

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	05/12/14	Open	Action	05/06/14

Subject: Accept Public Comment on Proposed FY 2015 Budget

## ISSUE

Accept public comment on Proposed FY 2015 Budget.

## RECOMMENDED ACTION

- A. Accept Public Comment on the Proposed FY 2015 Budget; and
- B. Motion: To Continue the Public Hearing to June 23, 2014

## FISCAL IMPACT

None as a result of this public hearing.

## DISCUSSION

The Proposed Fiscal 2015 Operating and Capital Budgets were released for public review on April 14, 2014. The public hearing notice was published in the **Sacramento Bee**. Through this process, the public is offered an opportunity to express opinions regarding the proposed FY 2015 Budget (Attachment 1). As of this date, no emails, calls or letters have been received asking questions or providing comment on the budgets. Staff will report any public comment or inquiries received between Board meetings on June 23, 2014, when, following the next period for public comment, staff will recommend that the Board close the public hearing and adopt the FY 2015 Operating and Capital budgets.

Staff continues to monitor revenues and refine expenditure projections for the current year as well as the FY 2015 Proposed Budget. There have been some changes to the FY 2015 Preliminary Operating Budget that was presented to the Board on April 14, 2014. As in previous years, the budget documents will be continuously updated as conditions change until the last Board meeting in this fiscal year on June 23<sup>rd</sup>, when the final result of all updates to both budgets will be reported to the Board and the documents presented to the Board for adoption.

At the Board meeting on April 14, 2014, when the Board approved the release of the FY 2015 Preliminary Budget, the Board directed staff to explore changes to balance the budget and eliminate the use of reserves. The Board also requested a review of financial projection for the next several years.

Staff has continued to refine revenue assumptions and expense projections and monitor revenue projections since the release of the Preliminary FY 2015 Operating and Capital Budgets. Both revenue and expense projections have changed and as a result, staff proposes the following summary of changes in the revenue and expenses for the upcoming fiscal year.

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Approved: \_\_\_\_\_ Presented: \_\_\_\_\_

Final 05/06/14  
General Manager/CEO

Chief Financial Officer  
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**Table 1**  
Sacramento Regional Transit District  
FY 2014 and FY 2015 Operating Budget Comparison

Categories	FY 2014 Amended Budget	FY 2015 Preliminary Budget	FY 2015 Revised Budget	FY 2015 \$ Changes	FY 2015 % Changes	FY 2014 vs FY 2015 % Changes
<b><u>Operating Revenue</u></b>						
Fare Revenue	\$ 29,385,846	\$ 29,929,043	\$ 31,434,224	\$ 1,505,181	5.0%	7.0%
Contracted Services	5,416,127	5,555,542	5,555,542	-	0.0%	2.6%
Other	2,920,292	2,920,292	3,120,292	200,000	6.8%	6.8%
State & Local	75,271,412	77,198,028	77,198,028	-	0.0%	2.6%
Federal	29,476,701	29,999,419	30,173,615	174,196	0.6%	2.4%
<b>Total Operating Revenue</b>	<b>\$ 142,470,378</b>	<b>\$ 145,602,324</b>	<b>\$ 147,481,701</b>	<b>\$ 1,879,377</b>	<b>1.3%</b>	<b>3.5%</b>
<b><u>Operating Expenses</u></b>						
Salaries & Benefits	\$ 91,537,633	\$ 93,997,146	\$ 94,899,590	902,444	1.0%	3.7%
Professional Services	25,212,421	25,909,397	26,069,296	159,899	0.6%	3.4%
Materials & Supplies	9,530,650	9,856,500	9,856,500	-	0.0%	3.4%
Utilities	5,773,500	5,872,900	5,872,900	-	0.0%	1.7%
Casualty & Liability	8,160,942	9,159,820	8,659,820	(500,000)	-5.5%	6.1%
Other	2,255,232	2,123,595	2,123,595	-	0.0%	-5.8%
<b>Total Operating Expenses</b>	<b>\$ 142,470,378</b>	<b>\$ 146,919,358</b>	<b>\$ 147,481,701</b>	<b>\$ 562,343</b>	<b>0.4%</b>	<b>3.5%</b>
<b>Potential Use of Reserve</b>	<b>\$ -</b>	<b>\$ (1,317,034)</b>	<b>\$ -</b>			
<b>Cumulative Reserve</b>	<b>\$ 7,904,358</b>	<b>\$ 6,587,324</b>	<b>\$ 7,904,358</b>			

Major Operating Budget Revisions:

**Revenues**

A net increase in projected total revenues of \$1.9 million due to:

*Fare Revenue*

The FY 2015 Fare revenue projection has been increased by \$1.5 million, due to a projected increase in ridership and the implementation of the Connect Card in the summer of this year. The Fix I-5 project that took place in 2008 showed approximately a 13% increase in light rail ridership with a residual increase in ridership continuing for approximately 12 months. Also, the Connect Card project is projected to be implemented by RT this summer, with other regional transit agencies following soon after that date. The Connect Card project consultants have shared data to support that similar transit agencies have had a 3 to 7 percent gain in revenue with better controls over counterfeiting and the addition of improved internal controls. In addition gas prices are over \$4.00 per gallon and still rising. Due to these factors, we are projecting an increase in ridership of 1.0 million over FY 2014 projected ridership. Based on the reasons above, Staff is increasing the FY 2015 fare revenue by \$1.5 million over FY 2015 preliminary budget and \$2.0

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million over FY 2014 revised budget, a 7% increase.

*Other Revenue*

Other revenue is increased due to a projected increase of \$200,000 in FY 2015 above the Preliminary Budget due to the Compressed Natural Gas (CNG) tax rebate from an increase in fueling private users at the Bus Maintenance Facility (BMF) 2, which increases RT's rebate as well as provides additional revenue from the sale of the CNG fuel to private users.

*Federal*

Federal revenue is increased by \$174,196 in FY 2015 above the Preliminary Budget for an additional amount of 5307 formula funding from RT's grant application for Job Access Reverse Commute (JARC) type funding, which was recommended by Sacramento Area Council of Governments (SACOG) staff to be presented to SACOG's Board in May for approval. RT's original budget was \$500,000 and the current proposed funding level by SACOG staff is \$674,196.

**Expenses**

A net increase in projected total expenses of \$0.6 million due to:

*Salary & Benefits*

Salary & Benefits increased by \$902,444 in FY 2015 above the Preliminary Budget as a result of the following:

- Light Rail department has need for five more positions due to roadway worker protection requirements by the California Public Utilities Commission (CPUC) General Order 175.
- Human Resources department has need for one additional position for Pension Administration; approximately 80% of this position's costs will be paid for by the pension plans and 20% from RT's Operating Budget.
- Increase in labor costs as result of adjustments to compensation as well as changes in the authorized and funded positions.

*Professional Services*

Professional services increased by \$159,899 in FY 2015 above the Preliminary Budget due to an increase in projected Purchased Transportation costs in FY 2015, for ADA complementary service provided by Paratransit Inc. which is based on projected increase in ridership and demand.

*Casualty & Liability*

Casualty & Liability is decreased by \$500,000 in FY 2015 from the Preliminary Budget due to the projected claims reserves for Property and Liability for FY 2015. Staff has reviewed the past few years trends comparing the actuary budgeted expense compared to year-end actual amounts and

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identified a trend of actual costs being less than projected actuarial expenses by an average of about \$500,000 per year. Based on this information, staff is reducing the FY 2015 expense amount by \$500,000. The actual results could be much different based on claims paid and new claims, but recent history supports this change.

### RISK ANALYSIS FOR FY 2015

One area of continuing concern is the CNG tax rebate, which is included in the FY 2015 Preliminary Operating Budget (\$1.2 million). If no legislative action is taken to continue the rebate, which expired in December 2013, staff will consider adjusting this revenue item in the FY 2015 Budget over the 60 day review period or in the revised Operating Budget for FY 2015 (which will be in February 2015) to take the rebate out of the revenue projections for the period July 2014 to June 2015.

An additional area of exposure remains with regard to the sales tax projections assumed in the FY 2015 Preliminary Operating Budget. Growth in Measure A and LTF in FY 2015 is based on a projected increase of 5.0%, which is the same as the Sacramento Transportation Authority's preliminary estimates for FY 2015 for Measure A sales tax growth. Staff is currently projecting sales tax growth for FY 2014 over FY 2013 year to be 5.0%, which is the cumulative growth rate in FY 2014 over prior year from July 2013 to March 2014, representing three-quarters of FY 2014. Staff will continue to monitor sales tax closely.

### FY 2015 AND FINANCIAL FORECAST

Table 2 provides revenue and expense projections for the upcoming year and the following three years FY 2014 through FY 2018. While the preliminary budget is still in development, it is evident that under conservative scenarios we are working with, an addition to reserves at the end of FY 2015 will not be possible unless revenues grow at a rate greater than we project.

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**Table 2**  
 Sacramento Regional Transit District  
 FY 2014 Revised Budget and FY 2015 Preliminary Budget;  
 FY 2016 Through FY 2018 projected Revenue and Expenses

Categories	FY 2014 Budget	2014 Revised Budget	FY 2015 Preliminary Budget	FY 2016 Projected Budget	FY 2017 Projected Budget	FY 2018 Projected Budget
<b>Operating Revenue</b>						
Fare Revenue	\$ 30,085,847	\$ 29,385,846	\$ 31,434,224	\$ 35,677,646	\$ 39,245,411	\$ 41,207,682
Contracted Services	5,416,127	5,416,127	5,555,542	5,761,718	5,876,952	5,994,491
Other	2,920,292	2,920,292	3,120,292	3,276,307	3,374,596	3,475,834
State & Local	79,868,657	79,109,574	81,048,028	84,695,189	88,506,473	92,489,264
Federal	28,142,128	29,476,701	30,173,615	32,594,622	33,053,541	33,519,344
<b>Total Operating Revenue</b>	<b>\$ 146,433,051</b>	<b>\$ 146,308,540</b>	<b>\$ 151,331,701</b>	<b>\$ 162,005,482</b>	<b>\$ 170,056,973</b>	<b>\$ 176,686,615</b>
<b>Operating Expenses</b>						
Salaries & Benefits	\$ 90,983,542	\$ 91,537,633	\$ 94,899,590	\$ 98,221,076	\$ 102,149,919	\$ 106,235,915
Paratransit	12,361,515	12,361,515	12,979,591	13,888,162	14,860,334	15,900,557
Professional Services	4,897,997	5,096,997	5,135,796	5,289,870	5,448,566	5,612,023
Security services	7,953,909	7,753,909	7,953,909	8,351,604	8,769,185	9,207,644
Materials & Supplies	9,367,650	9,530,650	9,856,500	10,152,195	10,456,761	10,770,464
Utilities	5,810,000	5,773,500	5,872,900	6,049,087	6,230,560	6,417,476
Casualty & Liability	8,528,942	8,160,942	8,659,820	8,919,615	9,187,203	9,462,819
Other	2,400,095	2,255,232	2,123,595	2,187,303	2,252,922	2,320,510
South Line costs	-	-	-	3,545,626	4,467,489	4,690,863
<b>Total Operating Expenses</b>	<b>\$ 142,303,650</b>	<b>\$ 142,470,378</b>	<b>\$ 147,481,701</b>	<b>\$ 156,604,538</b>	<b>\$ 163,822,937</b>	<b>\$ 170,618,271</b>
<b>Non- Operating Expenses</b>						
<b>Debt Service</b>	\$ (3,750,217)	\$ (3,838,162)	\$ (3,850,000)	\$ (4,950,000)	\$ (5,492,000)	\$ (5,488,000)
<b>Net result</b>	<b>\$ 379,184</b>	<b>\$ -</b>	<b>\$ 0</b>	<b>\$ 450,945</b>	<b>\$ 742,036</b>	<b>\$ 580,344</b>
<b>Cumulative reserve</b>	<b>7,904,358</b>	<b>7,904,358</b>	<b>7,904,358</b>	<b>7,904,358</b>	<b>8,355,303</b>	<b>9,097,339</b>
<b>Total Reserve</b>	<b>8,283,542</b>	<b>7,904,358</b>	<b>7,904,358</b>	<b>8,355,303</b>	<b>9,097,339</b>	<b>9,677,683</b>

**Notes:**

South Line Phase 2 goes into operation in September 2015 (FY 2016)  
 2016-2018 Federal Revenue includes \$2.0 million of "Congestion Mitigation Air Quality" funding each year to cover operating costs for South Line Phase 2 project  
 Estimated Operating Costs for South Line Phase 2 project is \$4.3 million in FY 2016 prorated for (10/12) of FY 2016 year

## RISK ANALYSIS FOR FINANCIAL FORECAST

- The assumption in FY 2016 year assumes a 20% increase in average fare effective in January 2016, which is six months of FY 2016 year. Thus fare revenue is increased by 10% in FY 2016, for the period January to June 2016, and then another 10% in FY 2017 for the period July to December 2016. This is consistent with RT's 20 year financial forecasting model. Staff will use the data from the implementation of Connect Card to determine the ridership trends and patterns to assist with determining what the best fare structure will be to reach our 20% increase in average fare goal.
- These assumptions do not include any additional funds from new revenue sources including State Cap and Trade or federal funds. There are a number of Cap and Trade

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funding efforts currently being considered by the legislature and Governor that could result in increased transit funding.

- The United States Department of Transportation has released the Surface Transportation Bill that was sent to Congress, which if passed, could be very positive for all Transit agencies. This bill is a four year \$302 billion bill that authorizes highway, public transportation and passenger rail programs from Fiscal Years 2015 through 2018. FTA programs are proposed at \$16.9 billion for FY 2015, which is \$6.3 billion more than FY 2014 authorized amounts of \$10.6 billion. The proposed funding for Section 5337 State of Good Repair funding for FY 2015 was \$5.7 million compared to FY 2014 funding of \$2.2 billion, a significant increase. Staff will continue to monitor bill.

## CAPITAL BUDGET

The potential new capital funding for FY 2015 is outlined below in Table 4. Details on the Capital Budget and explanations of project categories are included on pages 21 to 22 in Attachment 1, the FY 2015 Abridged Budget. The numbers have not changed since the last Board presentation on April 14, 2014.

**Table 4**  
Capital Improvements by Category  
(dollars in Thousands)

<b>Category</b>	<b>FY 2015 Proposed</b>	
System Expansion	\$ 8,028	52.5%
Fleet	1,571	10.3%
Infrastructure	1,062	6.9%
Transit Security & Safety	1,063	6.9%
Other Programs	3,582	23.4%
<b>Total</b>	<b>\$ 15,306</b>	<b>100%</b>

## FUTURE BUDGET SCHEDULE:

- June 23, 2014 - Continue Public Hearing and Board Adoption
- July 1, 2014 - Start of the new fiscal year



# 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

Bonnie Pannell  
City 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

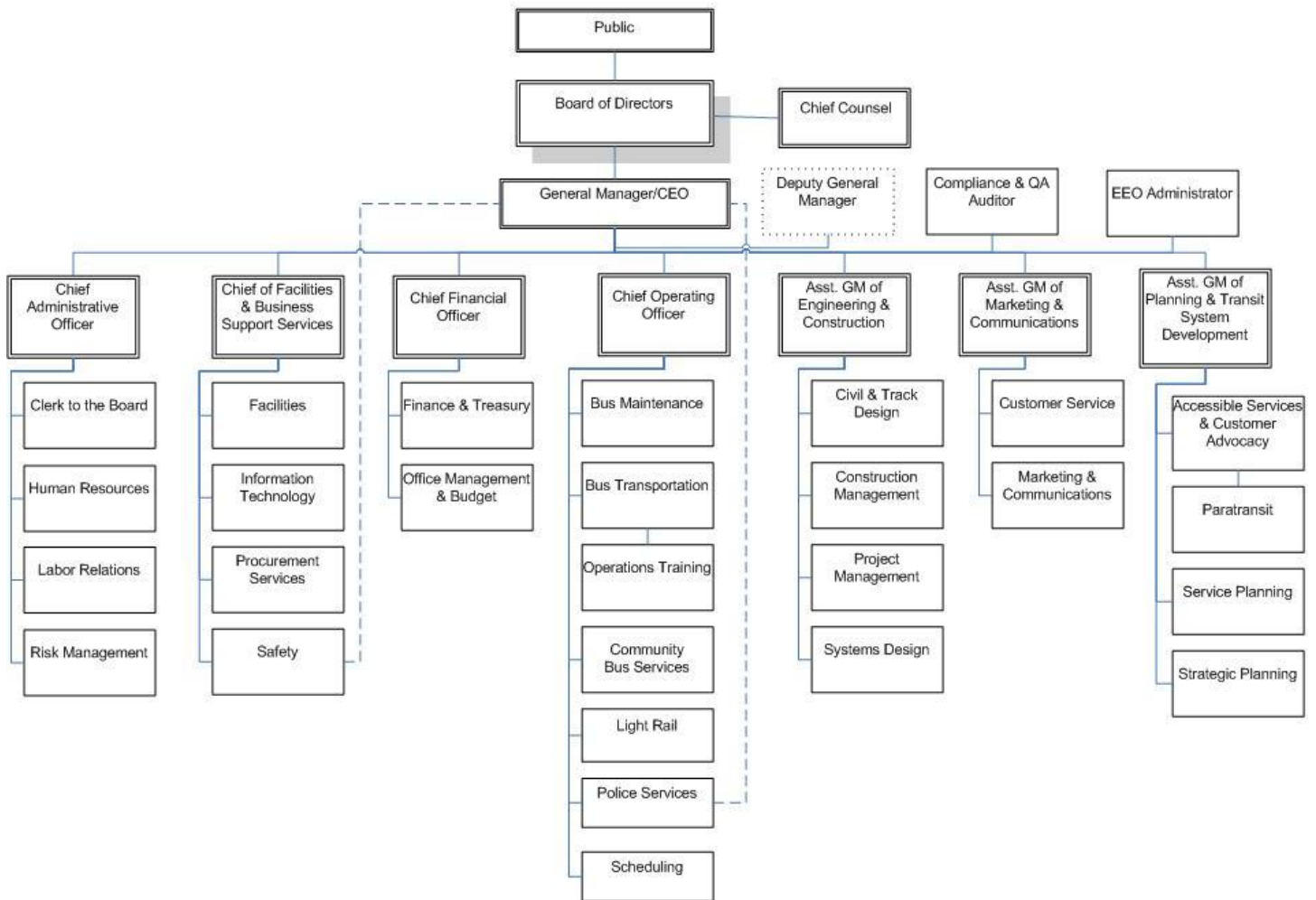
Mark Lonergan  
Chief Operating Officer

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	48
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 June 2014.

## 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

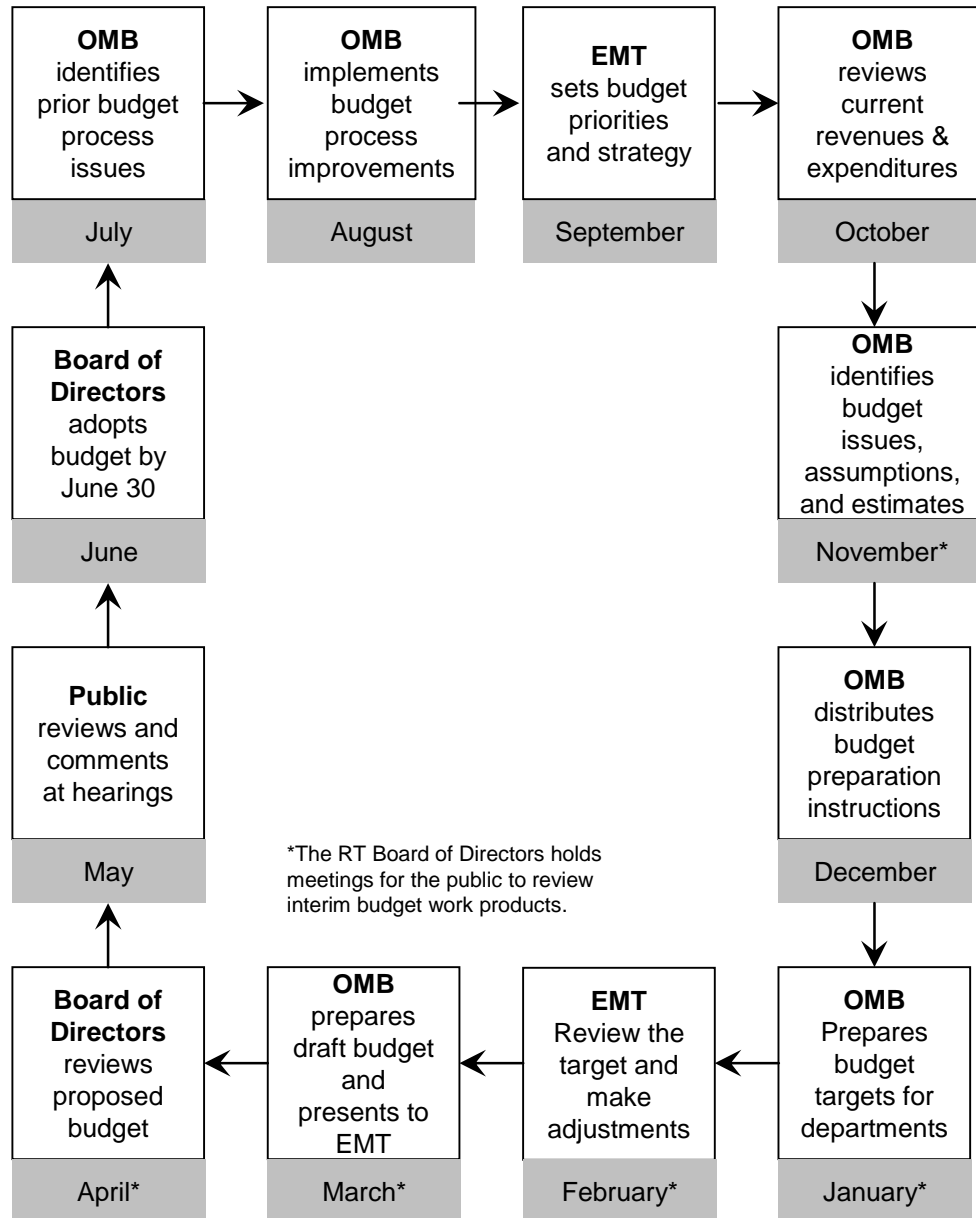
### Our Goals

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

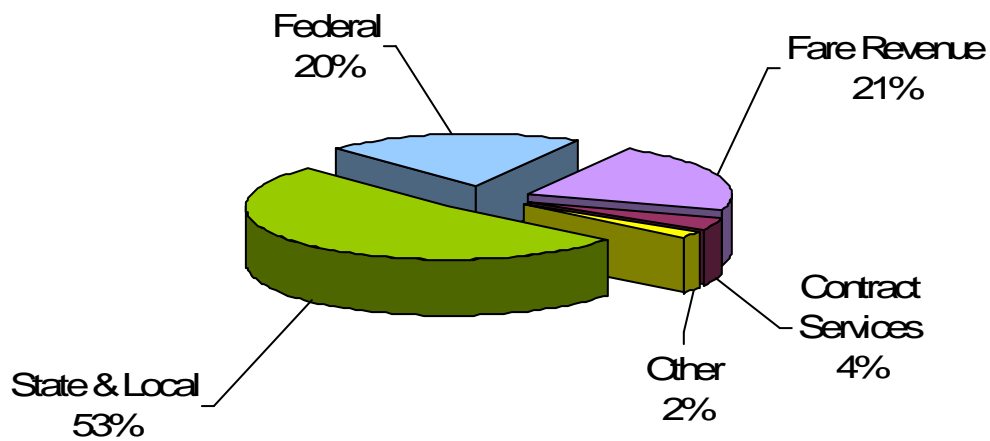
\*\* Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

\*\*\* 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%
Carryover	-	-	-	-	-	-
<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 slight increase in Fare Revenue due to a projected increase in ridership and average fare.

### 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

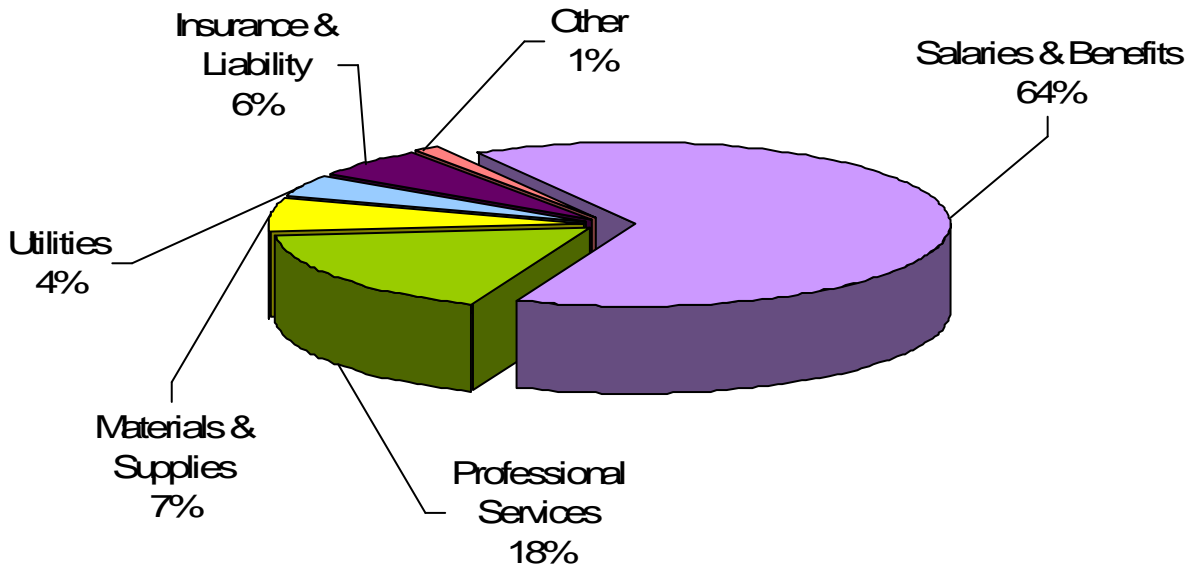
This category includes formula-based allocations to RT from the federal government. Each year Congress authorizes the appropriation and the Federal Transit Administration allocates the dollars to the region. RT can use the funds for operating, planning, and capital, subject to specific regulations.

- 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 no transfer to Capital of \$240,000 in FY 2015, compared to FY 2014 year.

Expenses

Operating Expenses by Expense Category

(Dollars in Thousands)



	FY 2012	FY 2013	FY 2014	FY 2015	FY 2015 to FY 2014	
	Actual	Actual	Budget	Budget	Amount	Percent
Salaries & Benefits	\$ 81,751	\$ 87,715	\$ 91,538	\$ 94,900	\$ 3,362	3.7%
Professional Services	20,165	23,647	25,212	26,069	857	3.4%
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	8,660	499	6.1%
Other	1,774	1,784	2,255	2,124	(131)	-5.8%
<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 \$94.9 million for salaries and benefits, an increase of \$3.4 million (3.7%) from the FY 2014 Revised Budget (\$91.5 million). Labor increased by \$1.7 million (3.1%) from the FY 2014 Revised Budget (\$52.8 million). This reflects various District position salary adjustments including the full annual funding in the amount of \$0.8 million for 13 Blue line positions and \$0.4 million for 5 new Rail Laborer positions and 1 new position to Administrator the two District Pension Plans.
- Fringe Benefits increased by \$3.1 million (7.0%) from the FY 2014 Revised Budget (\$44.3 million). This reflects a \$1.6 million (10.0%) increase in pension costs and a \$1.1 million (8.8%) increase in Medical costs. Capital recovery and indirect costs have increased by \$1.4 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 1003 Funded positions, which is a decrease of 9 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 \$26.1 million for Professional Services, an increase of \$0.9 million (3.4%) from the FY 2014 Revised Budget of \$25.2 million.
- This reflects an increase in Purchased Transportation of \$0.8 million, based on increase demand and ridership.
- This also includes small increases in various departments.

### 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 \$8.7 million for Insurance & Liability, an increase of \$0.5 million (6.1%) 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.

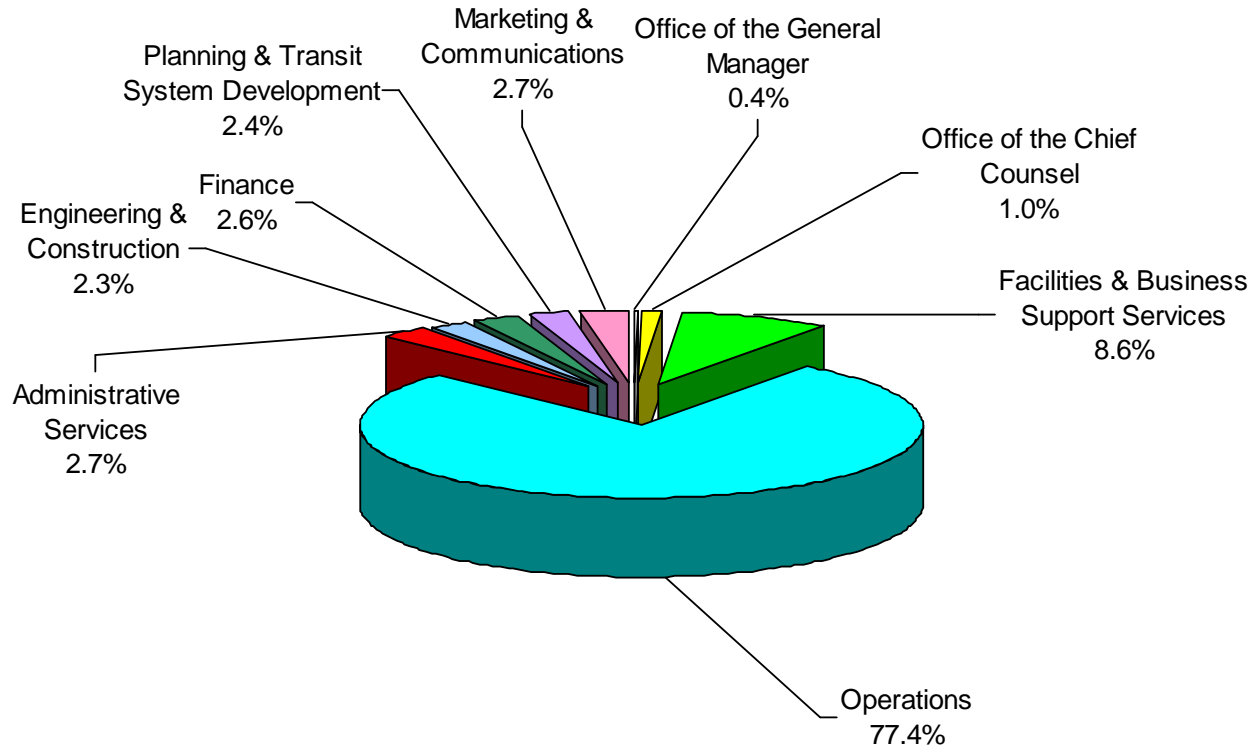
### Other

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 \$2.1 million for other expenditures, a decrease of \$0.1 million (5.8%) 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 1003 fully or partially funded positions which is a decrease of 9 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	776
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>1,003</b>



## FY 2015 Position Information

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

- Light Rail department has the need for five more positions due to roadway worker protection required by CPUC General Order 1753
- 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 funding for 9 positions at this time.

## 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 2014 through 2018, and beyond to 2044.

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)

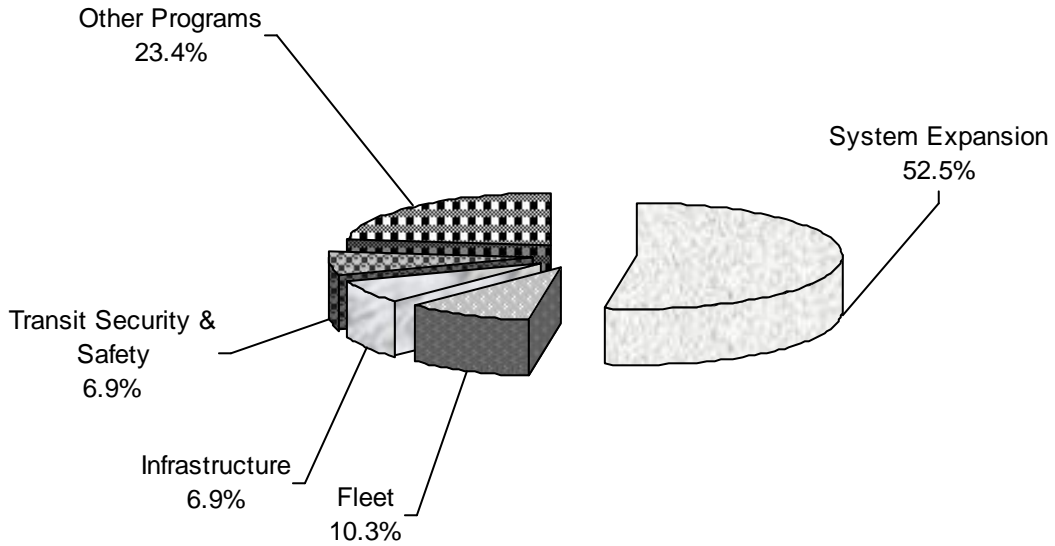
## Impact of Capital Improvements on Operating Budget

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)

<b>Category</b>	<b>FY 2015 Proposed</b>	
System Expansion	\$ 8,028	52.5%
Fleet	1,571	10.3%
Infrastructure	1,062	6.9%
Transit Security & Safety	1,063	6.9%
Other Programs	3,582	23.4%
<b>Total</b>	<b>\$ 15,306</b>	<b>100%</b>

## Capital Improvement FY 2015 Funding Additions

Program	Project Name	Tier	Funded Through FY 2014	FY 2015 Budget Funding	Future Funding Additions	Total Project Funding Through FY 2015
<b>System Expansion Programs</b>						
R321	Green Line Draft & Final EIS/R for SITF Segment	0	\$ 3,252,000	\$ 110,000	\$ 142,000	\$ 3,504,000
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	II	-	1,000,000	7,000,000	8,000,000
R135	Light Rail Station at Horn	II	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>4,986,780</b>	<b>8,027,803</b>	<b>66,404,000</b>	<b>79,418,583</b>
<b>Fleet Programs</b>						
P007	Paratransit Vehicle Replacement - CNG" project	0	-	1,571,200	-	1,571,200
<b>Fleet Program Total</b>			<b>-</b>	<b>1,571,200</b>	<b>-</b>	<b>1,571,200</b>
<b>Infrastructure Programs</b>						
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>357,647</b>	<b>1,061,531</b>	<b>3,040,822</b>	<b>4,460,000</b>
<b>Transit Security &amp; Safety</b>						
T028	LR Digital Messaging Control System	0	-	103,250	-	103,250
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
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>1,062,827</b>	<b>-</b>	<b>1,062,827</b>
<b>Other Programs</b>						
M004	Revenue Bond, Series 2012 Payment	I	5,042,435	3,582,256	146,382,139	155,006,830
<b>Other Programs Total</b>			<b>5,042,435</b>	<b>3,582,256</b>	<b>146,382,139</b>	<b>155,006,830</b>
<b>Total</b>			<b>\$ 10,386,862</b>	<b>\$ 15,305,617</b>	<b>\$ 215,826,961</b>	<b>\$ 241,519,440</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>						
410	Blue Line to Cosumnes River College	0	\$ 136,242,698	\$ 113,757,302	\$ 20,000,000	\$ 270,000,000
R321	Green Line Draft & Final EIS/R for SITF Segment	0	175,200	2,572,700	756,100	3,504,000
R322	Green Line Draft Environmental Clearance and Project Developmer	0	237,707	2,643,696	627,754	3,509,156
R327	Green Line SITF HSR Connectivity Improvements (Final Design & C	I	-	2,973,572	53,890,428	56,864,000
R055	Light Rail Station at Dos Rios	II	-	500,000	7,500,000	8,000,000
R135	Light Rail Station at Horn	II	-	600,000	3,168,000	3,768,000
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	2,727	5,045	25,228	33,000
S010	Sacramento-West Sacramento Streetcar Starter Line		100,000	1,534,780	5,647,803	7,282,583
<b>System Expansion Total</b>			<b>136,758,332</b>	<b>124,587,095</b>	<b>91,615,313</b>	<b>352,960,739</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	78,622	18,163,679	48,275,234	66,517,534
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work	0	-	635,000	360,000	995,000
R320	Light Rail Bucket & Platform Trucks	0	339,160	5,154	93,320	437,633
B142	Neighborhood Ride Vehicle Replacement (CNG) - 14 Vehicles	0	-	2,534,000	-	2,534,000
G225	Non-Revenue Vehicle Replacement	I	1,417,139	1,006,374	38,513,807	40,937,319
R110	Siemens E & H Ramp Replacement	0	4,428	500,000	815,572	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	7,305,950	500,000	2,140,462	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	9,435,027	8,600,000	15,115,518	33,150,545
<b>Fleet Program Total</b>			<b>18,580,325</b>	<b>31,944,207</b>	<b>105,313,912</b>	<b>155,838,443</b>
<b>Infrastructure Programs</b>						
R280	Amtrak-Folsom Limited Stop Service	I	379,917	56,506	13,663,577	14,100,000
4017	Bus Stop Improvement Program	I	286,378	180,000	4,862,427	5,328,805
R332	Metro LR Maint Building Concrete Repair and Structural Analysis	II	-	310,000	-	310,000
A006	Natoma Overhead Widening Project	II	452	50,000	143,299	193,750
G238	Repairs per Biennial Bridge Inspection	I	83,420	55,000	1,630,752	1,769,172
<b>Infrastructure Program Total</b>			<b>750,167</b>	<b>651,506</b>	<b>20,300,055</b>	<b>21,701,727</b>
<b>Facilities Programs</b>						
F017	2011 ADA Audit Repairs	II	-	10,000	20,000	30,000
R313	29th Street Light Rail Station Enhancements	0	245	93,500	186,756	280,500
4007	ADA Transition Plan Improvements	I	354,705	200,000	5,233,295	5,788,000
F014	Bike Racks	0	152	373,733	-	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	I	21,291,147	1,500,000	32,611,601	55,402,748
4011	Facilities Maintenance & Improvements	I	2,727,304	100,000	18,748,817	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	I	744	363,974	260,282	625,000
B134	Fulton Ave. Bus Shelters	0	-	42,359	127,076	169,435
R319	Light Rail Station Rehab Project	0	21,144	137,856	-	159,000
645	Major Light Rail Station Enhancements	I	5,184,474	100,000	29,900,000	35,184,474
F018	Rancho Cordova Landscaping	I	117	112,500	112,383	225,000
F019	Rancho Cordova Utility Building Enhancements	I	99	112,500	112,401	225,000
R175	Watt Avenue Station Improvements	0	240,045	8,800	63,656	312,500
<b>Facilities Program Total</b>			<b>29,820,175</b>	<b>3,155,222</b>	<b>87,376,266</b>	<b>120,351,662</b>
<b>Equipment Program</b>						
B143	Fare Box Replacements	0	-	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	90,574	125,000	3,375,067	3,590,640
<b>Equipment Program Total</b>			<b>90,574</b>	<b>1,206,511</b>	<b>6,230,243</b>	<b>7,527,327</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>Transit Technologies Programs</b>						
T017	Audio Light Rail Passenger Information Signs	0	135,746	100,000	1,150,505	1,386,250
T004	Connect Card Light Rail Platform Preparations	0	950,285	35,968	616,747	1,603,000
T021	Connect Card-- Mobile Access Routers	0	642,895	157,105	-	800,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	0	205,488	25,000	246,923	477,410
T022	Handheld Smart Card Reader	0	-	58,000	58,000	116,000
T031	Smart Phone Ticketing	II	-	229,167	45,833	275,000
A004	Transportation Security Enterprises (TSE) Demo Project	0	22,059	9,486	28,455	60,000
964	Trapeze Implementation (TEAMS)	I	1,625,955	538,857	-	2,164,812
<b>Transit Technologies Program Total</b>			<b>3,582,427</b>	<b>1,153,583</b>	<b>2,146,462</b>	<b>6,882,472</b>
<b>Transit Security &amp; Safety</b>						
T011	Anti-Terrorism Directed Patrols	0	349,923	27,503	7,486	384,912
T018	Building Access System Upgrade	0	-	111,507	-	111,507
T008	Completion Fiber Optics Communications Backbone	0	181,219	139,300	97,381	417,900
T005	CPUC General Order 172 - LRV Camera	0	-	140,000	165,482	305,482
T009	Data Center Redundancy & Reliability	0	35,806	17,903	-	53,709
H021	Enhancement of Emergency Power Generation	0	208,706	155,218	194,077	558,000
T010	Light Rail Facility Hardening	0	-	94,880	75,904	170,784
T006	LRV System AVL Equipment	0	368	177,922	222,735	401,025
T020	Operations Computer Systems Upgrades	0	-	205,000	-	205,000
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	0	138,648	87,506	90,846	317,000
T012	RT - Emergency Preparedness Drills	0	24,367	3,941	-	28,308
T013	RT - Staff Security Training - Overtime/Backfill	0	26,832	4,999	33,148	64,979
T019	Video Surveillance System Enhancement	0	-	145,000	-	145,000
<b>Transit Security &amp; Safety Total</b>			<b>965,869</b>	<b>1,310,679</b>	<b>887,059</b>	<b>3,163,606</b>
<b>Planning/Studies Program</b>						
A008	Regional Bike Share System	II	-	100,000	90,000	190,000
A001	Watt Ave/Hwy 50 Plan Review	0	85,000	5,000	-	90,000
<b>Planning/Studies Program Total</b>			<b>85,000</b>	<b>105,000</b>	<b>90,000</b>	<b>280,000</b>
<b>Other Programs</b>						
4024	General Construction Management Support Services	II	368,675	25,000	3,091,326	3,485,000
4025	General Engineering Support Services	II	316,874	7,937	1,898,878	2,223,689
M004	Revenue Bond, Series 2012 Payment	I	5,042,435	3,582,256	146,382,139	155,006,830
<b>Other Program Total</b>			<b>5,727,984</b>	<b>3,615,193</b>	<b>151,372,343</b>	<b>160,715,519</b>
<b>Total</b>			<b>\$ 196,360,850</b>	<b>\$ 167,728,996</b>	<b>\$ 465,331,650</b>	<b>\$ 829,421,495</b>

\* All project expenditures are subject to available funding.