



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: ADOPT THE FY 2022 OPERATING AND CAPITAL BUDGETS, VOTE ALLOCATIONS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2022 BUDGET

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of this action will adopt the Fiscal Year (FY) 2022 Operating, Capital Budgets, vote allocations, and authorize the filing of the Transportation Development Act (TDA) Claim based on the adopted FY 2022 Budget. The District's TDA claim includes the annual allocation to the Sacramento Area Council of Governments (SACOG) for transportation planning purposes in the amount of \$1,937,883. These funds are not included in the SacRT FY 2022 Operating Budget, as they are paid directly to SACOG.

FISCAL IMPACT

~~The operating and capital budget for FY 2022 is \$214.3 million and \$58.3 million, respectively.~~ **The FY 2022 Operating Budget is set at \$214.3 million. The FY 2022 Capital Budget adds \$58.3 million of capital funding additions to the carryforward amount of \$1.18B which was previously approved by the Board, for a new authorized capital project total of \$1.24B. The new authorized capital project total includes \$367M in funded projects for FY 2022.**

DISCUSSION

The Preliminary FY 2022 Operating and Capital Budget was released for public review on April 12, 2021. As required by government code, the public hearing notice was published in the Sacramento Bee. In an effort to do more expansive outreach, SacRT advertised the FY 2022 budget on its website and through various social media outlets, and staff held a meeting with the public via Zoom on May 3, 2021 to receive comments and respond to questions regarding the Preliminary Abridged FY 2022 Budget. A revised Preliminary FY 2022 Operating and Capital Budget was presented at the May 10, 2021 Board meeting which incorporated the revenues and expenditures associated with the annexation of Elk Grove transit services.

Staff has received various comments on the budget from both the public and the Board of Directors. The public comments are attached to this Staff Report as Attachment 1, and the feedback has been incorporated into the final budget for the June 14, 2021 Board meeting as appropriate. Since the FY 2022 Preliminary Budget was presented to the Board, staff has continued to refine the projections, and presents the final, balanced FY 2022 Budget for your approval this evening.

Assumptions Built into the FY 2022 Budget

The Operating Budgeting process is a tedious project that requires input from various operational staff members, economic conditions, goals and objectives by the Board, all balanced by the need to keep costs within estimated revenue projections. As requested by the Board, the assumptions used in this budget were derived from a variety of sources.

These assumptions are as follows:

- Service levels have been budgeted without reductions, allowing for some minor service expansions such as SmartRide.
- The budget will support SacRT strategic priorities such as our customers first approach to services and business optimization.
- CARES Act and CRRSAA funding is being used to offset the loss of fares and strategic revenue reductions.
- All merit increases will be received by employees per CBA's.
- There will be no Fare rate adjustments other than those required due to the annexation of Elk Grove transit services.

Summary of FY 2022 Operating Budget

Tables 1A and 1B provide summaries of the preceding two years actual results, the current year budget, and the FY 2022 budget amounts. No significant revenue and expenditure adjustments were made since the revised preliminary budget was presented on May 10, 2021.

Table 1A - Revenues (Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Budget	FY 2022 Budget	FY 2021 to FY 2022 \$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,177	\$ 11,847	\$ (330)	-2.7%
Contract Services	3,731	7,125	6,380	600	(5,780)	-90.6%
State & Local	104,031	114,880	109,728	124,095	14,367	13.1%
Federal	35,750	35,080	71,247	72,205	958	1.3%
Other	8,551	16,417	4,876	5,540	664	13.6%
Total	\$ 177,492	\$ 194,501	\$ 204,408	\$ 214,287	\$ 9,879	4.8%
Operating Surplus/(Deficit)	3,297	12,793	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

Table 1B - Expenses (Thousands)

		FY 2019		FY 2020		FY 2021		FY 2022		FY 2021 to FY 2022	
		Actual		Actual		Budget		Budget		\$ Change	% Change
Salaries & Benefits	\$	116,540	\$	128,291	\$	143,575	\$	152,505	\$	8,930	6.2%
Professional Services		22,776		22,137		19,628		18,621		(1,007)	-5.1%
Materials & Supplies		10,844		11,490		13,818		13,304		(514)	-3.7%
Utilities		6,761		6,821		7,828		8,018		190	2.4%
Insurance & Liability		14,011		9,931		14,917		17,036		2,119	14.2%
Other		3,262		3,038		4,642		4,803		161	3.5%
Operating Expenses	\$	174,195	\$	181,708	\$	204,408	\$	214,287	\$	9,879	4.8%

Capital Budget

Table 2 below highlights the Capital Budget additions requested for FY 2022. There are a few changes from the preliminary budget presented in May. ~~Project R100 — Replacement of Light Rail Vehicles was removed from the list after it was submitted to the Board and approved on May 10, 2021. It is included in the full project listing in Exhibit A as a carry forward amount. Project R327 — Sacramento Valley Station Loop Design/Construction was added with a requested budget increase of \$46,820,000 and project M004 — Operating Revenue Bond, Series 2012 Payment was added with a requested budget increase of \$2,424,475. The remaining Capital Budget addition amounts were adjusted to reflect only the increases over what has previously been approved by the Board.~~ In addition to the budget request for FY 2022, there is \$1,177,616,557 in estimated carry forward budget authorized from previous fiscal years as detailed in Exhibit A. **With the FY 2022 capital additions, the new Board authorized total Capital Budget is \$1,235,908,723. Exhibit A also provides a table summarizing the funded amounts for all projects on page 33.**

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 the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been expended on the project. These carry forward figures were not included in the FY 2021 Preliminary Capital Budget due to the uncertainty of carry forward amounts at that point in the fiscal year. The actual amounts to be carried over from FY 2021 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 2021.

Table 2 - Summary of FY 2022 Capital Budget Additions

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Maintenance Building									
B165	Electric Bus Charging Infrastructure	7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
		7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	10,410,780	10,199,037	504,291	-	-	-	504,291	10,703,328
M018	Bus Stop Improvement Plan	225,000	225,000	25,000	-	-	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	19,687,600	17,616,414	6,112,400	4,809,000	-	-	1,303,400	23,728,814
R327	Sacramento Valley Station Loop Des/Con	87,300,000	87,272,368	46,820,000	-	-	-	46,820,000	134,092,368
		117,623,380	115,312,819	53,461,691	4,809,000	-	25,000	48,627,691	168,774,510
Other									
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	26,000	-	-	26,000	-	226,000
M004	Operating Revenue Bond, Series 2012 Pmt.	20,700,418	644,469	2,424,475	-	-	2,424,475	-	-
		20,900,418	844,469	2,450,475	-	-	2,450,475	-	226,000
	Total of Additions	145,523,798	123,022,889	58,292,166	4,809,000	-	2,475,475	51,007,691	178,246,111

Outlook for FY 2022

The COVID-19 pandemic continues to impact SacRT’s ridership and related fare revenues. However, the local economy is forecast to remain strong through FY 2022 which is reflected in the increased sales tax based revenues in the budget presented for approval this evening. Additionally, in response to the overall impact of COVID-19, on March 27, 2020 the President signed the 2020 CARES Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT’s portion of this funding was \$95M, of which \$31M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT’s portion of this funding is \$38M, of which the full amount is allocated to FY 2021-2022. These allocations will fully offset any revenue losses for FY 2021-2022 while allowing SacRT to continue to provide the highest level of service to the community. A third stimulus package, the American Rescue Plan (ARP) was approved in March of this year. The exact amount of funding the ARP will provide to SacRT is not known at this time, but it will be available to cover potential revenue shortfalls for FY 2022-2023 and beyond.

The General Manager is presenting a balanced budget for FY 2021-2022 tonight that maintains service levels and includes minor service expansions, while addressing the pressing need to fund our operating reserve and reduce our reliance on a line of credit to pay our bills. We will continue to relentlessly pursue efficiency improvements, business optimizations, and revenue opportunities in the upcoming year.

Cindy Brooks

From: Katrina Kole <katrinakole@icloud.com>
Sent: Friday, April 30, 2021 3:33 PM
To: Board Comments
Subject: Fogging is unnecessary

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Please see other reports. Even the Bay Area recognized this. Extra expensive unnecessary funds which would be best spent elsewhere Tell riders this. It's not your problem if they ignore science Thank you

Sent from my

Cindy Brooks

From: Eric Field <ericdennisfield@yahoo.com>
Sent: Saturday, May 1, 2021 7:26 PM
To: Jason Johnson
Cc: Board Comments
Subject: RE: Fiscal Year 2022 Preliminary Budget Public Hearing

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

On behalf of all my fellow state co-workers: please expand SmaRT Ride coverage to connect Depot Park on Fruitridge with College Greens light rail station. Thank you.

Sincerely,

Eric Field
DMV Sacramento Call Center

Public comments received at the May 3rd meeting with staff, along with staff's responses.

Jeffrey Tardaguila

-) Request that portions of the budget (spreadsheets) be provided in larger font for easier viewing.
 - o **Response** - A larger font spreadsheet will be provided. Jason to work with Mr. Tardaguila.
-) Would like to know how the May 10th meeting is considered a public meeting when the public can only submit written comments in advance of the meeting without any dialogue?
 - o **Response** – This question is not specific to the budget process or document. However, the SacRT Finance staff will seek a response to this question from SacRT's legal department and provide a response back to Mr. Tardaguila.
-) Will the I-80/Watt elevator shuttle be continued next year?
 - o **Response** – Yes, we will continue to operate bus bridges as deemed necessary. Additionally, no service cuts were included the in FY22 proposed budget.
 - o Where is it located in the budget?
 - **Response** – This is not a separate line item within the budget document. Costs are included in the cost of operations.

Mike Barnbaum

-) Might it save RT some money to reallocate the responsibilities of the Connect Card call center to SACOG?
 - o **Response** – SacRT, SACOG and the corresponding transit agencies that participate in the Connect Card Consortium have discussed this. SACOG has expressed interest in removing itself from any operational issues involving a Smart Card system, however they would like to continue to participate through involvement in the process as it relates to understanding connectivity between the region and service planning. SacRT has a much larger and full scale existing IT, Finance, Customer Service and Customer Advocacy, so from an efficiency prospective, having SacRT remain as the Regional Service Center makes the most economical sense.
-) Does RT know what is in the budget for the American Rescue Plan (ARP)?
 - o **Response** - ARP funding is not currently included in the FY22 budget. Once this funding is finalized, a budget amendment will be brought the Board if appropriate.
 - o When would this be brought to the Board for approval and/or budget amendment?
 - **Response** - If a budget amendment is determined to be necessary, it will be brought to the Board between October and November.
-) Is RT following additional transit related legislation at the federal level?
 - o **Response** - RT closely monitors federal legislation for any potential impact (positive or negative) on current and future funding.
-) Is there any good news regarding State funding (Sales Tax based revenues)?
 - o **Response** - Yes, Sales Tax Based revenues have rebounded since the onset of the pandemic and are forecast to grow significantly through FY22. Sales Tax Based revenues are projected to comprise approximately 58% of the operating budget funding.

Public comments received at the May 3rd meeting with staff, along with staff's responses.

-) Can a service improvements timeline be provided as part of the budget or in separate documentation for the public?
 - o **Response** - Staff will review the current information that is provided to the public and determine the best course of action to provide a more detailed timeline of planned service improvements.

Glenda Marsh

-) What percentage of operations is being funded by Federal Stimulus monies?
 - o **Response** - For FY22 approximately 32% of operations is being funded by Federal Stimulus monies.
-) When does that funding run out, and what are SacRT's plans to fill gaps created by that loss of funding in the future?
 - o **Response** - Currently on CARES Act and CRRSAA monies are budgeted for use in FY22, with a small portion of CARES Act funding projected to be unused and available in FY23 or beyond. Additionally, significant funding through the ARP is forecast to be available for FY23 and potentially FY24. Staff continues to strategize how best to meet the service needs of our community while balancing against the available funding and is confident a plan will be in place before funding gaps exist.
-) Where can the public view a list of capital projects that are receiving funding and/or in progress?
 - o **Response** - A list of new capital projects for FY22 is included in the abridged budget document. A complete list of current capital projects will be available in the budget document once it is finalized. Additionally, the 5-year Capital Improvement Plan (currently being updated – to be brought to the Board for approval this year) will include a list of all current known future capital projects covering the next 5 years and beyond.
-) What are the significant changes in the budget document and budget process from last year to this year?
 - o **Response** - The most significant change to the budget document was the updating and restructuring of the SacRT Strategic Plan. A new Strategic Plan was adopted by the Board last year, and staff has been busy implementing the many positive changes it represents. Additionally, staff is working toward the goal of tying all budgeted expenditures to specific Strategic Plan items (essentially creating a crosswalk between the two), thus improving accountability throughout the organization.
 - o **Response** – Significantly improving our financial position with regard to normal operations, transitioning SacRT's focus to capital expenditures and preventative maintenance. Staff is aggressively pursuing grant funding while leveraging our available cash balances.

Cindy Brooks

From: Mike Barnbaum <mike_barnbaum@comcast.net>
Sent: Saturday, May 8, 2021 2:58 PM
To: Board Comments
Cc: Cindy Brooks; Adam Green; Christopher Flores; Henry Li; Jamie Adelman; Brent Bernegger; Casey Courtright; Jason Johnson; Tamie Dramer; Barbara Stanton; Glenda Marsh; Jessica Gonzalez; Devra Selenis; James Boyle; James Drake; Carmen Alba; Kathy Sachen; Steve Miller; Patrick & Sinead Kennedy; Laura Ham; Paul Selenis
Subject: Agenda Item 5.1 - ACCEPT PUBLIC COMMENT ON THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FY 2021-2022 OPERATING AND CAPITAL BUDGET AND CONTINUE THE PUBLIC HEARING TO MONDAY, JUNE 14, 2021

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

The finance team consisting of Jamie Adelman, Brent Bernegger, Casey Courtright, Jason Johnson, and Paul Selenis not only continue to do a fantastic job, but continue to impress, especially during budget season. Thank you all for holding a “Zoom Call” one week ago to discuss this budget in detail and describe both the opportunities and challenges ahead. This budget allows for service improvements on Light Rail, SmarTride, fixed route bus service, SacRT GO Paratransit services, as well as collaborative service improvements with recently annexed cities into SacRT like Citrus Heights, Elk Grove, and Folsom. With that, Chair Miller, and Vice Chair Kennedy, in recognizing the hard and dedicated work of this team, I would like to make an intent motion to approve the FY 2022 preliminary budget, and direct staff to bring back, on a time and date certain of Monday, October 25th, an amended budget that would address the existing financial unknowns at this moment like the financial results of the American Rescue Plan, the American Jobs Plan, the American Families Plan, the final FFY 2022 Federal Budget and the FY 2022 signed State Budget for inclusion in a formal motion to adopt a final FY 2021-2022 budget at that time. Thank you very much for the opportunity to make this prepared comment, and associated intent motion on this item.

Cindy Brooks

From: rftm rftm.info <rftm@rftm.info>
Sent: Monday, May 10, 2021 1:02 PM
To: Board Comments
Cc: Brent Bernegger
Subject: Board item 5.1 Preliminary FY 2022 Operating and Capital Budget Comments

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hello Chair Miller and Directors

We have a concern about how SacRT has changed its Fiscal Impact reporting format. In the old format, it stated if the funds were budgeted, and which funding source would pay. A more of summary format.

See the example in the link:

[Fiscal Impact example](#)

The new format does not report like that. It does not provide a summary. The fiscal impact is in the discussion portion of the staff paper or directs people to the FY2022 budget, sending them to search for the funding citation.

We maintain it is easier for people to read the old fiscal impact format and suggest staff go back to the previous format.

Thank you for your time and attention to our comments.

"B"

Barbara Stanton

Director

RiderShip for the Masses Group

rftm@rftm.info

(916) 601-3641 (Mobile)

RESOLUTION NO. 21-06-0071

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

June 14, 2021

ADOPT THE FY 2022 OPERATING AND CAPITAL BUDGETS AND VOTE ALLOCATIONS

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

THAT, the Board of Directors 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 2022 Operating Budget of \$214.3 million and **a revised Capital Budget of ~~\$58.3 million~~ \$1.24B with \$367M of funded projects in FY 2022** as set forth in attached Exhibit A, are hereby approved.

THAT, the following voting distribution for FY 2022 as tabulated in the "Schedule of Weighted Voting Distribution" in the attached Exhibit A, is hereby approved.

Jurisdiction	Votes
County of Sacramento	32
City of Sacramento	28
City of Rancho Cordova	9
City of Citrus Heights	9
City of Elk Grove	13
City of Folsom	9
Total	100

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2021-2022**

June 14, 2021

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Board of Directors

Steve Miller, Chair
City of Citrus Heights

Patrick Kennedy, Vice Chair
County 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

Katie Valenzuela
City of Sacramento

Don Nottoli
County of Sacramento

Jay Schenirer
City of Sacramento

Phil Serna
County of Sacramento

Board of Directors Alternates

Stephanie Nguyen
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Brent Bernegger
VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

Shelly Valenton
VP, Integrated Services and Strategic Initiatives/Chief of Staff

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

Office of Management & Budget Team

Jason Johnson
Director, Office of Management & Budget

Erik Reitz
Grants Manager

Nadia Mokhov
Senior Financial Analyst

Carol Cherry
Senior Grants Analyst

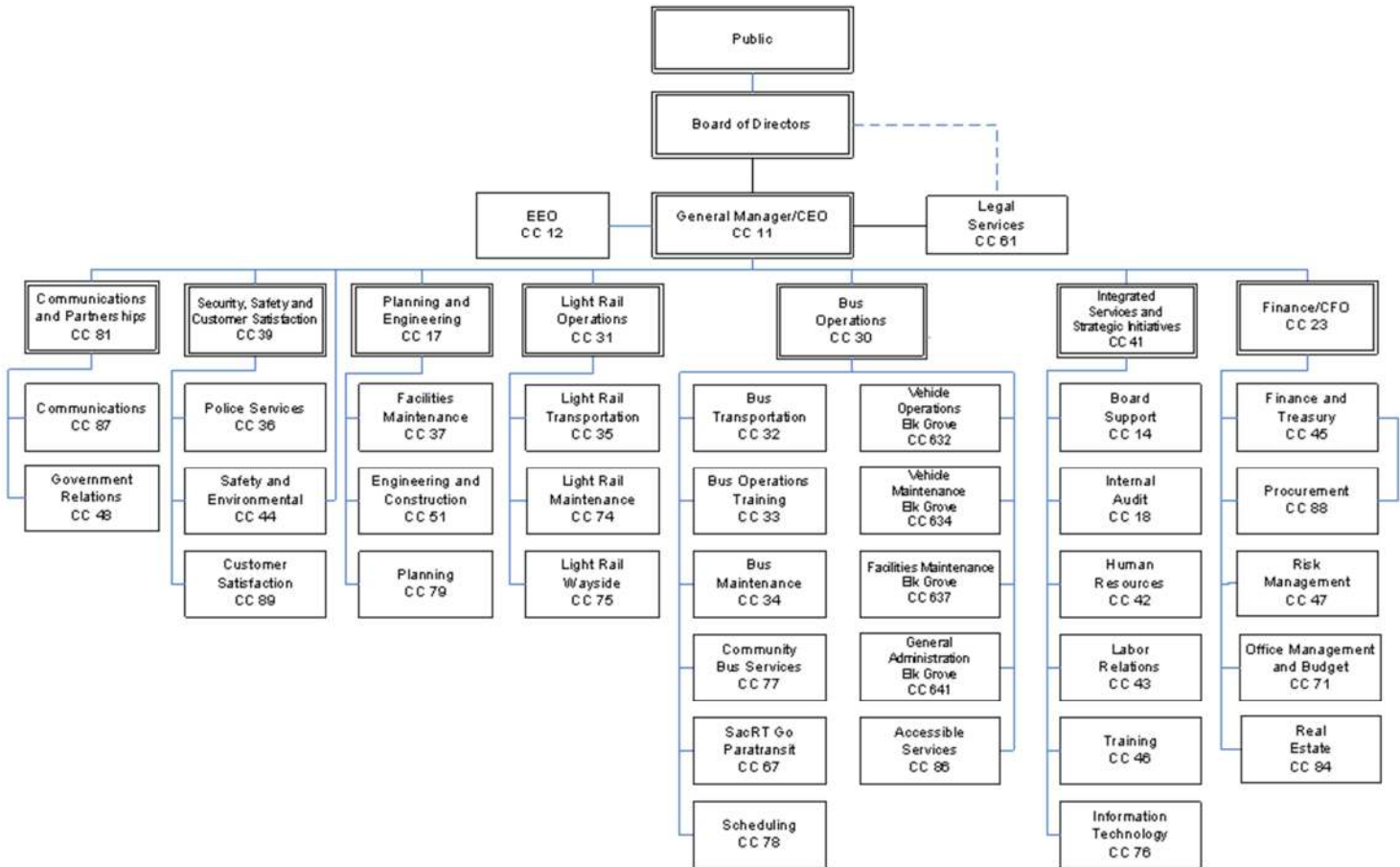
Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Lisa Saldana
Grants Analyst

Organizational Structure

(Cost Center Based)



CC = Cost Center

District Overview

District Profile

Facts

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County
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Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	63
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	186 - 40' CNG Buses 180 – Electric, Gasoline shuttles and Diesel small buses, SacRT maintains 56 buses servicing Elk Grove
Annual Ridership	5,500,000

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	6,300,000

Paratransit	
ADA Passenger Trips Provided	208,860
ADA Vehicle Revenue Miles	1,418,528
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/SmaRT Ride services
January 2019	Annexed Citrus Heights and Folsom services
July 2019	Started Elk Grove services under contract
June 2020	Started SacRT GO paratransit service
July 2021	Annexed Elk Grove services

Strategic Plan

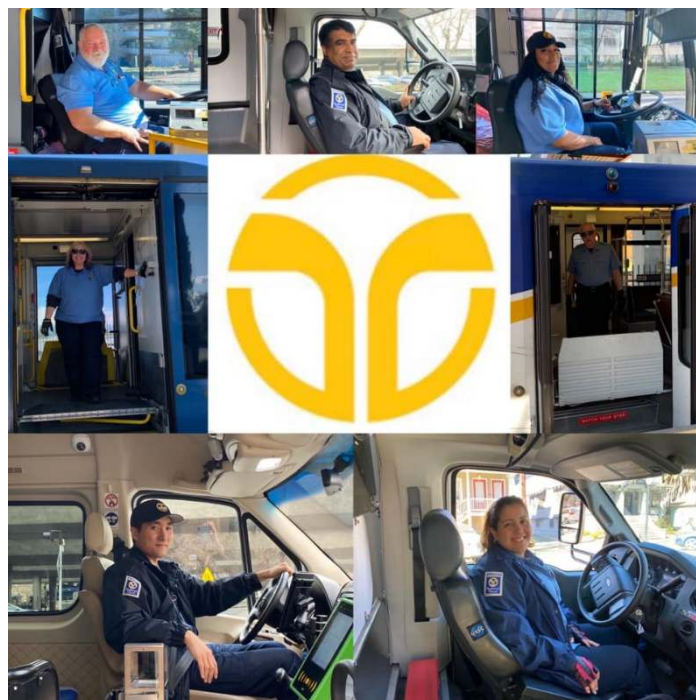
Adopted by the Board of Directors in October 2020, Sacramento Regional Transit's (SacRT) Strategic Plan details SacRT's strategic initiatives, key performance indicators, and identifies tactics that teams and individuals within the agency will work on to achieve strategic goals over the 2021-25 fiscal years.

Following a months-long collaborative internal planning process with staff and board members, SacRT's five-year Strategic Plan will serve as the guiding vision for post-pandemic strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers, and this strategic plan offers a platform from which the agency will take aim at these two high level aspirations.

This strategic plan is crafted for personnel at all levels of the organization and its contents convey objectives for the fiscal year and how SacRT will work to achieve them. The plan enables SacRT to shape activities to support identified strategic priorities and to help narrow focus on areas of service and operations that most closely align with stated goals. Departments develop work plan tactics that encompass projects and programs SacRT teams will strive to complete over the coming years.

The strategic plan introduces a comprehensive performance scorecard that SacRT management and division leaders will monitor and report on to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that are significant to the quest for service excellence and value to taxpayers and which tie directly to the four strategic priority areas: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. With the scorecard all members of the workforce can see how their efforts support the success of the entire agency.

The SacRT Strategic Plan's Mission Statement, Vision Statement, Organizational Values, and Goals are listed on the following pages. 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 our riders.



Strategic Plan (continued)

Mission Statement

Moving you where you want to go, when you want to go.

Vision Statement

A leader in providing mobility options for our community.

Organizational Values

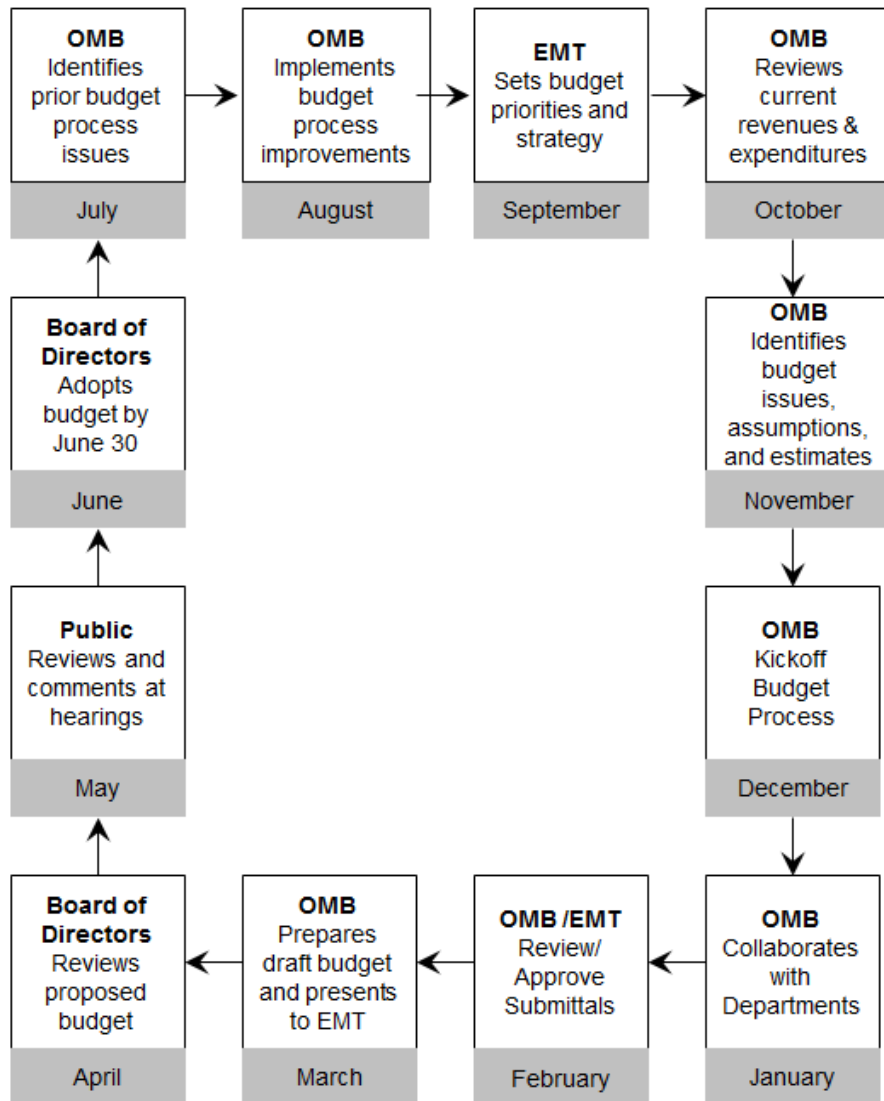
Six core principles guide individuals, teams, and the entire SacRT organization:

- **Collaboration** - I work with a collaborative spirit to help my colleagues and our customers to succeed.
- **Diversity** - I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- **Innovation** - I challenge the easy and inspire myself and others to look for innovative solutions.
- **Respect** - I communicate clearly, respectfully, and honorably -- in a way that would make my family proud -- to my colleagues and our customers.
- **Trust** - I trust my teammates and empower them to make decisions that improve the quality of life for their colleagues, our customers, and the community that supports us.
- **Excellence** - I work to deliver excellence to our customers through clean, safe, reliable, and convenient service.



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. Eleven directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district.

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 2021 and for the FY 2022 Proposed Abridged Budget is shown in the table below. A detailed FY 2022 Schedule of Weighted Voting is shown on the next page.

Vote Shares by Jurisdiction

Jurisdiction	Status	Shares - FY 2021 Budget	Shares – FY 2022 Budget
County of Sacramento	Annex	37	32
City of Sacramento	Annex	32	28
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Annex	10	9
City of Elk Grove	Contract/Annex	3	13
City of Folsom	Annex	9	9
Total		100	100



Voting System (continued)

Fiscal Year 2022 Schedule of Weighted Voting Distribution
Base Values*

Federal Financial Information

Code Section:								
102205(b)(6)	<u>FY 21 Federal Funds Available in the Sacramento MSA¹</u>	40,451,196	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)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,291,917						
102205(b)(8)	<u>FY 21 Federal Funds Available for use in RT Service Area:</u>	37,159,279						

Jurisdiction Specific Values

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102205(b)(10) Population:**	510,931	593,801	78,381	87,811	81,610	176,154	1,528,688	
Proportionate Population:	33.42%	38.84%	5.13%	5.74%	5.34%	11.52%	100%	
Member:	Yes	Yes	Yes	Yes	Yes	Yes		
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>	12,418,631	14,432,664	1,906,271	2,132,943	1,984,306	4,280,749	37,155,564
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 22 State TDA Funds Made Available to RT:</u>	26,316,911	30,615,004	4,037,230	4,522,948	4,223,158	8,755,004	78,470,255
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 21 Funds Provided Under Contract:</u>	115,000	-	450,000	0	0	0	565,000
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 21 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	38,850,542	45,047,668	6,393,501	6,655,891	6,207,464	13,035,753	116,190,819
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	33.44%	38.77%	5.50%	5.73%	5.34%	11.22%	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	30	
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	23.4080	27.1390	3.8500	4.0110	3.7380	7.8540	70
102105.1(d)(3)	<u>Total Shares:</u>	28.4080	32.1390	8.8500	9.0110	8.7380	12.8540	100
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	28	32	9	9	9	13	100
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	28	32	9	9	9	13	100
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
Member 1	7	11	9	9	9	13		
Member 2	7	11	N/A	N/A	N/A	N/A		
Member 3	7	10	N/A	N/A	N/A	N/A		
Member 4	7	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>	28	32	9	9	9	13	100	

* In addition to the funding identified above, RT projects the following funds for operating purposes: \$51,636,000 - 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 2022

Strategic Initiatives

The Strategic Plan provides the management team and stakeholders with strategic priorities, projects, and programs to be implemented in the short term to achieve longer-term outcomes. The march to organizational success rests in great part on the completion of tactics which align directly with at least one of the four strategic priorities:

Operational Excellence - SacRT is dedicated to providing innovative mobility solutions and developing and implementing programs that provide best in class service that puts customers first. As public transportation services continue to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring clean, safe, reliable, and convenient service for our customers.

These team tactics illustrate how annual goals will be attained for aspects of operations that are most critical to the delivery of high-quality transportation service:

- **Budgeting Modernization** - Add value to the organization through process modernization and efficiency. Analyze and apply best practices in existing and future capital projects, equipment purchases, and major studies in conjunction with construction and completion schedules, and in consort with financing plans.
- **Accounting, Payroll, Retirement Services** - Create efficiencies between payroll, retirement services and human resources by reviewing internal processes, evaluating current procedure efficiency, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create more efficient procedures agencywide. Leverage our systems to deliver a better employee self-service experience for payroll related requests, access to information, updating personal information, and reducing or remove paper processes.
- **Procurement Procedure Efficiency** - Continuing to educate our internal customers by explaining the procurement process, continuing to require use of procurement support form for project managers to capture project information, provide training to system users, provide proactive support for procurements, and engage in internal discussions with departments to improve procedural efficiencies in active and future procurements.
- **Revenue and Analytics** - To provide timely and accurate reporting for District Fare Revenues and Ridership information to support other departments in making key decisions regarding fares and service levels. Provide support for innovative fare project and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
- **Risk Management Information System (RMIS)** - RMIS will improve operational excellence, customer satisfaction, and employee engagement by providing a more accurate and comprehensive database platform for reporting, identifying, managing, and preventing adverse loss.
- **Internal Audit** - Provide an independent evaluation and consultation activity to improve SacRT's operational efficiency, comply with laws and regulations, and accurately report financial operations.
- **IT Security Modernization** - Ensure a secure information technology infrastructure and the use of information technology resources that supports the mission of SacRT and promotes the following goals: To ensure the integrity, reliability availability, and performance of IT resources; and to ensure that IT resources are used for their intended purposes.
- **Bus Maintenance Modernization** - Pursue a variety of projects to improve our current bus maintenance systems including background information systems and physical equipment. These improvements will decrease labor demands, create procedural efficiencies, provide real-time data and analytics, and provide more oversight and controls of resources.

SacRT Major Goals and Objectives in FY 2022 (continued)

- **Light Rail Efficiency** - Process will focus on workforce development and training to ensure safe trips and operator proficiency, reduction of light rail revenue trip cancelations and overtime labor costs by increasing regular daily operator availability in the following manner: Development of a more efficient process to ensure the following: reduction in customer complaints; reduction in preventable accidents; maintenance of maximum level light rail operator staffing; reduction in absenteeism; and optimal performance in management of extra-board assignments to include a reduction in the use of day off operators.
- **Increase Availability of Light Rail Vehicle Fleet** - To continue supplying operations and customers with clean, reliable light rail vehicles that are ready for service. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- **Capital Improvements and State of Good Repair** - Ensuring efficient project delivery by working collaboratively with other departments in order to see projects successfully through environmental clearance, design and construction to completion. Coordinating schedule and budget compliance with partner departments on critical projects to upgrade, replace and implement new infrastructure across the district.
- **Proactive Maintenance Planning and Implementation of CMMS** - Develop a plan for preventative maintenance using a new computerized maintenance management system (CMMS) system to minimize equipment failure, extend the life of critical assets, create system efficiencies, and reduce unplanned costs and unscheduled downtime.
- **Integrated Risk Identification System Implementation and Training** - Implement integrated risk management (IRM) practices and processes supported by a risk-aware culture and Integrated Risk Identification System (IRIS), that improves decision making and performance through an integrated view of how well SacRT manages its unique set of risks.
- **Grant Application and Request** - Committed to identifying and securing additional funding to support critical strategic projects throughout the agency. Coordinate closely with project management teams to ensure successful funding and support completion of projects in a timely and efficient manner.

Community Value - SacRT is committed to expanding regional partnerships and providing excellent public transit service to promote SacRT as our region's premier public transit agency. SacRT will continue to promote programs and incentive options that will encourage more people to try transit, build our ridership, demonstrate our value and economic impact as a community partner, and educate the public about the benefits of transit and how local funding is important to create a world class public transit system.

These team tactics illustrate how annual goals will be attained for delivering value to the entire community:

1. **Communications Plan and Marketing Campaign** - Increase engagement with our customers and community through a variety of virtual and in person public outreach and informational events. Promote increasing ridership in a post pandemic setting and ensure that our riders feel safe and confident when they return to our system.
2. **Governmental and Community Relations** - To raise the profile and awareness of the agency throughout the community. To identify new funding opportunities or policies that will be supportive of public transit in our region. To look for partnerships that bring in more community and ridership benefit.
3. **Property Access, Management and Acquisitions** - Monitor and track use of SacRT property to evaluate economic, health, safety, quality of life, education, and environmental impacts of projects, in addition to transit ridership generation. Acquire additional property for system and agency expansion or find ways to better utilize existing property with the goal of increasing ridership. Show that we are leading toward better economic and community benefits through real estate projects that contribute toward improving community value and support in the region, but do not negatively impact transit ridership. Activate our property to increase transit ridership as well as be a valued part of the communities we serve. Identify ways to generate revenue from property that would contribute to transit improvements.

SacRT Major Goals and Objectives in FY 2022 (continued)

4. **Community Bus Service Implementation** - Continue to provide an innovative public transit solution in the Sacramento region for essential travel, especially in our disadvantaged communities, to access food, healthcare and frontline jobs during the pandemic. Support continued growth in ridership by providing convenient, efficient, and easy to use service. SmarT Ride is a lifeline for residents to safely travel around their community to access essential services.
5. **Innovative Planning Projects** - To establish district wide planning initiatives with a clear vision of goals to guide future planning and investments in the system. Successfully lead the district's large planning initiatives for better access and mobility options and develop robust plans that will serve as blueprints for how SacRT will spend anticipated revenues in the coming decades.
6. **Police Services Engagement with Homeless Population** - Collaborate, coordinate, and partner with service providers in the region to break down silos, build strong relationships, and improve outcomes for our unhoused population. Provide improvements in the lives and mobility of unhoused riders and community members by increasing awareness of and access to resources including shelter, mental health and substance abuse support. Address community concerns and system safety risks by reducing chronic issues and safety hazards across the system, especially focused along light rail tracks and right of ways.

Employee Engagement - SacRT is dedicated to providing a positive and collaborative workplace that enables us to build a strong workforce of highly satisfied and performing individuals. We recognize that the work our employees do every day, in every single position, has a potentially significant impact on the quality of life in the Sacramento region. Our employees are foundational to our success and we are committed to hiring the best people and supporting them throughout their careers at SacRT.

These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

1. **Employee Retention** - Implement changes to Exit Interview Survey to increase employee participation to help identify ways to create and foster an environment that encourages current employees to remain with SacRT. Identify areas of recruitment process that cause delays in hiring new employees to fill vacancies and implement changes to process to eliminate the risk of losing good candidates to other employers. Metrics focus on improving process efficiency which ultimately impacts SacRT's overall success in line with the Strategic Plan.
2. **Labor Engagement and Education** - Provide employees a supportive and inclusive opportunity for engagement on performance management, best practices in responding to performance concerns, attendance problems, misconduct issues or workplace conflicts. Ensure requests and questions are handled quickly and consistently to support employees and maintain high a level of engagement. Provide employees with the resources and tools they need to stay engaged at work and focused on the overall success of the agency.
3. **Strategic Planning and Performance Projects** - Development of robust outcome-based strategic project management plan, reporting progress, and training resources. Projects will focus on improving process efficiency, supporting everyone in the agency to see how their work connects to SacRT's overall success, and maintain a focus on achieving results in line with the Strategic Plan.

SacRT Major Goals and Objectives in FY 2022 (continued)

Customer Satisfaction - Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority for SacRT. We want to ensure that our system provides customers with mobility options that get them where they want to go, when they want to go there.

These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

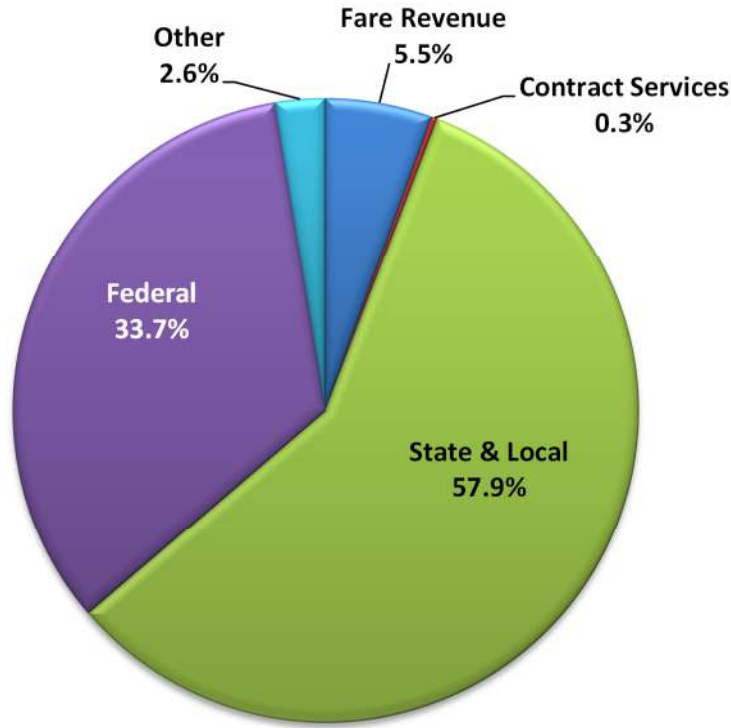
- **Customer Service Process Modernization** - To continue to provide excellent customer service to SacRT employees and customers. Provide training and empower customer satisfaction employees to understand new procedures and technologies that are being implemented across the system. Quickly and efficiently responding to customer inquiries in a effective and efficient manner.
- **Security Support and Fare Inspection** - To provide robust customer service and promote safety and security across our system. Focused on developing team members and empowering them to better serve the community and support strategic initiatives across the system. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officers' investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile app.
- **Prioritizing Bus Safety and Customer Satisfaction** - Provide efficient and reliable service to ensure our customers feel safe and comfortable returning to our system. Create a workplace that provides the highest level of safety and strategically works to eliminate and reduce incidents across our system. Ensure the safety of passengers and operators is central to our long-term planning and goals.
- **SacRT GO Paratransit Service** - Actively engage with riders and employees as SacRT's paratransit service operation expands more broadly in the region. SacRT's focus is on working with our partners in the disability, elderly and transit communities to develop and operate an ADA paratransit service model that complements our accessible transit system and meets the mobility needs of all members of our community.



Operating Budget Summary

Revenues

FY 2022 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Budget	FY 2022 Budget	FY 2021 to FY 2022	
					\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,177	\$ 11,847	\$ (330)	-2.7%
Contract Services	3,731	7,125	6,380	600	(5,780)	-90.6%
State & Local	104,031	114,880	109,728	124,095	14,367	13.1%
Federal	35,750	35,080	71,247	72,205	958	1.3%
Other	8,551	16,417	4,876	5,540	664	13.6%
Total	\$ 177,492	\$ 194,501	\$ 204,408	\$ 214,287	\$ 9,879	4.8%
Operating Surplus/(Deficit)	3,297	12,793	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

Revenues (continued)

COVID-19 Impacts

The values in the Revenues table on page 14, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting a small reduction in fare revenues for FY 2021-2022 which will be down approximately \$330K compared to FY 2020-2021. State & Local revenues have rebounded and are forecast to be \$14.4M above FY 2020-2021 (approximately \$5M of this increase is attributed to the annexation of Elk Grove with a corresponding decrease in Contract Services revenues). To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$31.1M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. These allocations will fully offset any revenue losses for FY 2021-2022.

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 2022 Proposed Budget proposes \$11.8 million in Fare Revenue, a decrease of \$0.4 million (2.8%) from the FY 2021 Amended Budget of \$12.2 million.

- A small decrease in Fare Revenue is anticipated due to the continued impact of COVID-19 on ridership.

Contracted Services

This category includes the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection shuttle services.

The FY 2022 Proposed Budget proposes \$0.6 million in Contracted Services revenue, a reduction of \$5.8 million (90.6%) from the FY 2021 Amended Budget of \$6.4 million.

- This reflects a reduction of \$5.9 million in Elk Grove contracted services due to City of Elk Grove annexation.
- This reflects an increase of \$0.2 million in Rancho Cordova contract due to current service level.
- This also reflects a decrease of \$0.1 million in UC Davis revenue for Causeway Connection service due to reduced service level.
- This also reflects elimination of North Natomas contracted revenue due to discontinuing the service.

Revenues (continued)

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 2022 Proposed Budget proposes \$124.1 million in state and local funding revenue, an increase of \$14.4 million (13.1%) from the FY 2021 Amended Budget of \$109.7 million.

- This reflects a \$3.2 million or 6.5% increase in sales tax estimates for Measure A over the FY 2021 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$4.4 million in Measure A for Paratransit SacRT Go service.
- This budget includes \$5.0 million in Neighborhood Shuttle Measure A for SmaRT Ride service.
- This budget reflects a \$14.8 million or 32.4% increase in TDA-LTF over the FY 2021 Amended Budget to reflect trends in sales tax collection and the City of Elk Grove annexation.
- This also includes a \$0.8 million reduction 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 \$3.7 million in TDA-STA, which eliminates TDA-STA from operating budget and transfers it to capital budget with exceptions of \$0.1 million of Elk Grove STA.

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 2022 Proposed Budget proposes \$72.2 million in federal funding, an increase of \$1.0 million (1.3%) from the FY 2021 Amended Budget of \$71.2 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2021.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital with exception of \$1.4 million of Section 5307 for Elk Grove that are budgeted in operating budget.
- This budget includes \$31.1 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$38.3 million from FY 2021.
- This budget includes \$37.9 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a new revenue source in FY 2022.
- This budget includes \$0.7 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)**Other**

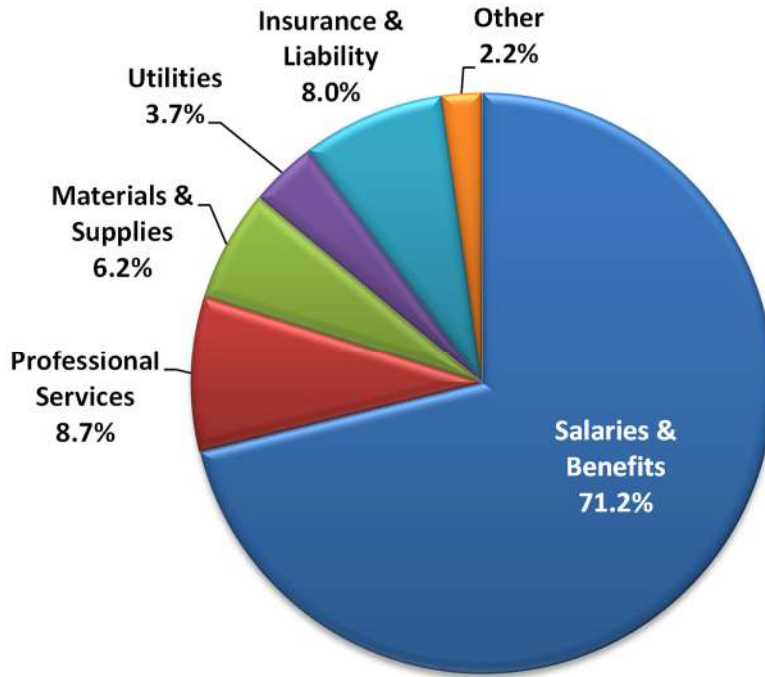
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2022 Proposed Budget includes \$5.5 million in other revenue, which is an increase of \$0.6 million (13.6%) from the FY 2021 Amended Budget of \$4.9 million.

- This includes \$0.6 million in ECOS settlement revenue for Folsom late-night service.
- This includes \$1.5 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is an increase of \$0.03 million over the FY 2021 Amended Budget.
- This includes a decrease of \$0.1 million in Investment income.
- This reflects a decrease of \$0.2 million in Advertising revenue.
- This reflects an increase of \$1.1 million in Miscellaneous Income due to extension of CNG tax rebate program.

Expenses

FY 2022 Operating Expenses by Expense Category



(Dollars in Thousands)

		FY 2019 Actual	FY 2020 Actual	FY 2021 Budget	FY 2022 Budget	FY 2021 to FY 2022	
						\$ Change	% Change
Salaries & Benefits	\$	116,540	\$ 128,291	\$ 143,575	\$ 152,505	\$ 8,930	6.2%
Professional Services		22,776	22,137	19,628	18,621	(1,007)	-5.1%
Materials & Supplies		10,844	11,490	13,818	13,304	(514)	-3.7%
Utilities		6,761	6,821	7,828	8,018	190	2.4%
Insurance & Liability		14,011	9,931	14,917	17,036	2,119	14.2%
Other		3,262	3,038	4,642	4,803	161	3.5%
Operating Expenses	\$	174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

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 2022 Proposed Budget proposes \$152.5 million for salaries and benefits, an increase of \$8.9 million (6.2%) from the FY 2021 Amended Budget of \$143.6 million.

- The Fiscal Year 2022 Proposed Budget includes 1,450 funded positions, which is an increase of 27 funded positions from the Fiscal Year 2021 Amended Budget of 1,423 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$4.1 million (5.1%) from the FY 2021 Amended Budget of \$81.0 million. This reflects various District position salary adjustments and the cost of additional positions for SacRT new Paratransit service.
- Fringe Benefit costs increased by \$4.4 million (6.8%) from the FY 2021 Amended Budget of \$64.6 million. This reflects an increase of \$0.4 million in FICA costs, \$2.4 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.7 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings decreased by \$0.4 million (-19.8%) from the FY 2021 Amended Budget of \$2.1 million. 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 transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2022 Proposed Budget proposes \$18.6 million for Professional Services, a reduction of \$1.0 million (-5.1%) from the FY 2021 Amended Budget of \$19.6 million.

- This budget includes \$6.5 million in security services cost.
- This budget includes \$3.1 million in outside services cost.
- This also includes \$1.2 million in software/cloud services cost.
- This includes \$0.6 million in Paratransit maintenance cost.
- This budget includes a reduction of \$2.1 million in Contract maintenance due to numerous IT upgrades included in FY 2021 Amended budget that are not on-going operating cost.
- This reflects a \$0.1 million increase in tire lease cost due to additional tires needed for Paratransit vehicles.
- This reflects the FY 2022 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 2022 Proposed Budget proposes \$13.3 million for materials and supplies, a reduction of \$0.5 million (-3.7%) from the FY 2021 Amended Budget of \$13.8 million.

Expenses (continued)

- This budget includes a reduction of \$1.2 million in gasoline cost to reflect paratransit vehicles fueling needs.
- This budget includes a reduction of \$0.3 million in COVID-19 supplies cost.
- This budget reflects a \$0.8 million increase in CNG cost due to additional Elk Grove buses that need to be fueled.
- This also includes an increase of \$0.2 million in bus parts due to an increased number of vehicles serviced.

Utilities

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

The FY 2022 Proposed Budget proposes \$8.0 million for Utilities, an increase of \$0.2 million (2.4%) from the FY 2021 Amended Budget of \$7.8 million.

- This budget includes a reduction of \$0.4 million in electricity cost for electric bus charging to reflect spending trend.
- This budget reflects an increase of \$0.3 million in telephone cost due to higher cell phone usage.
- This budget also reflects an increase in traction power and facilities electricity cost by \$0.1 million each to reflect increases in SMUD rates.

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 2022 Proposed Budget proposes \$17.0 million for Insurance & Liability, an increase of approximately \$2.1 million (14.2%) from the FY 2021 Amended Budget of \$14.9 million.

- This budget reflects an increase of \$0.3 million in the projected claim reserves for Property and Liability for FY 2022.
- This also reflects a reduction of \$0.6 million in the projected claim reserves for Workers' Compensation for FY 2022.
- The budget includes an increase of \$1.7 million in excess liability insurance cost due to challenging market conditions.
- The budget also includes an increase of \$0.6 million in property insurance premium due to increased number of revenue vehicles in service.
- This also reflects increases in FY 2022 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

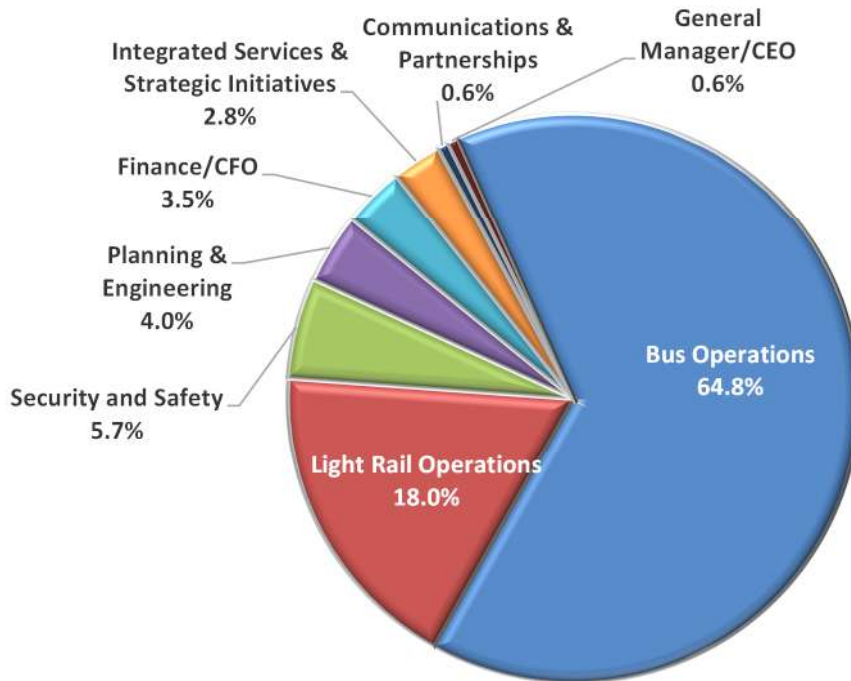
This category includes but is not limited to travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2022 Proposed Budget proposes \$4.8 million for other expenditures, an increase of \$0.2 million (3.5%) from the FY 2021 Amended Budget of \$4.6 million.

- This budget includes a reduction of \$0.2 million in Connect card fees due to lower usage with ridership declines.
- This budget reflects a reduction of \$0.2 million in interest expense due to reduced line of credit usage.
- This budget reflects a reduction of \$0.1 million in banking fees due to SacRT improved financial condition.
- This budget reflects an increase of \$0.5 million in property leases due to Elk Grove facility lease cost.
- This budget reflects an increase of \$0.1 million in Contingency account.

Positions

FY 2022 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2021 to FY 2022
General Manager/CEO	26	19	16	9	-7
Planning & Engineering	28	22	57	58	1
Bus Operations	937	1063	1196	939	-257
Light Rail Operations	0	0	0	261	261
Integrated Services & Strategic Initiatives	0	55	33	41	8
Engineering & Facilities	48	0	0	0	0
Finance/CFO	48	45	47	51	4
Communications & Partnerships	30	0	0	9	9
Security, Safety and Customer Satisfaction	73	53	74	82	8
Total	1,190	1,257	1,423	1,450	27

Positions (continued)

From FY 2021 to FY 2022, SacRT had a net increase of 27 funded positions. The changes reflected in the FY 2022 Proposed Budget are as follows:

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

- Transferred Senior Community & Government Affairs Officer and Senior Community Relations Officer to Communications and Partnerships Division.
- Funded 1 Attorney I.
- Transferred 1 Senior Attorney from Procurement.
- Transferred 7 positions from GM/CEO to Communications and Partnerships Division.

Planning and Engineering Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Internal Auditor to Integrated Services and Strategic Initiatives Division.
- Added and funded 6 positions: 1 Facilities Supervisor, 1 Facilities Maintenance Mechanic, 1 Storekeeper, 1 Administrative Technician, 1 Assistant Resident Engineer and 1 Sr. Planner.
- Transferred 4 Scheduling to Bus Operations Division.

Operations Division split into Bus Operations and Light Rail Operations Divisions for a net increase of 4 positions.

Bus Operations Division had a net decrease of 257 funded positions. The position changes are as follows:

- Eliminated 2 AVP positions: 1 Bus Operations and 1 Light Rail Operations.
- Converted VP, Operations to VP, Bus Operations.
- Added 2 funded positions: 1 Administrative Technician and 1 Program Analyst.
- Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside to Light Rail Operations Division.
- Transferred 4 Scheduling from Planning and Engineering Division.

Light Rail Operations Division had a net increase of 261 funded positions. The position changes are as follows:

- Added VP, Light Rail Operations.
- Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside from Bus Operations Division.
- Unfunded 1 black box Light Rail Vehicle Technician.

Integrated Services and Strategic Initiatives Division had a net increase of 8 positions. The position changes are as follows:

- Added and funded 7 positions: 1 Administrative Assistant II – HLC, 1 Administrative Technician, 1 Manager, Training and Workforce Development, 1 Training Analyst, 1 Network Operations Technician, 1 Senior Cybersecurity Engineer, and 1 Senior Network Operations Engineer.
- Transfer 1 Internal Auditor from Planning and Engineering Division.
- Reclass 1 IT Technician II to 1 IT Network Operations Technician; 1 Human Resources Analyst II to 1 Senior Human Resources Analyst; 1 Manager, Network and End User Operations to Senior Manager, Network and End User Operations.

Finance/Chief Financial Officer (CFO) Division had a net increase of 4 funded positions. The position changes are as follows:

- Added and funded 5 positions: 1 Payroll Analyst, 1 Manager, Capital and Project Control and 3 Procurement Analyst II.
- Swap funding from Risk Technician to Risk Analyst II.
- Transferred 1 Senior Attorney to General Manager Division.

Positions (continued)

Communications and Partnerships Division was reinstated. It had a net increase of 9 positions. The position changes are as follows:

- Transferred Senior Community and Government Affairs Officer and Senior Community Relations Officer from General Manager Division.
- Reclass Chief, Communications Officer to VP, Communications and Partnerships.
- Transferred 7 positions to Communications from General Manager Division.

Security, Safety and Customer Satisfaction Division had a net increase of 8 funded positions:

- Added and funded 6 positions: 1 Social Worker, 4 Transit Ambassador and 1 Safety Specialist II.
- Eliminated 2 Transit Fare Inspectors.
- Converted and added 3 SOC Security Leads.
- Reclass 1 Senior Safety Specialist to 2 Safety Specialist I.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2022 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be Amended by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2022 Proposed Budget only pertain to items where anticipated funding sources have been identified and are programmed for FY 2022, 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 2022 if awarded.

The FY 2022 Capital Budget includes the addition of the following projects:

Maintenance Building

B165 Electric Bus Charging Infrastructure

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements

M018 Bus Stop Improvement Plan

R314 Light Rail Station Low Floor Vehicle Conversion

R327 Sac Valley Station Loop Design/Construct.

Other

M008 Transit Action (Long-Range) Plan Update

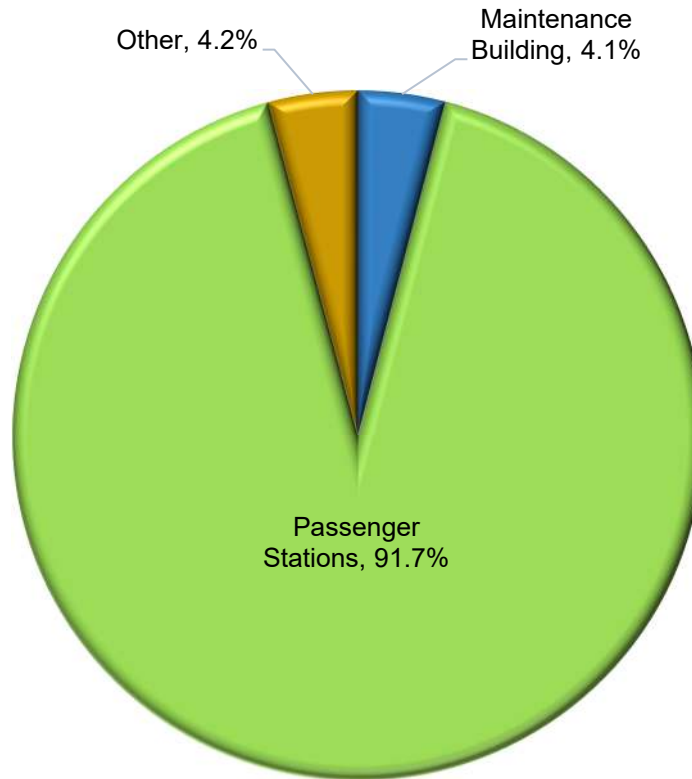
M004 Operating Revenue Bonds, Series 2012 Payment

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



FY 22 Capital Budget Additions by Categories

	<u># of Projects</u>	<u>Total Budget</u>	<u>% of Total</u>
Maintenance Building	1	\$ 2,380,000	4.1%
Passenger Stations	4	\$53,461,691	91.7%
Other	2	\$ 2,450,475	4.2%
	7	\$58,292,166	100.0%



Capital Improvement Revenues

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Guideway									
404	Green Line to the River District (GL-1)	49,762,000	187,703	-	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	270,000,000	6,451,171	-	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	258,386	3	-	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	251,873	12,251	-	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	110,000	-	-	-	-	-	110,000
R010	Light Rail Crossing Enhancements	1,919,676	1,261,896	-	-	-	-	-	1,261,896
R322	Green Line Draft EIS / EIR	4,195,809	130,837	-	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	1,400,000	-	-	-	-	-	1,400,000
R344	Enhanced Employee Protection Warning System	968,404	2,622	-	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	5,511,008	5	-	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	67,300,000	66,508,677	-	-	-	-	-	66,508,677
R364	Bidwell Instrument House Replacement	500,000	467,115	-	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	184,390	-	-	-	-	-	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	500,000	-	-	-	-	-	500,000
S030	Downtown/Riverfront Streetcar Project	200,000,000	188,668,127	-	-	-	-	-	188,668,127
T052	Track Warrant Controlled Access System	195,168	78,758	-	-	-	-	-	78,758
		603,056,714	265,963,554	-	-	-	-	-	265,963,554
Revenue Vehicles									
651	Siemens Light Rail Vehicle Mid-Life Overhaul	9,946,412	729,776	-	-	-	-	-	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	21,629,000	-	-	-	-	-	21,629,000
B142	Neighborhood Ride Vehicle Replacements	2,689,028	17,792	-	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	1,457,493	617,295	-	-	-	-	-	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	5,519,200	-	-	-	-	-	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	9,926,957	9,875,570	-	-	-	-	-	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	370,000	370,000	-	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	63,500,000	-	-	-	-	-	63,500,000
B178	Folsom Cutaway Bus Replacement	1,378,145	1,354,762	-	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	7,263,520	35,256	-	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	925,000	-	-	-	-	-	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	2,600,000	-	-	-	-	-	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	1,525,000	-	-	-	-	-	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	995,000	479,071	-	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	25,564,495	(449)	-	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	235,736,851	-	-	-	-	-	235,736,851
R115	Replacement New Low-Floor LRVs (13)	75,820,672	55,217,444	-	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	106,230,277	-	-	-	-	-	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	42,081,599	30,919,253	-	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	46,500,000	-	-	-	-	-	46,500,000
		661,658,649	583,781,098	-	-	-	-	-	583,781,098



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Maintenance Building									
715	Bus Maintenance Facility 2 (Phase 1 & 2)	25,383,587	1,096,418	-	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	4,285,684	3,863,214	-	-	-	-	-	3,863,214
B151	Above Ground Gas Tank	2,000,000	2,000,000	-	-	-	-	-	2,000,000
B153	BMF1 Ground Well Monitoring	153,683	21,366	-	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
B180	BMF 1 In-Ground Lift Replacement	872,154	872,154	-	-	-	-	-	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	805,000	-	-	-	-	-	805,000
F035	South Area BMF	70,725,000	70,725,000	-	-	-	-	-	70,725,000
R324	Light Rail Portable Jacking System	175,000	52,596	-	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	254,817	152,653	-	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	3,400,000	-	-	-	-	-	3,400,000
R363	Tamper Refurbishment	89,880	89,822	-	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	2,760,000	-	-	-	-	-	2,760,000
R373	Material Storage System	655,000	655,000	-	-	-	-	-	655,000
		119,059,805	93,858,823	2,380,000	-	-	-	2,380,000	96,238,823
Passenger Stations									
B134	Fulton Avenue Bus Shelters / Bus Stops	169,435	14,158	-	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	10,410,780	10,199,037	504,291	-	-	-	504,291	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B172	Folsom Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B179	Bus Stop Improvements	1,461,166	1,461,166	-	-	-	-	-	1,461,166
M018	Bus Stop Improvement Plan	225,000	225,000	25,000	-	-	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	19,687,600	17,616,414	6,112,400	4,809,000	-	-	1,303,400	23,728,814
R135	Horn Light Rail Station	5,840,604	5,299,547	-	-	-	-	-	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	86,250,000	85,240,528	-	-	-	-	-	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,300,000	87,272,368	46,820,000	-	-	-	46,820,000	134,092,368
R347	Watt I-80 Elevator Replacement	990,000	526,612	-	-	-	-	-	526,612
		212,734,585	208,254,831	53,461,691	4,809,000	-	25,000	48,627,691	261,716,522
Fare Collection									
R354	Fare Vending Machine (FVM) Enhancements	9,745,317	1,637,378	-	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	35,000	35,000	-	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	118,000	20,836	-	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	175,000	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	650,000	649,800	-	-	-	-	-	649,800
T067	Connect Card Version 2.0	7,500,000	7,500,000	-	-	-	-	-	7,500,000
		18,223,317	9,843,014	-	-	-	-	-	9,843,014



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Com/IT Systems									
964	Trapeze Implementation (TEAMS)	2,164,212	142	-	-	-	-	-	142
B147	Bus Maintenance Management Software Program	414,500	392,961	-	-	-	-	-	392,961
B169	Microtransit Scheduling Software	192,000	54,538	-	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	214,866	-	-	-	-	-	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	652,630	652,630	-	-	-	-	-	652,630
B176	Drive Cam	454,590	454,590	-	-	-	-	-	454,590
B177	Trapeze OPS Web	251,000	251,000	-	-	-	-	-	251,000
M009	Radio Communications System Upgrade	2,163,908	36,772	-	-	-	-	-	36,772
P011	Paratransit Service Start Up	2,000,000	154,618	-	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	1,310,000	43,556	-	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	344,412	-	-	-	-	-	-	-
T018	Building Access Upgrades	128,116	2,545	-	-	-	-	-	2,545
T022	Handheld Smart Card Reader	120,776	8,985	-	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	277,986	327	-	-	-	-	-	327
T062	Data Center UPS Runtime Increase	350,000	308,588	-	-	-	-	-	308,588
T066	Historic Folsom Camera Enhancements	88,607	88,607	-	-	-	-	-	88,607
T068	Palo Alto Core Firewall Replacment	123,000	123,000	-	-	-	-	-	123,000
		11,250,603	2,787,725	-	-	-	-	-	2,787,725
Admin Building									
F020	HVAC Replacements - Admin & Maint Buildings	95,325	72,533	-	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	818,996	505,455	-	-	-	-	-	505,455
F028	Administrative Equipment Optimization	700,000	700,000	-	-	-	-	-	700,000
F030	Admin Building Lobby Remodel	200,000	149,398	-	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	750,000	663,485	-	-	-	-	-	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	570,000	-	-	-	-	-	570,000
F400	Facility Capital State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
		3,634,321	3,160,871	-	-	-	-	-	3,160,871
Service Vehicles									
B141	Non-Revenue Vehicles	4,726,342	353,298	-	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	3,067,042	983,552	-	-	-	-	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	1,480,000	-	-	-	-	-	1,480,000
		9,273,384	2,816,850	-	-	-	-	-	2,816,850



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Other									
A007	Easton Development Grade Crossing	50,000	27,941	-	-	-	-	-	27,941
A009	Folsom Streetscape	83,169	19,952	-	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	262,209	179,084	-	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	50,000	44,833	-	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	334,400	180,431	-	-	-	-	-	180,431
A020	Folsom Complete Street Project	45,000	42,040	-	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	885,000	112,678	-	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	360,135	36,060	-	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	532,647	145,009	-	-	-	-	-	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	20,700,418	644,469	2,424,475	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	26,000	-	-	26,000	-	226,000
M011	Cemo Circle Environmental	861,000	54,257	-	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	300,000	35,291	-	-	-	-	-	35,291
M017	Network Integration Planning Project	242,000	226,654	-	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replacemer	196,253	196,253	-	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	160,575	160,575	-	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	1,500,000	1,500,000	-	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	339,296	339,296	-	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	950,866	950,866	-	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	4,000,000	2,000,001	-	-	-	-	-	2,000,001
T043	Emergency Drills	65,430	27,681	-	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	67,199	12,839	-	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	70,823	13,584	-	-	-	-	-	13,584
		32,256,420	7,149,792	2,450,475	-	-	2,450,475	-	9,600,267
Total for all Project Types		1,671,147,798	1,177,616,557	58,292,166	4,809,000	-	2,475,475	51,007,691	1,235,908,723



Capital Funding Allocations

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Guideway								
404	Green Line to the River District (GL-1)	-	187,703	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	-	6,451,171	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	-	3	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	-	12,251	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	-	-	-	-	110,000	110,000
R010	Light Rail Crossing Enhancements	926,960	334,936	-	500,000	-	426,960	1,261,896
R322	Green Line Draft EIS / EIR	-	130,837	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	-	-	-	-	1,400,000	1,400,000
R344	Enhanced Employee Protection Warning System	-	2,622	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	-	5	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	56,458,705	10,049,972	-	-	-	56,458,705	66,508,677
R364	Bidwell Instrument House Replacement	-	467,115	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	-	-	-	-	184,390	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	-	-	-	-	500,000	500,000
S030	Downtown/Riverfront Streetcar Project	106,903,714	81,764,413	-	-	-	106,903,714	188,668,127
T052	Track Warrant Controlled Access System	-	78,758	-	-	-	-	78,758
		166,483,769	99,479,785	-	500,000	-	165,983,769	265,963,554
Revenue Vehicles								
651	Siemens Light Rail Vehicle Mid-Life Overhaul	260,011	469,765	-	-	-	260,011	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	-	-	-	-	21,629,000	21,629,000
B142	Neighborhood Ride Vehicle Replacements	-	17,792	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	615,000	2,295	-	-	-	615,000	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	-	-	-	-	5,519,200	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	6,696,135	3,179,435	-	-	-	6,696,135	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	-	370,000	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	-	15,291,697	8,508,294	-	39,700,009	63,500,000
B178	Folsom Cutaway Bus Replacement	-	1,354,762	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	-	35,256	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	-	-	-	-	925,000	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	-	-	-	-	2,600,000	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	-	-	-	-	1,525,000	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	-	479,071	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	-	(449)	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	-	25,000,000	51,954,078	-	158,782,773	235,736,851
R115	Replacement New Low-Floor LRVs (13)	-	55,217,444	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	-	-	-	-	106,230,277	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	-	30,919,253	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	-	-	-	-	46,500,000	46,500,000
		491,736,474	92,044,624	40,291,697	60,462,372	-	390,982,405	583,781,098

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Maintenance Building								
715	Bus Maintenance Facility 2 (Phase 1 & 2)	-	1,096,418	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	902,977	2,960,237	-	-	-	902,977	3,863,214
B151	Above Ground Gas Tank	2,000,000	-	-	-	-	2,000,000	2,000,000
B153	BMF1 Ground Well Monitoring	-	21,366	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	4,787,897	2,077,704	-	-	-	7,167,897	9,245,601
B180	BMF 1 In-Ground Lift Replacement	699,734	172,420	-	699,374	-	360	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	-	-	-	-	500,000	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	-	-	-	-	805,000	805,000
F035	South Area BMF	70,725,000	-	-	-	-	70,725,000	70,725,000
R324	Light Rail Portable Jacking System	-	52,596	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	-	152,653	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	-	-	1,150,000	-	2,250,000	3,400,000
R363	Tamper Refurbishment	-	89,822	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	-	-	-	-	2,760,000	2,760,000
R373	Material Storage System	655,000	-	-	-	-	655,000	655,000
		87,235,608	6,623,215	-	1,849,374	-	87,766,234	96,238,823
Passenger Stations								
B134	Fulton Avenue Bus Shelters / Bus Stops	-	14,158	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	9,841,168	357,869	-	7,936,459	-	2,409,000	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B172	Folsom Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B179	Bus Stop Improvements	1,236,415	224,751	-	-	-	1,236,415	1,461,166
M018	Bus Stop Improvement Plan	225,000	-	-	225,000	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	(100,396)	17,716,810	-	-	-	6,012,004	23,728,814
R135	Horn Light Rail Station	5,268,142	31,405	-	-	-	5,268,142	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	73,203,167	12,037,361	5,000,000	4,393,494	-	63,809,673	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,054,000	218,368	-	591,187	-	133,282,813	134,092,368
R347	Watt I-80 Elevator Replacement	-	526,612	-	-	-	-	526,612
		177,127,496	31,127,335	5,000,000	13,146,140	25,000	212,418,047	261,716,522
Fare Collection								
R354	Fare Vending Machine (FVM) Enhancements	-	1,637,378	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	-	35,000	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	-	20,836	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	3,434	646,366	-	-	-	3,434	649,800
T067	Connect Card Version 2.0	7,500,000	-	-	-	-	7,500,000	7,500,000
		7,503,434	2,339,580	-	-	-	7,503,434	9,843,014

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Com/IT Systems								
964	Trapeze Implementation (TEAMS)	-	142	-	-	-	-	142
B147	Bus Maintenance Management Software Program	-	392,961	-	-	-	-	392,961
B169	Microtransit Scheduling Software	-	54,538	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	-	-	-	-	214,866	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	-	652,630	-	-	-	-	652,630
B176	Drive Cam	-	454,590	-	-	-	-	454,590
B177	Trapeze OPS Web	-	251,000	-	-	-	-	251,000
M009	Radio Communications System Upgrade	-	36,772	-	-	-	-	36,772
P011	Paratransit Service Start Up	-	154,618	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	-	43,556	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	-	-	-	-	-	-	-
T018	Building Access Upgrades	-	2,545	-	-	-	-	2,545
T022	Handheld Smart Card Reader	-	8,985	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	-	327	-	-	-	-	327
T062	Data Center UPS Runtime Increase	150,000	158,588	-	-	-	150,000	308,588
T066	Historic Folsom Camera Enhancements	46,969	41,638	-	46,969	-	-	88,607
T068	Palo Alto Core Firewall Replacement	123,000	-	-	-	-	123,000	123,000
		534,835	2,252,890	-	46,969	-	487,866	2,787,725
Admin Building								
F020	HVAC Replacements - Admin & Maint Buildings	-	72,533	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	361,617	143,838	-	-	-	361,617	505,455
F028	Administrative Equipment Optimization	700,000	-	-	-	-	700,000	700,000
F030	Admin Building Lobby Remodel	-	149,398	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	121,200	542,285	-	-	-	121,200	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	-	-	560,018	-	9,982	570,000
F400	Facility Capital State of Good Repair	500,000	-	-	-	-	500,000	500,000
		2,252,817	908,054	-	560,018	-	1,692,799	3,160,871
Service Vehicles								
B141	Non-Revenue Vehicles	-	353,298	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	940,000	43,552	-	652,000	288,000	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	-	-	-	-	1,480,000	1,480,000
		2,420,000	396,850	-	652,000	288,000	1,480,000	2,816,850

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Other								
A007	Easton Development Grade Crossing	-	27,941	-	-	-	-	27,941
A009	Folsom Streetscape	-	19,952	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	-	179,084	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	-	44,833	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	-	180,431	-	-	-	-	180,431
A020	Folsom Complete Street Project	-	42,040	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	-	112,678	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	-	36,060	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	145,000	9	-	-	-	145,000	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	-	644,469	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	-	-	-	26,000	200,000	226,000
M011	Cemo Circle Environmental	-	54,257	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	-	35,291	-	-	-	-	35,291
M017	Network Integration Planning Project	-	226,654	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replace	-	196,253	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	-	160,575	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	-	1,500,000	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	-	339,296	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	-	950,866	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	-	2,000,001	-	-	-	-	2,000,001
T043	Emergency Drills	-	27,681	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	-	12,839	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	-	13,584	-	-	-	-	13,584
		345,000	6,804,792	-	-	2,450,475	345,000	9,600,267
	Total for all Project Types	935,639,433	241,977,124	45,291,697	77,216,873	2,763,475	868,659,554	1,235,908,723

Capital Project Funding Addition Descriptions

Maintenance Building

B165 Electric Bus Charging Infrastructure – Construct 4000 AMP, 480V electrical service and 120/208 Volt distribution system, powering fifteen to thirty-five 150kw/480V chargers.

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements – Construct and improve bicycle, pedestrian, and bus access from the Watt Ave Station Plaza to the Watt/I-80 Light Rail Station.

M018 Bus Stop Improvement Plan – SacRT, in partnership with Walk Sacramento, will identify and prioritize bus stop improvement projects, and generate a capital improvement plan to address bus stop improvements throughout SacRT bus system.

R055 Dos Rios Light Rail Station Design – Construct a new light rail station in the conjunction with the new Mirasole Village housing Development located in the Rivers District just North of downtown Sacramento and east of the Rail Yard Project.

R327 Sac Valley Station Loop Design/Construct. – Sacramento Valley Station Loop Design/Construction –Design and construct 1.55 miles of new light rail track from the Sacramento Valley Station (SVS) to North B Street and construct two light rail stations. The project will include double-tracking on 7th Street which will enable 15 minute service on the GreenLine between downtown/SVS and Township 9 station, which can currently only accommodate 30 minute service. This budget amount is the escalated cost estimate that was included in SacRT's 2020 Transit and Intercity Rail Capital Program (TIRCP) application for the SVS Loop project.

Other

M008 Transit Action (Long-Range) Plan Update – Hire consultants to update SacRT's 2009 Transit Action (Long Range) Plan.

M004 OPERATING Revenue Bond Series 2012 Payment – Annual payment for Revenue Bond issuance from FY 2013 to FY 2042.

RESOLUTION NO. 21-06-0072

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

June 14, 2021

AUTHORIZING THE FILING OF THE FY 2022 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 of Directors 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 2022 and, from said amount, SacRT may claim \$1,937,883 on behalf of SACOG for transportation planning purposes.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

FY 2022 Budget






***SacRT has received
the distinguished
budget award now
for the past 19 years***


Changes From May 10 Draft



No Significant Changes to Operating Budget

-  Bottom Line Unchanged
-  Continuing Youth Free Fare program
-  Some service increases

No Significant Changes to Capital Budget

-  Funded Capital Project total is \$367M*
-  Currently Unfunded total is \$869M
-  Total Approved Capital Budget is \$1.2B

*Does not include TBD funding to be awarded in FY22.

FY 19 & 20 Budget to Actual



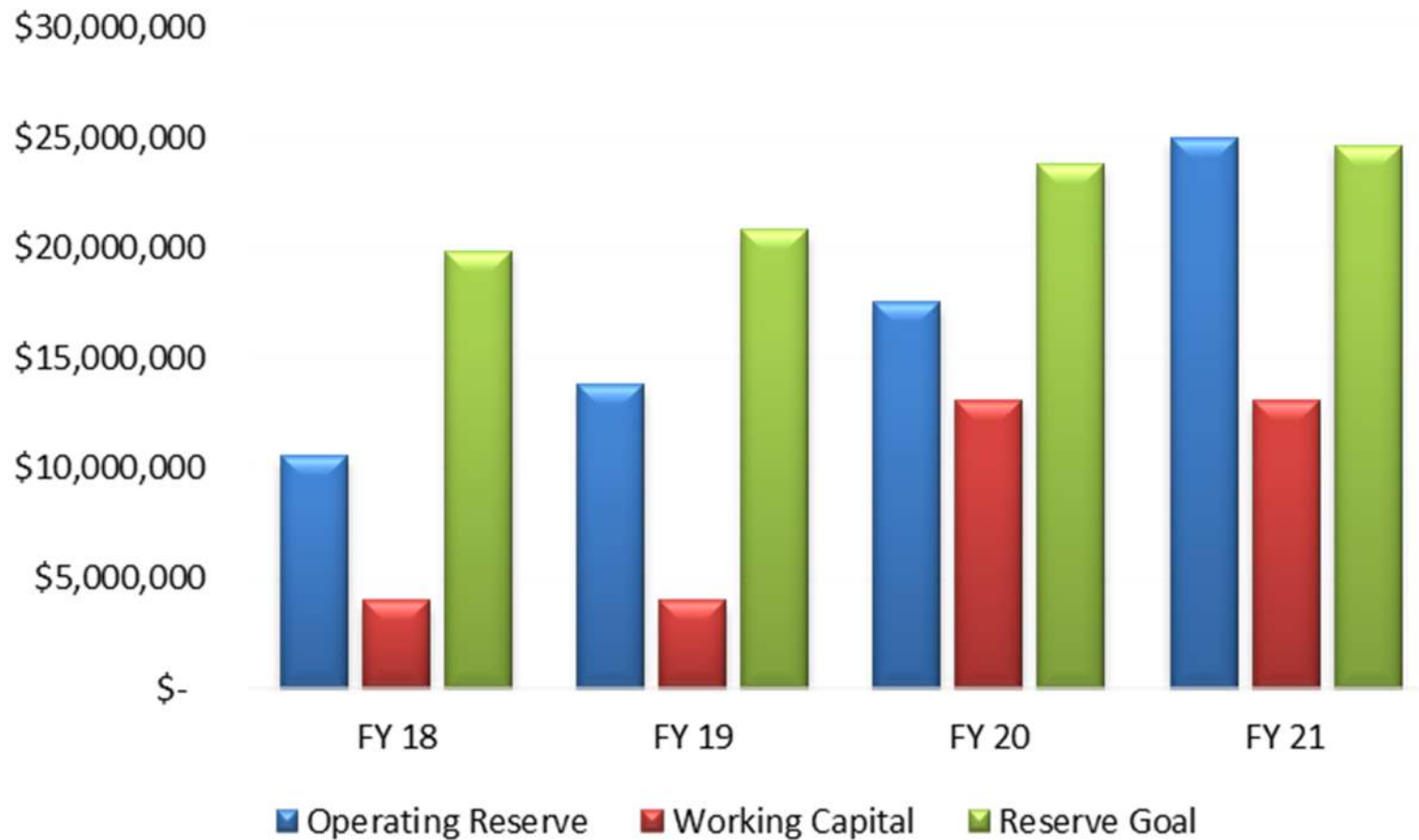
Categories	FY2019 Actuals	FY2019 Budget	Budget Variance	FY2020 Actuals	FY2020 Budget	Budget Variance
Operating Revenues						
Fare Revenue	\$25,428,432	\$25,185,767	\$242,665	\$20,998,877	\$26,198,738	(\$5,199,861)
Contract Services	3,730,930	3,830,066	(99,136)	7,125,076	7,685,707	(560,631)
State & Local Assistance	104,030,786	103,700,166	330,620	114,879,837	118,375,393	(3,495,556)
Federal Assistance	35,750,251	35,750,241	10	35,080,314	35,944,541	(864,227)
Other	8,551,220	5,778,000	2,773,220	16,417,255	4,835,000	11,582,255
Total Revenues	\$177,491,619	\$174,244,240	\$3,247,379	\$194,501,359	\$193,039,379	\$1,461,980
Operating Expenses						
Salaries & Benefits	\$116,540,238	\$117,904,513	\$1,364,275	\$128,291,451	\$132,333,236	\$4,041,785
Professional Services	22,798,832	24,424,178	1,625,346	22,129,623	27,622,370	5,492,748
Materials & Supplies	10,843,913	10,358,259	(485,654)	11,490,270	11,721,462	231,192
Utilities	6,761,302	7,028,725	267,423	6,820,547	6,935,000	114,453
Insurance & Liability	14,011,315	9,231,195	(4,780,120)	9,930,823	10,840,176	909,353
Other Expenses	3,239,370	5,297,370	2,058,000	3,045,851	3,587,135	541,284
Total Expenses	\$174,194,970	\$174,244,240	\$49,270	\$181,708,564	\$193,039,379	\$11,330,815
Operating Surplus	\$3,296,649.40	\$ -	\$3,296,649.40	\$12,792,795.23	\$ -	\$12,792,795.23

FY 21 & 22 Projection & Budget



Categories	FY 2021 Projections	FY 2021 Budget	Budget Variance	FY 2022 Budget
Operating Revenues				
Fare Revenue	\$11,543,388	\$12,176,775	(\$633,387)	\$11,847,000
Contract Services	6,564,072	6,380,312	183,760	600,000
State & Local Assistance	114,483,718	115,159,473	(675,755)	124,094,885
Federal Assistance	57,798,131	65,814,658	(8,016,527)	72,205,348
Other	8,493,027	4,876,400	3,616,627	5,540,000
Total Revenues	\$198,882,336	\$204,407,618	(\$5,525,282)	\$214,287,233
Operating Expenses				
Salaries & Benefits	\$140,523,179	\$143,575,152	\$3,051,973	\$152,505,536
Professional Services	14,515,579	19,628,458	5,112,879	18,621,051
Materials & Supplies	11,861,142	13,818,260	1,957,118	13,303,750
Utilities	7,356,690	7,827,600	470,910	8,018,000
Insurance & Liability	14,981,649	14,916,501	(65,148)	17,036,033
Other Expenses	2,144,097	4,641,647	2,497,550	4,802,863
Total Expenses	\$191,382,336	\$204,407,618	\$13,025,282	\$214,287,233
Operating Surplus	\$ 7,500,000	\$ -	\$ 7,500,000	\$ -

Operating Reserves and Working Capital



The above graph does not include unused stimulus and other federal funds of approximately \$150M.

FY 2022 Operating and Capital Budgets



Operating Budget - \$214.3M



- Cost split:
 - 78% Operations
 - 22% Admin Support
 - Industry average Admin Support ~25%



Capital Budget – \$1.2B (\$367M Funded)



- Highlights for FY 2022
 - Sacramento Valley Station Loop Design/Construction
 - Light Rail vehicle replacement
 - Light Rail extension to West Sacramento
 - Bus Replacement



This concludes the budget cycle, and staff seeks Board approval of the budget.