

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

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

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

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

RT is currently in the process of updating the Strategic Plan, and the goal is to have the update completed and approved by the RT Board in the fall of 2014 time frame.

## Strategic Plan, cont.

### **Our Mission**

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

### **Our Vision**

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

### **Our Values**

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

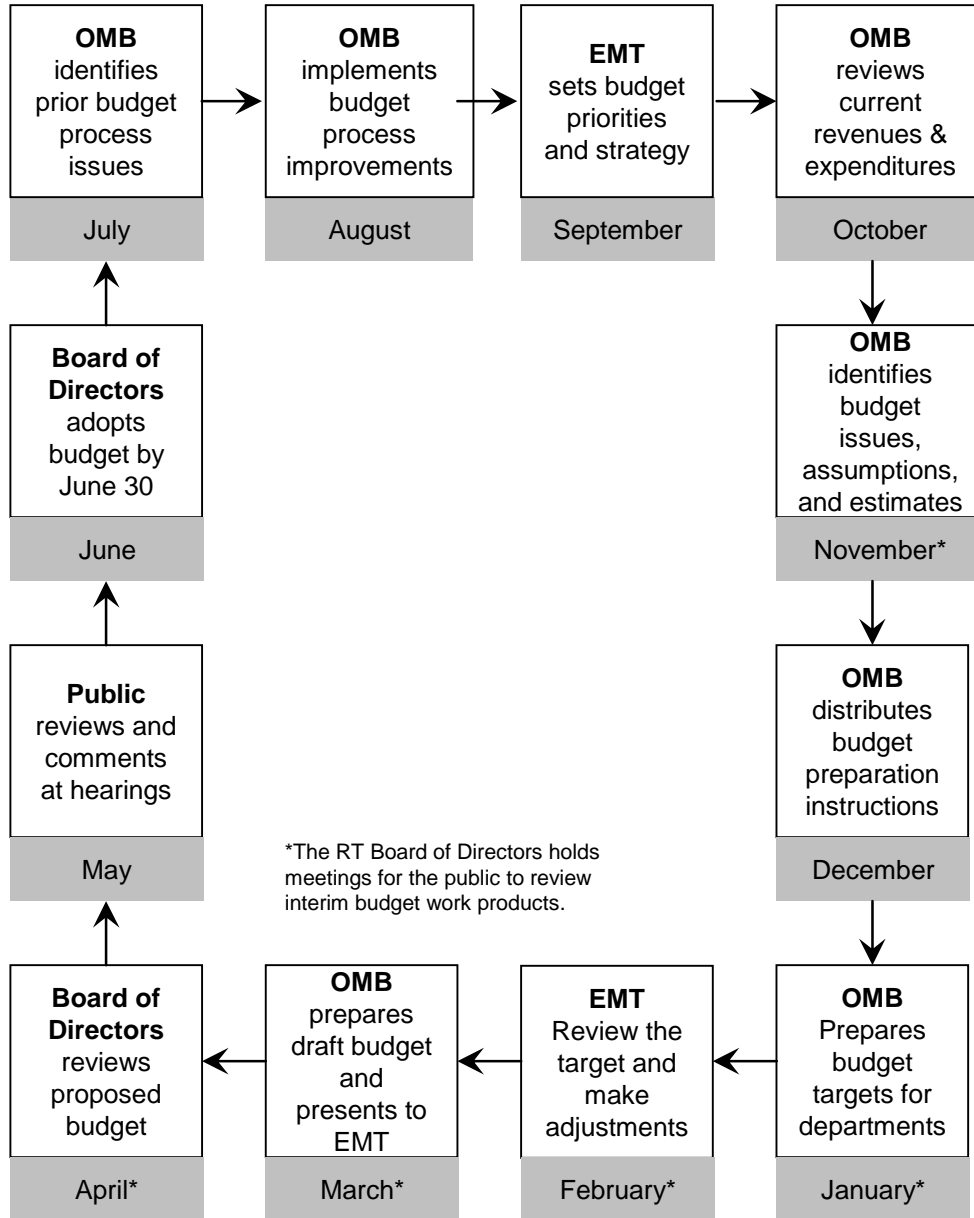
### **Our Goals**

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



## Budget Process

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



## Voting System

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

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

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

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

On March 12, 2007, the RT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the proposed budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares adopted for FY 2014 Budget and for FY 2015 preliminary Abridged Budget is shown in the table below. A detailed FY 2015 Schedule of Weighted Voting is shown on the next page.

### Vote Shares By Jurisdiction

<b>Jurisdiction</b>	<b>Status</b>	<b>Shares - FY 2014 Budget</b>	<b>Shares – FY 2015 Proposed</b>
County of Sacramento	Annex	42	42
City of Sacramento	Annex	37	37
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Contract	5	5
City of Elk Grove	Contract	4	4
City of Folsom	Contract	3	3
<b>Total</b>		<b>100</b>	<b>100</b>





Voting System, cont.

Fiscal Year 2015 Schedule of Weighted Voting Distribution  
Base Values\*

**Federal Financial Information**

Code Section:	
102205(b)(6)	<u>FY 14 Federal Funds Available in the Sacramento MSA</u> 35,165,861
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u> 3,149,160
102205(b)(8)	<u>FY 14 Federal Funds Available for use in RT Service Area:</u> 32,016,701

**Jurisdiction Specific Values**

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:
102205(b)(10) <u>Population:**</u>	473,509	564,657	66,927	84,345	72,294	159,074	1,420,806
<u>Proportionate Population:</u>	33.33%	39.74%	4.71%	5.94%	5.09%	11.20%	100.00%
<u>Member:</u>	Yes	Yes	Yes	No	No	No	
102100.2, 102100.3	4	3	1	1	1	1	11
102105.1(d)(2)(D) <u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>	10,670,138	12,724,084	1,508,145	1,900,646	1,629,086	3,584,602	32,016,701
102105.1(d)(2)(A), 102205(b)(3) <u>FY 15 State TDA Funds Made Available to RT:</u>	17,429,891	19,812,477	2,463,586	0	0	0	39,705,954
102105.1(d)(2)(B), 102205(b)(4) <u>FY 15 Funds Provided Under Contract:</u>	0	0	0	2,980,243	1,551,850	288,034	4,820,127
102105.1(d)(2)(C), 102205(b)(5) <u>FY 15 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2) <u>Total Financial Contribution:</u>	28,100,029	32,536,561	3,971,731	4,880,889	3,180,936	3,872,636	76,542,782
102105.1(d)(2) <u>Proportionate Financial Contribution:</u>	36.71%	42.51%	5.19%	6.38%	4.16%	5.06%	100.00%

**Voting Calculation**

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:
102105.1(d)(1) <u>Incentive Shares (5 for member jurisdictions)</u>	5	5	5	0	0	0	15
102105.1(d)(2) <u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	31.2048	36.1315	4.4106	5.4202	3.5324	4.3005	85.0000
102105.1(d)(3) <u>Total Shares:</u>	36.2048	41.1315	9.4106	5.4202	3.5324	4.3005	100.0000
102105.1(d)(4)(i) <u>Shares After Rounding:</u>	36	41	9	5	3	4	98
102105.1(d)(4)(i), 102105.1(d)(4)(ii) <u>Share Adjustment (To Ensure 100 Shares):</u>	37	42	9	5	3	4	100
102105.1(d)(7) <u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
Member 1	10	14	9	5	3	4	
Member 2	9	14	N/A	N/A	N/A	N/A	
Member 3	9	14	N/A	N/A	N/A	N/A	
Member 4	9	N/A	N/A	N/A	N/A	N/A	
Member 5	N/A	N/A	N/A	N/A	N/A	N/A	
<u>Total Votes:</u>	37	42	9	5	3	4	100

\* In addition to the funding identified above, RT projects the following funds for operating purposes: \$35,831,238 - Measure A

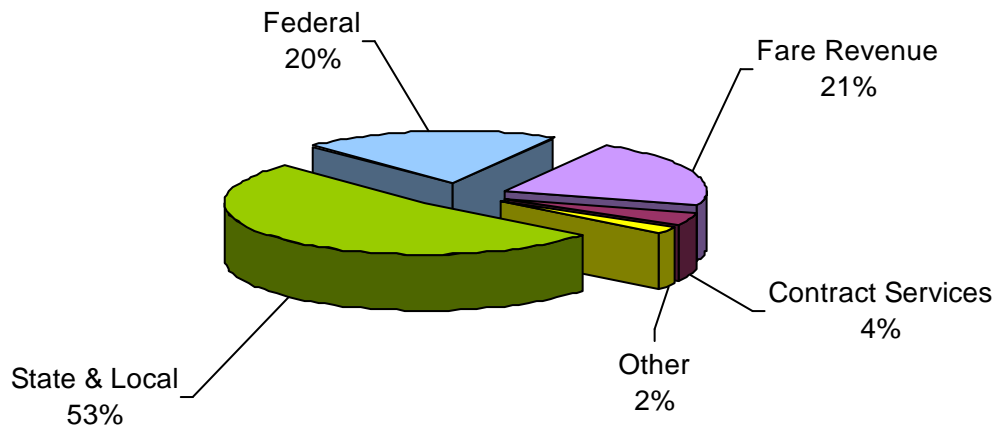
\*\* Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

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

Revenues

Operating Revenue by Funding Source

(Dollars in Thousands)



	FY 2012 Actual	FY 2013 Actual	FY 2014 Budget	FY 2015 Budget	FY 2015 to FY 2014 Amount	FY 2015 to FY 2014 Percent
Fare Revenue	\$ 28,964	\$ 29,759	\$ 29,386	\$ 31,434	\$ 2,048	7.0%
Contract Services	5,245	5,607	5,416	5,556	140	2.6%
Other	2,592	3,443	2,920	3,120	200	6.8%
State & Local	69,132	71,275	75,271	77,198	1,927	2.6%
Federal	24,453	28,970	29,477	30,174	697	2.4%
<b>Total</b>	<b>\$ 130,386</b>	<b>\$ 139,054</b>	<b>\$ 142,470</b>	<b>\$ 147,482</b>	<b>\$ 5,012</b>	<b>3.5%</b>
Potential Reserve	\$ (5,636)	\$ (2,667)	0			
<b>Operating Revenue</b>	<b>\$ 124,750</b>	<b>\$ 136,387</b>	<b>\$ 142,470</b>	<b>\$ 147,482</b>	<b>\$ 5,012</b>	<b>3.5%</b>

## Revenue cont.

### Fare Revenue

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

- The FY 2015 Preliminary Budget proposes \$31.4 million in Fare revenue, an increase of \$2.0 million (7.0%) from the FY 2014 Revised Budget (\$29.4 million).
- This reflects a projected increase in ridership due to residual increase in ridership after Fix-50 project and the implementation of the Connect Card in the fall of this year.

### Contracted Services

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

- The FY 2015 Preliminary Budget proposes \$5.6 million in Contracted Services revenue, an increase of \$0.1 million (2.6%) from the FY 2014 Revised Budget (\$5.4 million).
- This reflects a 3% increase Citrus Heights contract funding.

### Other

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

- The FY 2015 Preliminary Budget proposes \$3.1 million in other revenue, which is an increase of \$0.2 million (6.8%) to the FY 2014 Revised Budget (\$2.9 million).
- This increase represents an increase in RT's compressed natural gas rebate due to the BMF 2 Facilities CNG fueling and the sale of fuel to private vendors.

### State & Local

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

- The FY 2015 Preliminary Budget proposes \$77.2 million in state and local funding revenue, an increase of \$1.9 million (2.6%) from the FY 2014 Revised Budget of \$75.2 million.
- This reflects a 5.0% increase in sales tax growth estimates for Measure A and LTF revenues over the FY 2014 Revised Budget, as projected by the Sacramento Transportation Authority preliminary budget projections.
- This includes a reduction to the State Transit Assistance Revenue of \$0.6 million compared to the FY 2014 revised budget, the projected State wide allocation for this funding source is projected to be lower than FY 2014 projections.
- This also reflects a transfer of STA funds to capital in the amount of \$3.7 million for Revenue Bond payment for FY 2015.
- This includes \$1.3 million in prior year LTF funds, which is the difference between RT's projected LTF revenue for FY 2014 and the FY 2014 Findings of Apportionments developed by SACOG.

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## Revenues, cont.

### Federal

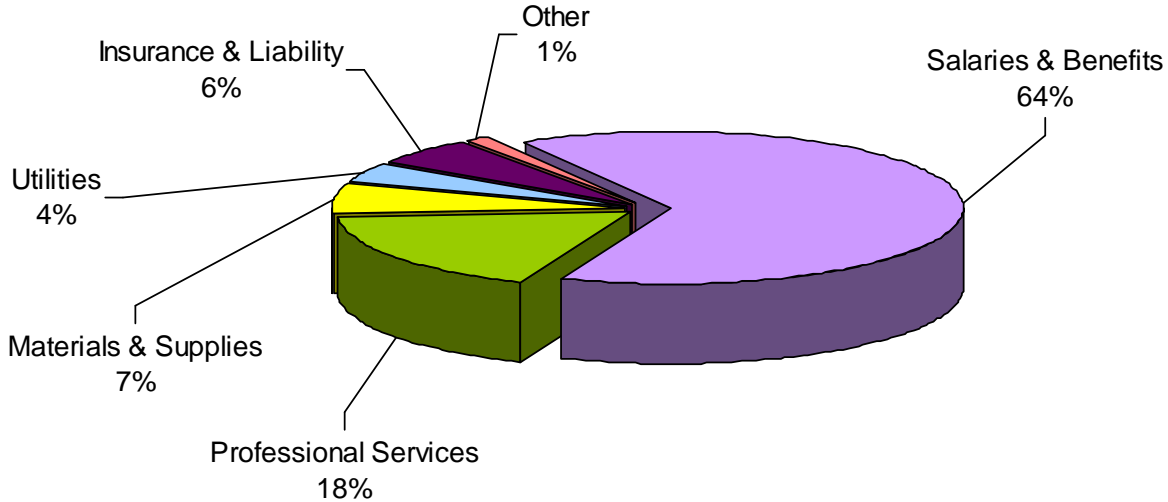
This category includes formula-based allocations to RT from the federal government. Each year Congress authorizes the appropriation and the Federal Transit Administration allocates the dollars to the region. RT can use the funds for operating, planning, and capital, subject to specific regulations.

- The FY 2015 Preliminary Budget proposes \$30.2 million in federal funding, an increase of \$0.7 million (2.4%) from the FY 2014 Revised Budget of \$29.5 million.
- Section 5307 Urbanized Area federal funding is projected to increase by \$0.2 million due to higher allocation to Region and RT.
- Section 5337 State of Good Repair funding is projected to increase by \$0.1 million due to higher allocation to the Region. There is also no transfer to Capital of \$240,000 for Light Rail profiling in FY 2015, compared to FY 2014 year.

## Expenses

### Operating Expenses by Expense Category

(Dollars in Thousands)



	FY 2012 Actual	FY 2013 Actual	FY 2014 Budget	FY 2015 Budget	FY 2015 to FY 2014 Amount	FY 2015 to FY 2014 Percent
Salaries & Benefits	\$ 81,751	\$ 87,715	\$ 91,538	\$ 95,046	\$ 3,508	3.8%
Professional Services	20,165	23,647	25,212	25,923	711	2.8%
Materials & Supplies	9,119	9,692	9,531	9,856	325	3.4%
Utilities	5,587	5,639	5,774	5,873	100	1.7%
Insurance & Liability	6,353	7,910	8,161	8,604	443	5.4%
Other	1,774	1,784	2,255	2,180	(75)	-3.3%
<b>Operating Expenses</b>	<b>\$ 124,750</b>	<b>\$ 136,387</b>	<b>\$ 142,470</b>	<b>\$ 147,482</b>	<b>\$ 5,012</b>	<b>3.5%</b>

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## Expenses, cont.

### Salaries & Benefits

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

- The FY 2015 Preliminary Budget proposes \$95.0 million for salaries and benefits, an increase of \$3.5 million (3.8%) from the FY 2014 Revised Budget (\$91.5 million). Labor increased by \$2.1 million (4.0%) from the FY 2014 Revised Budget (\$52.8 million). This reflects various District position salary adjustments including 13 fully funded and 14 partially funded positions for Blue Line to Cosumnes River college Light Rail extension, five new Rail Laborer positions and one Administrator position for two District Pension Plans.
- Fringe Benefits increased by \$3.3 million (7.5%) from the FY 2014 Revised Budget (\$44.3 million). This reflects a \$1.7 million (10.5%) increase in pension costs and a \$1.1 million (9.3%) increase in Medical costs. Capital recovery and indirect costs have increased by \$1.9 million over FY 2014 Revised Budget. This represents labor charged to capital projects, which reduces the operating budget labor costs.
- The Fiscal Year 2015 Preliminary Budget includes 1017 Funded positions, which is an increase of 5 positions from the Fiscal Year 2014 Revised Budget of 1012 fully or partially funded positions.

### Professional Services

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

- The FY 2015 Preliminary Budget proposes \$25.9 million for Professional Services, an increase of \$0.7 million (2.8%) from the FY 2014 Revised Budget of \$25.2 million.
- This reflects an increase in Purchased Transportation of \$0.6 million, based on increase demand and ridership.

### Materials & Supplies

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

- The FY 2015 Preliminary Budget proposes \$9.9 million for materials and supplies, a increase of \$0.3 million (3.4%) from the FY 2014 Revised Budget of \$9.5 million.
- This reflects a projected increase to CNG fuel costs due to the new Cap and Trade taxes on carbon fuels. This tax is projected to be approximately 17% on CNG fuels.

## Expenses, cont.

### Utilities

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

- The FY 2015 Preliminary Budget proposes \$5.9 million for Utilities, an increase of (\$0.1) million (1.7%) from the FY 2014 Revised Budget (\$5.8 million).
- This reflects an increase in traction power costs and general facility electric costs.

### Insurance & Liability

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

- The FY 2015 Preliminary Budget proposes \$8.6 million for Insurance & Liability, an increase of \$0.4 million (5.4%) from the FY 2014 Revised Budget (\$8.2 million).
- This reflects an increase in the projected claims reserves for Property and Liability for FY 2015, per RT's most recent actuary report completed in February 2014, this amount is more than the FY 2014 revised amount for claims liability by approximately \$1.0 million.
- In addition it reflects a reduction in the projected claims reserves for Workers' Compensation for FY 2015, per RT's most recent actuary report completed in February 2014, this amount is less than the FY 2014 revised amount for claims liability by approximately \$0.4 million.
- Also, an additional decrease of \$0.1 million in Insurance & Liability costs in FY 2015.

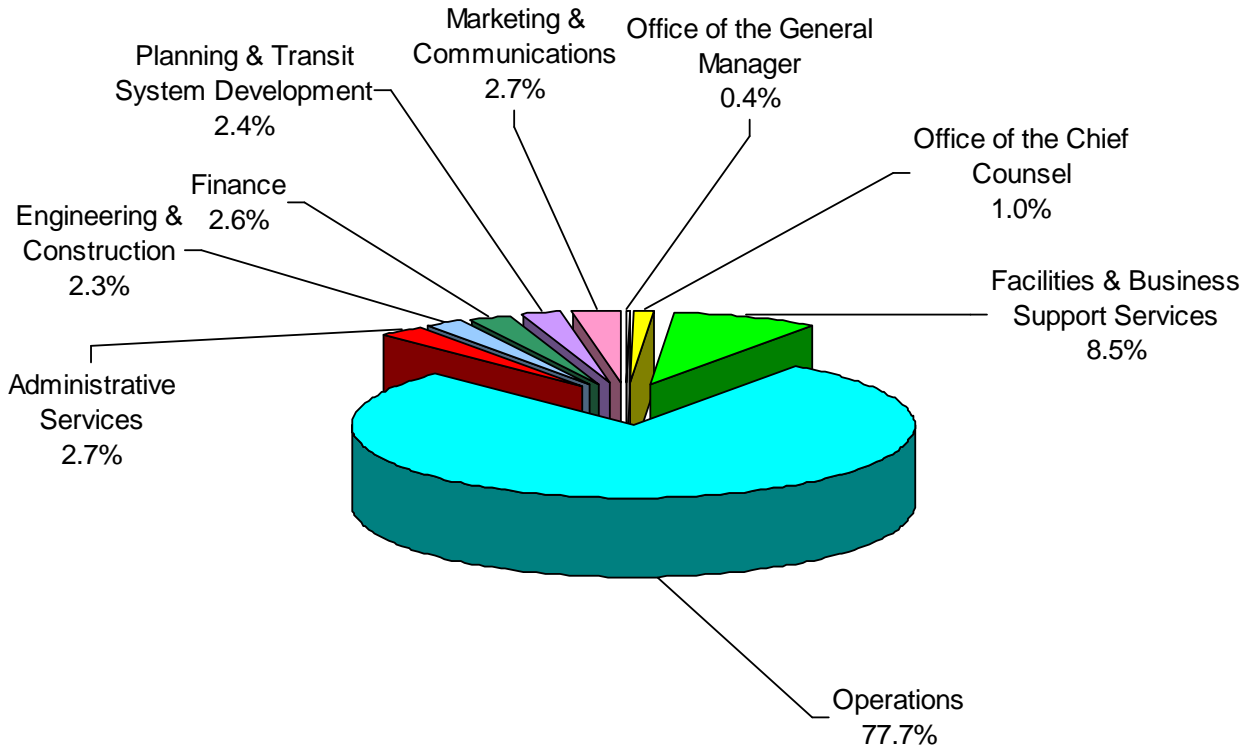
### Other

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

- The FY 2015 Preliminary Budget proposes \$2.2 million for other expenditures, a decrease of \$0.1 million (3.3%) from the FY 2014 Revised Budget (\$2.2 million).
- This includes a decrease in interest expense of \$125,000 in FY 2015 due to the temporary resolution of the Federal 13c issue, which required RT to incur additional interest expense in FY 2014, that is not expected in FY 2015.

## Positions

The Fiscal Year 2015 Preliminary Budget includes 1017 fully or partially funded positions which is an increase of 5 positions from the Fiscal Year 2014 Revised Budget of 1012 funded positions.



Division	FY 2011 Funded	FY 2012 Funded	FY 2013 Funded	FY 2014 Funded	FY 2015 Funded
Office of the General Manager	3	3	4	4	4
Office of the Chief Counsel	10	10	10	10	10
Facilities & Business Support Services	73	74	82	87	86
Operations	719	720	775	783	790
Administrative Services	21	21	25	26	27
Engineering & Construction	24	21	22	24	23
Finance	25	26	27	27	26
Planning & Transit System Development	21	21	25	24	24
Marketing & Communications	26	25	27	27	27
<b>Total</b>	<b>922</b>	<b>921</b>	<b>997</b>	<b>1,012</b>	<b>1,017</b>



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## FY 2015 Position Information

Changes reflected in the FY 2015 preliminary budget are as follows:

- Light Rail department added five Rail Laborer positions due to roadway worker protection required by CPUC General Order 1753;
- Light Rail department added 14 positions in preparation for Blue Line to Cosumnes River college Light Rail extension opening. Out of 14 positions, eight positions are Light Rail Train Operators. Employees in these positions need to be trained before the new light rail extension begins operation with a projected start date of September 2015. The cost for these positions will be charged to the Blue Line to Cosumnes River college project in FY 2015.
- Human Resources department has one additional position for Pension Administration, approximately 80% of this position cost will be paid for by the pension plans and 20% by RT's operating budget;
- Evaluation of staffing needs in various departments has resulted in the reduction of 15 funded positions.

## Capital Improvement Plan

The following tables represent the Capital Budget spending plan for the FY 2015 Operating Budget for the projects listed. The full five-year CIP will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2015 through 2019, and beyond to 2045.

The FY 2015 Budget includes projects focused on the following capital priorities:

### System Expansion program:

- Blue Line to Cosumnes River College
- Green Line Draft & Final EIS/R for "Sacramento Intermodal Facility" Segment
- Green Line Draft Environmental Clearance and Project Development
- Sacramento-West Sacramento Streetcar Starter Line

### Fleet Program:

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

### Facilities Program:

- Bus Maintenance Facility #2 (Phase 1)

### Transit Technologies Program:

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

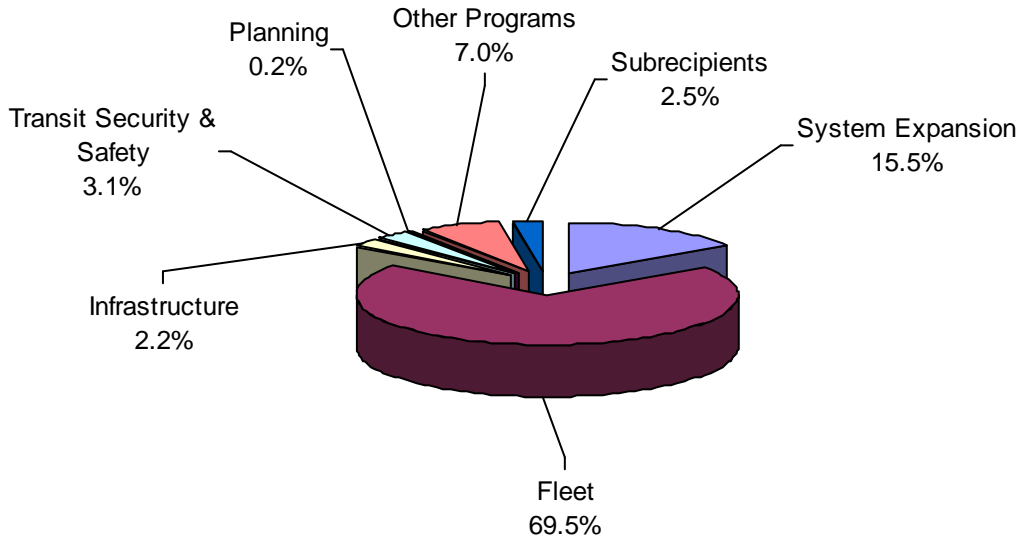
## Impact of Capital Improvements on Operating Budget

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

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

### Capital Improvements

#### FY 2015 Funding Additions by Category



(Dollars in Thousands)

Category	FY 2015	
	Proposed	
System Expansion	\$ 7,918	15.5%
Fleet	35,490	69.5%
Infrastructure	1,122	2.2%
Transit Security & Safety	1,574	3.1%
Planning	100	0.2%
Other Programs	3,582	7.0%
Subrecipients	1,268	2.5%
<b>Total</b>	<b>\$ 51,053</b>	<b>100.0%</b>

## Capital Improvement FY 2015 Funding Additions

Program	Project Name	Tier	Funded Through FY 2014	FY 2015 Funding Budget	Future Funding Additions	Total Project Funding Through FY 2015
<b>System Expansion Programs</b>						
R327	Green Line SITF HSR Connectivity Improvements (Final Design & Construc	I	\$ -	\$ 770,000	\$ 56,094,000	\$ 56,864,000
R055	Light Rail Station at Dos Rios	I	-	1,000,000	8,500,000	9,500,000
R135	Light Rail Station at Horn	I	100,000	500,000	3,168,000	3,768,000
S010	Sacramento-West Sacramento Streetcar Starter Line	I	1,634,780	5,647,803	-	7,282,583
<b>System Expansion Total</b>			<b>1,734,780</b>	<b>7,917,803</b>	<b>67,762,000</b>	<b>77,414,583</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	14,041,729	26,621,149	26,450,182	67,113,060
P000	Paratransit Vehicles Replacement	III	-	7,297,205	138,157,611	145,454,816
P007	Paratransit Vehicle Replacement - CNG" project	0	-	1,571,200	-	1,571,200
<b>Fleet Program Total</b>			<b>14,041,729</b>	<b>35,489,554</b>	<b>164,607,793</b>	<b>214,139,076</b>
<b>Infrastructure Programs</b>						
A006	Natoma Overhead Widening Project	II	143,750	60,000	-	203,750
M002	University/65th Street Transit Center Relocation	I	357,647	1,061,531	3,040,822	4,460,000
<b>Infrastructure Program Total</b>			<b>501,397</b>	<b>1,121,531</b>	<b>3,040,822</b>	<b>4,663,750</b>
<b>Transit Security &amp; Safety</b>						
TBD4	Active Shooter Training	II	-	29,029	-	29,029
TBD1	Antiterrorism Patrols	II	-	166,333	-	166,333
T028	LR Digital Messaging Control System	0	-	103,250	-	103,250
TBD3	Mobile Screening for Explosives	II	-	90,333	-	90,333
T025	Surveillance and Security Facilities Enhancement	0	-	252,000	-	252,000
T029	Upgrade Bus Fleet Digital Video Recorders	0	-	342,987	-	342,987
T024	Upgrade Data Back Up Systems	0	-	104,320	-	104,320
TBD2	Video Security System Upgrade	II	-	225,000	-	225,000
T027	Video Surveillance System Upgrade	0	-	115,920	-	115,920
T026	WiFi Security Systems Enhancement	0	-	144,350	-	144,350
<b>Transit Security &amp; Safety Total</b>			<b>-</b>	<b>1,573,522</b>	<b>-</b>	<b>1,573,522</b>
<b>Planning / Studies</b>						
A008	Regional Bike Share System	II	-	100,000	90,000	190,000
<b>Other Programs Total</b>			<b>-</b>	<b>100,000</b>	<b>90,000</b>	<b>190,000</b>
<b>Other Programs</b>						
M004	Revenue Bond, Series 2012 Payment	I	5,042,439	3,582,256	146,382,135	155,006,830
<b>Other Programs Total</b>			<b>5,042,439</b>	<b>3,582,256</b>	<b>146,382,135</b>	<b>155,006,830</b>
<b>Subrecipient</b>						
Q037	FFY15 Section 5307 - Paratransit Inc. Travel Training (MM)			150,000		150,000
Q042	FFY15 Section 5307 - Paratransit Inc. JARC			125,000		125,000
Q041	FFY15 Section 5339 - Roseville Transit Louis and Orlando Transfer Pt.			993,480		993,480
<b>Subrecipient Total</b>			<b>-</b>	<b>1,268,480</b>	<b>-</b>	<b>1,268,480</b>
<b>Total</b>			<b>\$ 21,320,345</b>	<b>\$ 51,053,146</b>	<b>\$ 381,882,750</b>	<b>\$ 454,256,241</b>

\* All project expenditures are subject to available funding.

## Capital Project 2015 Expenditure Plan

Program	Project Name	Tier	Expended Through FY 2014	FY 2015 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2015
<b>System Expansion Programs</b>						
F	Amtrak/Folsom Light Rail Extension	0	\$ 267,949,605	\$ 361,098	\$ -	\$ 268,310,703
410	Blue Line to Cosumnes River College	0	135,225,445	114,774,555	20,000,000	270,000,000
R321	Green Line Draft & Final EIS/R for SITF Segment	0	9,210	2,738,690	756,100	3,504,000
R322	Green Line Draft Environmental Clearance and Project Development	0	172,266	2,709,137	627,753	3,509,156
R055	Light Rail Station at Dos Rios	I	-	500,000	9,000,000	9,500,000
R135	Light Rail Station at Horn	I	-	600,000	3,168,000	3,768,000
404	Green Line to the River District (GL-1)	0	47,530,855	2,231,145	-	49,762,000
230	Northeast Corridor Enhancements (Phase 1)	I	25,408,884	1,202,322	13,388,794	40,000,000
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	2,727	30,273	-	33,000
S010	Sacramento-West Sacramento Streetcar Starter Line		15,958	1,618,822	5,647,803	7,282,583
<b>System Expansion Total</b>			<b>476,314,950</b>	<b>126,766,042</b>	<b>52,588,450</b>	<b>655,669,442</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	80,674	18,161,627	48,870,759	67,113,060
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work	0	-	995,000	-	995,000
B136	Neighborhood Ride Hybrid Bus Purchase Project	0	149,912	60,088	-	210,000
B142	Neighborhood Ride Vehicle Replacement - 14 Vehicles	0	80	2,533,920	-	2,534,000
G225	Non-Revenue Vehicle Replacement	I	1,434,430	518,850	33,883,112	35,836,392
B141	Non-Revenue Vehicles - P1B Restricted	0	1,544,102	1,471,654	1,647,538	4,663,294
P006	Paratransit Vehicles Replacement - 50 Vehicles	0	4,163,759	171,241	-	4,335,000
R110	Siemens E & H Ramp Replacement	0	4,670	577,330	738,000	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	7,323,746	673,932	1,948,734	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	8,957,375	11,573,249	12,619,921	33,150,545
<b>Fleet Program Total</b>			<b>23,658,748</b>	<b>36,736,891</b>	<b>99,708,064</b>	<b>160,103,703</b>
<b>Infrastructure Programs</b>						
G237	Across the Top System Modification	0	295,422	379,434	-	674,856
R280	Amtrak-Folsom Limited Stop Service	I	379,002	57,846	13,663,152	14,100,000
A003	Caltrans Camellia City Viaduct Rehab Deck	0	9,208	15,792	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	0	5,759	69,241	-	75,000
A007	Easton Development Grade Crossing	II	4,136	45,864	-	50,000
R010	Light Rail Crossing Enhancements	I	404,610	95,390	3,000,000	3,500,000
A006	Natoma Overhead Widening Project	II	6,016	197,734	-	203,750
R330	Rail Profiling	0	-	300,000	-	300,000
R332	Metro LR Maint Building Concrete Repair and Structural Analysis	II	-	310,000	-	310,000
G238	Repairs per Biennial Bridge Inspection	I	80,857	55,000	1,633,315	1,769,172
<b>Infrastructure Program Total</b>			<b>1,185,010</b>	<b>1,526,301</b>	<b>18,296,467</b>	<b>21,007,778</b>
<b>Facilities Programs</b>						
F017	2011 ADA Audit Repairs	II	-	30,000	-	30,000
R313	29th Street Light Rail Station Enhancements	0	95	186,905	93,500	280,500
4007	ADA Transition Plan Improvements	I	353,783	200,000	5,234,217	5,788,000
F014	Bike Racks	0	179	373,706	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	I	21,325,200	2,172,263	31,905,285	55,402,748
4005	Butterfield/Mather Mills LR Station Rehabilitation	0	101,862	32,627	-	134,489
Q030	Citrus Heights Transit Enhancements	II	35,748	506,076	958,176	1,500,000
4011	Facilities Maintenance & Improvements	I	2,681,072	109,427	18,785,621	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	I	131	345,467	139,701	485,299
B134	Fulton Ave. Bus Shelters	0	-	169,435	-	169,435
R319	Light Rail Station Rehab Project	0	10,996	148,004	-	159,000
A002	Louis Orlando Transit Center	0	528,703	72,797	-	601,500
F018	Rancho Cordova Landscaping	0	150	141,491	-	141,641
F019	Rancho Cordova Utility Building Enhancements	0	137	168,613	56,250	225,000
TE07	Transit Enhancements	0	216,037	4,224	-	220,261
R175	Watt Avenue Station Improvements	0	234,540	77,960	-	312,500
<b>Facilities Program Total</b>			<b>25,488,633</b>	<b>4,738,995</b>	<b>57,172,750</b>	<b>87,400,378</b>

## Capital Project 2015 Expenditure Plan Cont.

Program	Project Name	Tier	Expended Through FY 2014	FY 2015 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2015
<b>Equipment Program</b>						
B143	Fare Box Replacements	I	-	946,215	2,855,176	3,801,391
N001	Replacement of Police Vehicle Mobile Data Computer Terminals	II	-	135,296	-	135,296
B020	Shop Equipment - Bus	I	97,348	23,652	3,469,640	3,590,640
<b>Equipment Program Total</b>			<b>97,348</b>	<b>1,105,163</b>	<b>6,324,816</b>	<b>7,527,327</b>
<b>Transit Technologies Programs</b>						
T017	Audio Light Rail Passenger Information Signs	0	117,142	1,169,108	100,000	1,386,250
T004	Connect Card Light Rail Platform Preparations	0	1,205,830	397,170	-	1,603,000
T021	Connect Card-- Mobile Access Routers	0	770,000	30,000	-	800,000
T022	Handheld Smart Card Reader	0	-	58,000	58,000	116,000
T023	Connect Card-Technical Support	0	24,306	55,694	-	80,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	I	205,004	48,067	224,339	477,410
T030	Revenue Center Security Camera Upgrade	I	-	4,000	41,097	45,097
T031	Smart Phone Ticketing	II	-	229,167	45,833	275,000
A004	Transportation Security Enterprises (TSE) Demo Project	0	22,059	37,941	-	60,000
964	Trapeze Implementation (TEAMS)	0	1,675,420	488,792	-	2,164,212
<b>Transit Technologies Program Total</b>			<b>4,019,761</b>	<b>2,517,939</b>	<b>469,269</b>	<b>7,006,969</b>
<b>Transit Security &amp; Safety</b>						
T011	Anti-Terrorism Directed Patrols	0	340,912	44,000	-	384,912
T018	Building Access System Upgrade	0	-	111,507	-	111,507
T008	Completion Fiber Optics Communications Backbone	0	193,200	224,700	-	417,900
T005	CPUC General Order 172 - LRV Camera	0	91,916	118,084	95,482	305,482
H021	Enhancement of Emergency Power Generation	0	270,091	287,909	-	558,000
T010	Light Rail Facility Hardening	0	16,171	154,613	-	170,784
T006	LRV System AVL Equipment	0	357	400,668	-	401,025
T020	Operations Computer Systems Upgrades	0	50,272	154,728	-	205,000
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	0	187,714	129,286	-	317,000
T012	RT - Emergency Preparedness Drills	0	24,207	4,101	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	0	35,018	29,961	-	64,979
T019	Video Surveillance System Enhancement	0	28,012	116,988	-	145,000
TBD1	Antiterrorism Patrols	II	-	166,333	-	166,333
TBD2	Video Security System Upgrade	II	-	225,000	-	225,000
TBD3	Mobile Screening for Explosives	II	-	90,333	-	90,333
TBD4	Active Shooter Training	II	-	29,029	-	29,029
<b>Transit Security &amp; Safety Total</b>			<b>1,237,870</b>	<b>2,287,240</b>	<b>95,482</b>	<b>3,620,592</b>
<b>Planning/Studies Program</b>						
A001	Watt Ave/Hwy 50 Plan Review	0	88,500	1,500	-	90,000
A008	Regional Bike Share System	II	-	100,000	90,000	190,000
M003	Sacramento Regional Transit Internship Program	0	29,653	3,367	-	33,020
<b>Planning/Studies Program Total</b>			<b>118,153</b>	<b>104,867</b>	<b>90,000</b>	<b>313,020</b>
<b>Other Programs</b>						
4024	General Construction Management Support Services	II	367,600	11,376	3,106,024	3,485,000
4025	General Engineering Support Services	II	316,656	7,063	1,899,970	2,223,689
M004	Revenue Bond, Series 2012 Payment	I	5,042,438	3,582,256	146,382,136	155,006,830
<b>Other Program Total</b>			<b>5,726,694</b>	<b>3,600,695</b>	<b>151,388,130</b>	<b>160,715,519</b>
<b>Total</b>			<b>\$ 537,847,167</b>	<b>\$ 179,384,133</b>	<b>\$ 386,133,428</b>	<b>\$ 1,103,364,728</b>

\* All project expenditures are subject to available funding.

RESOLUTION NO. 14-06-\_\_\_\_\_

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

June 23, 2014

**AUTHORIZING THE FILING OF THE FY 2015 TRANSPORTATION DEVELOPMENT  
ACT (TDA) CLAIM BASED ON THE ADOPTED BUDGET**

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

THAT, the Board hereby authorizes the General Manager/CEO to file a claim with the Sacramento Area Council of Governments (SACOG) for Transportation Development Act funds in the amount not to exceed SACOG's funding apportionments for RT for FY 2015 and from said amount, RT may claim \$1,535,505 on behalf of SACOG for transportation planning purposes.

\_\_\_\_\_  
PHILLIP R. SERNA, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

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