

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	05/11/15	Open	Action	05/05/15

Subject: Accept Public Comment on Proposed FY 2016 Budget

## ISSUE

Accept public comment on Proposed FY 2016 Budget.

## RECOMMENDED ACTION

- A. Accept Public Comment on the Proposed FY 2016 Budget; and
- B. Motion: To Continue the Public Hearing to June 22, 2015

## FISCAL IMPACT

None as a result of this public hearing.

## DISCUSSION

The Proposed Fiscal Year 2016 Operating and Capital Budgets were released for public review on April 13, 2015. 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 2016 Budget (Attachment 1). As of this date, no emails, calls or letters have been received asking questions or providing comment on the budgets. On June 22, 2015, staff will report any public comment or inquiries received and will recommend that the Board close the public hearing and adopt the FY 2016 Operating and Capital budgets.

Staff continues to monitor revenues and refine expenditure projections for the current year as well as the FY 2016 Proposed Budget. There have been some changes to the FY 2016 Preliminary Operating Budget since it was presented to the Board on April 13, 2015. 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 22<sup>nd</sup>, when the final result of all updates to both budgets will be reported to the Board and the documents will be presented to the Board for adoption.

## **RT Major Goals and Objectives in FY 2016**

- **Quality of Service** - Staff is currently negotiating contracts with various Public Improvement Districts and local public agencies to partner for stop and station cleaning and maintenance. Some contracts have already been executed and more should be signed and in place by early 2016. In addition, RT has received two bus shelter bids for upgraded intensive cleaning (new and rehabbed shelter in year one). The award date of the contract is projected to be in July 2015.

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Approved:

Presented:

Final 05/06/15

General Manager/CEO

Acting Chief Financial Officer

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- Mobile Applications** - RT is obtaining a technical specification this week from a vendor, which will allow RT to have a customized system for riders to report information about conditions at stations and stops to RT staff. This is projected to go live by September 1, 2015. In addition, RT has received an offer for a free mobile ticketing pilot application for smart phones. RT's Procurement and Legal departments are working on this contract. Once the agreement is completed, the projected go live date would be in a 60 day time frame.
- Digital Message Signs** - RT has completed the install of digital messaging signs. This will provide real-time train information in the near future; the pilot is currently underway, and a full install is planned for the end of calendar year 2015.
- Connect Card** - The vendor has said that the system will be complete for pilot program by July 2015. RT expects to have this rolled out completely for both RT and other transit agencies in the region during FY 2016.
- South Line Phase 2 Project** – The project is on schedule to be completed and operational on September 6, 2015. The projected start date is the same date as in the Federal Funding Grant Agreement for the project.
- UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment** - This project is well under way, and staff is projecting that Siemens will have 16 trains fully completed and tested by June 30, 2016. The projected date for the completion of the project is June 2017.
- Horn Road and Dos Rios Light Rail Stations** – RT plans to submit an application for the next round of Community Design Grants later this month. This application will be to request funding to advance the design work and/or fund construction of the facilities. Discussions are being held with the Cities of Sacramento and Rancho Cordova and SACOG to determine the most appropriate next step, and the level and source of local match funds. Staff's goal is to present the Horn Road station design concept to the Rancho Cordova City Council in June 2015 for direction on a preferred design concept and station positioning east of Horn Road.
- Streetcar Project** – The Streetcar project will be presented to registered voters in Sacramento's project area to determine whether funding for the project will be approved through an assessment of those properties. The votes will be counted in early June. Also in the same time frame, the environmental document will be presented to the SACOG Board or delegated committee of the Board for adoption of the California Environmental Quality Act (CEQA) action. Assuming that those two actions are approved, the design Request for Proposal is expected to be released for final design. The design process is expected to take about one year.
- Sacramento Rail Yards** – The Green Line project will serve the rail yards in two ways: first, the existing east-west Sac Valley Station will need to be relocated to a north-south

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alignment west of 5<sup>th</sup> Street; second, a Railyards Boulevard station is being planned to serve the future development between North B Street and the relocated mainline UP/Amtrak tracks. As part of the Green Line effort, these projects are being environmentally cleared for CEQA, with the intent being to utilize Proposition 1A (High Speed Rail Connectivity) funds to partially fund the construction.

- **Siemens Light Vehicle Train Wraps** – RT staff has a vendor in place and estimates that 8 of the 26 Siemens vehicles that are currently scheduled for exterior work will be completed during FY 2016.
- **40' CNG Bus Replacement Project** – RT is under contract with Gillig to purchase 96 CNG Buses. RT has received 30 buses to date; the second order of 30 buses is projected for delivery in the Spring of 2016. The final 36 buses are scheduled for completion and delivery by October 2016, and are expected to be in service by January 2017.

## Operating Budget Revisions

Staff proposes the following summary of changes in the revenue and expenses for the upcoming fiscal year:

**Table 1**  
Sacramento Regional Transit District  
FY 2015 and FY 2016 Operating Budget Comparison

Categories	FY 2015 Amended Budget	FY 2016 Preliminary 04-13-15 Budget	FY 2016 Revised 05-11-15 Budget	FY 2016 \$ Changes	FY 2016 % Changes	FY 2015 to FY 2016 % Changes
<b><u>Operating Revenue</u></b>						
Fare Revenue	\$ 28,834,224	\$ 29,865,097	\$ 29,865,097	\$ -	0.0%	3.6%
Contracted Services	5,664,819	6,330,374	6,330,374	-	0.0%	11.7%
Other	4,701,369	5,301,283	3,800,292	(1,500,991)	-28.3%	-19.2%
State & Local	77,560,824	80,699,146	82,580,586	1,881,440	2.3%	6.5%
Federal	30,173,615	32,031,966	32,031,966	-	0.0%	6.2%
<b>Total Operating Revenue</b>	<b>\$ 146,934,851</b>	<b>\$ 154,227,866</b>	<b>\$ 154,608,315</b>	<b>\$ 380,449</b>	<b>0.2%</b>	<b>5.2%</b>
<b><u>Operating Expenses</u></b>						
Salaries & Benefits	\$ 95,045,703	\$ 100,578,518	\$ 99,010,908	(1,567,610)	-1.6%	4.2%
Professional Services	25,979,283	27,948,339	27,908,475	(39,864)	-0.1%	7.4%
Materials & Supplies	9,494,600	10,275,250	10,275,250	-	0.0%	8.2%
Utilities	5,757,900	6,434,400	6,434,400	-	0.0%	11.7%
Casualty & Liability	8,603,540	9,772,996	9,772,996	-	0.0%	13.6%
Other	2,053,825	1,966,345	1,978,310	11,965	0.6%	-3.7%
<b>Total Operating Expenses</b>	<b>\$ 146,934,851</b>	<b>\$ 156,975,848</b>	<b>\$ 155,380,339</b>	<b>\$ (1,595,509)</b>	<b>-1.0%</b>	<b>5.7%</b>
<b>Balance</b>	<b>\$ -</b>	<b>\$ (2,747,982)</b>	<b>\$ (772,024)</b>	<b>\$ 1,975,958</b>		
<b>Cumulative Reserve</b>	<b>\$ 4,561,880</b>					

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## Revenues

A net increase in projected total revenues of \$380,449 is due to the following reasons:

### *Other Revenue*

Other Revenue decreased by \$1,500,991 due to the following:

- An increase of \$110,000 in the Revenue Vehicle advertisement contract;
- An increase of \$300,000 in Federal Renewable Identification Numbers (RINs) revenue;
- A decrease of \$110,991 due a change in how Pension Administrator reimbursements from the Pension fund are budgeted; and
- A decrease of \$1.8 million in LCTOP revenue due to a transfer of this revenue source from Other Revenue to the State & Local Revenue category.

### *State & Local*

State & Local revenue increased by \$1,881,440 million due to a transfer of \$1.8 million in LCTOP revenue to State & Local from the Other Revenue category to re-classify this revenue source and due to an increase of \$81,440 in LTF funds over the prior year (FY 2015) LTF revenue estimate.

## Expenses

A net decrease of \$1,595,509 in projected total expenses is due to the following reasons:

### *Salary & Benefits*

Salary & Benefits decreased by \$1,567,610 in FY 2016 compared to the Preliminary Budget as a result of the following:

- A decrease of \$110,991 due to increase in labor cost recovery from the Pension Plans for the Pension Administrator position; and
- A decrease in labor costs of \$1,456,619 - staff fully unfunded 25 positions that were 50% funded in the FY 2016 Operating Budget, unfunded one positions that was 100% funded and funded one position at 50% that was fully funded.

### *Professional Services*

Professional services decreased by \$39,864 in FY 2016 compared to the Preliminary Budget due to the following:

- An increase of \$124,004 for Information Technology Contract Maintenance cost;
- A decrease of \$110,983 in Paratransit cost estimates;
- An increase of \$4,812 in Community Prosecutor's cost; and
- A decrease of \$57,696 due to a revised Security Services cost calculation.

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### *Other Expenses*

Other Expenses increased by \$11,965 due to Information Technology dues and subscriptions costs.

### **Potential Ways to Balance the FY 2016 Budget**

#### Revenue Opportunities

##### *Fare Revenues*

RT's Fare Structure Committee has been meeting for months to discuss the District's fare policy and plans to bring a draft fare policy at tonight's Board meeting. Staff will present the plans, including a full proposal of potential fare structure changes, to the Board to consider and provide input. Staff's goal is to provide information and to get direction from the Board to assist RT in providing added revenues to enhance RT's current service quality, including security, station cleaning, as well as other areas to provide a better quality of service.

##### *Los Rios Agreement*

RT staff has been in discussions with Los Rios Community College in the past few months regarding the upcoming contract. The current contract will remain in effect through November 14, 2016, and staff has been working with Los Rios staff to revise the current contract before the expiration of the existing agreement. Staff is projecting that if the new contract becomes effective January 1, 2016, that fare revenues from this contract could increase between \$400,000 to \$600,000 over the period January to June 2016. Staff is still in negotiations, and the new effective date of the contract is still an item of discussion, but RT's goal is to have a contract in place by January 1, 2016.

##### *RIN's*

Another potential new funding source for RT is through the United States Congress Environmental Protection Agency (EPA). The EPA is responsible for ensuring that all gasoline sold in the U.S. contains the applicable volume of renewable fuel required by the Energy Policy Act of 2005. The Act led to the creation of the Federal Renewable Fuel Standard in September 2007. This raised the amount of renewable fuels to be used in gasoline in the United States from 8 billion gallons to 36 billion gallons by 2022. In order to monitor this mandate, the EPA required that each gallon of renewable fuel produced be issued a unique serial number. These Renewable Identification Numbers (RINs) are turned in to the EPA each year to track the renewable fuels. These RINs can be bought and sold, similar to the State Cap and Trade Carbon Credits. RT, working with DGS, has applied for certification to earn RINs for CNG (Bio-gas) fuel usage. Staff will soon have more information about the potential revenue from this funding source and the projected fiscal impact, at which time a report will be presented to the Board. The current projected revenue from this source is in the range of \$168,000 to \$960,000 annually. Based upon the improved carbon intensity number of the green gas being provided, there will be an increase in the quantity of RINs generated from the gas. The range represents the fluctuation in value of the RINs on the open

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market at the time of the sale. The trend and market pressure are pushing the average sales value upward. Staff has included in the FY 2016 operating budget a projected revenue amount of \$300,000 in FY 2016 from this source. Staff believes that this is a reasonable and conservative estimate. Staff will continue to monitor this closely over the next month and may revise this estimate by the June 22, 2015 Board meeting.

*Sale of Excess/Surplus Property*

In accordance with previous Board directions, staff has initiated the process to dispose of surplus property. It is expected that the following three properties that are currently listed for sale will be sold in FY 2016:

- Quill Alley on 10<sup>th</sup>/R Streets: lot size is .30 Acre; its current use is a storage disposal site.
- San Mateo Way: lot size is .98 Acre; vacant lot.
- Darnel Way: lot size is .97 Acre; vacant lot.

Staff is in the process of conducting appraisals for each of these properties. The projected value of these properties is in the range of \$100,000 to \$300,000 per parcel. Staff will continue to monitor these one-time revenue sources in the months ahead.

RT has another Excess/Surplus property, the old I-5 ROW. The City of Sacramento has shown interest in this property, and the plan is to have an appraisal completed in the near future. The value of this property is in the range of (\$4.0 to \$8.0 million). This property could potentially sell in the FY 2016 or 2017 time frame.

Cost Reduction Opportunities

*Service Reductions*

Staff has analyzed ridership trends to determine what routes might be performing under our current performance goals to identify what services could be considered for reduction or to be discontinued. This data was presented at the April 13<sup>th</sup> Board meeting.

This process could create a net savings of approximately \$700,000 annually, which would be a savings of approximately \$350,000 in FY 2016 for the January to June 2015 time frame.

**Risk Analysis for FY 2016**

One area of continuing concern is the CNG tax rebate, which is included in the FY 2016 Preliminary Operating Budget (\$1.4 million). If no legislative action is taken to continue the rebate, which expired in December 2014, staff will consider adjusting this revenue item in the FY 2016 Budget over the 60 day review period or in the revised Operating Budget for FY 2016 (which will be in February 2016) to take the rebate out of the revenue projections for the period of July 2015 to June 2016.

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## Capital Budget

The potential new capital funding for FY 2016 is outlined below in Table 2. Details on the Capital Budget and explanations of project categories are included on pages 21 to 22 in Attachment 1, the FY 2016 Abridged Budget. The numbers have not changed since the Operating and Capital Budget was released for public review on April 13, 2015.

**Table 2**  
Capital Improvements by Category  
(dollars in Thousands)

Category	FY 2016 Proposed	
System Expansion	\$ 23,101	65.8%
Fleet	7,500	21.3%
Infrastructure	40	0.1%
Transit Security & Safety	1,475	4.2%
Other Programs	3,025	8.6%
<b>Total</b>	<b>\$ 35,141</b>	<b>100.0%</b>

## Looking Ahead

Staff's goal is to have a balanced budget for FY 2016. The Preliminary Operating Budget presented to the Board on April 13<sup>th</sup> had a projected shortfall of \$2.7 million. The revised FY 2016 Operating Budget presented this evening has a projected shortfall of \$772,000. Staff will continue to work on further cost reductions, and where possible, pursue other revenue opportunities in FY 2016.

## Future Budget Schedule

- June 8, 2015      Budget Discussion
- June 22, 2015    Continue Public Hearing and Board Adoption
- July 1, 2015      Start of the new Fiscal Year



# **Sacramento Regional Transit District**

**Abridged Budget  
Fiscal Year 2015-2016**



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## **Board of Directors**

**Jay Schenirer, Chair**  
City of Sacramento

**Andy Morin, Vice Chair**  
City of Folsom

**Linda Budge**  
City of Rancho Cordova

**Jeff Harris**  
City of Sacramento

**Steve Hansen**  
City of Sacramento

**Pat Hume**  
City of Elk Grove

**Rick Jennings II**  
City of Sacramento

**Roberta MacGlashan**  
County of Sacramento

**Steve Miller**  
City of Citrus Heights

**Don Nottoli**  
County of Sacramento

**Phil Serna**  
County of Sacramento

## **Board of Directors Alternates**

**Steve Detrick**  
City of Elk Grove

**Mel Turner**  
City of Citrus Heights

**David Sander**  
City of Rancho Cordova

## **Executive Team**

**Mike Wiley**  
General Manager/CEO

**Tim Spangler**  
Chief Counsel

**Dan Bailey**  
Chief Administrative Officer

**Les Tyler**  
Chief Financial Officer, Acting

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

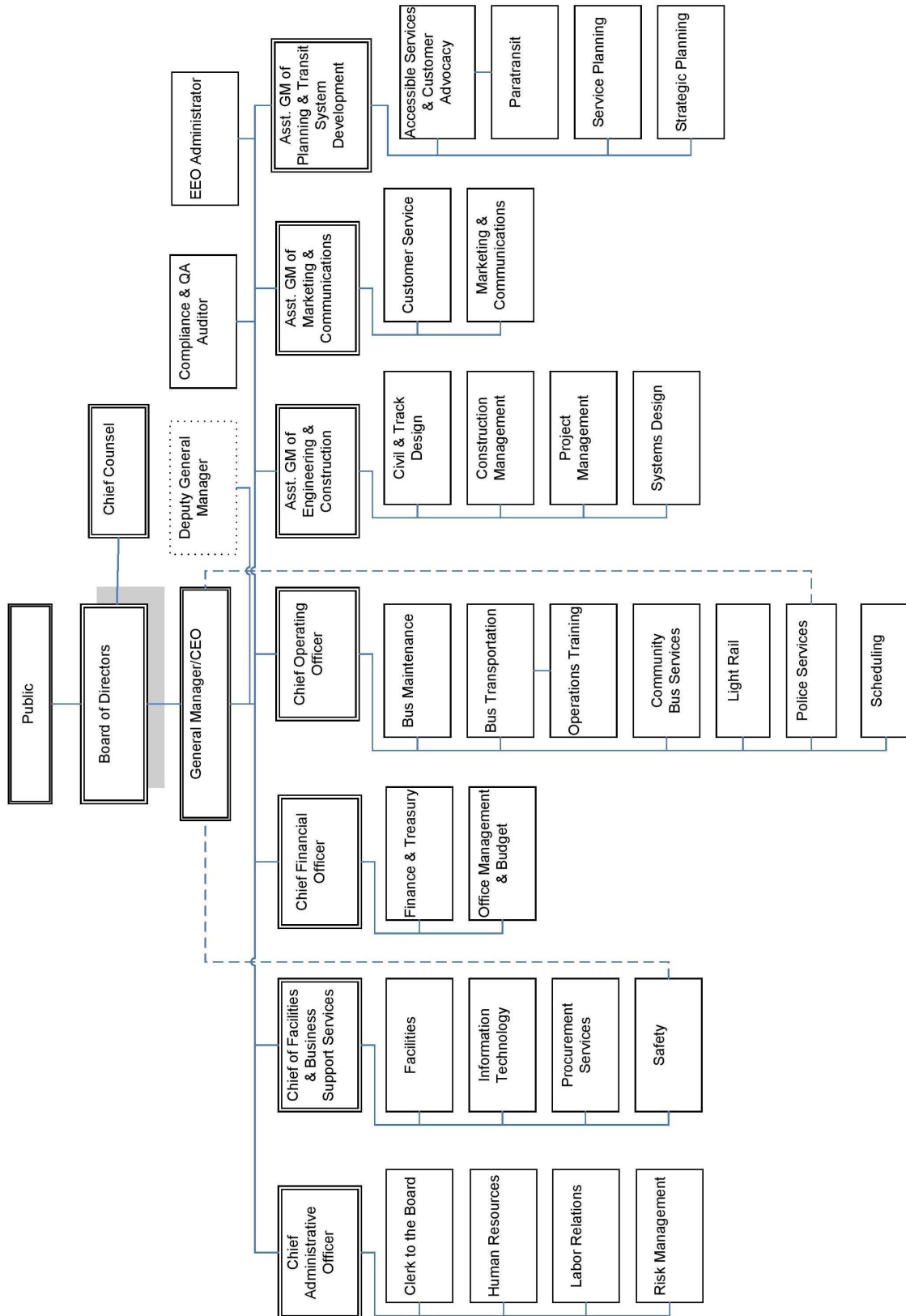
**Mark Lonergan**  
Chief Operating Officer

**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



The Deputy General Manager position is not an authorized position in the FY 2016 Budget

## District Profile

### Facts

<b>Sacramento Regional Transit District</b>	Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County
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<b>Bus Service</b>	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	69
Schedule	4:41 am to 11:38 pm daily
Stops	3,145
Vehicles *	199 CNG buses; 20 shuttle vans; 3 29' diesel buses
Annual Ridership	13,790,000

<b>Light Rail Service</b>	
Power	Electrical
Miles	38.6
Schedule	3:53 am to 12:47 am daily
Stops	50
Vehicles	76
Annual Ridership	13,980,000

<b>Paratransit</b>	
ADA Passenger Trips Provided	321,161
ADA Vehicle Revenue Miles	3,171,315
Vehicles	131

<b>Passenger Amenities/ Customer Service</b>	
Transfer Centers	31
Park & Ride	18
Annual Customer Service Calls	233,317
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

\* Total Fleet

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

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## Strategic Plan

Adopted by the Board of Directors in January 2015, RT's Strategic Plan reaffirms RT's commitment to improve access in the Sacramento region by providing fiscally responsible transit service.

The Strategic Plan outlines the way RT will navigate challenges and explore opportunities as it seeks to connect people to resources with consideration and support of regional goals.

RT's Strategic Plan requires RT to shape activities to support identified Values and Goals, responsibly manage all agency actions and commitment of resources, and measure performance.

RT acts as the Region's focal point for transit research and development, strategic planning and system assessment, 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. RT will accomplish this through regional leadership and by providing quality service in a respectful and sustainable manner. 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. RT will continue to challenge itself to meet the growing transportation needs of the Sacramento Region.

The RT Strategic Plan's Mission, Vision, Values, and Goals are listed on the following page. The plan is best seen as an evolving process, not a rigid or fixed document. This plan will change as the needs of the Region change and will reflect the transportation requirements of the Region. The updated RT Strategic Plan was recently adopted by the Board of Directors and is currently being implemented.

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## Strategic Plan, cont.

### Mission Statement

The purpose of the Sacramento Regional Transit District is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.

### Vision Statement

The Sacramento Regional Transit District strives to connect people to resources and opportunities while stimulating livable communities and supporting economic development by providing an efficient and fiscally sustainable transit system that attracts and serves riders by offering an appealing transportation choice.

### Values

- Quality Service & Innovation
- Customer Service
- Respect & Professionalism
- Fiscal Responsibility
- Integrity & Accountability
- Quality, Diverse & Positive Work Force
- Regional Leadership & Coordination
- Sustainability

### Goals

#### Fundamental Goals

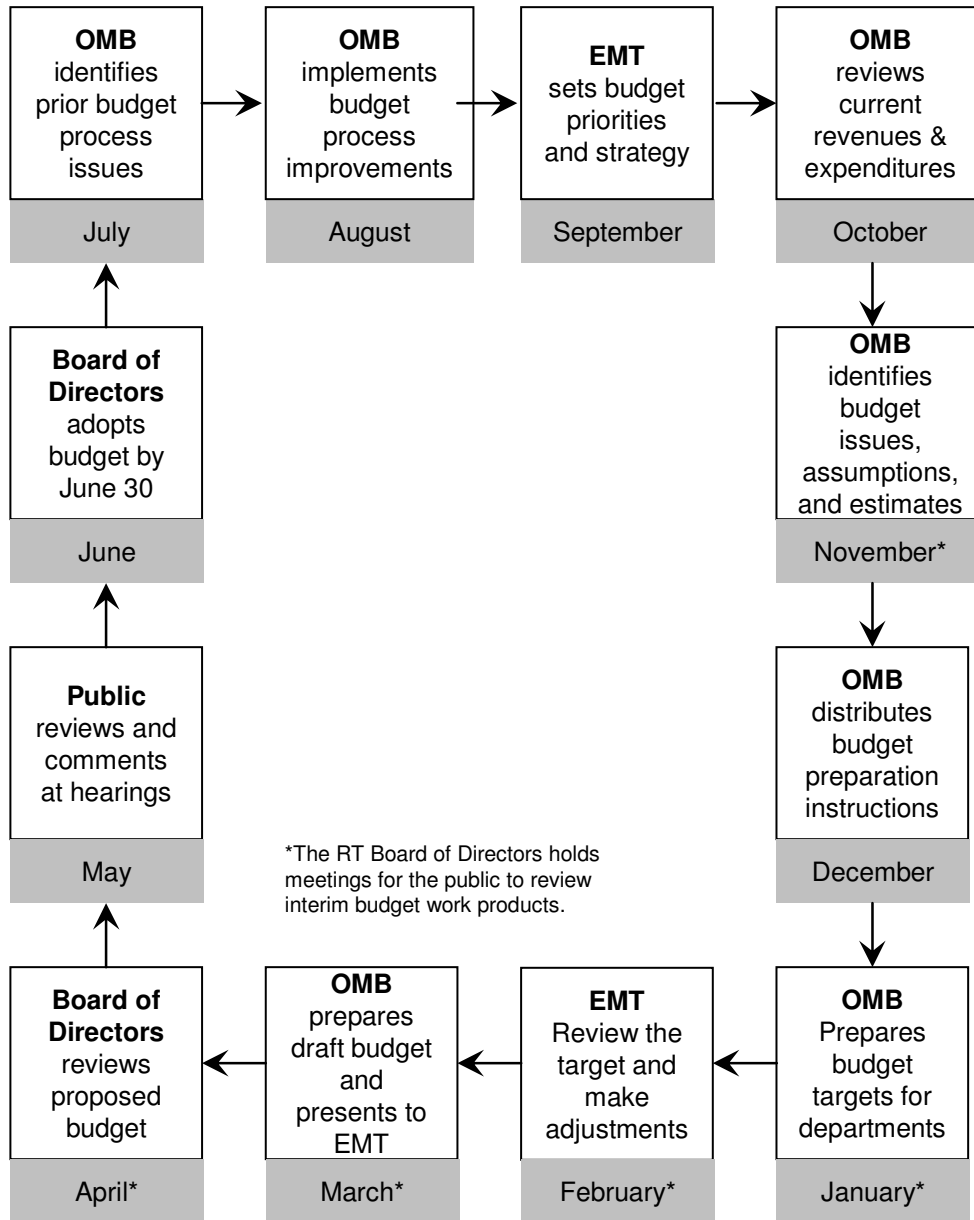
- Ensure Financial Stability
- Meet or Exceed Expectations for Safe & Quality Service in a Cost-Effective Manner
- Operate in an Ethical Manner
- Invest in the Attraction, Development & Retention of a Quality Workforce

#### Growth Goals

- Improve Access Within and Between Communities in the Sacramento Region in a Cost-Effective Manner
- Increase Transit Market Share in the Sacramento Region
- Adjust to Legislative & Regulatory Changes and to Stakeholder & Community Initiatives, and Support Complementary Efforts

## 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 the FY 2015 Budget and for the FY 2016 preliminary Abridged Budget is shown in the table below. A detailed FY 2016 Schedule of Weighted Voting is shown on the next page.

### Vote Shares By Jurisdiction

Jurisdiction	Status	Shares - FY 2015 Budget	Shares – FY 2016 Proposed
County of Sacramento	Annex	42	42
City of Sacramento	Annex	37	36
City of Rancho Cordova	Annex	9	10
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 2016 Schedule of Weighted Voting Distribution  
Base Values\*

**Federal Financial Information**

Code Section:								
102205(b)(6)	<u>FY 15 Federal Funds Available in the Sacramento MSA</u>	34,834,829						
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	4,761,667						
102205(b)(8)	<u>FY 15 Federal Funds Available for use in RT Service Area:</u>	30,073,162						
<b>Jurisdiction Specific Values</b>								
		<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>Rancho Cordova</u>	<u>Citrus Heights</u>	<u>Folsom</u>	<u>Elk Grove</u>	<u>Totals:</u>
102205(b)(10)	<u>Population:**</u>	475,122	567,095	67,839	84,544	74,014	160,688	1,429,302
	<u>Proportionate Population:</u>	33.24%	39.68%	4.75%	5.92%	5.18%	11.24%	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>	9,996,782	11,931,936	1,427,363	1,778,844	1,557,288	3,380,948	30,073,162
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 16 State TDA Funds Made Available to RT:</u>	18,492,328	21,035,012	2,640,376	0	0	0	42,167,716
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 16 Funds Provided Under Contract:</u>	484,296	0	273,182	3,208,798	1,567,369	796,731	6,330,376
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 16 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	28,973,406	32,966,948	4,340,921	4,987,642	3,124,657	4,177,679	78,571,254
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	36.88%	41.96%	5.52%	6.35%	3.98%	5.32%	100.00%

**Voting Calculation**

		<u>City of Sacramento</u>	<u>County of Sacramento</u>	<u>Rancho Cordova</u>	<u>Citrus Heights</u>	<u>Folsom</u>	<u>Elk Grove</u>	<u>Totals:</u>
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>	31.3440	35.6643	4.6961	5.3957	3.3803	4.5195	85.0000
102105.1(d)(3)	<u>Total Shares:</u>	36.3440	40.6643	9.6961	5.3957	3.3803	4.5195	100.0000
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	36	41	10	5	3	4	99
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	36	42	10	5	3	4	100
<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>								
102105.1(d)(7)	Member 1	9	14	10	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>	36	42	10	5	3	4	100

\* In addition to the funding identified above, RT projects the following funds for operating purposes: \$37,820,931 - 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.

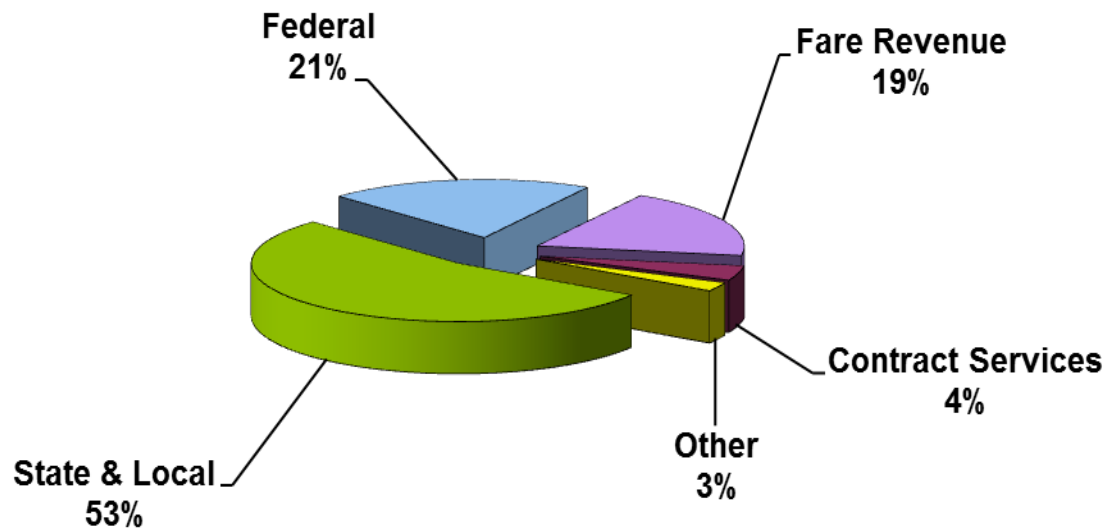
## RT Major Goals and Objectives in FY 2016

- **Quality of Service** - Staff is currently negotiating contracts with various Public Improvement Districts and local public agencies to partner for stop and station cleaning and maintenance. Some contracts have already been executed and more should be signed and in place by early 2016. In addition, RT has received two bus shelter bids for upgraded intensive cleaning (new and rehabbed shelter in year one). The award date of the contract is projected to be in July 2015.
- **Mobile Applications** - RT is obtaining a technical specification this week from a vendor, which will allow RT to have a customized system for riders to report information about conditions at stations and stops to RT staff. This is projected to go live by September 1, 2015. In addition, RT has received an offer for a free mobile ticketing pilot application for smart phones. RT's Procurement and Legal departments are working on this contract. Once the agreement is completed, the projected go live date would be in a 60 day time frame.
- **Digital Message Signs** - RT has completed the install of digital messaging signs. This will provide real-time train information in the near future; the pilot is currently underway, and a full install is planned for the end of calendar year 2015.
- **Connect Card** - The vendor has said that the system will be complete for pilot program by July 2015. RT expects to have this rolled out completely for both RT and other transit agencies in the region during FY 2016.
- **South Line Phase 2 Project** – The project is on schedule to be completed and operational on September 6, 2015. The projected start date is the same date as in the Federal Funding Grant Agreement for the project.
- **UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment** - This project is well under way, and staff is projecting that Siemens will have 16 trains fully completed and tested by June 30, 2016. The projected date for the completion of the project is June 2017.
- **Horn Road and Dos Rios Light Rail Stations** – RT plans to submit an application for the next round of Community Design Grants later this month. This application will be to request funding to advance the design work and/or fund construction of the facilities. Discussions are being held with the Cities of Sacramento and Rancho Cordova and SACOG to determine the most appropriate next step, and the level and source of local match funds. Staff's goal is to present the Horn Road station design concept to the Rancho Cordova City Council in June 2015 for direction on a preferred design concept and station positioning east of Horn Road.
- **Streetcar Project** – The Streetcar project will be presented to registered voters in Sacramento's project area to determine whether funding for the project will be approved through an assessment of those properties. The votes will be counted in early June. Also in the same time frame, the environmental document will be presented to the SACOG Board or delegated committee of the Board for adoption of the California Environmental Quality Act (CEQA) action. Assuming that those two actions are approved, the design Request for Proposal is expected to be released for final design. The design process is expected to take about one year.
- **Sacramento Rail Yards** – The Green Line project will serve the rail yards in two ways: first, the existing east-west Sac Valley Station will need to be relocated to a north-south alignment west of 5<sup>th</sup> Street; second, a Railyards Boulevard station is being planned to serve the future development between North B Street and the relocated mainline UP/Amtrak tracks. As part of the Green Line effort, these projects are being environmentally cleared for CEQA, with the intent being to utilize Proposition 1A (High Speed Rail Connectivity) funds to partially fund the construction.
- **Siemens Light Vehicle Train Wraps** – RT staff has a vendor in place and estimates that 8 of the 26 Siemens vehicles that are currently scheduled for exterior work will be completed during FY 2016.
- **40' CNG Bus Replacement Project** – RT is under contract with Gillig to purchase 96 CNG Buses. RT has received 30 buses to date; the second order of 30 buses is projected for delivery in the Spring of 2016. The final 36 buses are scheduled for completion and delivery by October 2016, and are expected to be in service by January 2017.

## Revenues

### Operating Revenue by Funding Source

(Dollars in Thousands)



	FY 2013 Actual	FY 2014 Actual	FY 2015 Budget	FY 2016 Budget	FY 2016 to FY 2015 Amount	Percent
Fare Revenue	\$ 29,759	\$ 29,157	\$ 28,834	\$ 29,865	\$ 1,031	3.6%
Contract Services	5,607	5,530	5,665	6,330	666	11.7%
Other	3,443	2,834	4,701	3,800	(901)	-19.2%
State & Local	71,275	75,296	77,561	82,581	5,020	6.5%
Federal	28,970	28,970	30,174	32,032	1,858	6.2%
<b>Total</b>	<b>\$ 139,053</b>	<b>\$ 141,786</b>	<b>\$ 146,935</b>	<b>\$ 154,608</b>	<b>\$ 7,673</b>	<b>5.2%</b>
Operating Reserve*	\$ (2,267)	\$ 3,380	\$ -			
Shortfall TBD				\$ 772		
<b>Operating Revenue</b>	<b>\$ 136,786</b>	<b>\$ 145,166</b>	<b>\$ 146,935</b>	<b>\$ 155,380</b>	<b>\$ 7,673</b>	<b>5.2%</b>

\*Operating Reserve: Positive indicates use of the reserve. Negative indicates an increase in the reserve.

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## Revenues, cont.

### Fare Revenue

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

- The FY 2016 Preliminary Budget proposes \$29.9 million in Fare Revenue, an increase of \$1.0 million (3.6%) from the FY 2015 Revised Budget of \$28.8 million.
- This reflects a \$0.6 million increase due to the startup of South Line Phase 2 operations in September 2015.
- The remaining increase of \$0.4 million is due to the assumption that the launch of the Connect Card sometime in 2016 will provide a minor increase in systemwide ridership and fare revenues.

### 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 2016 Preliminary Budget proposes \$6.3 million in Contracted Services revenue, an increase of \$0.6 million (11.7%) from the FY 2015 Revised Budget of \$5.7 million.
- This reflects a 3.9% increase in the Citrus Heights contract due to a \$120,000 increase in TDA revenue.
- This also reflects an increase in the Elk Grove contract of \$0.5 million due to the recently adopted new contract.

### 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 2016 Preliminary Budget proposes \$3.8 million in other revenue, which is a decrease of \$0.9 million (19.2%) from the FY 2015 Revised Budget of \$4.7 million.
- The FY 2015 includes projected revenue from the sale of surplus/excess property in the amount of \$1.5 million, and there is no budgeted surplus/excess property in the FY 2016 budget.
- This includes in FY 2016 a projected \$0.3 million for the sale of Federal Renewable Identification Numbers for RT's CNG Bio-Gas fuel, this is a new funding source not included in the FY 2015 budget.
- The FY 2016 Preliminary Budget also includes the sell back of \$0.4 million of Low Carbon Credits through the State Cap and Trade program.

## Revenues, cont.

### 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 2016 Preliminary Budget proposes \$82.6 million in state and local funding revenue, an increase of \$5.0 million (6.5%) from the FY 2015 Revised Budget of \$77.6 million.
- This reflects a 5.6% or \$2.0 million increase in sales tax estimates for Measure A over the FY 2015 Revised Budget, based on the Sacramento Transportation Authority preliminary budget projections.
- This also reflects a 4.6% or \$0.4 million increase in sales tax estimates for TDA-LTF.
- This includes a 5.4% or \$0.5 million increase in the TDA-STA Revenue compared to the FY 2015 Revised Budget.
- This also reflects a transfer of STA funds to capital in the amount of \$3.0 million for RT's Revenue Bond payment for FY 2016.
- This includes \$1.8 million in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a cap-and-trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions. LCTOP revenue will be used to pay for a new service that will start in FY 2016, such as South Line Operations. This is a new funding source, which was not included in the FY 2015 Budget.

### Federal

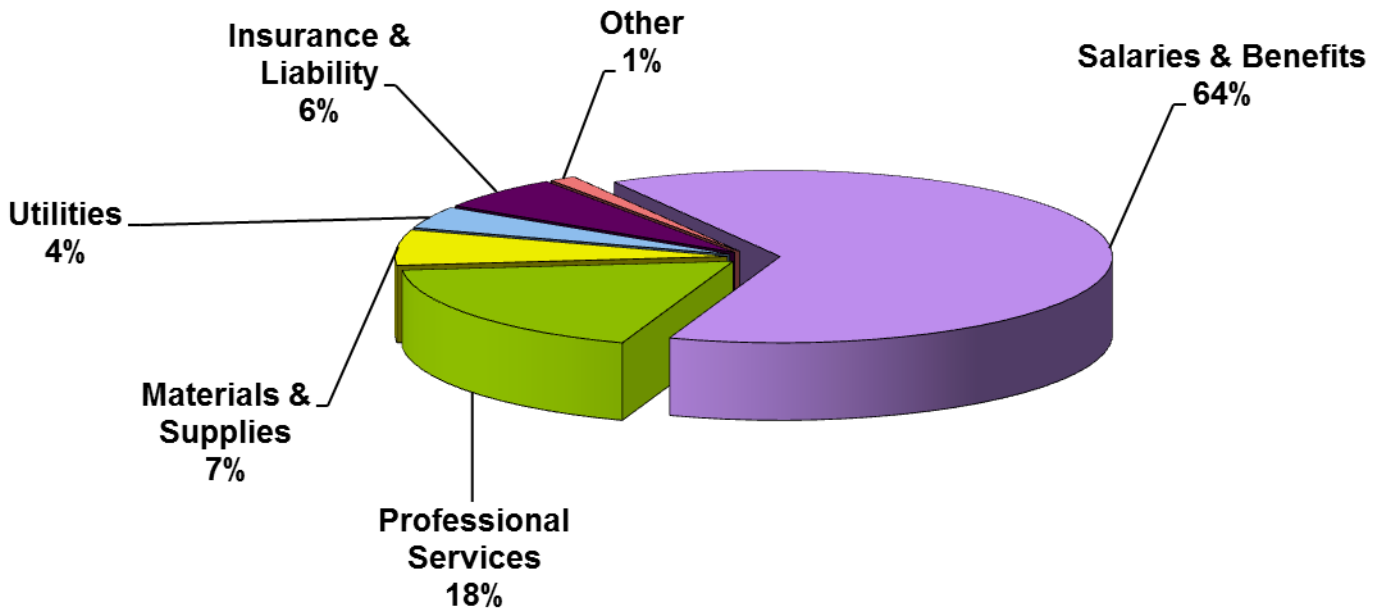
This category includes formula-based allocations to RT from the federal government. Each year Congress authorizes the appropriation, and the Federal Transit Administration allocates the dollars to the region. RT can use the funds for operating, planning, and capital, subject to specific regulations.

- The FY 2016 Preliminary Budget proposes \$32.0 million in federal funding, an increase of \$1.8 million (6.2%) from the FY 2015 Revised Budget of \$30.2 million.
- This includes \$1.6 million in CMAQ revenue for South Line Phase 2.
- Section 5307 Urbanized Area federal funding is projected to increase by \$0.2 million due to higher allocation to the s 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.

## Expenses

### Operating Expenses by Expense Category

(Dollars in Thousands)



	FY 2013 Actual	FY 2014 Actual	FY 2015 Budget	FY 2016 Budget	FY 2016 to FY 2015 Amount	FY 2016 to FY 2015 Percent
Salaries & Benefits	\$ 87,715	\$ 94,018	\$ 95,045	\$ 99,011	\$ 3,966	4.2%
Professional Services	23,647	24,933	25,979	27,908	1,929	7.4%
Materials & Supplies	9,692	10,198	9,495	10,275	780	8.2%
Utilities	5,639	5,646	5,758	6,434	676	11.7%
Insurance & Liability	7,910	8,343	8,604	9,773	1,169	13.6%
Other	1,784	2,029	2,054	1,978	(76)	-3.7%
<b>Operating Expenses</b>	<b>\$ 136,387</b>	<b>\$ 145,167</b>	<b>\$ 146,935</b>	<b>\$ 155,380</b>	<b>\$ 8,445</b>	<b>5.7%</b>

## Expenses, cont.

### Salaries & Benefits

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

- The FY 2016 Preliminary Budget proposes \$99.0 million for salaries and benefits, an increase of \$3.9 million (4.2%) from the FY 2015 Revised Budget of \$95.0 million.
- Labor increased by \$1.3 million (2.5%) from the FY 2015 Revised Budget of \$54.4 million. This reflects various District position salary adjustments including 27 fully funded positions for Blue Line to Cosumnes River College Light Rail extension with a startup date of September 2015.
- Fringe Benefits increased by \$0.6 million (1.4%) from the FY 2015 Revised Budget of \$48.1 million. This reflects a \$0.3 million (1.5%) increase in pension costs and a \$0.3 million (1.9%) increase in Medical costs.
- Capital recovery and indirect costs have decreased by \$2.3 million over the FY 2015 Revised Budget. This represents labor charged to capital projects, a decrease in which will increase the operating budget labor costs.
- The Fiscal Year 2016 Preliminary Budget includes 1,006 fully or partially funded positions, which is a decrease of 11 positions from the Fiscal Year 2015 Revised Budget of 1,017 fully or partially funded positions.

### Professional Services

This category includes purchased transportation (Paratransit, Inc.) 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 2016 Preliminary Budget proposes \$27.9 million for Professional Services, an increase of \$2.0 million (7.4%) from the FY 2015 Revised Budget of \$25.9 million.
- This reflects an increase in Purchased Transportation cost of \$1.1 million, based on a projected increase in demand for ADA service and an increase in cost per trip.
- This includes a \$0.9 million increase in Security services based on contractual cost increases.
- This also includes \$0.2 million in South Line Phase 2 related costs.
- There are reductions in various general ledger (GL) accounts that make up the difference.

### 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 2016 Preliminary Budget proposes \$10.3 million for materials and supplies, an increase of \$0.8 million (8.2%) from the FY 2015 Revised Budget of \$9.5 million.
- This includes \$0.5 million in South Line Phase 2 related costs.
- This also includes a slight increase in CNG, gasoline, and bus parts costs.



## Expenses, cont.

### Utilities

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

- The FY 2016 Preliminary Budget proposes \$6.4 million for Utilities, an increase of \$0.6 million (11.7%) from the FY 2015 Revised Budget of \$5.8 million.
- This reflects an increase in traction power costs of \$0.7 million associated with South Line Phase 2 costs.
- All other general ledger (GL) accounts are budgeted at the same level as the FY 2015 Revised Budget.

### 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 2016 Preliminary Budget proposes \$9.8 million for Insurance & Liability, an increase of approximately \$1.2 million (13.6%) from the FY 2015 Revised Budget of \$8.6 million.
- This reflects an increase in the projected claims reserves for Property and Liability for FY 2016, per RT's most recent actuary report completed in February 2015. This amount exceeds the FY 2015 Revised Budget amount for Property and Liability by approximately \$0.7 million.
- Also, this reflects an increase in the projected claims reserve for Workers' Compensation for FY 2016, per RT's most recent actuary report completed in February 2015. This amount exceeds the FY 2015 Revised Budget amount for Workers' Compensation by approximately \$0.4 million.

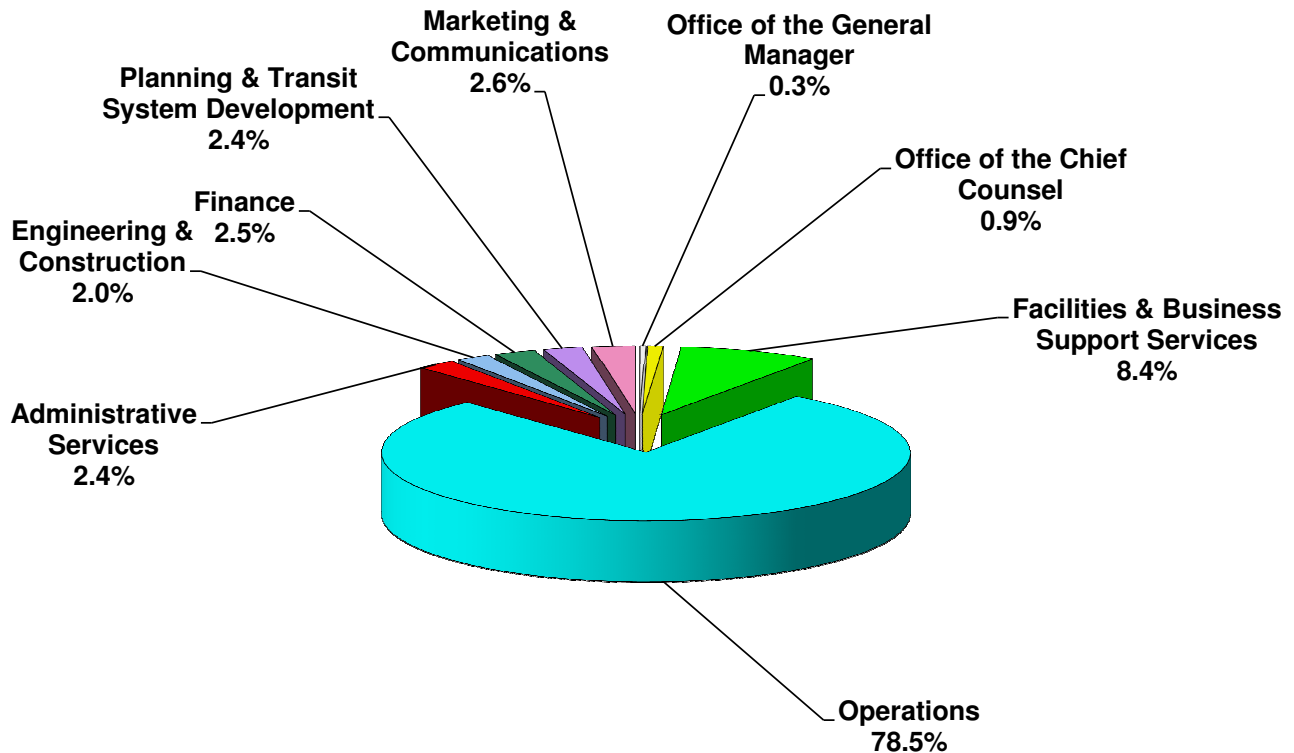
### Other

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 2016 Preliminary Budget proposes \$2.0 million for other expenditures, a decrease of \$0.1 million (4.3%) from the FY 2015 Revised Budget of \$2.1 million.
- This includes a decrease in staff training cost of \$180,000 in FY 2016; the training took place and will be completed in FY 2015 and is not budgeted in FY 2016.

## Positions

The Fiscal Year 2016 Preliminary Budget includes 1,006 fully or partially funded positions, which is a decrease of 11 positions from the Fiscal Year 2015 Revised Budget of 1,017 funded positions.



Division	FY 2012 Funded	FY 2013 Funded	FY 2014 Funded	FY 2015 Funded	FY 2016 Funded
Office of the General Manager	3	4	4	4	3
Office of the Chief Counsel	10	10	10	10	9
Facilities & Business Support Services	74	82	87	86	85
Operations	720	775	783	790	790
Administrative Services	21	25	26	27	24
Engineering & Construction	21	22	24	23	20
Finance	26	27	27	26	25
Planning & Transit System Development	21	25	24	24	24
Marketing & Communications	25	27	27	27	26
<b>Total</b>	<b>921</b>	<b>997</b>	<b>1,012</b>	<b>1,017</b>	<b>1,006</b>

Changes reflected in the FY 2016 preliminary budget are as follows:

- With the Light Rail extension of the Blue Line to Cosumnes River College, 27 positions in the Light Rail department will be funded by the operating budget effective September 2015. These positions were funded by the capital budget in FY 2015.

Evaluation of staffing needs in various departments is currently in process; therefore, all vacant positions are currently frozen and are funded at 50%, with the exception of 26 positions that are not funded for any of FY 2016 year.

## **Capital Improvement Plan**

The following tables represent the Capital Budget spending plan for the FY 2016 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 2016 through 2020, and beyond to 2046.

The FY 2016 Capital Budget includes projects focused on the following priorities:

System Expansion program:

- Blue Line to Cosumnes River College
- Green Line Draft & Final EIS/R for the "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)

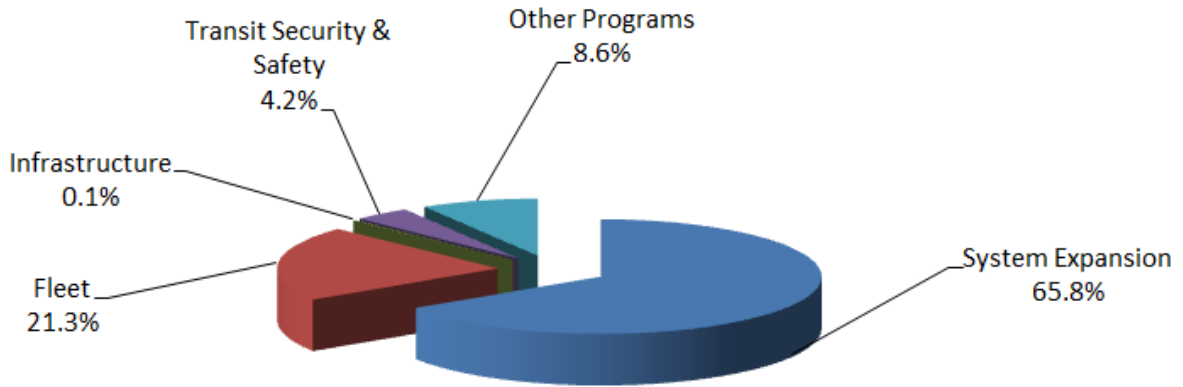
## **Impact of Capital Improvements on the Operating Budget**

Capital projects that are approved in the current year budget will 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 2016 Funding Additions by Category



(Dollars in Thousands)

<b>Category</b>	<b>FY 2016 Proposed</b>	
System Expansion	\$ 23,101	65.8%
Fleet	7,500	21.3%
Infrastructure	40	0.1%
Transit Security & Safety	1,475	4.2%
Other Programs	3,025	8.6%
<b>Total</b>	<b>\$ 35,141</b>	<b>100.0%</b>

## Capital Improvement FY 2016 Funding Additions

Program	Project Name	Tier	Funded Through FY 2015	FY 2016 Funding Budget	Future Funding Additions	Total Project Funding Through FY 2046
<b>System Expansion Programs</b>						
R322	Green Line Draft Environmental Clearance and Project Development	0	\$ 3,109,156	\$ 400,000	\$ -	\$ 3,509,156
R327	Green Line SITF HSR Connectivity Improvements (Final Design & Construction)	I	-	22,701,000	34,163,000	56,864,000
<b>System Expansion Total</b>			<b>3,109,156</b>	<b>23,101,000</b>	<b>34,163,000</b>	<b>60,373,156</b>
<b>Fleet Programs</b>						
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	23,917,226	7,500,000	1,733,319	33,150,545
<b>Fleet Program Total</b>			<b>23,917,226</b>	<b>7,500,000</b>	<b>1,733,319</b>	<b>33,150,545</b>
<b>Transit Technologies Program</b>						
T039	Connect Card - Software Maintenance Support	0	-	40,000	-	40,000
<b>Infrastructure Program Total</b>			<b>-</b>	<b>40,000</b>	<b>-</b>	<b>40,000</b>
<b>Transit Security &amp; Safety</b>						
T034	Computer Aided Dispatching System	0	-	768,000	-	768,000
T036	Facilities Safety, Security and Communications Infrastructure Upgrades	0	-	386,195	-	386,195
T037	Operations Computer Systems Replacements	0	-	142,800	-	142,800
T038	Upgrades to Security Video and Data Systems	0	-	177,512	-	177,512
<b>Transit Security &amp; Safety Total</b>			<b>-</b>	<b>1,474,507</b>	<b>-</b>	<b>1,474,507</b>
<b>Other Programs</b>						
M004	Revenue Bond, Series 2012 Payment	I	5,042,439	3,025,298	144,105,945	152,173,682
<b>Other Programs Total</b>			<b>5,042,439</b>	<b>3,025,298</b>	<b>144,105,945</b>	<b>152,173,682</b>
<b>Total</b>			<b>\$ 32,068,821</b>	<b>\$ 35,140,805</b>	<b>\$ 180,002,264</b>	<b>\$ 247,211,890</b>

\* All project expenditures are subject to available funding.

## Capital Project 2016 Expenditure Plan

Program	Project Name	Tier	Expended Through FY 2015	FY 2016 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2016
<b>System Expansion Programs</b>						
410	Blue Line to Cosumnes River College	0	224,667,880	45,332,120	-	270,000,000
R321	Green Line Draft & Final EIS/R for SITF Segment	0	498,090	2,351,617	654,293	3,504,000
R322	Green Line Draft Environmental Clearance and Project Developme	0	839,123	2,202,120	467,913	3,509,156
R055	Light Rail Station at Dos Rios	I	22,914	877,086	8,600,000	9,500,000
R135	Light Rail Station at Horn	I	82,263	517,737	3,168,000	3,768,000
404	Green Line to the River District (GL-1)	0	49,057,393	704,607	-	49,762,000
R323	Retrofit Light Rail Vehicle (LRV) Hoist	0	2,727	30,273	-	33,000
S010	Sacramento-West Sacramento Streetcar Starter Line		1,700,630	5,581,953	-	7,282,583
<b>System Expansion Total</b>			<b>276,871,020</b>	<b>57,597,513</b>	<b>12,890,206</b>	<b>347,358,739</b>
<b>Fleet Programs</b>						
B139	40' CNG Bus Procurement	I	17,868,800	27,126,342	22,117,918	67,113,060
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work	0	176,000	220,000	599,000	995,000
B136	Neighborhood Ride Hybrid Bus Purchase Project	0	149,265	60,735	-	210,000
B142	Neighborhood Ride Vehicle Replacement - 14 Vehicles	0	46,805	1,839,309	647,886	2,534,000
G225	Non-Revenue Vehicle Replacement	I	1,439,576	439,985	33,956,831	35,836,392
B141	Non-Revenue Vehicles - P1B Restricted	0	2,736,162	1,927,132	-	4,663,294
P007	Paratransit Vehicle Replacement - CNG" project	0	5,132	1,566,068	-	1,571,200
R110	Siemens E & H Ramp Replacement	0	900,296	419,704	-	1,320,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	0	7,430,983	558,087	1,957,342	9,946,412
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	I	13,989,996	6,057,010	13,103,539	33,150,545
<b>Fleet Program Total</b>			<b>44,743,015</b>	<b>40,214,372</b>	<b>72,382,516</b>	<b>157,339,903</b>
<b>Infrastructure Programs</b>						
G237	Across the Top System Modification	0	313,469	361,387	-	674,856
R280	Amtrak-Folsom Limited Stop Service	I	401,234	35,005	13,663,761	14,100,000
A003	Caltrans Camellia City Viaduct Rehab Deck	0	9,879	15,121	-	25,000
A005	City College Light Rail Station Pedestrian/Bicycle Crossing Project	0	36,405	38,595	-	75,000
A007	Easton Development Grade Crossing	II	20,895	29,105	-	50,000
R327	Green Line SITF HSR Connectivity Improvements (Final Design &	I	-	2,973,572	53,890,428	56,864,000
R010	Light Rail Crossing Enhancements	I	405,318	94,682	3,000,000	3,500,000
A006	Natoma Overhead Widening Project	II	83,301	60,449	60,000	203,750
R330	Rail Profiling	0	1,568	298,432	-	300,000
G238	Repairs per Biennial Bridge Inspection	I	92,126	63,874	1,613,172	1,769,172
<b>Infrastructure Program Total</b>			<b>1,364,195</b>	<b>3,970,222</b>	<b>72,227,361</b>	<b>77,561,778</b>
<b>Facilities Programs</b>						
R313	29th Street Light Rail Station Enhancements	0	38,483	149,701	92,316	280,500
4007	ADA Transition Plan Improvements	I	352,676	200,000	5,235,324	5,788,000
F014	Bike Racks	0	195,860	21,717	156,308	373,885
715	Bus Maintenance Facility #2 (Phase 1&2)	I	21,829,610	1,684,258	31,888,880	55,402,748
Q029	Citrus Heights Bus Stop Improvements	0	456,522	65,691	-	522,213
4011	Facilities Maintenance & Improvements	I	2,715,181	57,882	18,803,057	21,576,120
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations	I	3,516	481,783	-	485,299
B134	Fulton Ave. Bus Shelters	0	-	169,435	-	169,435
A010	Louis Orlando - Construction	II	-	167,667	-	167,667
A002	Louis Orlando Transit Center	0	592,309	19,764	-	612,073
645	Major Light Rail Station Enhancements	I	5,184,474	100,000	29,900,000	35,184,474
F018	Rancho Cordova Landscaping	0	363	141,278	-	141,641
F019	Rancho Cordova Utility Building Enhancements	0	352	224,648	-	225,000
R175	Watt Avenue Station Improvements	0	235,139	34,239	43,122	312,500
<b>Facilities Program Total</b>			<b>31,604,484</b>	<b>3,518,063</b>	<b>86,119,008</b>	<b>121,241,555</b>
<b>Transit Technologies Programs</b>						
T017	Audio Light Rail Passenger Information Signs	0	758,631	627,619	-	1,386,250
T039	Connect Card - Software Maintenance Support	0	-	40,000	-	40,000
T023	Connect Card-Technical Support	0	33,153	46,847	-	80,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	I	206,244	71,942	199,224	477,410
T022	Handheld Smart Card Reader	0	-	58,000	58,000	116,000
964	Trapeze Implementation (TEAMS)	0	1,864,462	299,750	-	2,164,212
<b>Transit Technologies Program Total</b>			<b>2,862,490</b>	<b>1,144,158</b>	<b>257,224</b>	<b>4,263,872</b>

### Capital Project 2016 Expenditure Plan Cont.

Program	Project Name	Tier	Expended Through FY 2015	FY 2016 Budget Expenditures	Future Expenditures	Total Project Cost through FY 2016
<b>Transit Security &amp; Safety</b>						
T033	Active Shooter Training	II	-	29,029	-	29,029
T018	Building Access System Upgrade	0	-	111,507	-	111,507
T034	Computer Aided Dispatching System	0	-	384,000	384,000	768,000
T005	CPUC General Order 172 - LRV Camera	0	192,677	112,805	-	305,482
H021	Enhancement of Emergency Power Generation	0	276,937	281,063	-	558,000
T036	Facilities Safety, Security and Communications Infrastructure Upg	0	-	193,098	193,098	386,195
T028	LR Digital Messaging Control System	0	-	51,625	51,625	103,250
T006	LRV System AVL Equipment	0	1,069	399,956	-	401,025
T035	Operation Lifesaver, Inc. (OLI)	0	-	21,429	-	21,429
T037	Operations Computer Systems Replacements	0	-	71,400	71,400	142,800
T007	Rail Infrastructure Hardening, Surveillance and Monitoring #2	0	284,682	32,318	-	317,000
T012	RT - Emergency Preparedness Drills	0	22,256	6,052	-	28,308
T025	Surveillance and Security Facilities Enhancement	0	-	252,000	-	252,000
T000	Transit Security Project - TBD Formula & Regional	III	-	575,205	2,876,028	3,451,233
T029	Upgrade Bus Fleet Digital Video Recorders	0	-	171,494	171,493	342,987
T024	Upgrade Data Back Up Systems	0	-	104,320	-	104,320
T038	Upgrades to Security Video and Data Systems	0	-	88,756	88,756	177,512
T027	Video Surveillance System Upgrades	0	-	115,920	-	115,920
T026	WiFi Security Systems Enhancement	0	-	72,175	72,175	144,350
<b>Transit Security &amp; Safety Total</b>			<b>777,621</b>	<b>3,074,152</b>	<b>3,908,575</b>	<b>7,760,347</b>
<b>Planning/Studies Program</b>						
M010	Encouraging Active Transportation with Transit Access Enhancem	IV	-	133,333	66,667	200,000
A009	Folsom Streetscape	0	28,315	21,685	-	50,000
A008	Regional Bike Share System	II	-	100,000	90,000	190,000
<b>Planning/Studies Program Total</b>			<b>28,315</b>	<b>255,018</b>	<b>156,667</b>	<b>440,000</b>
<b>Other Programs</b>						
4024	General Construction Management Support Services	II	366,313	11,376	3,107,311	3,485,000
4025	General Engineering Support Services	II	316,510	7,063	1,900,116	2,223,689
M004	Revenue Bond, Series 2012 Payment	I	8,255,470	3,025,298	140,892,914	152,173,682
<b>Other Program Total</b>			<b>8,938,293</b>	<b>3,043,737</b>	<b>145,900,341</b>	<b>157,882,371</b>
<b>Total</b>			<b>\$ 367,189,435</b>	<b>\$ 112,817,233</b>	<b>\$ 393,841,897</b>	<b>\$ 873,848,565</b>

\* All project expenditures are subject to available funding.