

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	11/13/17	Open	Action	11/02/17

Subject: Approve the Five-Year Capital Improvement Plan for FY 2018 through FY 2022 and Approve the Fourth Amendment to the FY 2018 Capital Budget

ISSUE

Whether to approve the Five-Year Capital Improvement Plan for FY 2018 – FY 2022

RECOMMENDED ACTION

Adopt Resolution No. 17-11-_____, Adopting the Five-Year Capital Improvement Plan for FY 2018 – FY 2022 and Approving the Fourth Amendment to the FY 2018 Capital Budget.

FISCAL IMPACT

\$27,762,601 for various capital projects as outlined in Exhibit B.

DISCUSSION

Capital Improvement Plan

The Capital Improvement Plan (CIP), included as Exhibit A of the Resolution, provides an overall framework for the District’s near-term capital program plan developed for the period FY 2018 – FY 2022, as well as projections for ongoing projects from FY 2023 through FY 2048. The proposed plan places an emphasis on ensuring safety and regulatory compliance, maintaining a “State of Good Repair” for the District’s current assets, and providing for system enhancement/improvement projects.

The overall CIP is a substantial document that contains over 150 projects and extends 30 years into the future. The projects are classified into nine programs: System Development, Fleet, Infrastructure, Facilities, Equipment, Transit Technologies, Transit Security & Safety, Planning/Studies, or Other. Projects are further classified into five tiers: Tier 0 - Funded; Tier I – High Priority, Partially Funded; Tier II – High Priority, Unfunded; Tier III – Opportunity-based, or Tier IV – Unfunded, future projects for completion between 2023-2048. The short-term planning horizon is 5 years with a 30 year, long-range planning horizon to capture and plan for the large replacement and expansion projects in what could be considered the “outer years”.

Regarding the need for the relative size, scope, and number of projects in the CIP document, the CIP provides the foundation for SacRT’s entire comprehensive capital improvement program and is the gateway to funding eligibility. Projects must be in the CIP before any action can be taken to include them in the long range regional Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which extends to 2036 or the four-year Metropolitan Transportation Improvement Plan (MTIP), which currently encompasses the period 2017-2020. To be eligible for Federal funding, projects must be included in one of these regional plans. Both the MTIP and MTP are administered by the Sacramento Area Council of Governments (SACOG).

Approved:

Presented:

Final 11/08/17

General Manager/CEO

Director, Office of Management & Budget

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Another reason for the amount of projects found within the CIP is that many projects tend to be long-term in nature and may have no current or known funding source. Having a comprehensive list of projects in the CIP is advantageous as it allows staff to apply for grants as opportunities arise.

Funding Availability

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

CIP Process

The CIP process involves the internal vetting of proposed projects and the prioritization of all projects first by the CPC. The CPC is comprised of five members of SacRT's Executive Management Team (EMT) who meet regularly with SacRT staff to discuss the funding opportunities, match projects with those funding opportunities, and annually evaluate the project prioritization within the CIP. Decisions made by the CPC are presented to the General Manager/CEO for review and approval. Decisions resulting in project changes may be amended into the CIP by the Board from time to time throughout the year, but the CIP is generally approved once a year. The approval process incorporates all capital project decisions made since the last update.

Amending the FY 2018 Capital Budget

A number of updates to various projects have occurred since the FY 2018 Capital Budget was adopted by the Board on June 12, 2017, which are detailed in Exhibit B. In order to ensure consistency between the CIP and the Capital Budget (which contains the project allocations for the first year of the CIP), the Capital Budget will need to be amended. This will be the fourth time the Capital Budget will be amended this fiscal year, with the first, second and third amendments adopted by the Board on July 24, 2017, August 14, 2017, and October 23, 2017, respectively. These frequent amendments (as depicted in the table on page 3 of the issue paper) are required by Title VI of the Administrative Rules. We will be presenting the Board with a modernization of this section of the Administrative Rules in the near future in order to streamline our processes while ensuring Board oversight.

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FY 2018 Capital Budget Summary

Action	Total Projects	Amendment Amount	Detail
Adopted FY 2018 Capital Budget – June 12	\$295,131,367		
Amendment 1 – July 25	\$296,081,528	\$950,161	New Project – UTDC LRV Improvement Project
Amendment 2 – August 14	\$296,631,528	\$550,000	New Project – SACOG Connect Card project
Amendment 3 – October 23	\$296,631,528	No net effect	Transfer \$100,000 of funds for Metro Roof Replacement Project
Amendment 4 – November 14	\$324,394,129	\$27,762,601	See Exhibit B for details

Staff recommends adoption of the Five-Year CIP for FY 2018 through FY 2022 and approving the Fourth Amendment to the FY 2018 Capital Budget to confirm to the first year of the CIP.

RESOLUTION NO. 17-11-_____

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

November 13, 2017

**ADOPTING THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR FY 2018 – FY
2022 AND APPROVING THE FOURTH AMENDMENT TO THE FY 2018 CAPITAL
BUDGET**

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

THAT, the Five-year Capital Improvement Plan, as set out in Exhibit A, is hereby
approved.

THAT, the General Manager/CEO is hereby authorized and directed to transmit a
copy of said Plan to the appropriate planning agencies.

THAT, the Five-Year Capital Improvement Plan is a planning and feasibility study for
the programming of funds and a regional transportation plan that includes multiple
transportation corridors and multiple transportation modes.

THAT, the Board approves the Fourth Amendment to the Fiscal Year 2018 capital
budget, as set out in Exhibit B, to conform to the first year of the Five-Year Capital
Improvement Plan.

ANDREW J. MORIN, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

EXHIBIT A

Sacramento Regional Transit District Five-Year Capital Improvement Plan (FY 2018 – FY 2022)

Section I: Introduction

Overview

The Five-Year Capital Improvement Plan (CIP) represents the culmination of SacRT's efforts to strategically plan and prioritize capital activities from FY 2018 to FY 2022. The projects in the CIP are consistent with SacRT's adopted Vision and Strategic Plan as well as the General Manager's twelve initiatives and the region's Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS).

The CIP places an emphasis on ensuring safety and regulatory compliance; maintaining a "state of good repair" for SacRT's current assets; completing transit expansion projects; and providing for modest system enhancement/improvement projects – particularly projects that significantly enhance customer service, safety and cleanliness while providing opportunities for greater system efficiency/revenue generation. In addition, this document provides early information for proposed projects beyond the five-year window.

The CIP is intended to be a "living document". SacRT's Capital Program Committee (CPC), which is comprised of five members of SacRT's executive staff, meets on a monthly basis to evaluate the current status of capital projects and make adjustments to them within the scope of authority granted in Title VI of the Administrative Code. Adjustments deemed necessary outside of that scope are brought to the Board for approval. On a periodic basis, the plan is reviewed, updated, and reissued in its entirety. Projects were prioritized into five Tiers based on need and projected funding availability. Tiers include:

Tier 0: These projects are fully funded.

Tier I: These are high-priority projects that are not fully funded.

Tier II: These are unfunded, high-priority projects and are dependent on adequate future revenue sources becoming available. There are limitations associated with certain revenue sources that could impact SacRT's ability to move Tier II projects forward.

Tier III: These projects are identified as opportunity based. They are unfunded in the CIP based on current revenue projections. Tier III projects were included in the program to both recognize and maximize SacRT's ability to take advantage of potential new funding streams.

Tier IV: Tier IV projects are unfunded future projects projected for completion between 2023-2048. They are included in the CIP for planning purposes only. The projects are contingent upon adequate revenues being available to SacRT. This could impact SacRT's ability to work on these projects. If funding falls short, these projects will move out on the time line.

*Sacramento Regional Transit District
Five-Year Capital Improvement Plan (FY 2018 – FY 2022)*

Process to Develop and update the Five-Year Capital Plan

Updates to the CIP are based on public input and the guiding documents (referenced below). The CPC evaluates and approves projects to be added to the CIP based on priorities and available funding. The CIP is presented periodically to the SacRT board for approval. The FY 2018 to FY 2022 CIP will be submitted to the SacRT Board in October 2017.

Structure of the Five-Year Capital Plan

Section I – Introduction: This section provides an overview of the CIP along with a summary of the contents of the CIP document and background information regarding how the plan was developed.

Section II – Master List of all Projects (FY 2018 – FY 2022): This section includes the five years and beyond expenditure plan for all projects. Tiers 0,I and II comprise the priority projects for the district.

Section III - Capital Revenues (FY 2018 – FY 2022): This section identifies SacRT's five-year funding estimate and will be included as the first five years of the SRTTP Capital plan document. Funding not yet identified is reported as To Be Determined (TBD).

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

Project Classification

Throughout this document, projects are sorted by the following major classifications:

System Development: These projects will extend current bus and light rail service capabilities, such as the Green Line SVS Loop (#R327).

Fleet Programs: These are projects related to vehicle additions, replacements, and overhaul, such as Light Rail Vehicle Fleet Repair and Replacement (#R115) and Circulator Bus Service Expansion (#B149).

Infrastructure Programs: These projects are associated with the development, enhancement, and improvement of the road and rail network, such as Light Rail Station Enhancements (#R336).

Transit Oriented Development Programs: These projects, such as Transit Oriented Development Related Professional Services (#M005), are associated with the goal to intensify and diversify land uses, enhance pedestrian circulation and increase transit access at appropriate locations around transit stations.

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Five-Year Capital Improvement Plan (FY 2018 – FY 2022)*

Facilities Programs: These projects cover bus, light rail, maintenance, and administration facilities, such as the Bus Maintenance Facility #2 upgrade project (#715).

Equipment Programs: These projects encompass the acquisition, upgrade, and replacement of communications, operations and maintenance equipment, such as the Rail Capital Maintenance/State of Good Repair project (#R334)

Transit Technologies Programs: These projects deal with operational technology, software applications, implementation, and enhancements, such as the Automatic Passenger Counters for LRT project (#R355)

Transit Security & Safety Programs: These projects, such as Security, Systems and Communications Infrastructure Upgrade (#T054), are required for compliance with varying safety and security requirements.

Planning / Studies: These projects may be used for general planning or to identify project feasibility, scope, estimated costs, and significant issues, such as Campus Master Plan (#M013) and Route Optimization (#M012) projects.

Other Programs: These are General Administration projects dealing with SAP (SacRT's accounting system), data warehousing and other projects that don't fall into the above categories.

SacRT's Profile

SacRT began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. SacRT is the largest public transportation provider in the Sacramento Valley, serving a metropolitan population of over 1.4 million with a service area of 418 square miles. In 1971, California legislation allocated sales tax money for local and statewide transit service and created the organizational framework for SacRT pursuant to the Sacramento Regional Transit District Act.

Governing System: An eleven-member Board of Directors is responsible for governing SacRT. Five cities and the County of Sacramento (jurisdictions) within the boundaries of SacRT's district appoint the SacRT board members. Eight directors are "member entities" and represent jurisdictions annexed into SacRT's district. Three directors are "participating entities" and represent jurisdictions that contract with SacRT to receive transit service. The Board of Directors is responsible, among other things, for passing ordinances, adopting the budget, appointing committees and hiring both SacRT's General Manager/Chief Executive Officer (GM/CEO) and Chief Counsel. SacRT's GM/CEO is responsible for carrying out the policies and ordinances of the Board of Directors, for overseeing SacRT's day-to-day operations, and for appointing the heads of the various divisions.

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

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

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

A summary of the tabulated vote shares adopted for the FY 2018 Abridged Budget is shown in the table below.

Weighted Voting Shares by Jurisdiction

Jurisdiction	Status	FY 2018 Shares
County of Sacramento	Annex	41
City of Sacramento	Annex	37
City of Rancho Cordova	Annex	10
City of Citrus Heights	Contract	5
City of Elk Grove	Contract	4
City of Folsom	Contract	3
Total		100

Services: SacRT provides bus and light rail services 365 days a year. Annual ridership has increased on both the bus and light rail system from 14 million passengers in 1987, when light rail operations began, to 22.2 million passengers in the fiscal year ended June 30, 2017. SacRT’s entire bus and light rail system is accessible to the disabled community.

Additionally, through a contract with Paratransit Inc., RT provides origin-to-destination transportation service for Sacramento area residents unable to use fixed-route service for some or all of their trips. This service is designed as a safety net making the transit system whole. This last fiscal year 353,341 trips were provided, an increase of just over 32% in the most recent 10 year period.

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Five-Year Capital Improvement Plan (FY 2018 – FY 2022)*

State of Good Repair

Having a well-maintained, reliable transit infrastructure including track, signal systems, vehicles and stations, that help ensure safe, dependable and accessible services. For these reasons, maintaining bus and rail systems in a state of good repair is one of SacRT's highest priorities.

State of good repair projects support clean and sustainable transportation by ensuring adequate repair and maintenance of existing transit fleets and facilities as well as the acquisition of new vehicles or facilities that improve existing transit services. Additionally, state of good repair programs help SacRT provide services that complement local efforts to improve local transit infrastructure.

Investments in state of good repair projects will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

Refocusing Our Business

The Route Optimization Study (ROS) is a comprehensive, objective examination of SacRT's routes, schedules and reliability. We are committed to reimagining our routes to better align with current travel patterns. SacRT has embarked on this project in order to evaluate all aspects of our current transit system with the goal of redesigning the service to better meet the needs of our current and future customers.

SacRT's route structure was designed 30 years ago with a radial network focused on downtown Sacramento. Land uses, travel patterns and economic centers have grown and changed through the years making our current route structure antiquated. Downtown Sacramento continues to play an important, but less predominant, role in the regional economy.

SacRT has hired a new Director of Planning to guide the ROS. The formal procurement is now underway to select a consultant to move the project forward. The ROS will take a blank slate approach to the redesign of our routes with a focus on creating a more customer friendly service. Recommendations are likely to include the elimination of under-performing routes, major changes to some existing routes and the creation of new routes, which may include small neighborhood community bus service and/or neighborhood circulators along with the increase of headway frequencies on higher performing routes. Improved access to popular destinations and work centers are also likely to be recommendations. The goal is to increase ridership by offering bus service that best meets the region's needs.

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Five-Year Capital Improvement Plan (FY 2018 – FY 2022)*

Funding Summary

While SacRT has extensive plans for future expansion and the improvement of light rail and bus services, it faces significant capital replacement and infrastructure maintenance needs for its existing bus and light rail systems. As a result, it is increasingly important to ensure both the availability of financial resources to maintain existing levels of service and to fund capital and operating expenditures related to proposed expansion and service improvements. SacRT's major sources of funding include:

- Locally controlled federal and state funding sources (funding given to local governments and agencies to spend on their priority projects).
- Intergovernmental discretionary funding sources (funding designated by another government agency i.e. federal, state, county, Sacramento Area Council of Governments (SACOG), etc., for a specific project).
- Locally raised money (from county sales tax, bond proceeds, development fees, etc.).

Annual Budget Process

The annual budget serves as the foundation for SacRT's financial planning and control. The budget is a financial plan for one fiscal year of operating and capital investments. The plan matches revenues with services and projects expenses based on policies set by the SacRT's Board of Directors.

The budget process follows three basic steps that help provide continuity in decision making: 1) assess current conditions and needs and develop goals, objectives, policies and plans; 2) prioritize projects and develop the CIP; and 3) implement those plans and policies and prepare to evaluate their effectiveness and shortcomings.

All of SacRT's executive division heads are required to submit requests for appropriation to the Office of Management & Budget Department during the budget process. SacRT's GM/CEO uses these requests as the starting point for developing a proposed budget.

The proposed budget is presented to the Board of Directors and to the public in April, which kicks-off the sixty-day public review period. Following the review period, SacRT is required to hold public hearings on the proposed budget and to adopt a final budget no later than June 30, the close of SacRT's fiscal year.

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Funding Sources

As part of developing the Five-Year Capital Improvement Plan, projected revenue sources were matched against proposed projects to ensure the viability of the plan. However, many projects in the CIP include funding titled *TBD (To-be-determined)*, which means unfunded at this time. SacRT's funding sources are listed below. These funds can be used for operating and/or capital, depending on the source.

Federal:

FAST (Fixing America's Surface Transportation Act) was signed into law Dec. 4, 2015, retroactive to Oct. 1, 2015. FAST authorizes transit programs for five years (FY 2016-FY 2020), and replaces its predecessor program MAP-21.

New and revised programs under FAST include:

- **Section 5307:** These funds are distributed by formula to large and small urban areas for a variety of transit planning, capital and preventive maintenance needs.
- **Section 5309 Bus Discretionary:** These funds are for bus purchases and bus support facility projects.
- **Section 5337: State of Good Repair:** This grant program supports replacement and rehabilitation projects, or capital projects required to maintain public transportation systems in a state of good repair.
- **Section 5339 Bus and Bus Facilities:** Bus discretionary program is to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.
- **Highway Discretionary Funds:** These funds are distributed for a variety of transportation planning, construction and equipment acquisition needs. Projects are approved for funding by local agencies and forwarded to appropriate state and federal agencies for funding authorization. Funds in this category include Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Program.

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State:

Cap & Trade: A portion of California’s Cap & Trade Program directs revenues to transit vehicle programs that will reduce greenhouse emission. Three dedicated programs support Cap and Trade transit opportunities: the Low Carbon Transit Operations Program (LCTOP); the Transit and Intercity Rail Capital Program (TIRCP), and the Affordable Housing and Sustainable Communities Program (AHSC).

Transportation Improvement Program (STIP): These funds are distributed by the State for projects that relieve traffic congestion on state and local roads and highways.

Traffic Congestion Relief Program (TCRP): These are State funds approved in the FY 2000 State Budget for specific SacRT major capital projects. There will be no more additional funds available under this program. All TCRP funds programmed for SacRT have been allocated to projects but have not yet been fully expended.

State Transit Assistance: These funds are generated by the sales tax on gasoline and diesel fuel sales. They are disbursed to transit agencies for a variety of transit capital and operating support needs.

State Bill 1 (SB-1 Transportation Bill): This bill, the Road Repair and Accountability Act of 2017, was passed by the California legislature and signed by Governor Brown on April 28, 2017. This bill is expected to raise over \$5.2 billion annually (average of the first ten years) to fix and expand transportation. Of that amount, about \$500 million per year will go towards bolstering State Transit Assistance funds by increasing the diesel sales tax and implementing a Transportation Improvement Fee on vehicle registrations. In addition, there are multiple grant programs available as part of this bill that SacRT is in a strong position to compete for.

Proposition 1A (Safe, Reliable High-Speed Passenger Train Bond Act) Funds: These funds are to provide long-distance commuters with a safe, convenient, affordable and reliable alternative to driving and high gas prices. This will reduce traffic congestion on the state highways and at the state airports. The proposition provides funding of \$9.95 billion statewide to establish high-speed train service linking Southern California counties the Sacramento/San Joaquin Valley and the San Francisco Bay Area. Approximately \$900 million of these bond funds will be used for projects to build connections to high speed rail.

Proposition 1B (PTMISEA) Funds: These are state funds for Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA). These funds are for transit capital projects including 1) rehabilitation and safety improvements, 2) capital service enhancements or expansions, 3) new capital projects, 4) bus rapid transit improvements.

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Proposition 1B (Transit Security) Funds: These are state funds for transit capital projects that 1) provide increased protection against a security threat or 2) increase the capacity of transit operators to develop disaster response transportation systems.

Local:

Sacramento County Measure A Sales Tax Funds: These funds are generated by Sacramento County's Measure A Sales Tax Ordinance, which was approved by the voters in 1988 and renewed in 2004. Measure A added one-half cent to the County's sales tax and added fees from new developments for transportation purposes. In FY 2009, SacRT began receiving 34.5 percent of Measure A revenues for operating and 2.5 percent for capital and 20 percent of the development fees for capital expansions (Sacramento Countywide Transportation Mitigation Fee Program (SCTMF)).

Local Transportation Fund: These funds, generated by a ¼ cent allocation of the general state sales tax collected statewide, are used for transit operating and/or capital support purposes.

Developer Impact Fees: These are one-time charges applied to developers to offset the additional public service costs of new development for transit. Fees are usually applied at the time a building permit is issued and are dedicated to the provision of additional services for transit in the Sacramento Region.

Project Financing: SacRT has expanded its financing capabilities through the passage of AB 1143, legislation which allows SacRT to directly issue Revenue Bonds without the involvement of a third party issuer. SacRT issued \$86,865,000 in Farebox Revenue Bonds in November 2012. In addition to having provided advance funding for TCRP funds on the South Line Phase 2 project, the Revenue Bonds will provide funds for a limited number of other time-sensitive capital projects including bus, non-revenue vehicle and equipment replacements.

Guiding Documents

This is a summary of the guiding documents that through public input help shape the SacRT Capital Program:

- 1. Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS):** The **MTP/SCS** is a long range plan for transportation improvements in SacRT's six-county region. SACOG is the Metropolitan Planning Organization (MPO) responsible for developing the state and federally required MTP/SCS every four years in coordination with the 22 cities and six counties in the greater Sacramento region. The latest MTP/SCS, covering the period from 2012 to 2036, was adopted by the SACOG Board at its February 18, 2016 meeting.

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2. **SacRT Fleet Management Plan (FMP):** This document identifies fleet requirements including replacement schedules and proposed expansions. In addition, it identifies major system expansions and the facilities required to maintain the fleet. This document is required by the Federal Transit Administration (FTA). The last adopted FMP for the Bus mode was December 2012. The FMP for the Light Rail mode is dated February 2013. Updates were submitted to the FTA in March and April 2017 respectively and are awaiting comments.
3. **SacRT TransitAction Plan:** This document outlines SacRT's long range plans through 2035. It provides the basis for SacRT's Vision and input into the Metropolitan Transportation Plan/Sustainable Communities Strategies. The TransitAction Plan was adopted by the Board on August 10, 2009.
4. **Short Range Transit Plan (SRTP):** The SRTP was last amended on November 10, 2014. The SRTP sets out transit planning and programming for a ten-year period and provides input to SACOG for preparation of the MTP/SCS. In addition to operating plans and resources, the SRTP identifies capital projects to be undertaken to support SacRT's existing and planned transit services.
5. **SacRT Strategic Plan (2015 – 2020):** This document identifies SacRT values, its vision through 2020, strategic goals, and key initiatives to achieve those goals. The Strategic Plan was adopted June 26, 2015.
6. **The Annual Budget Process:** Each year, the Operating and Capital Budgets for the new fiscal year are adopted by the Board. The funding allocated for Capital Projects is based on available capital revenue and project priorities as identified by the CPC and approved by the GM/CEO and the Board of Directors.
7. **Initiatives:** The General Manager has adopted twelve initiatives that provide guidance. The following three relate most closely to capital projects:
 - **Route Optimization Study (ROS):** We are committed to reimagining our routes to better align with current travel patterns. Ridership has been decreasing over the past decade, and staff is now working on strategies to reverse this trend. Our team has embarked on a ROS to evaluate all aspects of our current transit system with the goal of redesigning the service to better meet the needs of the traveling public.
 - **IT Modernization:** Recognizing that technology is of paramount importance to provide effective communication with our customers, we are committed to modernizing our information tool kit. SacRT has been moving quickly to make headway on this initiative. Connect Card, the region's new smart card rolled out in June 2017 and a more functional mobile fare app known as ZipPass was unveiled to the public on September 1, 2017.

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We also plan to add real-time train information to complement our real-time bus information available through SacRT Mobile. Additionally, we are encouraging passengers to download Alert SacRT to receive light rail service alerts and to send discreet cell phone texts, pictures and video to security staff if they see criminal activity occurring or light rail stations need cleaning.

Outdated fare vending machines will soon be replaced, thanks to part of a \$13 million grant from the California Transportation Commission. The new equipment will take credit and debit cards, as well as dispense the new Connect Card, making the smart card more accessible to all of SacRT's passengers.

Finally, new security cameras and a public address system have been installed in the light rail stations to improve safety and a real-time on-board surveillance system for light rail is expected to be rolled out in January 2018.

- **Campus Master Plan:** In order to improve work force productivity, it is imperative a cost neutral plan be developed to either modernize existing facilities or opt for a complete relocation of SacRT headquarters. Staff has assembled a Campus Master Plan Committee (CMPC) to evaluate options and looking forward to Board direction on which option to pursue.
8. **General & Community Plans:** SacRT will consider projects identified in general/community plans for inclusion in the SacRT Capital Program.

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS
 FY 2018- FY 2022**

Project #	Project Name
230	Northeast Corridor Enhancements (Phase 1)
4005	Butterfield/Mather Mills LR Station Rehabilitation
4007	ADA Transition Plan Improvements
404	Green Line to the River District (GL-1)
410	Blue Line to Cosumnes River College
525	Upgrading Rail Interlockings (Remote Indication)
555	Light Rail Station Shelter Improvement Program
651	Siemens Light Rail Vehicle Mid-Life Overhaul
715	Bus Maintenance Facility #2 (Phase 1&2)
835	30th/R Pedestrian Traffic Signal
964	Trapeze Implementation (TEAMS)
A001	Watt Avenue / Highway 50 Project Support
A005	City College Pedestrian/Bicycle Crossing
A007	Easton Development Grade Crossing
A008	Regional Bike Share System
A009	Folsom Streetscape
A012	Construction Oversight Properties at 65th St.
A013	7th & G OCS Pole Relocation
A015	Brighton Overhead Design Services
A016	Caltrans Route 160 N. Sacramento Seismic Retrofit
A017	Folsom Bvd SacCity Compl Str Rehab
B001	Neighborhood Ride Vehicle Replacement
B020	Shop Equipment - Bus
B030	Neighborhood Ride Vehicle Expansion
B045	Expansion Bus Replacement
B065	Bus Maintenance Facility #1 Rehabilitation
B070	Neighborhood Ride Expansion Vehicle Replacement
B100	CNG Existing Bus Fleet Replacement (2020 - 2042)
B105	CNG Bus Expansion (through 2042)
B134	Fulton Ave. Bus Shelters
B139	40' CNG Bus Procurement
B141	Non-Revenue Vehicles - P1B Restricted
B142	Neighborhood Ride Vehicle Replacement - 14 Vehicles
B143	Fare Box Replacements
B144	BMF CNG Fueling Facility Upgrades
B146	Update Design Guidelines for Bus
B147	Bus Maintenance Management Program
B149	Circulator Bus Service Expansion
B150	Watt I-80 Bus Transit Center Relocation and Route Modification
B151	Shuttle Buses and Above Ground Gas Tank -- P1B Restricted
F005	Paving Restoration Program
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Stations
F016	LED Lighting Retrofit
F018	Rancho Cordova Landscaping
F019	Rancho Cordova Utility Building Enhancements
F020	HVAC Replacements Admin Building
F021	General Facilities Improvements
F024	Chiller Control Replacement
F025	Office Relocation: Bell Building to 1225 R Street
F026	Mold Remediation--Engineering Bldg.
F027	Metro Roof Replacement
G010	FIBER Infrastructure Management Application
G020	Integrated Contract Admin System (ICAS) Replacement
G035	Fiber/50-Fig Installation, Maintenance, & Repair
G120	Network Switch Replacement
G125	Data Warehouse Upgrade
G135	Server Replacement
G210	Wayfinding Signage
G225	Non-Revenue Vehicle Replacement

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS
 FY 2018- FY 2022**

Project #	Project Name
G237	Across the Top System Modification
G238	Repairs per Biennial Bridge Inspection
H021	Enhancement of Emergency Power Generation
M001	Road/Curb Repair
M002	University/65th Street Transit Center Relocation
M004	Operating Revenue Bond, Series 2012 Payment
M005	New Transit Oriented Development-Related Professional Services
M006	Professional Development Efforts for Planning Staff
M007	Planning/Studies
M008	Transit Action (Long-Range) Plan Update
M009	Radio Communications System Upgrade
M011	Cemo Circle Environmental
M012	Route Optimization
M013	Campus Master Plan
P000	Paratransit Vehicles Replacement
P007	Paratransit Vehicle Replacement - CNG" project
P009	Paratransit Vehicle Replacement - CNG Project
P010	Paratransit Vehicle Expansion
Q029	Citrus Heights Bus Stop Improvements
Q030	Citrus Heights Transit Enhancements
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work
R002	Artwork at Light Rail Stations
R005	Wayside Signal Reconfiguration Phase 2
R010	Light Rail Crossing Enhancements
R025	Light Rail Vehicle Specification Development
R045	Supervisory Control & Data Acquisition System (SCADA)
R055	Light Rail Station at Dos Rios
R060	Light Rail Station at Mineshaft
R065	Sunrise Siding (Side Track Switch)
R075	Signal Improvements
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment
R086	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment - 7 Vehicles
R100	UTDC Fleet Replacement
R115	Light Rail Vehicle Fleet Repair and Replacement
R120	Siemens 2nd Series Fleet Replacement (10)
R125	CAF Fleet Mid-Life Component Overhaul
R130	Gold Line Double Track (Past Hazel LR Station)
R135	Light Rail Station at Horn
R140	Light Rail Station Pedestrian Improvements
R155	Light Rail Station at T Street
R175	Watt Avenue I-80 Station Improvements
R190	Commuter Rail (Oakland-Auburn)
R205	CAF Series Fleet Replacement (40)
R250	Noise Attenuation Soundwalls
R265	Folsom Corridor Soundwall Landscaping
R271	Metro Light Rail Yard Expansion
R272	Light Rail Control Center Upgrade (LRCC)
R274	Activate Switch F111 at 18th Street
R280	Signal - Infrastructure Improvements for Future Gold Line Limited Stop Service
R313	29th Street Light Rail Station Enhancements
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles
R322	Green Line Draft EIS/EIR and Project Development
R324	Light Rail Portable Jacking System
R325	Systemwide Grounding Improvements
R327	Green Line SVS Loop & K St. - to H St. Imp. (Final Design & Construction)
R328	Green Line (N of Township 9) to Airport Final EIS/R and Preliminary Engineering
R329	16th Street Station Relocation
R331	Light Rail Stations - Low Floor Vehicle Conversions
R332	Metro LR Maint Building Concrete Repair and Structural Analysis

**FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS
 FY 2018- FY 2022**

Project #	Project Name
R334	Rail Capital Maintenance-State of Good Repair
R335	Watt/I-80 Transit Center Master Plan
R336	Light Rail Station Enhancements
R338	Green Line: American River Xing and Extension Final Design & Construction
R339	Green Line-Natomas to Airport Final Design & Construction
R340	LRV Train Wash Replacement
R341	Fare Vending Machines
R343	Whiting In-Floor Hoist Inspection and Repair
R344	Enhanced Employee Protection Warning System
R345	CPID - Station Planning
R347	Watt I-80 Elevator Replacement
R350	So. Corridor --Station Impro & TPSS Relocation
R353	UTDC LRV Fleet Improvement
R354	FVM/DMS Enhancements (NEC/BlueLine)
R355	Automatic Passenger Counters for LRT
R356	Blue Line Light Rail Extension to Elk Grove
S010	Sacramento-West Sacramento Streetcar Starter Line
S030	Downtown/Riverfront Streetcar Project (Small Starts)
T004	Connect Card Light Rail Platform Preparations
T005	CPUC General Order 172 - LRV Camera
T006	LRV System AVL Equipment
T008	Completion Fiber Optics Communications Backbone
T010	Light Rail Facility Hardening
T013	SacRT - Staff Security Training - Overtime/Backfill
T017	Audio Light Rail Passenger Information Signs
T018	Building Access System Upgrade
T022	Handheld Smart Card Reader
T025	Surveillance and Security Facilities Enhancement
T026	WiFi Security Systems Enhancement
T027	Video Surveillance System Upgrades
T029	Upgrade Bus Fleet Digital Video Recorders
T030	Revenue Center Security Camera Upgrade
T032	Trapeze CERT/IPA
T034	Computer Aided Dispatching System
T036	Facilities Safety, Security and Communications Infrastructure Upgrades
T037	Operations Computer Systems Replacements
T038	Upgrades to Security Video and Data Systems
T041	Upgrade for Connect Card
T042	Connect Card Implementation Consulting
T043	Emergency Drills
T044	Public Awareness Info Videos
T045	Securities Operations Center
T046	Connect Card Implementation-Consultant (Part 2)
T047	Agenda Manager Program Services
T048	Anti-Terrorism Directed Patrols
T050	Upgrades to Transit Security Systems
T051	Telephone System Replacement
T052	Track Warrant Controlled Access System
T053	Connect Card Initial Project Launch
T054	Security, Systems and Communications Infrastructure Upgrade
T055	Anti-terrorism Patrols (2017)

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS BY PROGRAM
 EXPENDITURE PLAN
 FY 2018- FY 2022

Section II

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+	Total Project Cost
F024	Chiller Control Replacement	Equipment Program	0	\$ 3,158	\$ 231,842	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 235,000
G135	Server Replacement	Equipment Program	0	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
M009	Radio Communications System Upgrade	Equipment Program	0	\$ 156,463	\$ 1,934,667	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 2,091,130
R341	Fare Vending Machines	Equipment Program	0	\$ 501	\$ 40,999	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 41,500
R343	Whiting In-Floor Hoist Inspection and Repair	Equipment Program	0	\$ 9,780	\$ 85,037	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 94,817
R344	Enhanced Employee Protection Warning System	Equipment Program	0	\$ -	\$ 367,800	\$ 367,800	\$ 367,800	\$ -	\$ -	\$ -	\$ 1,103,400
B020	Shop Equipment - Bus	Equipment Program	I	\$ 82,739	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 307,739
B143	Fare Box Replacements	Equipment Program	I	\$ 3,612,044	\$ 105,756	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 3,717,800
R324	Light Rail Portable Jacking System	Equipment Program	II	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
G120	Network Switch Replacement	Equipment Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000
Total Equipment Program				\$ 3,864,686	\$ 2,846,101	\$ 592,800	\$ 367,800	\$ -	\$ 75,000	\$ 200,000	\$ 7,946,386
4005	Butterfield/Mather Mills LR Station Rehabilitation	Facilities Program	0	\$ 127,657	\$ 6,832	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 134,489
F018	Rancho Cordova Landscaping	Facilities Program	0	\$ 128,871	\$ 12,770	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 141,641
F019	Rancho Cordova Utility Building Enhancements	Facilities Program	0	\$ 9,232	\$ -	\$ 215,768	\$ -	\$ -	\$ -	\$ (0)	\$ 225,000
F025	Office Relocation: Bell Building to 1225 R Street	Facilities Program	0	\$ 259,101	\$ 40,899	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 300,000
F026	Mold Remediation--Engineering Bldg.	Facilities Program	0	\$ 11,219	\$ 86,281	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 97,500
F027	Metro Roof Replacement	Facilities Program	0	\$ 9,569	\$ 440,431	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 450,000
Q029	Citrus Heights Bus Stop Improvements	Facilities Program	0	\$ 846,993	\$ 46,999	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 893,992
R313	29th Street Light Rail Station Enhancements	Facilities Program	0	\$ 160,072	\$ 120,428	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 280,500
R340	LRV Train Wash Replacement	Facilities Program	0	\$ 14,825	\$ 770,675	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 785,500
R347	Watt I-80 Elevator Replacement	Facilities Program	0	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
4007	ADA Transition Plan Improvements	Facilities Program	I	\$ 665,497	\$ -	\$ 471,635	\$ -	\$ -	\$ -	\$ 0	\$ 1,137,132
715	Bus Maintenance Facility #2 (Phase 1&2)	Facilities Program	I	\$ 22,650,590	\$ 1,000,000	\$ 1,987,196	\$ 4,948,784	\$ 5,935,980	\$ 1,000,000	\$ 24,128,027	\$ 61,650,577
B134	Fulton Ave. Bus Shelters	Facilities Program	I	\$ 9,320	\$ 160,115	\$ 12,500	\$ -	\$ -	\$ -	\$ 0	\$ 181,935
B147	Bus Maintenance Management Program	Facilities Program	I	\$ 76	\$ 92,924	\$ 11,500	\$ 14,000	\$ 17,000	\$ -	\$ 0	\$ 135,500
F021	General Facilities Improvements	Facilities Program	I	\$ 83,152	\$ 34,224	\$ 557,624	\$ -	\$ 625,000	\$ -	\$ 0	\$ 1,300,000
Q030	Citrus Heights Transit Enhancements	Facilities Program	I	\$ 496,094	\$ 19,526	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 515,620
R175	Watt Avenue I-80 Station Improvements	Facilities Program	I	\$ 255,676	\$ 14,702	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 270,378
B065	Bus Maintenance Facility #1 Rehabilitation	Facilities Program	II	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 10,000,000
F016	LED Lighting Retrofit	Facilities Program	II	\$ -	\$ -	\$ -	\$ -	\$ 376,000	\$ 376,000	\$ 1,128,000	\$ 1,880,000
F020	HVAC Replacements Admin Building	Facilities Program	II	\$ -	\$ -	\$ 40,625	\$ 48,750	\$ -	\$ -	\$ -	\$ 89,375
R332	Metro LR Maint Building Concrete Repair and Structural Anal	Facilities Program	II	\$ -	\$ -	\$ 310,000	\$ -	\$ -	\$ -	\$ -	\$ 310,000
M001	Road/Curb Repair	Facilities Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
R002	Artwork at Light Rail Stations	Facilities Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
F005	Paving Restoration Program	Facilities Program	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
Total Facilities Program				\$ 25,727,944	\$ 3,746,806	\$ 8,606,848	\$ 10,011,534	\$ 6,953,980	\$ 1,376,000	\$ 29,356,027	\$ 85,779,139
B141	Non-Revenue Vehicles - P1B Restricted	Fleet Programs	0	\$ 3,092,615	\$ 1,570,679	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 4,663,294
B144	BMF CNG Fueling Facility Upgrades	Fleet Programs	0	\$ 6,105	\$ 1,680,282	\$ 1,370,628	\$ 986,052	\$ 246,514	\$ -	\$ (0)	\$ 4,289,581
B146	Update Design Guidelines for Bus	Fleet Programs	0	\$ 1,028	\$ 5,186	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 6,214
B149	Circulator Bus Service Expansion	Fleet Programs	0	\$ -	\$ 546,000	\$ 1,638,000	\$ 3,276,000	\$ -	\$ -	\$ -	\$ 5,460,000
F015	Facilities New Freedom Tasks-Add Mini-Hi's to Light Rail Sta	Fleet Programs	0	\$ 456,011	\$ 154,288	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 610,299
G225	Non-Revenue Vehicle Replacement	Fleet Programs	0	\$ 1,778,845	\$ 448,886	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 2,227,731
P007	Paratransit Vehicle Replacement (approx. 11)	Fleet Programs	0	\$ 1,424,001	\$ 147,199	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 1,571,200
P009	Paratransit Vehicle Replacement (approx. 34)	Fleet Programs	0	\$ -	\$ 4,919,374	\$ 2,377,831	\$ -	\$ -	\$ -	\$ -	\$ 7,297,205
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work	Fleet Programs	0	\$ 259,241	\$ 218,846	\$ 218,846	\$ 298,067	\$ -	\$ -	\$ (0)	\$ 995,000
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	0	\$ 23,657,582	\$ 1,971,094	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 25,628,676
R086	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	Fleet Programs	0	\$ 7,577,285	\$ 456,715	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 8,034,000
R353	UTDC LRV Fleet Improvement	Fleet Programs	0	\$ -	\$ 1,450,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,161
B151	Shuttle Buses and Above Ground Gas Tank -- P1B Restrict	Fleet Programs	0	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
651	Siemens Light Rail Vehicle Mid-Life Overhaul	Fleet Programs	I	\$ 7,424,801	\$ 2,521,613	\$ -	\$ -	\$ -	\$ -	\$ (1)	\$ 9,946,412
B139	40' CNG Bus Procurement	Fleet Programs	I	\$ 56,847,151	\$ 9,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,856,639
B142	Neighborhood Ride Vehicle Replacement - 14 Vehicles	Fleet Programs	I	\$ 1,713,402	\$ 900,800	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 2,614,202

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS BY PROGRAM
 EXPENDITURE PLAN
 FY 2018- FY 2022

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+	Total Project Cost
R115	Light Rail Vehicle Fleet Repair and Replacement	Fleet Programs	I	\$ -	\$ 3,800,000	\$ 20,000,000	\$ 20,600,000	\$ 21,218,000	\$ 21,854,540	\$ 23,212,211	\$ 110,684,751
B001	Neighborhood Ride Vehicle Replacement	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ 3,279,845	\$ -	\$ 18,277,122	\$ 21,556,967
B100	Existing Bus Fleet Replacement (2020 - 2042)	Fleet Programs	II	\$ -	\$ -	\$ -	\$ 21,000,000	\$ 20,000,000	\$ -	\$ 89,900,000	\$ 130,900,000
P000	Paratransit Vehicles Replacement	Fleet Programs	II	\$ -	\$ -	\$ -	\$ 8,359,685	\$ -	\$ -	\$ 71,426,326	\$ 79,786,011
P010	Paratransit Vehicle Expansion	Fleet Programs	II	\$ -	\$ -	\$ 1,093,820	\$ 965,687	\$ 994,567	\$ 1,024,497	\$ 28,336,992	\$ 32,415,563
R025	Light Rail Vehicle Specification Development	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
R120	Siemens 2nd Series Fleet Replacement (10)	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,917,898	\$ 47,917,898
R125	CAF Fleet Mid-Life Component Overhaul	Fleet Programs	II	\$ -	\$ -	\$ 1,200,000	\$ 5,760,000	\$ 5,940,000	\$ 6,125,400	\$ 12,829,415	\$ 31,854,815
B030	Neighborhood Ride Vehicle Expansion	Fleet Programs	III	\$ -	\$ -	\$ -	\$ -	\$ 576,093	\$ 288,046	\$ 10,369,665	\$ 11,233,804
B045	Expansion Bus Replacement	Fleet Programs	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,865,512	\$ 43,865,512
B070	Neighborhood Ride Expansion Vehicle Replacement	Fleet Programs	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,818,640	\$ 8,818,640
B105	Bus Expansion (through 2042)	Fleet Programs	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,279,296	\$ 151,279,296
R100	UTDC Fleet Replacement	Fleet Programs	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,408,687	\$ 106,408,687
R205	CAF Series Fleet Replacement (40)	Fleet Programs	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,254,477	\$ 268,254,477
Total Fleet Programs				\$ 104,238,068	\$ 21,800,611	\$ 28,899,125	\$ 61,245,491	\$ 52,255,019	\$ 29,292,483	\$ 880,996,239	\$ 1,178,727,035
A001	Watt Avenue / Highway 50 Project Support	Infrastructure Program	0	\$ 118,411	\$ 6,376	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 124,787
A005	City College Pedestrian/Bicycle Crossing	Infrastructure Program	0	\$ 90,098	\$ 1,683	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 91,781
A007	Easton Development Grade Crossing	Infrastructure Program	0	\$ 21,667	\$ 14,096	\$ 14,237	\$ -	\$ -	\$ -	\$ 0	\$ 50,000
A008	Regional Bike Share System	Infrastructure Program	0	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
A009	Folsom Streetscape	Infrastructure Program	0	\$ 38,522	\$ 36,478	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 75,000
A013	7th & G OCS Pole Relocation	Infrastructure Program	0	\$ 5,427	\$ 4,573	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 10,000
A016	Caltrans Route 160 N. Sacramento Seismic Retrofit	Infrastructure Program	0	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
A017	Folsom Bvd SacCity Compl Str Rehab	Infrastructure Program	0	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
B150	Watt I-80 Bus Transit Center Relocation and Route Modificat	Infrastructure Program	0	\$ -	\$ -	\$ 3,160,222	\$ 351,136	\$ -	\$ -	\$ -	\$ 3,511,358
G237	Across the Top System Modification	Infrastructure Program	0	\$ 319,019	\$ 41,116	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 360,135
R336	Light Rail Station Enhancements	Infrastructure Program	0	\$ 5,087,414	\$ 1,540,586	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 6,628,000
835	30th/R Pedestrian Traffic Signal	Infrastructure Program	I	\$ 31,477	\$ -	\$ 114,717	\$ 100	\$ -	\$ -	\$ 0	\$ 146,295
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	\$ 120,268	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ -	\$ 145,732	\$ 376,000
M002	University/65th Street Transit Center Relocation	Infrastructure Program	I	\$ 361,415	\$ 171,232	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 532,647
R010	Light Rail Crossing Enhancements	Infrastructure Program	I	\$ 465,094	\$ 34,906	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,500,000
R280	Signal - Infrastructure Improvements for Future Gold Line Lin	Infrastructure Program	I	\$ 854,763	\$ 25,000	\$ 45,000,000	\$ 50,000,000	\$ 40,000,000	\$ 3,220,237	\$ 0	\$ 139,100,000
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehi	Infrastructure Program	I	\$ -	\$ -	\$ 1,650,000	\$ 4,770,000	\$ -	\$ -	\$ -	\$ 6,420,000
R334	Rail Capital Maintenance-State of Good Repair	Infrastructure Program	I	\$ 18,159	\$ 116,841	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 23,685,000	\$ 31,820,000
R331	Light Rail Stations - Low Floor Vehicle Conversions	Infrastructure Program	II	\$ -	\$ -	\$ 1,863,775	\$ 836,225	\$ -	\$ -	\$ -	\$ 2,700,000
555	Light Rail Station Shelter Improvement Program	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 2,400,000
G210	Wayfinding Signage	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
R005	Wayside Signal Reconfiguration Phase 2	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
R065	Sunrise Siding (Side Track Switch)	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 435,000	\$ 435,000
R075	Signal Improvements	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 240,000
R140	Light Rail Station Pedestrian Improvements	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,550,000	\$ 11,550,000
R250	Noise Attenuation Soundwalls	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,300,000	\$ 3,300,000
R265	Folsom Corridor Soundwall Landscaping	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 742,000	\$ 742,000
R271	Metro Light Rail Yard Expansion	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,521,000	\$ 10,521,000
R272	Light Rail Control Center Upgrade (LRCC)	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000
R274	Activate Switch F111 at 18th Street	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
R325	Systemwide Grounding Improvements	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
R329	16th Street Station Relocation	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
Total Infrastructure Program				\$ 7,531,733	\$ 2,102,887	\$ 53,857,951	\$ 57,957,461	\$ 42,055,000	\$ 5,220,237	\$ 77,658,733	\$ 246,384,003
R335	Watt/I-80 Transit Center Master Plan	Planning/Studies	0	\$ 926	\$ 209,074	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 210,000
R345	CPID - Station Planning	Planning/Studies	0	\$ 983	\$ 349,017	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 350,000
M012	Route Optimization	Planning/Studies	I	\$ 35,019	\$ 448,548	\$ 1,516,433	\$ -	\$ -	\$ -	\$ (0)	\$ 2,000,000
M013	Campus Master Plan	Planning/Studies	I	\$ -	\$ 53,540	\$ 62,030	\$ -	\$ -	\$ -	\$ -	\$ 115,570

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS BY PROGRAM
 EXPENDITURE PLAN
 FY 2018- FY 2022

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+	Total Project Cost
M005	New Transit Oriented Development-Related Professional Ser	Planning/Studies	II	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ 150,000
M006	Professional Development Efforts for Planning Staff	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
M007	Planning/Studies	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
M008	Transit Action (Long-Range) Plan Update	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
Total Planning/Studies				\$ 36,928	\$ 1,060,179	\$ 1,653,463	\$ 75,000	\$ -	\$ -	\$ 830,000	\$ 3,655,570
404	Green Line to the River District (GL-1)	System Development	0	\$ 49,574,291	\$ 187,709	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 49,762,000
410	Blue Line to Cosumnes River College	System Development	0	\$ 261,158,963	\$ 8,841,037	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 270,000,000
R350	So. Corridor --Station Impro & TPSS Relocation	System Development	0	\$ -	\$ 2,307,958	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,307,958
R354	FVM/DMS Enhancements (NEC/BlueLine)	System Development	0	\$ -	\$ 2,100,000	\$ 2,400,000	\$ 2,400,000	\$ 1,726,000	\$ -	\$ -	\$ 8,626,000
S010	Sacramento-West Sacramento Streetcar Starter Line	System Development	0	\$ 6,161,724	\$ 737,808	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 6,899,532
S030	Downtown/Riverfront Streetcar Project (Small Starts)	System Development	0	\$ 28	\$ 14,999,972	\$ 56,666,666	\$ 56,666,666	\$ 56,666,668	\$ 15,000,000	\$ (0)	\$ 200,000,000
230	Northeast Corridor Enhancements (Phase 1)	System Development	I	\$ 26,610,582	\$ -	\$ 2,677,883	\$ 2,677,883	\$ 2,677,883	\$ 2,677,884	\$ 2,677,883	\$ 40,000,000
R055	Light Rail Station at Dos Rios	System Development	I	\$ 886,347	\$ 1,902,431	\$ 1,860,000	\$ 1,860,000	\$ 1,860,000	\$ 1,860,000	\$ 9,271,222	\$ 19,500,000
R135	Light Rail Station at Horn	System Development	I	\$ 496,454	\$ 672,034	\$ -	\$ 1,031,512	\$ 8,000,000	\$ -	\$ 0	\$ 10,200,000
R322	Green Line Draft EIS/EIR and Project Development	System Development	I	\$ 2,817,007	\$ 218,806	\$ 1,548,479	\$ -	\$ -	\$ -	\$ 0	\$ 4,584,292
R327	Green Line SVS Loop & K St.- to H St. Imp. (Final Design & C	System Development	I	\$ -	\$ 9,757,144	\$ 26,254,428	\$ 23,688,000	\$ -	\$ -	\$ -	\$ 59,699,572
R338	Green Line: American River Xing and Extension Final Desig	System Development	II	\$ -	\$ -	\$ -	\$ 36,000,000	\$ 36,000,000	\$ 36,000,000	\$ 72,000,000	\$ 180,000,000
R356	Blue Line Light Rail Extension to Elk Grove	System Development	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 690,000,000	\$ 690,000,000
R060	Light Rail Station at Mineshaft	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,950,000	\$ 4,950,000
R130	Gold Line Double Track (Past Hazel LR Station)	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ 100,000,000
R155	Light Rail Station at T Street	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,768,000	\$ 3,768,000
R190	Commuter Rail (Oakland-Auburn)	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,798,000	\$ 31,798,000
R328	Green Line (N of Township 9) to Airport Final EIS/R and Preli	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
R339	Green Line-Natomas to Airport Final Design & Construction	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 513,080,430	\$ 513,080,430
Total System Development				\$ 347,705,395	\$ 41,724,899	\$ 94,407,456	\$ 124,324,061	\$ 106,930,551	\$ 55,537,884	\$ 1,437,545,536	\$ 2,208,175,784
H021	Enhancement of Emergency Power Generation	Transit Security & Safety	0	\$ 486,446	\$ 82,805	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 569,251
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	\$ 153,957	\$ 43,365	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 197,322
T006	LRV System AVL Equipment	Transit Security & Safety	0	\$ 324,253	\$ 82,115	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 406,368
T008	Completion Fiber Optics Communications Backbone	Transit Security & Safety	0	\$ 488,236	\$ 41,756	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 529,992
T010	Light Rail Facility Hardening	Transit Security & Safety	0	\$ 171,570	\$ 4,897	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 176,467
T013	SacRT - Staff Security Training - Overtime/Backfill	Transit Security & Safety	0	\$ 63,599	\$ 1,380	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 64,979
T018	Building Access System Upgrade	Transit Security & Safety	0	\$ 30,523	\$ 80,984	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 111,507
T025	Surveillance and Security Facilities Enhancement	Transit Security & Safety	0	\$ 9,796	\$ 242,204	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 252,000
T026	WiFi Security Systems Enhancement	Transit Security & Safety	0	\$ 129,873	\$ 14,477	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 144,350
T027	Video Surveillance System Upgrades	Transit Security & Safety	0	\$ 88,040	\$ 27,880	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 115,920
T029	Upgrade Bus Fleet Digital Video Recorders	Transit Security & Safety	0	\$ 334,925	\$ 8,062	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 342,987
T034	Computer Aided Dispatching System	Transit Security & Safety	0	\$ 703,547	\$ 68,302	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 771,849
T036	Facilities Safety, Security and Communications Infrastructure	Transit Security & Safety	0	\$ 42,206	\$ 347,713	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 389,919
T037	Operations Computer Systems Replacements	Transit Security & Safety	0	\$ 142,751	\$ 665	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 143,416
T038	Upgrades to Security Video and Data Systems	Transit Security & Safety	0	\$ 89,478	\$ 89,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,813
T043	Emergency Drills	Transit Security & Safety	0	\$ 18,982	\$ 24,326	\$ 22,122	\$ -	\$ -	\$ -	\$ (0)	\$ 65,430
T044	Public Awareness Info Videos	Transit Security & Safety	0	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000
T048	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	\$ 14,179	\$ 18,347	\$ 3,821	\$ -	\$ -	\$ -	\$ 0	\$ 36,347
T054	Security, Systems and Communications Infrastructure Upgra	Transit Security & Safety	0	\$ -	\$ 206,912	\$ 206,915	\$ -	\$ -	\$ -	\$ -	\$ 413,827
T055	Anti-terrorism Patrols (2017)	Transit Security & Safety	0	\$ -	\$ 63,805	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,805
T045	Securities Operations Center	Transit Security & Safety	I	\$ 211,573	\$ 3,427	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 215,000
Total Transit Security & Safety				\$ 3,538,934	\$ 1,452,757	\$ 232,858	\$ -	\$ -	\$ -	\$ -	\$ 5,224,549
964	Trapeze Implementation (TEAMS)	Transit Technologies Program	0	\$ 2,148,767	\$ 15,445	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 2,164,212
G035	Fiber/50-Fig Installation, Maintenance, & Repair	Transit Technologies Program	0	\$ 266,148	\$ 64,220	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 330,368
T004	Connect Card Light Rail Platform Preparations	Transit Technologies Program	0	\$ 1,581,096	\$ 91,904	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 1,673,000
T017	Audio Light Rail Passenger Information Signs	Transit Technologies Program	0	\$ 1,045,318	\$ 215,932	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 1,261,250
T022	Handheld Smart Card Reader	Transit Technologies Program	0	\$ 77,709	\$ 38,374	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 116,083

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 MASTER LIST OF ALL PROJECTS BY PROGRAM
 EXPENDITURE PLAN
 FY 2018- FY 2022

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+	Total Project Cost
T041	Upgrade for Connect Card	Transit Technologies Program	0	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000
T042	Connect Card Implementation Consulting	Transit Technologies Program	0	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
T046	Connect Card Implementation-Consultant (Part 2)	Transit Technologies Program	0	\$ 97,589	\$ 20,411	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ 118,000
T050	Upgrades to Transit Security Systems	Transit Technologies Program	0	\$ -	\$ 15,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,560
T051	Telephone System Replacement	Transit Technologies Program	0	\$ -	\$ 306,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,823
T052	Track Warrant Controlled Access System	Transit Technologies Program	0	\$ -	\$ 188,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,415
T053	Connect Card Initial Project Launch	Transit Technologies Program	0	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000
R355	Automatic Passenger Counters for LRT	Transit Technologies Program	I	\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000
T030	Revenue Center Security Camera Upgrade	Transit Technologies Program	I	\$ 17,622	\$ 21,000	\$ 11,378	\$ -	\$ -	\$ -	\$ (0)	\$ 50,000
T032	Trapeze CERT/IPA	Transit Technologies Program	II	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
T047	Agenda Manager Program Services	Transit Technologies Program	II	\$ -	\$ -	\$ 58,800	\$ -	\$ -	\$ -	\$ -	\$ 58,800
G010	FIBER Infrastructure Management Application	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 120,000
G020	Integrated Contract Admin System (ICAS) Replacement	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000
G125	Data Warehouse Upgrade	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000
R045	Supervisory Control & Data Acquisition System (SCADA)	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
525	Upgrading Rail Interlockings (Remote Indication)	Transit Technologies Program	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Total Transit Technologies Program				\$ 5,259,249	\$ 2,288,084	\$ 1,320,178	\$ -	\$ -	\$ -	\$ 3,970,000	\$ 12,837,511
A012	Construction Oversight Properties at 65th St.	Other Programs	0	\$ 14,954	\$ 3,046	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 18,000
A015	Brighton Overhead Design Services	Other Programs	0	\$ -	\$ 150,000	\$ 112,208	\$ -	\$ -	\$ -	\$ -	\$ 262,208
M011	Cemo Circle Environmental	Other Programs	0	\$ -	\$ 10,170	\$ 20,330	\$ -	\$ -	\$ -	\$ -	\$ 30,500
Total Other Programs				\$ 14,954	\$ 163,216	\$ 132,538	\$ -	\$ -	\$ -	\$ 0	\$ 310,708
Total All Projects				\$ 497,917,890	\$ 77,185,540	\$ 189,703,217	\$ 253,981,347	\$ 208,194,550	\$ 91,501,604	\$ 2,430,556,535	\$ 3,749,040,685

FIVE YEAR CAPITAL IMPROVEMENT PLAN
 CAPITAL REVENUES
 FY 2018- FY 2022

Section III

	TOTAL	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023+
Carryover	39,713,798						
Additional Funding							
Federal	123,130,336	121,281,687	1,848,649	-			
Local	41,807,477	41,407,477	400,000				
State	88,013,921	83,752,228	4,261,693	-			
To Be Determined (TBD)	2,958,457,261	13,266,388	108,932,190	184,255,329	144,865,211	76,501,604	2,430,636,539
Subtotal Additional Funding	3,211,408,995	259,707,780	115,442,532	184,255,329	144,865,211	76,501,604	2,430,636,539
TOTAL FUNDING \$	3,251,122,793						

Sample Project Pages

Projects Referenced in Section 1: Introduction

Note: A Comprehensive List of Projects will be made available on SacRT website on or about January 1, 2018.

PROJECT NAME	Bus Maintenance Facility #2 (Phase 1&2)			PROJECT ID	715
PROJECT CLASS	Facilities Program		TIER # 1	High Priority -- Partially funded	
START DATE	1-Dec-2003		COMPLETION DATE	TBD	
PM:	Darryl Abansado	EMT:	Neil Nance	PC:	Bishop
				FI:	Cherry

PROJECT DESCRIPTION

Purchased/Leased a building to be converted to a new bus maintenance facility. Plans for this facility include four transit and one public fueling stations, a one lane bus wash, and a Revenue Collection Center. This facility may also accommodate approximately 500 employees. The facility has capacity to support up to 250 buses, but it will be completed when funding becomes available. The current scope will provide capacity for 125 buses.

The tasks are as follows:

- Task 1a. Install Compressed Natural Gas (CNG) Fueling Equipment - Complete Dec 2012;
- Task 1a. Construct CNG Service/Fueling Facility;
- Task 2. Preliminary design and construction of main building shop and office space, including Emergence Control Room. There are currently several Work Orders to proceed, but the design is on hold until Operations reviews and re-evaluates the previous Conceptual Design Report;
- Task 3A. Design and Construct Site/Civil Improvements -On Hold;
- Task 3B. Design and construct bus wash building and install bus wash equipment - On Hold;
- Task 4. Design and install structural improvements to meet code including design for future installation of solar panels, roof replacement, CNG detection and evacuation to meet code, and bus maintenance and administration interior modifications and improvements. Addition of Photovoltaic power panels to offset 3% of the power used by SacRT, measured on energy savings - On Hold.

Staff is looking at existing funding that may expire to provide improvements for the current use and operations. In addition, major and minor equipment is being evaluated to be purchased with existing funding for current needs. A re-evaluation of the Conceptual Design Report may be needed to address SacRT's current needs.

PROJECT JUSTIFICATION

The existing bus maintenance facility is at full capacity. Over-utilization of this facility has created inefficiencies and higher labor costs due to diminution in staff productivity. This facility will provide SacRT capacity to be able to expand the bus fleet, it will provide backup CNG fueling capability to lower the fueling risk now that the SacRT bus fleet is 100% CNG, and it will provide additional space for staff.

STATUS

A sprinkler repair was completed in February of 2008. Work is proceeding to obtain a 5-year certification that will allow expanded job functions to be performed at this facility (changing oil, etc.). Working on a new 5-year certification. Must be performed every 5 years. SacRT, with the help of Maintenance Design Group (MDG), developed a Conceptual Design Report to establish a site and facility conceptual design in June 2008. An exterior demolition project was completed in January 2010 to remove most of the unneeded structures that were in the way of future construction. Pacific Gas and Electric (PG&E) completed installation of a 4-inch high pressure Compressed Natural Gas (CNG) transmission line to the site in April 2011. Sacramento Municipal Utility District (SMUD) has installed the first portion of the electrical service for the CNG equipment yard and service building. A CNG equipment purchase and yard installation contract (task 1a) for installation of CNG fueling equipment, including three compressors, four transit dispensers and a public fueling dispenser was completed in December 2012.

The design for the CNG Service Building to support the fueling equipment (task 1b) has been completed and has final plan approval from the Sacramento County Building Department. An Invitation for Bids (IFB) for the Service Building will be issued when additional funding is received.

A contract for removal of environmentally contaminated soil on the site of the CNG Service Building has been completed and site was backfilled and cleared for use. Both the NEPA and CEQA have been updated to include the gas line, access driveways, and wash facility. The eastern easement to Forum Ave. has been obtained and approved by the Regional Transit Board. Design is on hold for task 2 until the re-evaluation of the Design Conceptual Report, Preliminary design of interior space and Emergency Control Room as well as task 3A, Site/Civil Improvements. We have begun CEQA evaluation for the additional property.

ISSUES

Issues include potential environmental problems in the soil, and full funding is not in place. Planning, design and build out of the facility is currently be re-evaluated to meet SacRT's current needs.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 61,650,577	\$ 22,650,590	\$ 1,000,000	\$ 1,987,196	\$ 4,948,784	\$ 5,935,980	\$ 1,000,000	\$ 24,128,027
Cumulative Expenses	\$	\$ 22,650,590	\$ 23,650,590	\$ 25,637,786	\$ 30,586,570	\$ 36,522,550	\$ 37,522,550	61,650,577
Cumulative Funding	\$	\$ 25,404,767	\$ 33,302,335	\$ 35,276,727	\$ 35,276,727	\$ 35,276,727	\$ 36,522,550	\$ 37,522,550
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ 25,042,060	\$ 17,144,492	\$ 7,897,568	\$ -	\$ -	\$ -	\$ -	-
State	\$ 7,971,468	\$ 5,997,076	-	1,974,392	-	-	-	-
Local	\$ 2,263,199	\$ 2,263,199	-	-	-	-	-	-
TBD	26,373,850	-	-	-	-	1,245,823	1,000,000	24,128,027
	\$ 61,650,577	\$ 25,404,767	\$ 7,897,568	\$ 1,974,392	\$ -	\$ 1,245,823	\$ 1,000,000	24,128,027

PROJECT NAME	Circulator Bus Service Expansion			PROJECT ID	B149
PROJECT CLASS	Fleet Programs		TIER # 0	High Priority -- 100% funded	
START DATE	1-Oct-2017		COMPLETION DATE	30-Jun-2020	
PM:	Albert Kennedy	EMT:	Alva Carrasco	PC:	Bishop
				FI:	Cherry

PROJECT DESCRIPTION

SacRT proposed to purchase seventeen (17) new 30' low-floor CNG cutaway buses and four (4) 30' low-floor CNG standard buses, expanding service into the following underserved areas: (1) Orangevale City Ride Route; (2) Carmichael/East Arden City Ride Route; (3) Arden-Arcade City Ride Route; (4) Downtown Sacramento Shuttle Route; (5) North Natomas City Ride Route; (6) South Sacramento City Ride; (7) Rancho Cordova; (8) South Sacramento West City ride.

PROJECT JUSTIFICATION

The neighborhoods have benefited from recent regional economic, development and housing booms. Government offices, medical facilities and other large businesses have been expanding operations into the areas, creating greater demands for transportation into the neighborhoods.

STATUS

SacRT applied for FY 2017 5339 Funds and Bus Discretionary Funds. No amounts have been announced as of Oct 2017.

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 5,460,000	\$ -	\$ 546,000	\$ 1,638,000	\$ 3,276,000	\$ -	\$ -	\$ -
Cumulative Expenses	\$ -	\$ -	\$ 546,000	\$ 2,184,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	5,460,000
Cumulative Funding	\$ -	\$ -	\$ 4,368,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ 4,368,000	\$ -	\$ 4,368,000	\$ -	\$ -	\$ -	\$ -	-
State	\$ 1,092,000	\$ -	\$ -	\$ 1,092,000	\$ -	\$ -	\$ -	-
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ 5,460,000	\$ -	\$ 4,368,000	\$ 1,092,000	\$ -	\$ -	\$ -	-

PROJECT NAME	New Transit Oriented Development-Related Professional Services				PROJECT ID	M005		
PROJECT CLASS	Planning/Studies				TIER #	II High Priority -- Unfunded		
START DATE	1-Jul-2017				COMPLETION DATE	30-Jun-2020		
PM:	James Boyle	EMT:	Neil Nance		PC:	Bishop	FI:	Cherry

PROJECT DESCRIPTION

SacRT has significant land resources that could become candidate TOD sites. Staff are involved in various discussions and actions with specific properties in 2016/17 and have taken/will be taking specific property transfers to the SacRT Board for action. Moving from selling off properties to Developers to "joint-development" on TOD Sites will be explored in FY17/18. This project is provided as "catch all" for funding that may be provided by developers seeking assistance and approvals in developing TOD projects on SacRT property -- or affecting SacRT property if adjacent.

PROJECT JUSTIFICATION

SacRT selected Turton in 2016 to assist in the facilitation of this effort. SacRT Staff have been meeting with Turton in 2016/17 on a regular basis to discuss opportunities and review offers. Management has stated their interest in moving this effort forward with a strong desire. The SacRT Board approved a list of TOD Properties and Excess Properties in 2015/16.

The "critical need" for this "project" is that we are beginning the reuse and/or disposal of our properties and it would appear that TOD projects are important to Management. Although, unfunded, this suggests it is of "critical importance" to build ridership and re-build our capital reserves by selling off assets and/or joint developing as TODs.

STATUS

This project is underway with on-going discussions and field reviews of potential candidate sites and letters of interest from Developers. Several candidate offers were presented to the SacRT Board in 2017.

ISSUES

No issues at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -
Cumulative Expenses	\$ -	\$ -	\$ -	\$ 75,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Cumulative Funding	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 150,000	\$ 150,000	\$ 150,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -
	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -

PROJECT NAME	Route Optimization	PROJECT ID	M012
PROJECT CLASS	Planning/Studies	TIER #	I High Priority -- Partially funded
START DATE	1-Mar-2017	COMPLETION DATE	31-Dec-2018
PM: James Boyle	EMT: Laura Ham	PC: Bishop	FI: Cherry

PROJECT DESCRIPTION

The Route Optimization Study (ROS) will be a comprehensive, objective examination of SacRT's routes, schedules, reliability, and other service characteristics. Project goals include understanding changes in local and regional travel demand patterns, increasing ridership, improving farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide SacRT services over time, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making. SacRT is seeking proposals that will apply proven and innovative approaches to delivering excellent public transportation and regional mobility services. This will be a three phased project.

PROJECT JUSTIFICATION

The SacRT system has not had a major overhaul in over 30 years. With ridership down dramatically and demographic and land uses changes in the Sacramento area now is the time to take a fresh, blank slate look at the system.

STATUS

High priority to complete this effort within the next two years.

ISSUES

Currently, partially funded. Applying for Caltrans grant to fully fund. Contractor selection process is underway.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 2,000,000	\$ 35,019	\$ 448,548	\$ 1,516,433	\$ -	\$ -	\$ -	\$ (0)
Cumulative Expenses	\$	\$ 35,019	\$ 483,567	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	2,000,000
Cumulative Funding	\$	\$ 223,567	\$ 483,567	\$ 483,567	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ 483,567	\$ 223,567	\$ 260,000	-	-	-	-	-
Local	\$ -	\$ -	-	-	-	-	-	-
TBD	1,516,433	-	0	1,516,433	-	-	-	-
	\$ 2,000,000	\$ 223,567	\$ 260,000	\$ 1,516,433	\$ -	\$ -	\$ -	-

PROJECT NAME	Campus Master Plan			PROJECT ID	M013
PROJECT CLASS	Planning/Studies		TIER # I	High Priority -- Partially funded	
START DATE	1-Mar-2017		COMPLETION DATE	30-Jun-2019	
PM: David Solomon	EMT: Niel Nance		PC: Bishop	FI: Cherry	

PROJECT DESCRIPTION

Examine opportunities to modernize work space and upgrade infrastructure to enhance productivity, make operations more efficient, and make the working environment safer. The goal is a cost-neutral renovation or relocation of administrative and bus maintenance facilities. This study will determine the recommended program and locations for facilities and recommended course of action including and RFP for developers.

PROJECT JUSTIFICATION

The existing Infrastructure is old, inefficient, and an impediment to productive work. Expected outcomes include enhanced productivity, efficient operations, and a safe working environment.

STATUS

- 06/15/17: CPC approved a the Campus Master Plan Project with a proposed \$115,570 budget.
- 06/20/17: The capital project was set up and partially funded (\$53,540 for required appraisals).
- 09/25/17: SacRT Board designated authority to the General Manager/CEO to release a Request for Proposal (RFP)

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 115,570	\$ -	\$ 53,540	\$ 62,030	\$ -	\$ -	\$ -	\$ -
Cumulative Expenses	\$ -	\$ -	\$ 53,540	\$ 115,570	\$ 115,570	\$ 115,570	\$ 115,570	\$ 115,570
Cumulative Funding	\$ -	\$ 53,540	\$ 53,540	\$ 53,540	\$ 115,570	\$ 115,570	\$ 115,570	\$ 115,570
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 53,540	\$ 53,540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ 62,030	\$ -	\$ -	\$ 62,030	\$ -	\$ -	\$ -	\$ -
	\$ 115,570	\$ 53,540	\$ -	\$ 62,030	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Light Rail Vehicle Fleet Repair and Replacement			PROJECT ID	R115
PROJECT CLASS	Fleet Programs		TIER #	I High Priority -- Partially funded	
START DATE	1-Jul-2016		COMPLETION DATE	30-Jun-2024	
PM:	Laura Espinoza	EMT:	Mark Lonergan	PC:	Bishop
				FI:	Paglieroni

PROJECT DESCRIPTION

The project includes replacement of vehicles identified below and general repairs to the entire light rail vehicle fleet.

Replace the 1st Series Siemens vehicles. (26)

- * Replace 5 vehicles in FY 2019
- * Replace 5 vehicles in FY 2020
- * Replace 5 vehicles in FY 2021
- * Replace 5 vehicles in FY 2022
- * Replace 6 vehicles in FY 2023

PROJECT JUSTIFICATION

The original 26 vehicles will reach the end of their engineered design life in 2017.

Ongoing repair and maintenance are needed to ensure the public continued safety, service reliability and availability of all light rail vehicles.

STATUS

This is a future project that is dependent upon funding being identified. It is not active at this time. Funding needed two years in advance which is FY16/17.

ISSUES

We needed to start procurement in 2017; there will be development costs prior to the purchase. Last time it took a year and a half to award the contract. This should also include R120 (Siemens 2nd Series Fleet Replacement, 10) and R100 (UTDC Fleet Replacement, 21) as options in the same procurement.

The expenditure plan is based on estimated cost of \$4M per vehicle as of year 2019 with a 3% price escalation per year.

The Siemens fleet averages over 1,500,000 miles per LRV. It is due another mid-life overhaul. Parts and components are obsolete and increasingly more difficult to support.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 110,684,751	\$ -	\$ 3,800,000	\$ 20,000,000	\$ 20,600,000	\$ 21,218,000	\$ 21,854,540	\$ 23,212,211
Cumulative Expenses	\$ -	\$ -	\$ 3,800,000	\$ 23,800,000	\$ 44,400,000	\$ 65,618,000	\$ 87,472,540	110,684,751
Cumulative Funding	\$ -	\$ -	\$ 774,916	\$ 3,800,000	\$ 23,800,000	\$ 44,400,000	\$ 65,618,000	\$ 87,472,540
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ 774,916	\$ -	\$ 774,916	-	-	-	-	-
Local	\$ -	\$ -	-	-	-	-	-	-
TBD	109,909,835	-	3,025,084	20,000,000	20,600,000	21,218,000	21,854,540	23,212,211
	\$ 110,684,751	\$ -	\$ 3,800,000	\$ 20,000,000	\$ 20,600,000	\$ 21,218,000	\$ 21,854,540	23,212,211

PROJECT NAME	Green Line SVS Loop & K St.- to H St. Imp. (Final Design & Construction)				PROJECT ID	R327	
PROJECT CLASS	System Development			TIER # 1	High Priority -- Partially funded		
START DATE	1-Jul-2016			COMPLETION DATE	30-Jun-2020		
PM:	Darryl Abansado	EMT:	Neil Nance	PC:	Bishop	FI:	Paglieroni

PROJECT DESCRIPTION

This project consists of two discreet, but related, elements that are both required to accommodate the future Streetcar Project as well as future Green Line service.

1). The Sacramento Valley Station (SVS) Loop is the segment of the Green Line at the Sacramento Valley Station. This project would relocate the existing/temporary LRT Station on H Street, west of 5th Street to a new north-south axis west of 5th Street. The project includes double-tracking on H Street between 7th Street to west of 5th Street. For the segment on H Street between 7th and 6th, the second track would be located south of the existing track and for the segment west of 6th Street, the second track would be located on the north side of the existing track. From west of 5th Street, a new double track would turn north with a new platform and LRT station near the existing Amtrak station and then the double track would turn east along a future F Street and reconnect with the existing single track service on North 7 the Street. This project also includes a new Station on the east side of N 7th near Railyards Boulevard that would serve the future MLS Stadium area. RT has been working with the City of Sacramento and the MLS Developers to advance this concept.

2). The relocation of the existing LRT tracks on K Street from 12th Street west to 7th Street is the second element of this project. The tracks would be relocated to the center of (future) two-way H Street and would connect the LRT line between 12th and 7th & 8th Streets with new stations near 12th Street and City Hall on H Street. SacRT has been working with the City of Sacramento and SACOG to advance this concept. Expanded SacRT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, platforms, and storage tracks.

PROJECT JUSTIFICATION

The investment of \$28 million in TIRCP funding for the SVS Loop and K St-to-H St project is necessary to accommodate the Downtown Sacramento-West Sacramento Streetcar project. SacRT submitted in April 2016 a grant request to the State of CA for TIRCP Cap & Trade funding to fund the Final Design of the entire project and a portion of the construction of the SVS Loop and all of the K St-to-H-St LRT relocation. These improvements are key to travel connectivity associated with the Green Line light rail extension and the development planned for downtown Sacramento, which includes a future county courthouse, the Railyards Development, Entertainment Sports complex, the MLS Stadium, and connectivity to High Speed Rail.

STATUS

When Cap & Trade TIRCP funds are secured, SacRT will implement this project following the environmental clearance. Project R321 covers the environmental clearance aspects of the SVS Loop element and the Streetcar EIS/R covers the environmental clearance of the K St-to-H St LRT track relocation.

ISSUES

None at this time.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 59,699,572	\$ -	\$ 9,757,144	\$ 26,254,428	\$ 23,688,000	\$ -	\$ -	\$ -
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ 632,000	\$ -	\$ 632,000	-	-	-	-	-
Local	\$ 632,000	\$ 632,000	-	-	-	-	-	-
TBD	58,435,572	-	8,493,144	26,254,428	23,688,000	-	-	-
	\$ 59,699,572	\$ 632,000	\$ 9,125,144	\$ 26,254,428	\$ 23,688,000	\$ -	\$ -	-

PROJECT NAME	Rail Capital Maintenance-State of Good Repair	PROJECT ID	R334
PROJECT CLASS	Infrastructure Program	TIER # I	High Priority -- Partially funded
START DATE	1-Dec-2014	COMPLETION DATE	TBD
PM: TBD	EMT: Mark Lonergan	PC: Bishop	FI: Paglieroni

PROJECT DESCRIPTION

Various projects needed for maintaining the State of Good Repair. The projects are, but not limit to:

1. Switch Replacement F101 & F097: Remove and replace switch point assemblies (Turnouts) at SW F101 and F097 located at the 13th Street Station and Whitney Street Alley.
2. Restraining Rail Replacement: Remove and replace track restraining rail from the starter line curve in the central business district that are worn beyond their useful life.
3. Stran Insulator Replacement: Estimated 120 stran section insulators on the original starter line will need to be replaced due to insulator failures within the fiberglass section.
4. TPSS Air Conditioning Replacements: Eighteen (18) TPSS with dual units (36 total), are undersized and utilize non-compliant (banned) refrigerant that is no longer manufactured and is in limited supply.
5. Contact Wire Replacement: Contact wire in certain key areas will require replacement due to usage.

PROJECT JUSTIFICATION

1. Switch Replacement F101 & F097: The original used switch point assemblies (turnouts) were installed in 1987. Over decades of continuous service and multiple rebuilds, Wayside is incapable of rebuilding these previously used switch points back to the required tolerances due to excessive wear and the level of increased train traffic. The failure of the switch points assemblies will cripple RT's operations from the Northeast Corridor/Downtown to the Folsom and South Lines. It potentially can cause a catastrophic derailment of a light rail vehicle if they are not replace in time. The replacement turnouts were procured under a previous capital project and are readily available for installation now.
2. Restraining Rail Replacement: The original track restraining rail in the central business district were installed in 1987 and all restraining rails are over maximum wear of 2.50 inches (currently at 2.6525 inches). This equates to a wear overage of .125 inches beyond maximum wear and out of FRA tolerances. This wear creates safety concerns and has the potential for a light rail vehicle to derail if the restraining rails are not replaced. Change-out of these are consistent with the state of good repairs and is justified through general maintenance standards applicable to AREMA specifications.
3. Stran Insulator Replacement: LR-Wayside has experienced 5 insulator failures within four years that caused major service disruptions to light rail service. Restoration efforts impacted LR service as much as two days in one instance due to the compounded effects through the failed section. Bus bridge expense alone totaled around \$8,320 in direct operation cost. Each failure is communicated to the CPUC through the monthly HFLSFC and CPUC staff is waiting for the scope of the corrective measures due to the hazards placed on passengers and employees.
4. TPSS Air Conditioning Replacements: The current air conditioner systems also fail to deliver the duty cycle required for continuous operation in a commercial environment.
5. Contact Wire Replacement: Certain area are at their design life cycle and are at their wear limits of 45 percent (requiring replacement).

STATUS

1. Switch Replacement F101 & F097: Total cost estimated \$650,000
2. Restraining Rail Replacement: Total cost estimated \$310,000
3. Stran Insulator Replacement: Total cost estimated \$500,000 for labor per insulator change-out. Locations: F Line: Approximately 120 insulators over 9 miles of overhead catenary.
4. TPSS Air Conditioning Replacements: Estimate of \$500,000 for all air conditioning replacements
5. Contact Wire Replacement: Estimate of \$300,000 (Materials and Labor for all locations.)
6. Activities and estimated expenditures of \$30mil moved to this project from 645.

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 31,820,000	\$ 18,159	\$ 116,841	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 23,685,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Local	\$ 35,000	\$ 135,000	\$ (100,000)	\$ -	\$ -	\$ -	\$ -	-
TBD	31,785,000	-	100,000	2,000,000	2,000,000	2,000,000	2,000,000	23,685,000
	\$ 31,820,000	\$ 135,000	\$ 0	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 23,685,000

PROJECT NAME	Light Rail Station Enhancements	PROJECT ID	R336
PROJECT CLASS	Infrastructure Program	TIER # 0	High Priority -- 100% funded
START DATE	1-Jul-2015	COMPLETION DATE	31-Dec-2018
PM: Darryl Abansado	EMT: Neil Nance	PC: Bishop	FI: Cherry

PROJECT DESCRIPTION

This is a phased project to improve light rail stations district wide.

Phase 1 Downtown Stations: Reconstruct 7th & Capitol, 8th & Kand St. Rose of Lima/9th & K Stations (\$4,161,500), (8th & Capitol removed due to budget), & demolish 7th & Station (\$118,915).

Phase 2 Key Stations: Roseville Road, 16th Street, Florin, Franklin, Watt/Manlove and Sunrise: Civil improvements, replace signage and site furniture, repainting, additional cameras, Credit Fare Vending Machines (FVMs), platform, parking and shelter lighting upgrades (extent of improvements varies by station).

Phase 3 Remaining Stations: Civil improvements, replace signage and site furniture, repainting, shelter lighting upgrades, additional cameras, Credit Fare Vending Machines (FVMs) (extent of improvements varies by station).

PROJECT JUSTIFICATION

The improvements include: upgrade additional lightings, install additional main and mini-high shelters or awnings (except at 9th/K), replace concrete pavement and mark on 7th Street to allow onstreet boarding, driveway modifications, add fare vending machines, electronic messaging signs, repaint or replace station furnitures, signage, and landscaping/irrigation. Provide signage and repainting improvements at park-and-ride stations (Roseville, Florin, Franklin, City College, Power Inn, Mather, and Sunrise).

STATUS

Project work is ongoing. Additional signage, lighting, and security cameras may be added pending available budget.

- The 7th & K demolition was added to PnP's Phase I Station Improvements Contract. The demolition started 12/12/16, completion pending City installation of street lights.
- 03/13/17: Obtain Board approval to award Phase 2/3 Painting and Civil Repairs contracts.

ISSUES

Project scope continues to be prioritized based on available funding.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 6,628,000	\$ 5,087,414	\$ 1,540,586	\$ -	\$ -	\$ -	\$ -	\$ (0)
Cumulative Expenses	\$	5,087,414	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	6,628,000
Cumulative Funding	\$	6,728,000	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	\$ 6,628,000	6,628,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Local	\$ 6,628,000	\$ 6,728,000	(100,000)	-	-	-	-	-
TBD	0	-	0	-	-	-	-	-
	\$ 6,628,000	\$ 6,728,000	\$ (100,000)	\$ -	\$ -	\$ -	\$ -	-

PROJECT NAME	Automatic Passenger Counters for LRT	PROJECT ID	R355
PROJECT CLASS	Transit Technologies Program	TIER # I	High Priority -- Partially funded
START DATE	1-Jan-2017	COMPLETION DATE	30-Jun-2019
PM: Roger Thorn	EMT: Suzanne Chan	PC:	FI: Cherry

PROJECT DESCRIPTION

Automatic Passenger Counters (APC) are used for passenger counts on the light rail station.. This technology is utilized by many transit agencies across the country.

PROJECT JUSTIFICATION

One of the advantages of APC technology is that it allows data to be collected at reasonable costs to the District, compared to manual passenger counts. Using the APC data along with a properly designed sampling plan, can be used for internal monthly ridership reporting and annual National Transit Database reporting.

STATUS

We are researching available technologies that will provide the desired passenger count data.

ISSUES

The General Manager has identified this as a critical project for SacRT.

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 2,200,000	\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -
Cumulative Expenses	\$ -	\$ -	\$ 1,100,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
Cumulative Funding	\$ -	\$ -	\$ 1,100,000	\$ 1,100,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 900,000	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -
	\$ 2,200,000	\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -

PROJECT NAME	Security, Systems and Communications Infrastructure Upgrade				PROJECT ID	T054	
PROJECT CLASS	Transit Security & Safety			TIER # 0	High Priority -- 100% funded		
START DATE	1-Jul-2017			COMPLETION DATE	31-Mar-2019		
PM:	Roger Thorn	EMT:	Suzanne Chan	PC:	Bishop	FI:	Paglieroni

PROJECT DESCRIPTION

This project will enhance the safety and security features at all SacRT's operational and business facilities, as well as provide upgraded communications and data systems between facilities. These improvements may be made in the form of adding and enhancing security features such as 1) buildings, 2) security obstacles and protective structures such as bollards, fencing, bullet-proof glass, 3) lighting, security alarms, remote sensors, 4) cameras and monitoring systems, 5) microwave, Wi-Fi and fiber optics communications, 6) operations data systems 7) security services and 8) conversion to an electronic citation process.

PROJECT JUSTIFICATION

STATUS

Funding expected to be awarded in the 2nd quarter of FY 2018.

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 413,827	\$ -	\$ 206,912	\$ 206,915	\$ -	\$ -	\$ -	\$ -
Cumulative Expenses	\$ -	\$ -	\$ 206,912	\$ 413,827	\$ 413,827	\$ 413,827	\$ 413,827	\$ 413,827
Cumulative Funding	\$ -	\$ -	\$ 413,827	\$ 413,827	\$ 413,827	\$ 413,827	\$ 413,827	\$ 413,827
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 413,827	\$ -	\$ 413,827	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 413,827	\$ -	\$ 413,827	\$ -	\$ -	\$ -	\$ -	\$ -

Exhibit B

FY 2018 List of All Capital Budget Changes for Fourth Amendment

Project #	Project Name	Total Project Budget (including changes)	Current FY 2018 Project Budget (prior to changes)	FY 2018 Capital Budget Changes	Source	Reason for Budget Change
Section I: New Grants Applied for and Grants Received						
R355	Automatic Passenger Counters for LRT*	\$ 700,000	\$ -	\$ 700,000	State	Grant Applied for
715	Bus Maintenance Facility #2	61,650,577	2,821,281	9,871,960	\$7,897,568 Fed / \$1,974,392 TBD	Grant Applied for
B144	BMF CNG Fueling Facility Upgrades	4,289,581	320,553	3,965,131	\$3,172,105 Fed / \$793,026 Local	Grant Applied for
B149	Circulator Bus Service Expansion	5,460,000	-	5,460,000	\$4,368,000 Fed / \$1,092,000 TBD	Grant Applied for
B150	Watt I-80 Bus Transit Center Relocation and Route Modifications	3,511,358	-	3,511,358	\$2,809,083 Fed / \$702,275 TBD	Grant Applied for
B151	Shuttle Buses and Above Ground Gas Tank	2,000,000	-	2,000,000	Prop 1B PTMISEA	Grant Applied for
R354	FVM / DMS Enhancements NEC / Blue Line	8,626,000	8,026,000	600,000	State	Grant Applied for
T053	Connect Card Initial Project Launch	175,000	-	175,000	Federal/Local	Grant Received
T055	Antiterrorism Patrols	63,805	-	63,805	Federal	Grant Received
Total Grants Applied For and Grants Received		\$ 86,476,321	\$ 11,167,834	\$ 26,347,254		
Section II: Project Updates, Changes, and Reallocations since Third Amendment (Approved on October 23, 2017)						
B145	Major Accident Repair for Bus	\$ 52,542	\$ -	\$ (3,458)	Local	Adjustment
G237	Across the Top System Modification	360,135	56,961	(15,716)	State	Adjustment
R322	Green Line Draft EIS/EIR and Project Development	4,584,292	643,307	218,806	Federal/State	Adjustment
T034	Computer Aided Dispatching System	771,849	70,765	3,849	State	Adjustment
T036	Facilities Safety, Security and Communications Infrastructure Upgrades	389,919	354,187	3,724	State	Adjustment
T037	Operations Computer Systems Replacements	143,416	-	616	State	Adjustment
T038	Upgrades to Security Video and Data Systems	178,813	89,285	1,301	State	Adjustment
T050	Upgrades to Transit Security Systems	15,560	15,480	80	State	Adjustment
T051	Telephone System Replacement	306,823	305,250	1,573	State	Adjustment
T052	Track Warrant Controlled Access System	188,415	187,450	965	State	Adjustment
T054	Security, Sytems & Communications Infrastructure Upgrade	413,827	419,045	(5,218)	State	Adjustment
410	Blue Line to Cosumnes River College	270,000,000	34,925,864	(300,000)	Local	Reallocation
B143	Fare Box Replacements	3,717,800	100,972	76,232	Federal	Reallocation
F	Amtrak/Folsom Light Rail Extension	268,258,283	52,420	(52,120)	Local	Reallocation
F021	General Facilities Improvements	1,300,000	34,224	66,000	Local	Reallocation
G225	Non-Revenue Vehicle Replacement	2,227,731	158,075	290,889	Local	Reallocation
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	25,628,676	2,000,876	29,615	State	Reallocation
R323	Retrofit Light Rail Vehicle Hoist	3,857	1,070	(1,070)	State	Reallocation
R336	Light Rail Station Enhancements	6,628,000	2,119,053	(100,000)	Local	Reallocation
R342	Tire Lease Disposal	78,681	26,319	(26,319)	Local	Reallocation
R350	So. Corridor --Station Impro & TPSS Relocation	5,307,958	-	307,598	Local	Reallocation
R353	UTDC LRV Fleet Improvements	1,450,161	950,161	500,000	State	Reallocation
R355	Automatic Passenger Counters for LRT*	1,500,000	-	400,000	Local/State	Reallocation
T046	Connect Card Implementation-Consultant (Part 2)	118,000	2,396	18,000	Federal or State	Reallocation
Total Adjustments and Reallocations for FY2018 budget		\$ 593,624,738	\$ 42,513,160	\$ 1,415,347		
Grand Total		\$ 680,101,059	\$ 53,680,994	\$ 27,762,601		

*Project R355 listed on two lines. Add together for project total.

FY 2018 Prior Capital Budget Amendments

<u>FY 18 Capital Budget</u>	<u>Amendment 1</u>	<u>Amendment 2</u>	<u>Amendment 3</u>	<u>Amendment 4</u>
Adopted June 12, 2017	Adopted July 24, 2017	Adopted August 14, 2017	Adopted October 23, 2017	Proposed November 14, 2017
<u>\$295,131,367</u>	<u>\$296,081,528</u>	<u>\$296,631,528</u>	<u>\$296,631,528</u>	<u>\$324,394,129</u>