

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
22	06/10/19	Open	Action	06/04/19

Subject: Adopt FY 2020 Operating and Capital Budgets and Vote Allocations and Authorize the Filing of the Transportation Development Act Claim Based on the Adopted FY 2020 Budget

ISSUE

Whether to adopt the FY 2020 Operating and Capital Budgets and vote allocations and authorize the filing of the Transportation Development Act (TDA) claim based on the adopted FY 2020 Budget.

RECOMMENDED ACTION

- A. Accept Public Comment; and
- B. Adopt Resolution No. 19-06-___, Approving the Sacramento Regional Transit District FY 2020 Operating and Capital Budgets and Vote Allocations; and
- C. Adopt Resolution No.19-06-___, Authorizing the Filing of the FY 2020 Transportation Development Act (TDA) Claim Based on the Adopted Budget; and

FISCAL IMPACT

Operating: FY 2020 vs. FY 2019 comparison

	FY 2019	FY 2020	\$ Change	% Change
Operating Budget	\$175,744,240	\$193,039,379	\$17,295,139	9.8%

Note: 75.4% of the \$17.3 million operating budget increase can be attributed to new and enhanced service. See explanation in the Discussion section for further information.

Capital: FY 2020 Capital Budget

Categories	Federal/State Funding	To-be-determined Funding	Total
Facilities	\$ 40,625	\$ 400,000	\$ 440,625
Fleet	545,080	145,499,000	146,044,080
Infrastructure	600,000	59,365,950	59,965,950
Others	5,518,975	25,000	5,543,975
Planning/Studies	492,000	-	492,000
System Expansion	-	18,900,000	18,900,000
FY 2020 Capital Proposed Additions	\$ 7,196,680	\$ 224,189,950	\$ 231,386,630

Note: FY 2020 Capital Budget also includes \$490,960,848 of Carryforward budget authority from previous fiscal years.

Approved:

Presented:

Final 06/05/19

General Manager/CEO

Director, Office of Management & Budget

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DISCUSSION

This report presents SacRT’s Fiscal Year 2020 Operating and Capital Budgets (Exhibit A of Resolution B) for adoption. The proposed budget is based on reasonable assumptions and a plan for a balanced budget in FY 2020.

The Preliminary FY 2020 Operating and Capital Budget was released for a sixty-day review on April 8, 2019. The Public Hearing was opened on May 13, 2019, at which time the public was offered an opportunity to provide feedback regarding the Preliminary Abridged FY 2020 Budget. In addition, SacRT has scheduled additional forums for the public to provide feedback. Feedback from the public is included as Attachment 1.

Since the FY 2020 Preliminary Budget was presented to the Board, Staff has continued to refine the expense plan and monitor revenue projections. The proposed budget reflects a \$17.3 million (9.8%) increase compared to FY 2019 Amended Budget. \$13.0 million (75.4%) of the increase is service related and includes new Elk Grove service, SacForward implementation, expansion of Smart Ride service, annualized cost for Folsom and Light Rail 15-minute headway service, and costs for additional Operators for increased service. The remaining \$4.3 million (24.6%) of the increase reflects contractual increases in salary and benefits in line with Consumer Price Index, an increase in Compressed Natural Gas costs, and costs related to the reduction of the self-insured retention from \$3 million to \$2 million.

**FY 2020 Operating Budget Revisions
Table 1**

Categories	FY 2019 Budget	FY 2020 Preliminary	FY 2020 Proposed	\$ Change to Preliminary	% Change
Operating Revenues					
Fare Revenue	\$25,946,343	\$27,052,067	\$26,198,738	(\$853,329)	-3.3%
Contracted Services	3,830,066	7,685,707	7,685,707	-	0.0%
Other	5,778,000	4,835,000	4,835,000	-	0.0%
State & Local	104,104,791	115,511,066	118,375,393	2,864,327	2.4%
Federal	36,085,040	35,623,390	35,944,541	321,151	0.9%
Total Operating Revenue	\$ 175,744,240	\$ 190,707,230	\$ 193,039,379	\$ 2,332,149	1.2%
Operating Expenses					
Salaries & Benefits	\$ 117,904,513	\$ 131,812,682	\$ 132,333,236	\$ 520,554	0.4%
Professional Services	24,326,628	25,830,198	27,008,813	1,178,615	4.4%
Materials & Supplies	10,391,259	11,251,462	11,252,462	1,000	0.0%
Utilities	7,028,725	7,505,000	7,505,000	-	0.0%
Casualty & Liability	9,231,195	10,024,803	10,840,176	815,373	7.5%
Other	6,861,920	4,283,085	4,099,692	(183,393)	-4.5%
Total Operating Expenses	\$ 175,744,240	\$ 190,707,230	\$ 193,039,379	\$ 2,332,149	1.2%

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Operating Budget

The following is a summary of the adjustments made to the FY 2020 Budget since April 8, 2019. The previously provided April 8, 2019 Budget Issue Paper detailed the changes to the budget from FY 2019.

Revenues

A net increase of \$2,332,149 in projected operating revenues is due to the following:

- *Fare Revenue* decreased by \$853,329 to reflect the most recent Fare Revenue trends and to account for a full year of fare reduction.
- *State & Local* revenues increased by \$2,864,327 due to additional STA SB1 funds provided by the State in the latest allocations and Citrus Heights STA State of Good Repair funds.
- *Federal* revenues increased by \$321,151 due to Folsom Section 5307 Urbanized Area Formula Funds being assigned to Folsom operations.

Expenses

A net increase of \$2,332,149 in projected total expenses is due to the following:

- *Salaries & Benefits* costs increased by \$520,554 due to salary and benefit cost refinements for SacRT and for additional positions for the Elk Grove service contract.
- *Professional Services* costs increased by \$1,178,615 due to increases in Security Services, Legal Services, Paratransit and Human Resources.
- *Casualty & Liability* costs increased by \$815,373 due to a combination of refinements in insurance premium costs and proposed changes to self-insured retention from \$3 million to \$2 million.
- *Other* costs decreased by \$183,393 due to adjustments in property leases and property taxes as well as changes to the Contingency account.

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Capital Budget

Table 2 summarizes the adjustments made to the FY 2020 Capital Budget since April 8, 2019.

Adjustments

The FY 2020 Preliminary Abridged Capital Budget presented to the Board on April 8, 2019 totaled \$227.3 million. The updated FY 2020 Proposed Capital Budget is now \$722.3 million.

The vast majority of the \$495 million budget increase is due to the inclusion of the estimated amount of unspent funds to be carried over from FY 2019 to FY 2020, estimated at \$491 million.

Unlike the Operating Budget, the Capital Budget consists of projects that often take multiple years to complete, and in some cases take multiple years to fully fund. Funds approved for a project that are not spent in the previous fiscal year are typically carried over to the following fiscal year. Similarly, when the Board approves the budget for a large multi-year project in one fiscal year's budget (e.g., Light Rail Station Low Floor Conversions or Siemens Light Rail Fleet Replacement), the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been spent on the project. These carryforward figures were not included in the April 2019 Preliminary Abridged Capital Budget due to the uncertainty of carryforward amounts at that point in the fiscal year. The actual amounts to be carried over from FY 2019 will be reported to the Board as part of the five-year Capital Improvement Plan update in the fall when the books are closed on FY 2019.

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FY 2020 Capital Budget Revisions Table 2

ID	Project	FY 2020 Preliminary Budget	FY 2020 Proposed Budget	Difference
B100	Existing Bus Fleet Replacement	21,499,000	21,499,000	-
B165	Electric Bus Charging Infrastructure	4,165,950	4,165,950	-
F020	HVAC Replacements - Admin & Maintenance Bldgs	40,625	40,625	-
F021	Facilities Maintenance & Improvements	400,000	400,000	-
M004	Revenue Bond, Series 2012 Payment	3,432,725	3,432,725	-
M011	Cemo Circle Environmental	-	25,000	25,000
M016	Zero Emission Fleet Conversion Plan	-	242,000	242,000
M017	Schedule Improv & Physical Coord Planning	-	250,000	250,000
R115	Siemens 1st Series Fleet Replacement (26)	79,800,000	79,800,000	-
R125	CAF LRV Fleet Mid-Life Component Overhaul	24,000,000	24,000,000	-
R314	Light Rail Station Low Floor Vehicle Conversion	54,250,000	54,250,000	-
R353	UTDC LRV Fleet Improvement	-	545,080	545,080
R354	Fare Vending Machine Enhancements	600,000	1,550,000	950,000
R358	Gold Line Service Expansion LRVs	20,200,000	20,200,000	-
R359	Gold Line Side Track	18,900,000	18,900,000	-
<u>Subrecipient Projects</u>				
Q056	FY18-FY19 5307 Paratransit Inc. Mobility Mgmt.	-	400,000	400,000
Q057	FY18-FY19 5339 El Dorado Transit Bus Repl.	-	1,355,747	1,355,747
Q058	FY19 5307/5339 El Dorado Transit Preventive Maint.	-	250,000	250,000
Q059	FY19 5307/5339 El Dorado Transit Bus Washer Retr.	-	80,503	80,503
Subtotal FY20 Budget Request		227,288,300	231,386,630	4,098,330
Carryforward		-	490,960,848	490,960,848
Total		\$227,288,300	\$722,347,478	\$495,059,178

In addition to the \$491 million in estimated carryforward funding that has been added to the budget, the remaining \$4M increase in the budget reflects the following: (1) The addition of approximately \$0.5 million for capital projects funded by recent competitive grant awards; (2) the addition of approximately \$1.5 million in budget authority for high priority projects, which will allow SacRT to fund these projects with future discretionary funds and/or pursue competitive grant funding for them; and (3) the addition of \$2 million in subrecipient pass-through projects that are anticipated in the upcoming fiscal year.

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SacRT projects with Proposed Budget amounts in June that exceed the Preliminary Budget amounts from April include the following:

Fleet Program:

- **UTDC LRV Fleet Improvement (R353)** – Add \$545,080 in funds to hire technicians to help maintain SacRT’s aging UTDC light rail vehicle fleet so that a larger portion of the fleet can reliably run in revenue service.

Other Program:

- **Cemo Circle Environmental (M011)** – Add \$25,000 in funds for oversight of environmental remediation at the Cemo Circle property, which will allow SacRT to proceed with selling the surplus property.

Planning/Studies

- **Zero Emission Fleet Conversion Plan (M016)** – Add \$242,000 in Caltrans Sustainable Communities Planning Grant funds to develop a zero emission bus fleet conversion plan, including a fleet replacement schedule, an assessment of SacRT’s current facilities and capabilities for supporting electrical charging infrastructure, an assessment of the optimal placement of charging infrastructure and bus facilities, a facilities and charging infrastructure phasing plan, and the development of preliminary budgets and funding plans.
- **Schedule Improvement and Physical Coordination Planning (M017)** – Add \$250,000 in Transit and Intercity Rail Capital Program (TIRCP) grant funds to plan for schedule improvements and physical coordination at major intermodal stations in SacRT’s service area, including the Sacramento Valley Station (SVS) and the future Midtown Station. As a condition of receiving 2018 TIRCP grant funds, the California State Transportation Agency (CalSTA) has required that most 2018 TIRCP grant recipients, including SacRT, conduct network integration projects such as this, with the goal of improving the overall integration of the state’s transit network. CalSTA awarded \$250,000 of TIRCP funds to SacRT for this purpose.

Infrastructure Program

- **Fare Vending Machine Enhancements (R354)** – Add \$950,000 to expand the scope of the Fare Vending Machine (FVM) enhancement project to include the replacement of old (obsolete) FVMs at Gold Line and Green Line stations. The current project budget includes only funds to replace old FVMs on the Blue Line because the available grant funding was restricted to that line. New FVMs will be more reliable and inexpensive to maintain, and will accept multiple forms of payment.

It’s important to keep in mind a significant portion of the amounts included in the Capital Budget are reliant on funding being made available from Federal, State, and other outside agencies. Additional details regarding these projects are included in Exhibit A.

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Recommended Board Action

Staff recommends that the Board close the Public Hearing and adopt the FY 2020 Operating and Capital Budgets and vote allocation.

Consistent with past practice, Staff recommends that the Board delegate the authority to the General Manager/CEO to file the FY2020 Transportation Development Act (TDA) claim for an amount not to exceed SacRT's apportionment sufficient to claim all available current and prior year funds available for SacRT.

Note: The District's TDA claim includes the annual allocation amount of \$1,718,201 to SACOG for transportation planning purposes. These funds are not included in the SacRT's FY 2020 Operating Budget, as they are paid directly to SACOG.

FY 2020 Budget Public Comments Received

Public Comment:

Cat Karell – cat4cats139@gmail.com – May 9, 2019

I have viewed the abridged budget for Sac RT Fiscal Year 2020 online. I have no objections or comments about the various provisions per se.

However, I have a distinct criticism to make with respect to the several pie charts which are embedded within the budget. They are color coded, which in itself is fine. However, when viewing the document online the legends showing the colors are almost indistinguishable. Either of the following needs to be done henceforth. I say this because more and more people view documents online rather than the printed paper version.

1. Make the boxes next to the legend statements MUCH larger so that the color is clear when viewed online.
2. Use numbering in addition to the color coding. The numbering would be next to the text for the color on the legend and ALSO in the portion of the relative part of the pie chart, or right outside when the percentage for that portion of the pie chart is outside the pie.

The rest of the report is well prepared.

SacRT Response:

Thank you for your comments. We will make these changes when the adopted budget is posted to our website.

Public Comment:

Jacqueline Henderson – jahenderson61@yahoo.com – May 9, 2019, May 12, 2019

I'd like to submit this comment as a follow up to the telephone message I left re: the May 13th, 2019 SacRT Public Hearing. Will Regional Transit consider changing its electrical utility from PG and E to SMUD to power light rail lines? Since PG and E has gone bankrupt, it may be more cost efficient to use SMUD as a utility carrier with its lower rates as a local electricity provider.

Thank you for your consideration and cooperation in this matter.

Sincerely,

Jacqueline Henderson

32 year RT rider

SacRT Response:

Thank you for your comments. We currently use SMUD and do not use PG&E.

Public Comment:

Sarah Kerber – sarah@organizesacramento.org – May 9, 2019

Our members have been reviewing the board documents and are starting to flow questions. One that I've gotten repeatedly with regards to the Route Optimization is as weekends service is increased, if there is a plan to bring back customer service advocates on weekends to work the phones? Currently, if a rider has an issue with their ride on weekends there is no-one they can contact in real time to address the issue or get help. We anticipate that the changes caused by the ROS will result in many riders needing additional real-time assistance, on weekdays and weekends. We've looked through the documents but the only mention I see that might address the issues is this: The effort will also seek public input regarding the expansion and customer service priorities for SacRT with increases in funding.

Do you have any more information on the plan to improve customer service and staff phones on weekends? I know we have spoken at Board meetings about this issue before and wanted to see if there was a plan in the budget to improve this service. Any information you can provide before our Saturday meeting or the Monday Board Meeting would be greatly appreciated and help inform our comments to the Board.

Thanks!

Sarah Kerber

SacRT Response:

As part of the SacRT Forward network that was adopted by the Board earlier this year, SacRT will be spending an additional \$4 million on services and overall rider enhancements (new bus shelters, new bus signs, etc). These improvements include additional customer service and security staff.

At this time, we are making plans to have the Customer Satisfaction department open on Saturdays* to provide information about the new route and schedules for the first month on a temporary basis. As we launch, we will also deploy up to 100 temporary staff members out in the field providing assistance. We will adjust accordingly if there is a large demand.

As for deploying additional staffing for phone calls, customers can use the online Trip Planner and access next bus information through our website. Customers can

contact/communicate with a representative in the SOC if they need immediate assistance after-hours (as they do today). That line is staffed 24/7.

**See revised response on page 4 of public comments regarding weekend Customer Service hours.*

Public Comment:

Sarah Kerber – sarah@organizesacramento.org – May 12, 2019

Item 13: Preliminary FY 2020 Operating and Capital Budgets

The preliminary budget documents do not address increased customer service and support as a result of the changes of the Route Optimization (ROS) being implemented on September 8, 2019. We anticipate that the changes caused by the ROS will result in many riders needing additional real-time assistance, on weekdays and weekends. Currently, if a rider has an issue with their ride on weekends or in the evening there is no one they can contact in real time to address the issue or get help. We request that SacRT staff provide the Board and members of the public with a funding plan as part of the budget process to improve customer service during this critical period. We believe that improving customer service is a critical part of improving rider experience and having real time support, especially as changes are being rolled out, will be essential to the project's success.

SacRT Response:

As part of the roll out plan, SacRT staff has weekly meetings to ensure the success of the SacRT Forward Project. Staff has a detailed estimate for all the costs necessary to bring about a plan that involves all parts of the organization. This level of detail is typically not provided in the operating budget; however, we can provide this to you via email.

Public Comments from the SacTRU Meeting (various attendees) May 18, 2019

- Comment: Will SacRT make a commitment not to roll out any more rear loading microtransit vehicles?
- Response: Yes, the next procurement of microtransit vehicles will not be rear loading.
- Comment: Send latest SmarT Ride plans - future service areas and start dates.
- Response: The next service area to be rolled-out will be downtown, anticipated for 8/1/19. Following that, the Gerber service area will be next, anticipated for 9/1/19.

- Comment: What is the operating cost of fixed route vs. operating cost of Smart Ride?
- Response: Cost per Revenue Hour. Fixed-route = \$137.72, Demand Response = \$108.48 (fully burdened)
- Comment: Requesting presentation to both MAC and the SacRT Board about the Low Floor Light Rail Vehicle project.
- Response: Absolutely, please work with Janice Labrado: jlabrado@sacrt.com
- Comment: What is this new low floor service going to look like?
- Response: It will look similar to the low-floor vehicles that are being operating by other transit agencies such as in San Diego, Portland, and Seattle.
- Comment: Let us know when funding agencies (STA, SACOG) are making decisions with regard to transit funding so that we can advocate.
- Response: Absolutely.
- Comment: Are there upcoming STA meetings re: the renegotiating of the original Measure A distribution?
- Response: The meetings are upcoming. Please go to the Sacramento Transportation Authority's website for more information <http://www.sacta.org/>
- Comment: Need real time customer service on weekends and nights during SacRTForward roll-out, INCLUDING SUNDAYS. In his response, Henry indicated that Saturday's would be covered, but they want Sundays covered too. Jamie promised that she would attend a future SacTRU meeting, but they cannot wait for the next meeting since the Budget will be adopted on June 10. They will be bringing their concerns up to the Board at that meeting.
- *Response: We have looked into this further and will absolutely provide customers service on Saturdays and Sundays during the SacRT Forward roll-out period.

RESOLUTION NO. 19-06-_____

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

June 10, 2019

**APPROVING THE SACRAMENTO REGIONAL TRANSIT DISTRICT
FY 2020 OPERATING, DEBT SERVICE, CAPITAL BUDGETS
AND VOTE ALLOCATION**

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

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

THAT, the Sacramento Regional Transit District's FY 2020 Operating Budget of \$193.0 million and Capital Budget of \$722.3 million as set forth in attached Exhibit A, are hereby approved.

THAT, the following voting distribution for FY 2020 as tabulated in the "Schedule of Weighted Voting Distribution" in the attached Exhibit A, is hereby approved.

Jurisdiction	Votes
County of Sacramento	37
City of Sacramento	32
City of Rancho Cordova	9
City of Citrus Heights	10
City of Elk Grove	3
City of Folsom	9
Total	100

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



Sacramento Regional Transit District

Abridged Budget
Fiscal Year 2019-2020

June 10, 2019

Table of Contents

Board of Directors.....	3
Executive Management Team	4
Office of Management & Budget Team.....	4
Organizational Structure	5
District Overview.....	6
District Profile.....	6
Strategic Plan	7
Budget Process	10
Voting System.....	11
SacRT Major Goals and Objectives in FY 2020.....	13
Operating Budget Summary	14
Revenues.....	14
Expenses.....	17
Positions.....	20
Capital Improvement Plan.....	23
Project Overview.....	23
Impact of Capital Improvements on the Operating Budget	24
Capital Improvements by Category.....	25
Capital Project Funding Addition Descriptions	31



Board of Directors

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County of Sacramento

Steve Hansen, Vice Chair
City of Sacramento

Linda Budge
City of Rancho Cordova

Jeff Harris
City of Sacramento

Kerri Howell
City of Folsom

Pat Hume
City of Elk Grove

Rick Jennings II
City of Sacramento

Steve Miller
City of Citrus Heights

Don Nottoli
County of Sacramento

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County of Sacramento

Board of Directors Alternate

Steven Detrick
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Jeff Slowey
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Brent Bernegger
VP, Finance and Procurement/CFO

Douglas Cook
VP, Operations

Laura Ham
VP, Planning and Engineering

Justin Risley
VP, Security and Safety (Acting)

Shelly Valenton
VP, Integrated Services and Strategic Initiatives

Office of Management & Budget Team

David Goldman
Director, Office Management & Budget

Maureen Ring
Grants Manager

Nadia Mokhov
Senior Financial Analyst

Carol Cherry
Senior Grants Analyst

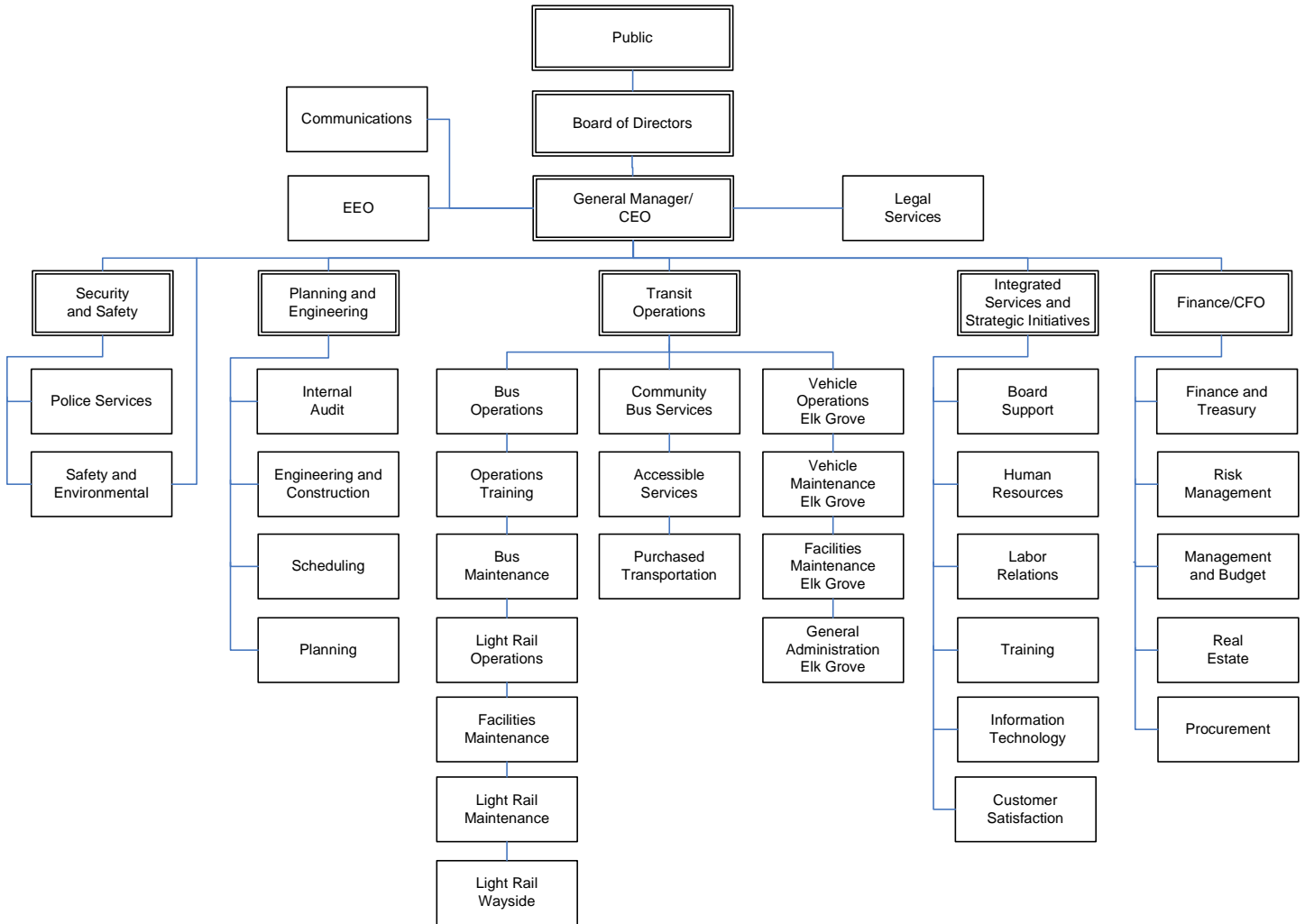
Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Kristen Mazur
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



District Overview District Profile

Facts

<p style="text-align: center;">Sacramento Regional Transit District (SacRT)</p>	<p>Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County</p>
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Bus Service	
Power	Compressed Natural Gas, Diesel, Gasoline
Routes	70
Schedule	4:41 am to 11:38 pm daily
Stops	3,100+
Vehicles	192 - 40' CNG Buses 34 - Shuttle Vans
Annual Ridership	10,500,000

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	10,400,000

Paratransit	
ADA Passenger Trips Provided	282,909
ADA Vehicle Revenue Miles	3,427,446
Vehicles	101

Passenger Amenities/ Customer Service	
Transfer Centers	32
Park & Ride	22
Annual Customer Service Calls	118,961
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

History	
Apr 1, 1973	Began operations by acquiring the assets of Sacramento Transit Authority
1973	Completed new maintenance facility and purchased 103 new buses
1987	Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento
Sep 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line corridor
Sep 2003	Opened the South Line, extending light rail to South Sacramento
Jun 2004	Extended light rail from Mather Field/Mills to Sunrise Boulevard
Oct 2005	Extended light rail from Sunrise Boulevard to Folsom, including four new stations
Dec 2006	Extended light rail from downtown Sacramento to Sacramento Amtrak station
Jun 2012	Opened the Green Line, connecting downtown Sacramento to the River District
September 2015	Extended light rail from Meadowview to Cosumnes River College
February 2018	Started Microtransit/SmarRT Ride services
January 2019	Annexed Citrus Heights and Folsom services
July 2019	Will provide Elk Grove services under contract

Strategic Plan

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

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

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

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

This plan is SacRT's commitment to the people of the Sacramento Region. SacRT will accomplish this through regional leadership and by providing quality service in a respectful and sustainable manner. SacRT will continue to focus on customer service and provide safe, clean, and reliable transportation service. To prepare for future needs in the 21st Century, SacRT will build and continuously develop a highly skilled transportation workforce. SacRT will continue to challenge itself to meet the growing transportation needs of the Sacramento Region.

The SacRT Strategic Plan's Mission, Vision, Values, and Goals are listed on the following page. The plan is best seen as an evolving process, not a rigid or fixed document. This plan will change as the needs of the Region change and will reflect the transportation requirements of the Region.



Strategic Plan (continued)

Mission Statement

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

Vision Statement

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

Values

- Quality Service & Innovation: SacRT is committed to providing safe, reliable, and cost efficient public transit services, and initiating innovative technologies to improve service effectiveness.
- Customer Service: SacRT places customers first by providing quality transit services and amenities with convenient and easily understood access at an affordable price.
- Respect & Professionalism: SacRT is committed to treating its customers and employees with dignity and respect, recognizing the importance and value of each individual.
- Fiscal Responsibility: SacRT is committed to the pursuit of efficient use of resources and of secure and stable funding sources.
- Integrity & Accountability: SacRT acknowledges its responsibility for actions and performance with an uncompromising commitment to truth, honesty and high ethical standards. SacRT is committed to compliance with regulatory requirements and industry standards and efforts to improve upon existing practices.
- Quality, Diverse & Positive Work Force: SacRT is committed to increasing employee effectiveness and satisfaction through effective communication, teamwork, appropriate resource availability, appreciation of varied abilities, and professional development opportunities.
- Regional Leadership & Coordination: SacRT is committed to work with area stakeholders to create a “world class” transit system that supports livable communities and related efforts.
- Health and Safety: SacRT is committed to achieve an optimal level of safety for our employees, customers and the general public by minimizing risk of injury and property loss and promoting a sound safety culture throughout the organization.
- Sustainability: SacRT is committed to environmentally sensitive services and practices.

Goals

Fundamental Goals

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

Strategic Plan (continued)

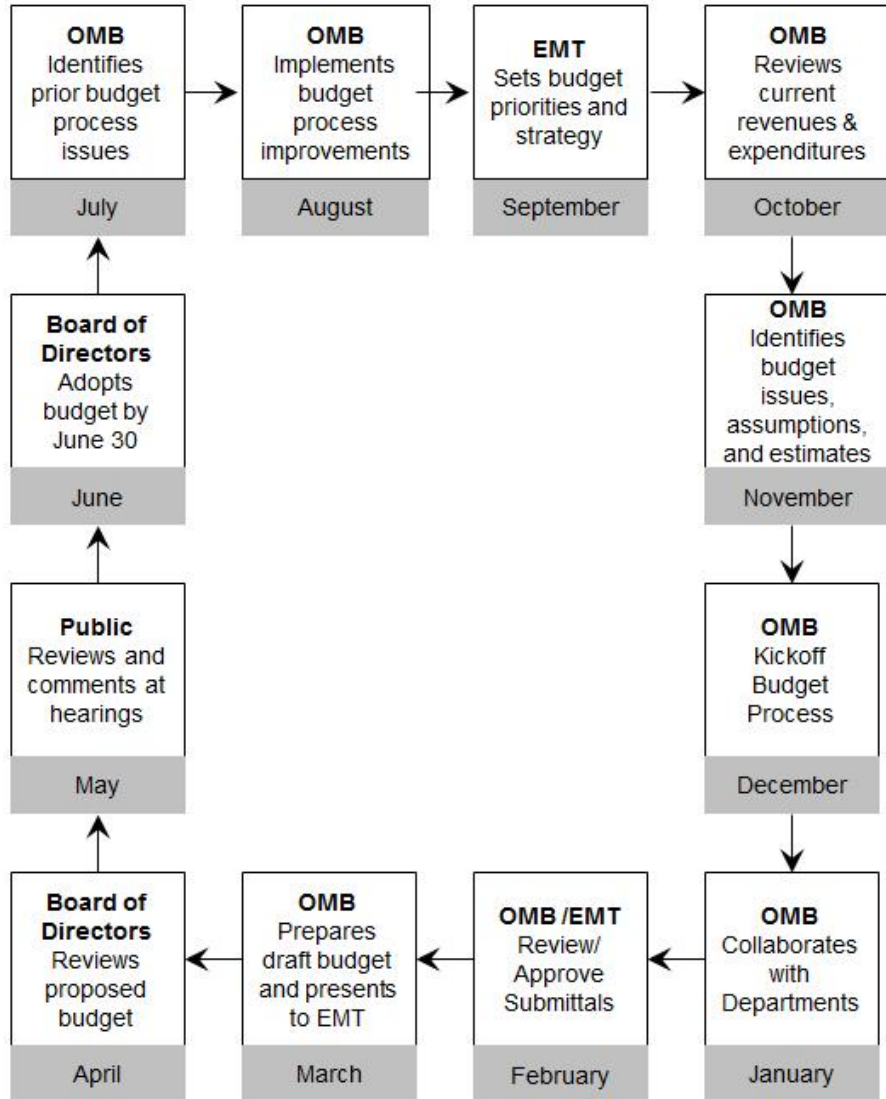
Growth Goals

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



Budget Process

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



Voting System

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

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

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

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

On March 12, 2007, the SacRT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the Proposed budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares effective for FY 2019 and for the FY 2020 Proposed Abridged Budget is shown in the table below. A detailed FY 2020 Schedule of Weighted Voting is shown on the next page.

Vote Shares By Jurisdiction

Jurisdiction	Status	Shares - FY 2019 With Annexations	Shares – FY 2020 Budget
County of Sacramento	Annex	37	37
City of Sacramento	Annex	32	32
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Contract	10	10
City of Elk Grove	Contract	3	3
City of Folsom	Contract	9	9
Total		100	100

Voting System (continued)

Fiscal Year 2020 Schedule of Weighted Voting Distribution

Base Values*

Federal Financial Information

Code Section:	<u>FY 19 Federal Funds Available in the Sacramento MSA¹</u>	40,039,523	1. Federal Funds are draft only and subject to change based on SACOG's approval of the apportionments prior to final budget adoption.				
102205(b)(6)							
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	4,633,763					
102205(b)(8)	<u>FY 19 Federal Funds Available for use in RT Service Area:</u>	35,405,760					

Jurisdiction Specific Values

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102205(b)(10) <u>Population:**</u>	501,344	588,798	74,210	87,731	78,447	172,116	1,502,646	
<u>Proportionate Population:</u>	33.36%	39.18%	4.94%	5.84%	5.22%	11.45%	100%	
<u>Member:</u>	Yes	Yes	Yes	Yes	Yes	No		
102100.2, 102100.3	4	3	1	1	1	1	11	
102105.1(d)(2)(D)	<u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>	11,811,362	13,871,977	1,749,045	2,067,696	1,848,181	4,053,960	35,402,221
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 20 State TDA Funds Made Available to RT:</u>	25,453,320	28,309,025	3,767,654	4,454,117	4,033,498	0	66,017,614
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 20 Funds Provided Under Contract:</u>	350,000	-	450,000	0	0	350,000	1,150,000
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 20 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	37,614,682	42,181,002	5,966,699	6,521,813	5,881,679	4,403,960	102,569,835
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	36.67%	41.12%	5.82%	6.36%	5.73%	4.29%	100%

Voting Calculation

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102105.1(d)(1)	<u>Incentive Shares (5 for member jurisdictions)</u>	5	5	5	5	5	0	25
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	27.5025	30.8400	4.3650	4.7700	4.2975	3.2175	75
102105.1(d)(3)	<u>Total Shares:</u>	32.5025	35.8400	9.3650	9.7700	9.2975	3.2175	100
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	32	36	9	10	9	3	99
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	32	37	9	10	9	3	100
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
Member 1	8	13	9	10	9	3		
Member 2	8	12	N/A	N/A	N/A	N/A		
Member 3	8	12	N/A	N/A	N/A	N/A		
Member 4	8	N/A	N/A	N/A	N/A	N/A		
Member 5	N/A	N/A	N/A	N/A	N/A	N/A		
	<u>Total Votes:</u>	32	37	9	10	9	3	100

* In addition to the funding identified above, RT projects the following funds for operating purposes: \$48,413,127 - Measure A

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

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

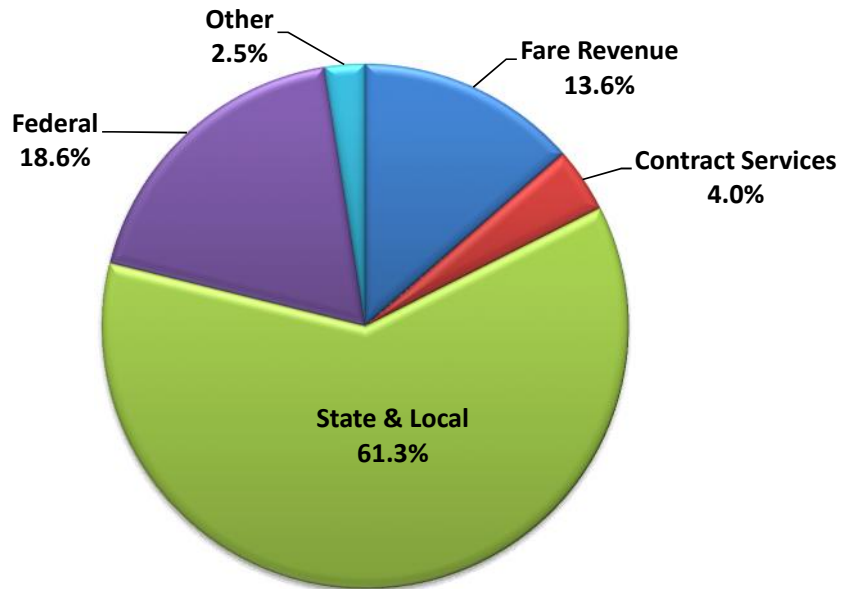
SacRT Major Goals and Objectives in FY 2020

- **Strategic Planning & System Development**
Envision a more expansive, convenient and frequent public transit network. Identify service enhancements, infrastructure, capital improvements project that will attract more riders to the SacRT system.
- **Financial Stability, Accountability, & Business Process Optimization**
SacRT is dedicated to strengthening our financial footing by tapping innovative revenue sources and conducting relentless organizational optimization to fund our current level of service, state of good repair initiatives, maintenance and capital investments, and build reserves. Moving forward, SacRT will continue to identify and implement cost-cutting measures to maximize efficiencies and minimize duplication, consistent with operating like a true business. SacRT will continue to seek operating revenues through more local, state and federal funding, as well as pursue capital grant opportunities.
- **Strategic Vision, Innovations, & Best Practices**
Develop and implement industry best practices by re-imagining a more innovative service network and leveraging new technologies to improve the customer experience by making it easier to ride transit, receive information, and pay fare.
- **System Security**
Prioritize security efforts by implementing industry best practices and response to customer concerns over safety and security.
- **Operational and Occupational Safety**
Focus on employee and customer safety through better training, data collection, use of technology, and public education. SacRT will maintain strong relationships with regulatory agencies and seek guidance whenever necessary.
- **Strategic Communications and Partnerships**
Ensuring that SacRT customers can intuitively navigate the bus and light rail system is critical to attracting new customers and building ridership. To ensure this, SacRT will continue to promote programs and incentive options that will encourage more people to try transit, and educate the public about the benefits of transit and how local funding is important to create a “world class” public transit system.
- **Organizational Excellence and Performance Management**
Make positive transformations that include building a strong workforce, negotiating fair and equitable labor and non-labor agreements, implementing cost-saving alternatives and progressing efforts to make a significant change in organizational culture.

Operating Budget Summary

Revenues

FY 2020 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2017 Actual	FY 2018 Actual	FY 2019 Budget	FY 2020 Budget	FY 2020 to FY 2019	
					\$ Change	% Change
Fare Revenue	\$ 30,487	\$ 27,276	\$ 25,946	\$ 26,198	\$ 251	1.0%
Contract Services	6,260	6,420	3,830	7,686	3,856	100.7%
State & Local	86,911	93,339	104,105	118,375	14,270	13.7%
Federal	34,467	37,060	36,085	35,945	(140)	-0.4%
Other	4,357	5,006	5,778	4,835	(943)	-16.3%
Total	\$ 162,482	\$ 169,101	\$ 175,744	\$ 193,039	\$ 17,294	9.8%
Operating Surplus/(Deficit)	2,159	9,172				
Operating Revenue	\$ 160,323	\$ 159,929	\$ 175,744	\$ 193,039	\$ 17,294	9.8%
<i>Working Capital</i>	-	4,000				
<i>Operating Reserve Change</i>	2,159	5,172				

Revenues (continued)

Fare Revenue

This category includes the revenues from carrying passengers. This is money paid by the transit riders to use transit services, but also includes special transit fares from Los Rios Community College District (Los Rios) and California State University, Sacramento (CSUS) Student pass programs.

The FY 2020 Proposed Budget proposes \$26.2 million in Fare Revenue, an increase of \$0.3 million (1.0%) from the FY 2019 Amended Budget of \$25.9 million.

- Fare Revenue is anticipated to increase slightly due to implementation of additional SmarT ride service and full year of operating Folsom service.

Contracted Services

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

The FY 2020 Proposed Budget proposes \$7.7 million in Contracted Services revenue, an increase of \$3.9 million (100.7%) from the FY 2019 Amended Budget of \$3.8 million.

- This reflects an increase of \$6.4 million in Elk Grove contracted services due a new contract for e-Tran services.
- This also reflects a decrease of \$0.7 million and \$2.0 million in Folsom and Citrus Heights contracted services respectively due to annexation agreements with Cities of Folsom and Citrus Heights effective January 1, 2019.
- This reflects an increase of \$0.2 million in North Natomas contract due to service level for the second year of the contract.

State & Local

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

The FY 2020 Proposed Budget proposes \$118.4 million in state and local funding revenue, an increase of \$14.3 million (13.7%) from the FY 2019 Amended Budget of \$104.1 million.

- This reflects a \$1.6 million or 3.7% increase in sales tax estimates for Measure A over the FY 2019 Amended Budget.
- This also reflects a \$1.3 million increase in Neighborhood Shuttle Measure A for SmarT Ride service.
- This includes a \$4.1 million or 7.6% increase in TDA revenue (LTF and STA) allocated to SacRT not including Cities of Folsom and Citrus Heights.
- This budget includes \$4.5 million of TDA revenue for City of Citrus Heights and \$4.0 million for City of Folsom.

Revenues (continued)

- This also includes a \$1.3 million increase in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.
- This includes a reduction of \$3.4 million in TDA-STA for Revenue Bond payment.

Federal

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

The FY 2020 Proposed Budget proposes \$35.94 million in federal funding, a reduction of \$0.14 million (0.4%) from the FY 2019 Amended Budget of \$36.08 million.

- This includes \$1.1 million in Job Access/Reverse Commute funding, which is the similar level of funding as in FY 2019.
- Section 5307 Urbanized Area federal funding is projected to increase \$0.8 million (4.1%) compared to last year.
- Section 5337 State of Good Repair funding is projected to decrease \$0.5 million (3.8 %) compared to last year.
- This budget reflects elimination of Sacramento Energy Clean Air (SECAT) funding due to the expenditure of funds in FY 2019.

Other

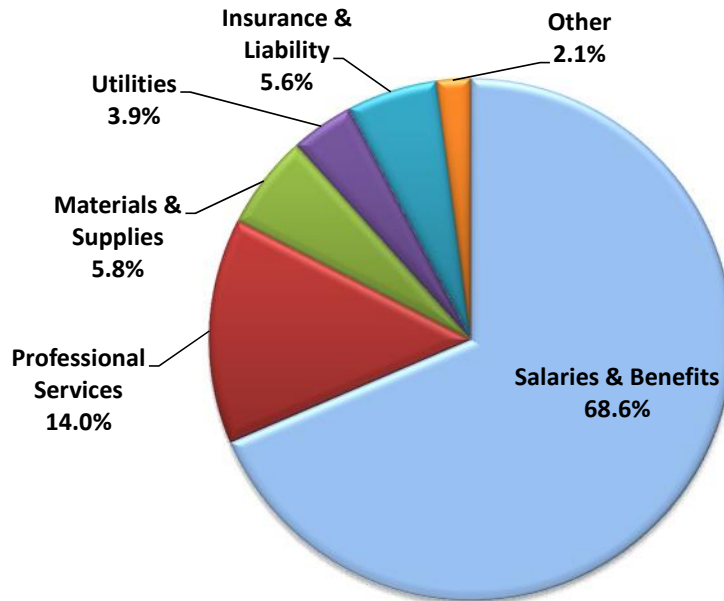
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2020 Proposed Budget includes \$4.84 million in other revenue, which is a reduction of \$0.94 million (16.3%) from the FY 2019 Amended Budget of \$5.78 million.

- This includes \$0.6 million in ECOS settlement revenue for Folsom late night service.
- This includes \$1.7 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is the same as FY 2019 Amended Budget.
- This includes elimination of Park N Ride revenue.
- This includes a reduction of \$0.8 million in Miscellaneous Income due to one-time revenue received in FY 2019 and eliminating those revenue sources in FY 2020.

Expenses

FY 2020 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2017 Actual	FY 2018 Actual	FY 2019 Budget	FY 2020 Budget	FY 2020 to FY 2019	
					\$ Change	% Change
Salaries & Benefits	\$ 106,940	\$ 109,150	\$ 117,905	\$ 132,333	\$ 14,429	12.2%
Professional Services	26,423	22,331	24,327	27,009	2,682	11.0%
Materials & Supplies	8,932	9,309	10,390	11,252	862	8.3%
Utilities	6,619	6,995	7,029	7,505	476	6.8%
Insurance & Liability	9,317	9,300	9,231	10,840	1,609	17.4%
Other	2,092	2,845	6,862	4,100	(2,762)	-40.3%
Operating Expenses	\$ 160,323	\$ 159,930	\$ 175,744	\$ 193,039	\$ 17,296	9.8%

Expenses (continued)

Salaries & Benefits

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

The FY 2020 Proposed Budget proposes \$132.3 million for salaries and benefits, an increase of \$14.4 million (12.2%) from the FY 2019 Amended Budget of \$117.9 million.

- The Fiscal Year 2020 Proposed Budget includes 1,257 funded positions, which is an increase of 67 funded positions from the Fiscal Year 2019 Amended Budget of 1,190 funded positions. See Positions section on page 21 for details.
- Straight time pay, overtime and personal service contract costs increased by \$7.7 million (11.4%) from the FY 2019 Amended Budget of \$67.4 million. This reflects various District position salary adjustments and the cost of additional positions for SacRT new services such as Elk Grove, Folsom, SacForward and expansion of SmaRT ride services.
- Fringe Benefit costs increased by \$5.3 million (9.8%) from the FY 2019 Amended Budget of \$54.1 million. This reflects an increase of \$0.6 million in FICA costs, \$1.4 million in pension costs, \$1.8 million in medical, dental, life and vision costs, and \$1.0 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings have resulted in a reduction of \$1.5 million (41.0%) compared to the FY 2019 Amended Budget. This represents labor charged to capital projects and other initiatives such as the Connect Card Consortium which results in a reduction in costs.

Professional Services

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

The FY 2020 Proposed Budget proposes \$27.0 million for Professional Services, an increase of \$2.7 million (11.0%) from the FY 2019 Amended Budget of \$24.3 million.

- This reflects a \$0.4 million reduction for ADA Paratransit cost due to projected reduction in a number of trips.
- This includes a \$1.5 million increase in security services cost due to changes in the Transit Ambassador's program, as well as contractual wage increases for contracted police.
- This includes a \$0.9 million increase for Media Advertising for public outreach events to promote new services.
- This includes additional cost for SacForward, SmaRT Ride, Folsom and Elk Grove services.
- This reflects the FY 2020 portion of multi-year contracts for professional services.

Materials & Supplies

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

The FY 2020 Proposed Budget proposes \$11.3 million for materials and supplies, an increase of \$0.9 million (8.3%) from the FY 2019 Amended Budget of \$10.4 million.

Expenses (continued)

- This reflects an increase in CNG cost of \$0.5 million.
- This includes a \$0.2 million increase in bus parts due to new services.

Utilities

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

The FY 2020 Proposed Budget proposes \$7.5 million for Utilities, an increase of \$0.5 million (6.8%) from the FY 2019 Amended Budget of \$7.0 million.

- This includes increases in costs for natural gas, water, electricity, garbage, and LRV traction power.
- It also includes an increase of \$0.3 million in traction power due to annualized impact of Folsom late night service and light rail 15-minute weekend service.

Insurance & Liability

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

The FY 2020 Proposed Budget proposes \$10.8 million for Insurance & Liability, an increase of approximately \$1.6 million (17.4%) from the FY 2019 Amended Budget of \$9.2 million.

- This reflects an increase of \$0.4 million in the projected claims reserves for Property and Liability for FY 2020 related to new service.
- This also reflects a decrease of \$0.1 million in the projected claims reserves for Workers' Compensation for FY 2020.
- The budget includes a reduction in self-insured retention from \$3 million to \$2 million and increase in Excess Liability by additional \$0.6 million as a result of this change.
- This also reflects the FY 2020 insurance premium costs.

Other

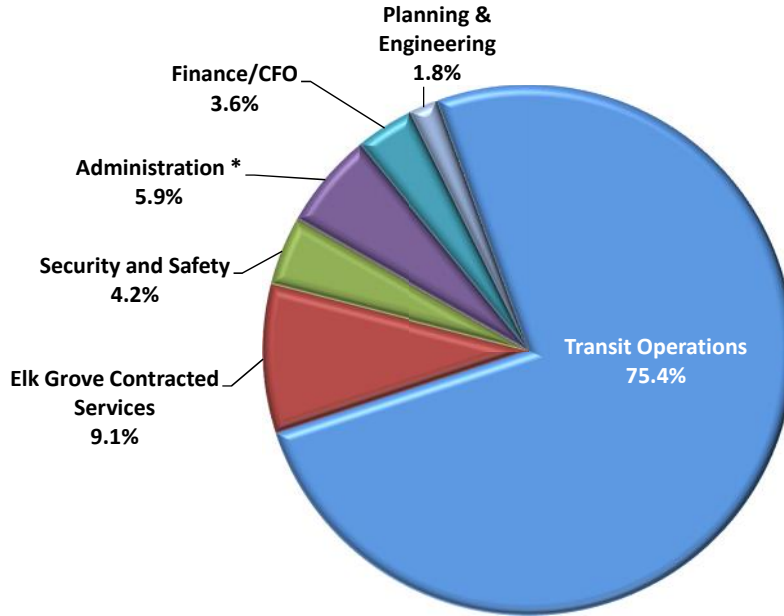
This category includes but is not limited to travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2020 Proposed Budget proposes \$4.1 million for other expenditures, a decrease of \$2.8 million (-40.3%) from the FY 2019 Amended Budget of \$6.9 million.

- This includes \$0.85 million in Connect Card fees, which is SacRT's portion of running the Connect Card Regional Service Center. This is a \$0.1 million increase in cost compared to FY 2019 Amended Budget. It should be noted that most of these costs are recovered via cost recovery in the salary and benefits section.
- This reflects an increase of \$0.1 million in events and sponsorships.
- This also reflects a reduction of \$3.5 million for the Budget Stabilization account and an increase of \$0.3 million in Contingency.

Positions

The Fiscal Year 2020 Proposed Budget includes total of 1,257 full time and part time positions, which is an increase of 67 positions from the Fiscal Year 2019 Amended Budget of 1,190 positions .



* Administration includes Office of the General Manager, Office of the Chief Counsel, Administration and Communications & Partnerships

Division	FY 2017 Funded	FY 2018 Funded	FY 2019 Funded	FY 2020 Funded	FY 2020 to FY 2019
General Manager/CEO	6	7	26	19	-7
Office of the Chief Counsel	16	11	0	0	0
Planning & Engineering	4	20	28	22	-6
Transit Services	779	792	856	949	93
Integrated Services & Strategic Initiatives	73	25	0	55	55
Engineering & Facilities	57	46	48	0	-48
Finance/CFO	0	39	48	45	-3
Communications & Partnerships	33	28	30	0	-30
Security and Safety	37	70	73	53	-20
Elk Grove Contracted Services	0	0	81	114	33
Total	1,005	1,038	1,190	1,257	67

Positions (continued)

In May 2019, SacRT made some significant changes to the organizational structure, which will streamline decision making and expedite many of our processes. The changes proposed are significant and comprehensive, impacting many divisions and are intended to align and stabilize the organization for the coming years.

From FY 2019 to FY 2020, SacRT had a net increase of 91 funded positions. The changes reflected in the FY 2020 Proposed budget are as follows:

General Manager/CEO Division had a net decrease of 7 funded positions. The position change is as follows:

- Deactivated 1 Deputy General Manager/COO.
- Transferred 2 in EEO from Planning and Engineering Division.
- Transferred 6 in Legal from Planning and Engineering Division.
- Transferred 7 in Marketing from Communications & Partnerships Division.
- Transferred 3 in Labor Relations to Integrated Services and Strategic Initiatives Division.
- Transferred 3 in Safety to Security and Safety Division.
- Transferred 15 in IT to Integrated Services and Strategic Initiatives Division.

Planning and Engineering Division formally called Planning and Accountability Division had a net decrease of 6 funded positions. The position change is as follows:

- Transferred 2 in EEO to GM/CEO Division.
- Transferred 1 in Board Support to Integrated Services and Strategic Initiatives Division.
- Transferred 1 Senior Administrative Assistant from Engineering and Facilities Division.
- Transferred 1 DBE Liaison Officer from Communications and Partnerships Division.
- Transferred 7 from Engineering and Facilities Division to Project Development and Construction, which is combined from System Engineering, Civil and Track, Construction Management and Project Management.
- Transferred 5 in Scheduling from Transit Services Division.
- Transferred 6 in Legal to GM/CEO Division.
- Transferred 6 in Procurement to Finance/CFO Division.
- Transferred 6 in Accessible Services to Transit Services Division.
- Added 1 AVP, Planning, Scheduling and Assessment.

Operations Division had a net increase of 93 funded positions. The position changes are as follows:

- Deactivated 1 Director, Operations Projects.
- Added 20 Bus Operators: 15 Sac Forward initiatives and 5 for Route 51x and new school trippers.
- Funded 37 positions: 1 Bus Service Worker, 1 Maintenance Supervisor – Bus, 2 Transportation Supervisors, 1 Facilities and Grounds Worker I, 1 Facilities Service Worker, 2 Storekeeper, 3 Lineworker Technician, 1 Community Bus Service Operator – Folsom, 24 Community Bus Service Operator – SmartRT Ride and 1 Director, Community and Contract Bus Services.
- Transferred 36 in Facilities Maintenance from Engineering and Facilities Division.
- Transferred 5 in Scheduling to Planning and Engineering Division.
- Transferred 6 in Accessible Service from Planning and Engineering Division.

Integrated Services and Strategic Initiatives Division was created during the reorganization. It had a net increase of 55 positions. The position changes are as follows:

- Transferred 1 in Board Support from Planning and Engineering Division.
- Transferred 1 Director, Labor Relations from GM/CEO and reclassified to AVP, Employee and Labor Relations.
- Transferred 2 in Labor Relations from GM/CEO Division.

- Transferred 1 Chief of Staff from GM/CEO Division and reclassified to VP, Integrated Services and Strategic Initiative.
- Transferred 12 in Human Resources from Finance/CFO Division.
- Transferred 15 in IT from GM/CEO Division.
- Transferred 21 in Customer Advocacy and Customer Services and combined into Customer Satisfaction from Communications and Partnerships Division.
- Added 2 positions: 1 Administrative Assistant I in HR and 1 IT Business Systems Analyst in IT.

Engineering and Facilities Division was eliminated during the reorganization. It had a net decrease of 48 positions. The position changes are as follows:

- Transferred 36 in Facilities to Operations Division.
- Transferred 8 to Planning and Engineering Division.
- Deactivated 4 positions: 1 VP, Engineering and Facilities, 1 Assistant Resident Engineer, 1 Director, Construction Management and 1 Director, Project Management.

Finance/Chief Financial Officer (CFO) Division had a net decrease of 3 funded position. The position changes are as follows:

- Transferred 12 in Human Resources to Integrated Services and Strategic Initiatives Division.
- Transferred 6 in Procurement from Planning and Engineering Division.
- Funded 3 positions: 1 Manager, Capital and Project Control, 1 Capital and Project Control Budget Analyst and 1 Senior Manager Procurement Services.

Communications and Partnerships Division was eliminated during the reorganization. It had a net decrease of 30 position. The position changes are as follows:

- Transferred 3 positions: 1 DBE Liaison Officer to Planning and Engineering Division, 1 Senior Community and Government Affairs Officer and 1 Chief Communication Officer (CCO) formally called VP, Communications and Partnerships to GM/CEO Division.
- Transferred 21 positions in Customer Advocacy and Customer Services and combined into Customer Satisfaction to Integrated Services and Strategic Initiatives Division.
- Transferred 6 in Marketing to GM/CEO Division.

Security and Safety Division formally called Security Operations and Police Services Division had a net reduction of 20 funded positions:

- Added 1 VP, Security and Safety.
- Transferred 3 in Safety from GM/CEO Division.
- Transferred 26 Transit Agents to Security Guard contract.
- Added 2 Manager, Police Services.

Elk Grove Contracted Services had a net increase of 33 positions: Effective July 1, 2019, SacRT will provide services for City of Elk Grove e-Tran services. SacRT created four departments: Vehicle Operations, Vehicle Maintenance, Facilities Maintenance, and General Administrations in line with NTD reporting for better cost tracking purposes. The positions changes are as follows:

- Funded 35 positions: 16 Bus Operators, 5 Mechanic A, 2 Mechanic B, 1 Mechanic C, 9 Utility Workers, 1 Dispatcher, and 1 Transportation Supervisor.
- Reduced 2 positions: 1 Part-time Bus Operator and 1 Reservationist.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2020 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2020 through 2024, and beyond to 2050.

The amounts contained in the FY 2020 Proposed Budget only pertain to items where anticipated funding sources have been identified and are programmed for FY 2020, or where SacRT has applied for, or intends to apply for, competitive grant funds for the project, and grant funds will be available in FY 2020 if awarded.

The FY 2020 Capital Budget includes projects focused on the following priority programs:

Facilities Program

- F020 HVAC Replacements - Admin & Maintenance Buildings
- F021 Facilities Maintenance & Improvements

Fleet Program

- B100 Existing Bus Fleet Replacement (2020 - 2035)
- R115 Siemens 1st Series LRV Fleet Replacement (26 LRVs)
- R125 CAF Fleet Mid-Life Component Overhaul
- R353 UTDC LRV Fleet Improvement
- R358 Gold Line Service Expansion Light Rail Vehicles

Infrastructure Program

- B165 Electric Bus Charging Infrastructure
- R314 Light Rail Station Low Floor Vehicle Conversion
- R354 Fare Vending Machine (FVM) Enhancements

Other Program

- M004 Revenue Bond, Series 2012 Payment
- M011 Cemo Circle Environmental
- Q056 FY18-FY19 Section 5307 Paratransit Inc. Mobility Management
- Q057 FY18-FY19 Section 5339 El Dorado Transit Bus Replacement
- Q058 FY19 5307/5339 El Dorado Transit Prev Maint Commuter Routes
- Q059 FY19 5307/5339 El Dorado Transit Bus Washer Retrofit

Planning/Studies

- M016 Zero Emission Fleet Conversion Plan
- M017 Schedule Improvement & Physical Coord Planning

System Expansion

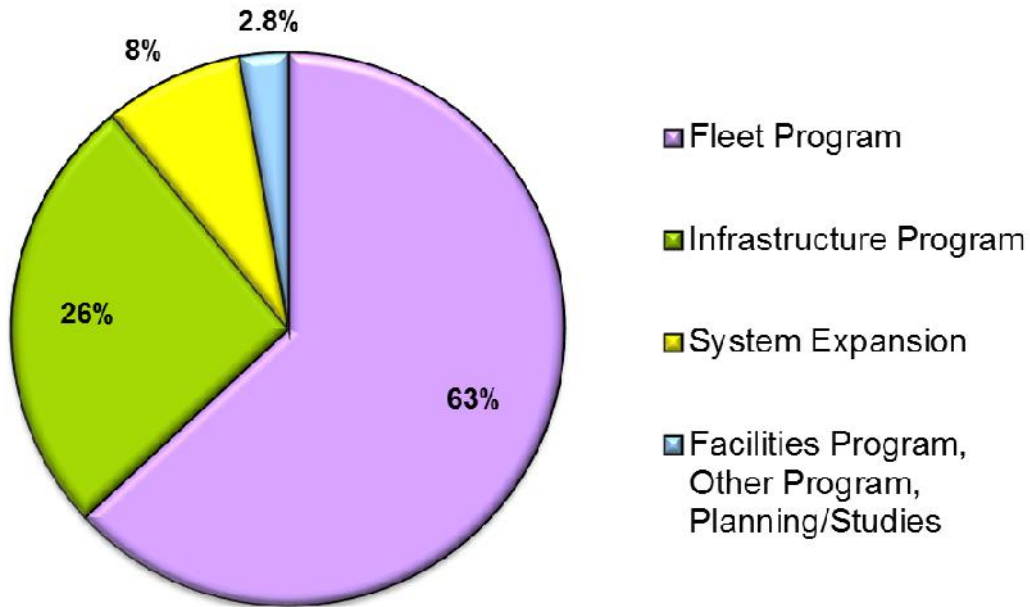
- R359 Gold Line Side Track

Impact of Capital Improvements on the Operating Budget

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

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

Capital Improvements by Category



Program	FY20 Budget Request (\$ in Thousands)	
Facilities Program	441	0.2%
Fleet Program	146,044	63.1%
Infrastructure Program	59,966	25.9%
Other Programs	5,544	2.4%
Planning/Studies	492	0.2%
System Expansion	18,900	8.2%
Grand Total	231,387	100.0%

Capital Improvement Revenues and Expenditures

Program	Project Name	Previously Budgeted (Board-Approved)	Carryforward	FY20 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Equipment Program									
B143	Fare Box Replacements	3,707,357	9,791	-	-	-	-	-	3,707,357
G135	Server Replacement	80,000	192	-	-	-	-	-	80,000
M009	Radio Communications System Upgrade	2,143,123	609,509	-	-	-	-	-	2,143,123
R324	Light Rail Portable Jacking System	175,000	175,000	-	-	-	-	-	175,000
R343	Whiting In-Floor Hoist Inspection and Repair	244,817	142,653	-	-	-	-	-	244,817
R344	Enhanced Employee Protection Warning System	968,404	2,622	-	-	-	-	-	968,404
R362	Light Rail Wheel Truing Machine	3,400,000	3,400,000	-	-	-	-	-	3,400,000
		<u>10,718,701</u>	<u>4,339,767</u>	-	-	-	-	-	<u>10,718,701</u>
Facilities Program									
715	Bus Maintenance Facility 2 (Phase 1 & 2)	25,404,772	1,574,711	-	-	-	-	-	25,404,772
B144	BMF CNG Fueling Facility Upgrades	4,285,684	3,898,384	-	-	-	-	-	4,285,684
B147	Bus Maintenance Management Software Program	414,500	395,039	-	-	-	-	-	414,500
B151	Above Ground Gas Tank	2,000,000	2,000,000	-	-	-	-	-	2,000,000
F019	Instrument House and Signal Case Wraps	261,388	81,211	-	-	-	-	-	261,388
F020	HVAC Replacements - Admin & Maint Buildings	-	-	40,625	-	40,625	-	-	40,625
F021	Facilities Maintenance & Improvements	507,379	288,224	400,000	-	-	-	400,000	907,379
F025	Bell Building Relocation/1225 R Lobby Expansion	452,673	110,130	-	-	-	-	-	452,673
F026	Engineering Building Mold Remediation	97,500	16,372	-	-	-	-	-	97,500
F028	Administrative Equipment Optimization	700,000	700,000	-	-	-	-	-	700,000
F029	1225 R Street Roof Replacement	450,000	449,138	-	-	-	-	-	450,000
F030	Admin Building Lobby Remodel	200,000	192,709	-	-	-	-	-	200,000
R350	TPSS A1 / A055 RC Relocation	5,307,958	3,499,014	-	-	-	-	-	5,307,958
		<u>40,081,854</u>	<u>13,204,932</u>	<u>440,625</u>	-	<u>40,625</u>	-	<u>400,000</u>	<u>40,522,479</u>
Fleet Program									
Deviated Fixed Route Bus									
B142	Neighborhood Ride Vehicle Replacements	2,814,203	244,582	-	-	-	-	-	2,814,203
Fixed Route Bus									
B100	Existing Bus Fleet Replacement (2020 - 2035)	500,000	500,000	21,499,000	-	-	-	21,499,000	21,999,000
B162	UC Davis/Med Center 12 ZEB Procurement	12,310,000	12,310,000	-	-	-	-	-	12,310,000
B164	Airport Service Expansion ZEBs (10 40' ZEBs & chargers)	9,926,957	9,926,957	-	-	-	-	-	9,926,957



Capital Improvement Revenues and Expenditures (continued)

Program	Project Name	Previously Budgeted (Board-Approved)	Carryforward	FY20 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Fleet Program (continued)									
Light Rail									
651	Siemens Light Rail Vehicle Mid-Life Overhaul	9,946,412	2,175,231	-	-	-	-	-	9,946,412
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	995,000	463,524	-	-	-	-	-	995,000
R025	Light Rail Vehicle Specification Development	1,500,000	1,500,000	-	-	-	-	-	1,500,000
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	25,628,676	381,392	-	-	-	-	-	25,628,676
R086	UTDC Light Rail Vehicle Retrofit - 7 Vehicles	8,034,000	197,588	-	-	-	-	-	8,034,000
R115	Siemens 1st Series Fleet Replacement (26)	68,400,000	68,400,000	79,800,000	-	-	-	79,800,000	148,200,000
R125	CAF Fleet Mid-Life Component Overhaul	-	-	24,000,000	-	-	-	24,000,000	24,000,000
R353	UTDC LRV Fleet Improvement	1,690,161	18,929	545,080	-	545,080	-	-	2,235,241
R358	Gold Line Service Expansion Light Rail Vehicles	36,800,000	36,800,000	20,200,000	-	-	-	20,200,000	57,000,000
Microtransit (SmaRT Ride)									
B149	Microtransit - 12 Gasoline Cutaways	1,980,000	1,949,356	-	-	-	-	-	1,980,000
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	1,655,760	1,137,208	-	-	-	-	-	1,655,760
B157	Franklin Microtransit 3 ZEB Procurement	730,393	730,393	-	-	-	-	-	730,393
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	5,519,200	-	-	-	-	-	5,519,200
Non-Revenue Vehicles									
B141	Non-Revenue Vehicles	4,727,425	1,067,753	-	-	-	-	-	4,727,425
G225	Non-Revenue Police Vehicle Replacement	2,227,042	191,280	-	-	-	-	-	2,227,042
North Natomas									
B152	North Natomas Flyer Bus Procurement	1,175,000	3,252	-	-	-	-	-	1,175,000
Paratransit									
P007	Paratransit Vehicle Replacement (approx. 11)	1,571,200	5	-	-	-	-	-	1,571,200
P009	Paratransit Vehicle Replacement (approx. 40+)	7,297,205	4,320,170	-	-	-	-	-	7,297,205
		<u>205,428,634</u>	<u>147,836,820</u>	<u>146,044,080</u>	<u>-</u>	<u>545,080</u>	<u>-</u>	<u>145,499,000</u>	<u>351,472,714</u>



Capital Improvement Revenues and Expenditures (continued)

Program	Project Name	Previously Budgeted (Board-Approved)	Carryforward	FY20 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Infrastructure Program									
835	30th & R/29th & R Street Pedestrian Traffic Signals	225,000	193,523	-	-	-	-	-	225,000
B150	Watt/I-80 On Site Transit Center Improvements	3,511,358	3,511,358	-	-	-	-	-	3,511,358
B153	BMF1 Remediation	120,000	95,325	-	-	-	-	-	120,000
B156	Microtransit: Infrastructure for 6 Charging Stations	160,000	132,817	-	-	-	-	-	160,000
B165	Electric Bus Charging Infrastructure	2,834,050	2,803,018	4,165,950	-	-	-	4,165,950	7,000,000
G237	Across the Top System Modification	360,135	36,060	-	-	-	-	-	360,135
G238	Biennial Bridge Inspections / Repairs	201,873	44,831	-	-	-	-	-	201,873
M002	University/65th Street Transit Center Relocation	387,647	4,730	-	-	-	-	-	387,647
R010	Light Rail Crossing Enhancements	592,716	1,629	-	-	-	-	-	592,716
R314	Light Rail Station Low Floor Vehicle Conversion	32,000,000	31,990,559	54,250,000	-	-	-	54,250,000	86,250,000
R347	Watt I-80 Elevator Replacement	990,000	972,187	-	-	-	-	-	990,000
R354	Fare Vending Machine (FVM) Enhancements	7,526,000	5,963,713	1,550,000	-	600,000	-	950,000	9,076,000
R357	Dynamic Message Signs (NEC/Blue Line)	500,000	490,917	-	-	-	-	-	500,000
R400	Light Rail State of Good Repair Maintenance	450,000	450,000	-	-	-	-	-	450,000
		<u>49,858,779</u>	<u>46,690,667</u>	<u>59,965,950</u>	<u>-</u>	<u>600,000</u>	<u>-</u>	<u>59,365,950</u>	<u>109,824,729</u>
Other Program									
A001	Watt Avenue / Highway 50 Project Support	124,787	5,935	-	-	-	-	-	124,787
A007	Easton Development Grade Crossing	50,000	28,305	-	-	-	-	-	50,000
A009	Folsom Streetscape	75,000	21,477	-	-	-	-	-	75,000
A015	Brighton Overhead Design Services	262,209	188,299	-	-	-	-	-	262,209
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	50,000	47,339	-	-	-	-	-	50,000
A019	Camellia City Viaduct Overhead Structures	334,400	203,242	-	-	-	-	-	334,400
M004	Operating Revenue Bond, Series 2012 Payment	13,429,925	-	3,432,725	-	3,432,725	-	-	16,862,650
M011	Cemo Circle Environmental	570,000	537,920	25,000	-	-	-	25,000	595,000
Q042	Paratransit Inc. - JARC	125,000	125,000	-	-	-	-	-	125,000
Q053	FY18 Section 5307 City of Folsom - PM	321,196	-	-	-	-	-	-	321,196
Q054	FY18 Section 5307 El Dorado Transit - PM	250,000	250,000	-	-	-	-	-	250,000
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replacement	196,253	196,253	-	-	-	-	-	196,253
Q056	FY18-FY19 Section 5307 Paratransit Inc. Mobility Management	-	-	400,000	400,000	-	-	-	400,000
Q057	FY18-FY19 Section 5339 El Dorado Transit Bus Replacement	-	-	1,355,747	1,355,747	-	-	-	1,355,747
Q058	FY19 5307/5339 El Dorado Transit Prev Maint Commuter Routes	-	-	250,000	250,000	-	-	-	250,000
Q059	FY19 5307/5339 El Dorado Transit Bus Washer Retrofit	-	-	80,503	80,503	-	-	-	80,503
		<u>15,788,770</u>	<u>1,603,770</u>	<u>5,543,975</u>	<u>2,086,250</u>	<u>3,432,725</u>	<u>-</u>	<u>25,000</u>	<u>21,332,745</u>



Capital Improvement Revenues and Expenditures (continued)

Program	Project Name	Previously Budgeted (Board-Approved)	Carryforward	FY20 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Planning/Studies									
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	-	-	-	-	-	200,000
M012	Bus Route Optimization Study	800,000	440,405	-	-	-	-	-	800,000
M015	Capital Region High Capacity Bus Corridor Study	300,000	300,000	-	-	-	-	-	300,000
M016	Zero Emission Fleet Conversion Plan	-	-	242,000	214,243	27,757	-	-	242,000
M017	Schedule Improvement & Physical Coord Planning	-	-	250,000	-	250,000	-	-	250,000
R345	CPID - Station Planning	350,000	224,586	-	-	-	-	-	350,000
		<u>1,650,000</u>	<u>1,164,991</u>	<u>492,000</u>	<u>214,243</u>	<u>277,757</u>	<u>-</u>	<u>-</u>	<u>2,142,000</u>
System Expansion									
404	Green Line to the River District (GL-1)	49,762,000	187,709	-	-	-	-	-	49,762,000
410	South Sacramento Corridor Phase 2 LR Extension	270,000,000	8,144,520	-	-	-	-	-	270,000,000
B161	Expansion Services Startup Costs	1,110,000	838,171	-	-	-	-	-	1,110,000
B168	SacRT Forward (Implement Route Optimization)	1,200,000	1,157,172	-	-	-	-	-	1,200,000
R055	Dos Rios Light Rail Station	19,600,000	18,700,003	-	-	-	-	-	19,600,000
R135	Horn Light Rail Station	5,868,242	5,328,732	-	-	-	-	-	5,868,242
R280	Folsom Limited Stop Service	466,903	8,198	-	-	-	-	-	466,903
R322	Green Line Draft EIS/EIR & Project Development	4,584,292	748,755	-	-	-	-	-	4,584,292
R327	Sacramento Valley Station Loop Design/Construct.	1,264,000	1,253,701	-	-	-	-	-	1,264,000
R359	Gold Line Side Track	48,400,000	48,267,624	18,900,000	-	-	-	18,900,000	67,300,000
S010	Downtown/Riverfront Streetcar Project Development	6,810,742	30,003	-	-	-	-	-	6,810,742
S030	Downtown/Riverfront Streetcar Project (Small Starts)	200,000,000	189,747,582	-	-	-	-	-	200,000,000
		<u>609,066,179</u>	<u>274,412,170</u>	<u>18,900,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>18,900,000</u>	<u>627,966,179</u>



Capital Improvement Revenues and Expenditures (continued)

Program	Project Name	Previously Budgeted (Board-Approved)	Carryforward	FY20 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Transit Security & Safety									
T018	P / Q Lot Badge Access & Building Access Upgrades	144,904	84,409	-	-	-	-	-	144,904
T025	Surveillance and Security Facilities Enhancement	266,127	233,257	-	-	-	-	-	266,127
T036	Upgrade Safety/Security/Comm. Infrastructure	396,680	16,224	-	-	-	-	-	396,680
T038	Upgrades to Security Video and Data Systems	179,030	2,003	-	-	-	-	-	179,030
T043	Emergency Drills	65,430	26,513	-	-	-	-	-	65,430
T054	Upgrade Security/Systems/Comm. Infrastructure	417,900	107,398	-	-	-	-	-	417,900
T056	Emergency Preparedness Exercises Project	67,199	50,703	-	-	-	-	-	67,199
T057	Anti-Terrorism Directed Surge Patrols	70,823	70,823	-	-	-	-	-	70,823
		<u>1,608,093</u>	<u>591,330</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,608,093</u>
Transit Technologies Program									
964	Trapeze Implementation (TEAMS)	2,164,212	142	-	-	-	-	-	2,164,212
B154	Real Time Bus Arrival Signs	128,784	128,784	-	-	-	-	-	128,784
B169	Microtransit Scheduling Software	192,000	192,000	-	-	-	-	-	192,000
G035	Fiber/50-Fig Installation, Maintenance, & Repair	330,368	64,220	-	-	-	-	-	330,368
R355	Automatic Passenger Counters for LRT	1,310,000	304,302	-	-	-	-	-	1,310,000
T004	Connect Card Light Rail Platform Preparations	1,673,000	92,265	-	-	-	-	-	1,673,000
T006	LRV System AVL Equipment	455,170	95	-	-	-	-	-	455,170
T017	Audio Light Rail Passenger Information Signs	1,261,250	(3)	-	-	-	-	-	1,261,250
T022	Handheld Smart Card Reader	118,726	29,149	-	-	-	-	-	118,726
T041	Upgrade for Connect Card	35,000	35,000	-	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	118,000	20,836	-	-	-	-	-	118,000
T050	Upgrades to Transit Security Systems	15,950	132	-	-	-	-	-	15,950
T051	Telephone System Replacement	319,447	85,967	-	-	-	-	-	319,447
T052	Track Warrant Controlled Access System	195,168	78,795	-	-	-	-	-	195,168
T058	Bus / Rail Real Time Arrival Information (GTFS Feed)	84,717	84,717	-	-	-	-	-	84,717
		<u>8,401,792</u>	<u>1,116,401</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8,401,792</u>
Total		<u>942,602,802</u>	<u>490,960,848</u>	<u>231,386,630</u>	<u>2,300,493</u>	<u>4,896,187</u>	<u>-</u>	<u>224,189,950</u>	<u>1,173,989,432</u>

Capital Project Funding Addition Descriptions

- B100 Existing Bus Fleet Replacement (2020 - 2035) – Replace 31, or approximately one-third, of the 91 Model Year 2008 CNG 40-foot buses with new CNG buses. The remaining 60 buses will be budgeted for replacement in FY21 and FY22.
- B165 Electric Bus Charging Infrastructure – Implement Phases 1 and 2 of SacRT’s electric bus charging infrastructure project. In Phase 1, SacRT will install a 4000 Amp service for charging buses at Bus Maintenance Facility 1, which will provide capacity for SacRT’s initial electric bus procurements. In Phase 2, SacRT will install a 21 kV Primary Service at Bus Maintenance Facility 1, which will have the capacity to charge a significant number of electric buses.
- F020 HVAC Replacements - Admin & Maintenance Buildings – HVAC replacements at the Administrative Building, Wayside Building, and Metro Building.
- F021 Facilities Maintenance & Improvements – Make general facilities enhancements and maintain facilities throughout the district. Scope includes building repairs, equipment repair/replacement, etc.
- M004 Revenue Bond, Series 2012 Payment – Annual payment for Revenue Bond issuance from FY 2013 to FY 2042.
- M011 Cemo Circle Environmental – Oversight of environmental remediation at the Cemo Circle property, which will allow SacRT to proceed with selling the surplus property.
- M016 Zero Emission Fleet Conversion Plan – Develop a zero emission bus fleet conversion plan, including a fleet replacement schedule, an assessment of SacRT’s current facilities and capabilities for supporting electrical charging infrastructure, an assessment of the optimal placement of charging infrastructure and bus facilities, a facilities and charging infrastructure phasing plan, and the development of Proposed budgets and funding plans.
- M017 Schedule Improvement and Physical Coordination Planning – Plan for schedule improvements and physical coordination at major intermodal stations in SacRT’s service area, including the Sacramento Valley Station (SVS) and the future Midtown Station. As a condition of receiving 2018 TIRCP grant funds, the California State Transportation Agency (CalSTA) has required that most 2018 TIRCP grant recipients, including SacRT, conduct network integration projects such as this, with the goal of improving the overall integration of the state’s transit network.
- R115 Siemens 1st Series LRV Fleet Replacement (26) – Increase the budget to reflect the latest cost estimate to replace all 26 replacement LRVs for Siemens 1st Series Fleet (1987 vehicles). Previously the budget only included the 13 1st Series Siemens vehicles that received partial funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) grant.
- R125 CAF LRV Fleet Mid-Life Component Overhaul – Overhaul of major subsystems/components on the CAF Light Rail Vehicle fleet. The 40 CAF LRVs were placed in service in 2003 and are 15 years old, which is beyond halfway through their FTA-defined 25-year useful life. This level of funding will be adequate to overhaul all components of eight LRVs, or to overhaul just select components of a greater number of vehicles. The remaining CAF vehicles and/or components will be budgeted for overhaul in FY21 through FY24.

Capital Project Funding Addition Descriptions (continued)

- R314 Light Rail Station Low Floor Vehicle Conversion – Increase the budget to reflect the latest cost estimate to convert all light rail stations systemwide to low-floor. Previously the budget only included the cost to convert the stations along the Gold Line to low-floor because the 2018 TIRCP and Congested Corridors grant awards were focused on delivering enhanced service frequencies on the Gold Line.
- R353 UTDC LRV Fleet Improvement – Hire technicians to help maintain SacRT’s aging UTDC light rail vehicle fleet so that a larger portion of the fleet can reliably run in revenue service.
- R354 Fare Vending Machine (FVM) Enhancements – Increase the budget to include the purchase and installation of new Fare Vending Machines (FVMs) at light rail stations along the Gold and Green Lines. Previously the budget included only the cost to purchase and install FVMs in the Northeast Corridor NEC/Blue Line because the available grant funding was restricted to those lines. New FVMs will be more reliable and inexpensive to maintain, and will accept debit/credit payment.
- R358 Gold Line Service Expansion Light Rail Vehicles – Increase the budget to reflect the latest cost estimate to procure all ten of the expansion LRVs that are needed to enable Gold Line frequency enhancements (increasing service frequencies from 30 minutes to 15 minutes between Sunrise Station and Historic Folsom Station). The previous budget included only the seven expansion LRVs that received partial funding from the 2018 TIRCP grant.
- R359 Gold Line Side Track – Increase the budget to reflect the latest cost estimate. The cost estimate has been increased to be consistent with the high construction costs that are being seen nationwide

RESOLUTION NO. 19-06-_____

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

June 10, 2019

AUTHORIZING THE FILING OF THE FY 2020 TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED BUDGET

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

THAT, the Board hereby authorizes the General Manager/CEO to file a claim with the Sacramento Area Council of Governments (SACOG) for Transportation Development Act funds in the amount not to exceed SACOG's funding apportionments for SacRT for FY 2020 and, from said amount, SacRT may claim \$1,718,201 on behalf of SACOG for transportation planning purposes.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

(C)