STAFF REPORT

DATE: August 22, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, Acting VP, Finance/CFO

SUBJ: APPROVE THE FY23-27 CAPITAL IMPROVEMENT PLAN (CIP)

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approve the attached FY23 – FY27 Capital Improvement Plan.

FISCAL IMPACT

This action does not imply funding is available for the projects within the CIP, but instead provides a multi-year view of SacRT's capital needs to maximize the use of capital funds.

DISCUSSION

The Five-Year Capital Improvement Plan (CIP) represents the culmination of Sacramento Regional Transit District's (SacRT) efforts to strategically plan and prioritize capital expenditures and activities over a five-year span from Fiscal Year (FY) 2023 to 2027. A multi-year view of capital needs is essential to maximize the use of capital funds.

The total estimated cost of projects in the Five-Year CIP FY23-FY27 is $1.5 billion, the estimated costs beyond FY27 are $4.6 billion, and the costs previously incurred on active capital projects is $400 million, bringing the total CIP to $6.5 billion. Many of the projects in the CIP are funded and SacRT is actively seeking capital funding for the highest priority projects that are not fully funded. By leveraging local, state, and federal revenues, SacRT is optimistic that all the major capital projects can be funded and completed in the next 15 to 20 years.

The CIP places an emphasis on sustaining safety and regulatory compliance; maintaining a "state of good repair" for SacRT's current assets; completing transit expansion projects; and system enhancement/improvement projects – particularly projects that significantly enhance customer service, safety and cleanliness while providing opportunities for greater system efficiency/revenue generation. The CIP provides a reference for internal and external stakeholders to understand SacRT's ongoing capital needs.

RESOLUTION NO. 2022-08-095

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

August 22, 2022

APPROVE THE FY23-27 CAPITAL IMPROVEMENT PLAN (CIP)

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

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

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

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

_____
STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

Exhibit A

CAPITAL IMPROVEMENT PLAN
FY 2023 - FY 2027

SACRAMENTO REGIONAL TRANSIT DISTRICT

August 22, 2022

Regional Transit

Introduction

The Five-Year Capital Improvement Plan (CIP) represents the culmination of Sacramento Regional Transit District's (SacRT) efforts to strategically plan and prioritize capital expenditures and activities over a five-year span from Fiscal Year (FY) 2023 to 2027. SacRT has a large backlog of capital asset rehabilitation and replacement that needs to be addressed, and limited funding and resources with which to accomplish it. A multi-year view of capital needs is essential to maximize the use of capital funds.

The CIP is intended to be a "living document" that is reviewed and updated at least every two years, with the first year aligned with the current adopted capital budget. The bi-annual review will verify and update the programming of the projects in the remaining three years of the CIP and add two more years to renew the five-year horizon of the plan. The process includes reviewing guiding documents, validating capital project, and a final review and approval by the Capital Program Committee (CPC). Once approved by CPC, the project goes to the General Manager/CEO for review and approval. If approved by the GM/CEO the CIP will be updated and presented to the SacRT Board for adoption.

SacRT's Capital Program Committee (CPC) meets regularly to review and monitor the Capital Budget, evaluate new capital project requests for addition to the Capital Budget, monitor and manage projects within the Capital Budget and provides management oversight of the Five-Year CIP and Ten-Year Operating and Capital Plan. The CPC is made up of the following Executive Management Team (EMT) members: VP, Security, Safety & Customer Satisfaction, VP, Planning & Engineering, VP, Light Rail Operations, VP, Bus Operations, VP Integrated Services & Strategic Initiatives/COS, VP, Finance/CFO, and VP, Communications & Partnership.

The CIP places an emphasis on sustaining safety and regulatory compliance; maintaining a "state of good repair" for SacRT's current assets; completing transit expansion projects; and system enhancement/improvement projects – particularly projects that significantly enhance customer service, safety and cleanliness while providing opportunities for greater system efficiency/revenue generation. The CIP provides a reference for internal and external stakeholders to understand SacRT's ongoing capital needs

SacRT's Profile

In 1971, California legislation allocated sales tax money for local and statewide transit service and created the organizational framework for SacRT pursuant to the Sacramento Regional Transit District Act. SacRT began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. SacRT is the largest public transportation provider in the Sacramento region, providing bus, light rail, paratransit and microtransit service to a population of over 2.0 million with a service area of over 440 square miles.

Guiding Documents

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

1. **Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS):** The MTP/SCS is a long-range plan for transportation improvements in SacRT's six-county region. SACOG is the Metropolitan Planning Organization (MPO) responsible for developing the state and federally required MTP/SCS every four years in coordination with the 22 cities and six counties in the greater Sacramento region. The latest MTP/SCS, covering the period from 2020 to 2040, was adopted by the SACOG Board at its November 18, 2019, meeting.

2. **SacRT Strategic Plan (FY 2021 – FY 2025):** The Strategic Plan was adopted October 26th, 2020. It was updated to serve as a blueprint for operational excellence and to better focus on regional needs. SacRT has embraced a customer-centric culture, placing customer interests first in all plans, decisions, investments and actions. Staff strives to balance a high-quality customer experience with taxpayer value as we move customers as safely and as efficiently as possible. The plan represents four fundamental and integrated elements:

   WHY: SacRT leaders, teams, and staff are driven to deliver high quality service.

   - Mission: Moving you where you want to go, when you want to go.
   - Vision: A leader in providing mobility options for our community.
   - Values: Core principles include:
     - Collaboration
     - Diversity
     - Innovation
     - Respect
     - Trust
     - Excellence

   WHAT: This encompasses annual goals SacRT strives to achieve.

   1. Establish a baseline of customer satisfaction.
   2. Deliver operational excellence across the organization.
   3. Establish a baseline of the community's perception of SacRT as a trusted partner.
   4. Improve employee engagement over the prior year.

HOW: With clarity of goals, strategic priorities were identified to help narrow focus on areas of service and operations that most closely align with stated goals. Then, a work plan was developed to encompass projects and programs that SacRT teams will strive to complete.

1. Customer Satisfaction
2. Operational Excellence
3. Community Value
4. Employee Engagement

WHO: A scorecard system will be used to monitor Operational and Division performance on a quarterly and annual basis.

3. **SacRT Transit Asset Management (TAM) Plan:** The Transit Asset Management (TAM) rule (49 CFR part 625) is a new set of federal regulations that sets out minimum asset management practices for transit providers. One of the TAM requirements is that all transit agencies must develop a TAM Plan to aid in: (1) assessing the current condition of its capital assets; (2) determining what the condition of its assets should be; (3) identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds towards improving asset condition and achieving a sufficient level of performance within those means. SacRT completed its first TAM Plan in October 2018. The TAM Plan informed the development of the CIP, and the two will continue to be complementary planning efforts going forward.

4. **SacRT Fleet Management Plan (FMP):** This document identifies fleet requirements including replacement schedules and proposed expansions. In addition, it identifies major system expansions and the facilities required to maintain the fleet. This document is required by the Federal Transit Administration (FTA). The last adopted FMP for the Bus mode was December 2012. The FMP for the Light Rail mode is dated February 2013. Updates were submitted to the FTA in March and April 2017 respectively. Updates to both documents are planned for 2022.

5. **SacRT TransitAction Plan:** This document outlines SacRT's long range plans through 2035. It provides the basis for SacRT's Vision and input into the Metropolitan Transportation Plan/Sustainable Communities Strategies. The TransitAction Plan was adopted by the Board on August 10, 2009. This document is planned to be updated in 2022.

6. **Short Range Transit Plan (SRTP):** The SRTP was last amended in April 2022. The SRTP sets out transit planning and programming for a ten-year period and provides input to SACOG for preparation of the MTP/SCS. In addition to operating plans and resources, the SRTP identifies capital projects to be undertaken to support SacRT's existing and planned transit services.

7. **Final Network Integration Plan:** This document was finalized October 25, 2021. It represents a plan to provide better connections between local transit and the state rail system to support the 2018 California State Rail Plan that articulates a vision of intercity rail, commuter rail, and local mass transit integration, making the rail system easier to access and use. In Sacramento, that system consists of the Capitol Corridor and the San Joaquin's intercity trains, which are sponsored by Caltrans and operated by their respective Joint Powers Authorities. In the future, two new San Joaquin roundtrips will be added on the Union Pacific Railroad's Sacramento Subdivision, stopping at a proposed Midtown Station along the 20th Street corridor. Additionally, the Altamont Corridor Express (ACE) commuter rail service, operating today between Stockton and San Jose, is planning an extension to Sacramento with multiple arrivals and departures. Infrastructure improvements and light rail service improvements are proposed.

8. **The Annual Budget Process:** Each year, the Operating and Capital Budgets for the new fiscal year are adopted by the Board. The funding allocated for Capital Projects is based on available capital revenue and project priorities as identified by the CPC and approved by the GM/CEO and the Board of Directors.

9. **Zero-Emission Bus Roll out Plan (ZEBROP):** The Innovative Clean Transit (ICT) regulation, adopted by the California Air Resources Board (CARB) in December of 2018, requires all public transit agencies to gradually transition their bus fleets to zero-emission technologies. Per ICT Regulation the ZEBROP includes a goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses. In March 2021, the Board approved a Zero-Emission Bus Rollout Plan, which will transition SacRT's fleet to 100% zero-emission by 2040.

10. **Transit Oriented Development (TOD) Action Plan**: In partnership with SACOG, a TOD Action Plan for the region was released in June 2020. The Action Plan is designed to help local governments, property owners, developers, and the community prioritize TOD projects that result in inclusive, sustainable, and connected communities. This Action Plan articulates the need for a concerted effort between local municipalities, the State, SacRT, and SACOG to ensure TOD projects are prioritized, coordinated, and thoughtfully implemented throughout the region. SacRT's leadership team continues to participate in a workgroup coordinating with State Treasurer Fiona Ma on TOD planning, opportunity zones, and project development.

General & Community Plans: SacRT will consider projects identified in general/ community plans for inclusion in the SacRT Capital Program.

Five Year Capital Improvement Plan (CIP) Process

Developing and updating the CIP follows a multi-step process:1) Asset Inventory and Condition Assessment also known as Asset Management, 2) Update Capital Project List, 3) Funding Projections, 4) Project Prioritization. Each of these steps need to be completed to create a useful CIP.

Step 1 Asset Inventory and Condition Assessment (Asset Management): Update the asset inventory and condition assessment, this will allow projects to be based off an updated set of data. Assets that are in fair condition can plan to be rehabilitated or replaced later in the five-year plan, while assets in poor condition can be prioritized in earlier years.

Step 2 Update Capital Project List: Review existing and submitted project requests to create a complete list of all projects. The updated list contains projects from the Capital Budget, prior CIP and new project requests. Projects are organized by Mode (Light Rail Streetcar, Bus, Demand Response, Paratransit), Category (Expansion or State of Good Repair), and Sub-Category (Guideway, Passenger Stations, Revenue Vehicles, Service Vehicles, Maintenance Buildings, Administrative Buildings, Communication/IT Systems, Planning, and Other).

Step 3 Funding Projections: Review formula and competitive funding programs to forecast possible funding levels over the next 5 years. A funding plan is developed for the entire CIP but funding availability can limit the projects that can be programed, and the requirements of funding sources can also limit what projects can be funded.

Step 4 Project Prioritization: Projects are prioritized based on the asset management plan, safety and security and overall requirements to provide transit service.

A key requirement in creating or updating the CIP is the prioritization of projects, which determines which investments are made and when they are made. Federal Transit Administration (FTA) Transit Asset Management (TAM) regulations require a sound methodology or tool that assist in the prioritization of capital investments.

Projects in the CIP are prioritized in tiers based on need and potential funding availability. The priority tiers are:

1. Projects that are Fully Funded
2. Projects that are high priority but are not fully funded
3. Projects that are medium priority and could be funded if opportunities arise
4. Projects that are low priority or planned to be completed beyond the CIPs five years, contingent on availability of adequate revenues.

Prioritization of projects is completed by the Executive Management Team (EMT) quarterly, with members reviewing and ranking Tier 2 and Tier 3 projects from the SacRT Unfunded Project List. SacRT staff also reviews Tier 1 projects to determine their ongoing need, continued relevance, schedule, and funding status. If Tier 1 projects need additional funding, they are added to the Unfunded Project List for ranking.

Attachment A is a summary of projects in the CIP by Sub-category

Funding Summary

SacRT has extensive plans for future expansion to meet forecast increases in demand, and to improve light rail and bus services, however, we face significant capital replacement and infrastructure maintenance needs for the existing bus and light rail systems. As a result, it is important to ensure both the availability of financial resources to maintain existing levels of service and sufficient funding for capital and operating expenditures related to proposed expansion and service improvements. SacRT's major sources of funding are detailed in the next sections.

Funding Sources

As part of the development of the Five-Year Capital Improvement Plan, a review of projected and potential revenue sources was completed. SacRT receives grant funding from federal, state, and regional/local organizations. The following are the most common and/or current grants that fund capital projects.

Federal

The Federal Transit Administration (FTA) is the number one provider of federal funding to SacRT however there are other federal funding sources including Federal Highway Administration (FHWA), Federal Rail Administration (FRA), Department of Transportation (DOT), Department of Energy (DOE), and Federal Emergency Management Agency (FEMA). The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015, reauthorizing many FTA grant programs through federal fiscal year 2020. FAST also included language to improve mobility, streamline capital construction projects and increase the safety of public transportation systems across the country. In 2021 the Bipartisan Infrastructure Law (BIL) extended and increased the funding for many of the programs while also creating new programs.

Section 5307 – Urbanized Area Formula Grants: These funds are distributed by formula to large and small urban areas to provide funding to public transit systems in Urbanized Areas (UZA).

Section 5309 – Capital Investment Grants (CIG): These funds are distributed through a multi-year competitive process and provide funding for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities: These funds are distributed through a competitive process and provide funding for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Section 5337 – State of Good Repair: These funds are distributed by formula to large, urbanized areas that operate rail services to provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.

Section 5339 – Grants for Buses and Bus Facilities: These funds are distributed to states and transit agencies through statutory formula and provide funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

> **Section 5339 (b) – Buses and Bus Facilities Discretionary Program:** These funds are distributed through a competitive program to provide funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
>
> **Section 5339 (c) - Low and No Emission Bus Discretionary Program:** These funds are distributed through a competitive program to provide funding to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses.

Congestion Mitigation and Air Quality Program (CMAQ): These funds are distributed through a competitive process at the regional/local level and provide funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter.

Surface Transportation Block Grant Program (STP): These funds are distributed through a competitive process at the regional/local level and provide funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

New Bipartisan Infrastructure Bill (BIL) Programs: The New Bipartisan Infrastructure Law will rebuild America's roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle the climate crisis, advance environmental

justice, and invest in communities that have too often been left behind. The legislation will help ease inflationary pressures and strengthen supply chains by making long overdue improvements for our nation's ports, airports, rail, and roads.

The legislation includes $39 billion of new investment to modernize transit, in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. In total, the new investments and reauthorization in the Bipartisan Infrastructure Law provide $89.9 billion in guaranteed funding for public transit over the next five years – the largest Federal investment in public transit in history. The legislation will expand public transit options across every state in the country, replace thousands of deficient transit vehicles, including buses with clean zero emission vehicles, and improve accessibility for the elderly and people with disabilities.

State

California Department of Transportation (Caltrans), the California State Transportation Agency (CalSTA) and the California Transportation Commission (CTC) provide a large amount of state funding to SacRT however there are other state agencies providing funding including California Air Resources Board (CARB), California Energy Commission (CEC), California Office of Emergency Services (CalOES), California Housing and Community Development (HCD) and Strategic Growth Council (SGC). With the passage of SB 862 in 2014 and SB 1 in 2017, California invested billions of dollars in transportation programs across the State.

SB 862 helped create the Cap-and-Trade Program, a key element of California's climate plan. Proceeds from the Cap-and-Trade Program facilitate comprehensive and coordinated investments throughout California that further the State's climate goals. These investments also known as California Climate Investments (CCI) support programs and projects that reduce greenhouse gas (GHG) emissions in the State and deliver major economic, environmental, and public health benefits for Californians, including meaningful benefits to the most disadvantaged communities. CCI programs include the Low Carbon Transit Operations Program (LCTOP), the Transit and Intercity Rail Capital Program (TIRCP) and the Affordable Housing and Sustainable Communities Program (AHSC).

With the signing of Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 on April 28, 2017, the California legislative invested $54 billion over the next decade to fix roads, freeways, and bridges in communities across the state and put more funding towards transit and safety. SB 1 created and increased funding for several programs including the Active Transportation Program (ATP), Local Partnership Program (LPP), Solutions for Congested Corridors Programs (SCCP), State Transportation Improvement Program (STIP), Trade Corridor Enhancement Program (TECP) and Transit and Intercity Rail Capital Program (TIRP).

Transit and Intercity Rail Capital Program (TIRCP): These funds are distributed through a competitive process by Caltrans and CalSTA. They provide funding from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Low Carbon Transit Operation Program (LCTOP): These funds are distributed by formula to transit agencies, Metropolitan Transportation Planning Organizations (MPO) and Regional Transportation Planning Agencies (RTPA). They provide funding for operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions

Local Partnership Program Formula (LPP[F]): These funds are distributed by formula to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account (RMRA) to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. This program is to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

Local Partnership Program Competitive (LPP[C]): These funds are distributed through a competitive process to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account (RMRA) to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. This program is to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

Solutions for Congested Corridors Program (SCCP): These funds are distributed through a competitive process to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

State of Good Repair (SGR) These funds are distributed by formula to transit agencies throughout the state and are made available for eligible transit maintenance, rehabilitation and capital projects.

Local

SacRT accesses several local and regional funds including countywide and statewide sales tax measures, developer fees and Sacramento Metropolitan Air Quality Management District funding.

Sacramento County Measure A Sales Tax: Measure A added one-half cent to the County's sales tax and added fees from new developments for transportation purposes. In FY 2009, SacRT began receiving 34.5 percent of Measure A revenues for operating and 2.5 percent for capital and 20 percent of development fees for capital expansions (Sacramento Countywide Transportation Mitigation Fee Program, or SCTMF).

Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022: A citizen group called Committee for a Better Sacramento is bringing forth a citizen-led initiative to the November 2022 ballot. The Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022, which if approved by the voters would bring SacRT more than $3.3 billion over the life of the initiative, or approximately $85 million annually. More recent projections indicate that this amount could increase to $3.5 billion. The ballot identifies funding for SacRT in several categories, with $2.06 billion projected for maintenance, operations, and transformative system improvements; this is a flexible category that may support operations or capital projects, such as zero emission bus replacement and light rail modernization. The Transit and Rail Congestion Improvement Projects category allocates $890 million in projected funding for a menu of capital projects including multiple high frequency bus corridors, and Light Rail to the Airport, Elk Grove and future expansion in Citrus Heights and Folsom. Given current state and federal funding opportunities, SacRT is positioned to fund many of these capital expansion projects using only 25-30% local funds. Should this funding become available SacRT would apply for competitive federal and state grants to fund the remaining 75% of these projects. For example, on the Green Line expansion to the airport, we would use $500 million of the local funding to leverage $1.5 billion from state and federal funding sources.

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

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

Attachment B is a funding summary within the five-year planning horizon (FY 2023 - FY 2027)

ATTACHMENT A: CAPITAL EXPENDITURE SUMMARY

The table summarizes the total expenditures proposed by fiscal year for all projects in the CIP. Projects are divided into groups project that are in both the Capital Budget (CB) and the Capital Improvement Plan (CIP) and projects that are just in the CIP. The Project ID can be used as a quick reference to delineate the two groups of projects. ID # that start C22 are projects that are just in the CIP all other Project IDs are for projects in the Capital Budget.

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Guideway										
410	South Sacramento Corridor Phase 2 LR Extension	$268,745,824	$1,254,176	$0	$0	$0	$0	$0	$270,000,000	1
R322	Green Line Draft EIS / EIR	$4,086,786	$209,023	$250,000	$300,000	$250,000	$0	$0	$5,095,809	1
R382	Stockton & 34th LR Crossing Enhancements	$40,489	$109,512	$0	$0	$0	$0	$0	$150,000	1
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	$3,091,576	$2,868,178	$18,200,343	$15,054,834	$18,080,000	$17,267,069	$0	$74,562,000	2
S030	Downtown/Riverfront Streetcar Project	$23,000,000	$5,442,368	$1,031,524	$100,000	$100,000	$18,500,000	$111,826,108	$160,000,000	2
R010	Light Rail Crossing Enhancements	$950,760	$638,517	$1,071,000	$839,723	$0	$0	$0	$3,500,000	2
F040	Bridge Asset Rehabilitation	$0	$0	$136,377	$0	$0	$0	$0	$136,377	2
M019	Arcade Creek Bridge Environmental Clearance	$0	$55,000	$55,000	$0	$0	$0	$0	$110,000	2
R328	Green Line Final EIS/EIR	$0	$0	$0	$0	$0	$550,000	$850,000	$1,400,000	2
R371	Y1 Substation Installation	$0	$0	$1,490,000	$1,240,000	$30,000	$0	$0	$2,760,000	2
R372	Roadway Worker Protection System	$0	$310,000	$495,000	$0	$0	$0	$0	$805,000	2
R374	TPSS A1 Negative Return Cable Replacement	$0	$184,390	$0	$0	$0	$0	$0	$184,390	2
R385	Grand Avenue Bridge Repair	$0	$1,400,000	$9,600,000	$2,000,000	$0	$0	$0	$13,000,000	2
R389	Instrument House A019 Local Control Panel Replacement	$0	$82,250	$0	$0	$0	$0	$0	$82,250	2

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Guideway - (Continued)										
C2218	LED Lighting Retrofit	$0	$0	$0	$0	$1,000,000	$1,000,000	$0	$2,000,000	3
C2219	Paving Restoration Program	$0	$0	$500,000	$500,000	$500,000	$500,000	$1,000,000	$3,000,000	3
C2254	Light Rail Crossing Panel Replacement	$0	$0	$295,000	$470,000	$295,000	$0	$0	$1,060,000	3
C2260	Light Rail Track State of Good Repair	$0	$0	$500,000	$1,500,000	$1,500,000	$1,500,000	$8,710,000	$13,710,000	3
C2261	Light Rail Overhead Catenary (OCS) Wire Replacement	$0	$0	$275,000	$275,000	$3,105,000	$2,500,000	$5,125,000	$11,280,000	3
C2262	Light Rail Signal State of Good Repair	$0	$0	$1,387,500	$1,387,500	$2,775,000	$4,162,500	$18,037,500	$27,750,000	3
C2263	Light Rail Bridge Structure State of Good Repair	$0	$0	$824,000	$666,000	$665,000	$0	$0	$2,155,000	3
C2265	Light Rail Traction Power Substation Replacement	$0	$0	$3,500,000	$5,000,000	$10,000,000	$10,000,000	$4,500,000	$33,000,000	3
C2201	Green Line MOS 2: Township 9 to Arena Boulevard	$0	$0	$0	$0	$8,500,000	$28,500,000	$835,340,000	$872,340,000	4
C2202	Green Line MOS 3: Arena Blvd. to the Airport	$0	$0	$0	$0	$0	$0	$1,227,660,000	$1,227,660,000	4
C2203	Blue Line Phase 1 Elk Grove LR Extension to Civic Center	$0	$0	$0	$0	$4,000,000	$4,000,000	$409,000,000	$417,000,000	4
C2206	Wayside Signal Reconfiguration Phase 2	$0	$0	$0	$0	$0	$0	$800,000	$800,000	4
C2209	34th and Stockton Flyover	$0	$0	$0	$0	$0	$1,500,000	$23,500,000	$25,000,000	4
C2223	Blue Line Phase 2 Elk Grove LR Extension to Kammerer	$0	$0	$0	$0	$0	$0	$468,000,000	$468,000,000	4
C2266	Arden Bus Rapid Transit (BRT): I-80 to Manlove	$0	$0	$0	$0	$0	$0	$84,000,000	$84,000,000	4
C2267	Florin Bus Rapid Transit (BRT): Riverside to Stockton	$0	$0	$0	$3,520,000	$3,630,000	$5,500,000	$91,350,000	$104,000,000	4
C2268	Sunrise Phase 1 Bus Rapid Transit (BRT)	$0	$0	$0	$0	$0	$0	$146,000,000	$146,000,000	4
C2269	Watt Phase 1 Bus Rapid Transit (BRT): I-80 to Manlove	$0	$0	$0	$0	$3,492,500	$5,692,500	$91,815,000	$101,000,000	4
C2270	Watt Phase 2 Bus Rapid Transit (BRT): I-80 to Elverta	$0	$0	$0	$0	$2,530,000	$4,911,500	$67,558,500	$75,000,000	4
	Subtotal	**$299,915,434**	**$12,553,413**	**$39,610,744**	**$32,853,057**	**$60,452,500**	**$106,083,569**	**$3,595,072,108**	**$4,146,540,826**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Passenger Stations										
R055	Dos Rios Light Rail Station Design	$2,371,901	$11,457	$0	$0	$0	$0	$0	$2,383,358	1
R347	Watt I-80 Elevator Replacement	$884,391	$105,609	$0	$0	$0	$0	$0	$990,000	1
T066	Historic Folsom Camera Enhancements	$21,333	$67,274	$0	$0	$0	$0	$0	$88,607	1
R380	Gold Line Light Rail Station Low Floor Conversion	$1,272,088	$7,255,390	$11,217,522	$38,100,000	$1,835,000	$0	$0	$59,680,000	2
R375	Dos Rios Light Rail Station Construction	$0	$11,050,000	$10,542,000	$140,000	$0	$0	$0	$21,732,000	2
R135	Horn Light Rail Station	$547,848	$1,078,000	$4,062,500	$11,074,652	$3,875,000	$0	$0	$20,638,000	2
B150	Watt I-80 Transit Center Improvements	$443,527	$1,000,000	$8,427,246	$9,469,374	$0	$0	$0	$19,340,147	2
R327	Sacramento Valley Station Loop Design/Construct.	$27,632	$2,350,000	$3,892,668	$16,557,200	$17,726,500	$6,797,000	$83,039,000	$130,390,000	2
B179	Bus Stop Improvements	$16,529	$217,745	$200,000	$150,000	$150,000	$150,000	$578,516	$1,462,790	2
B171	Citrus Heights Bus Stop Improvements	$0	$0	$310,000	$0	$0	$0	$0	$310,000	2
B172	Folsom Bus Stop Improvements	$0	$0	$50,000	$50,000	$50,000	$50,000	$0	$200,000	2
F038	K Street DWT Replacement	$0	$130,000	$150,000	$0	$0	$0	$0	$280,000	2
R381	Blue Line Light Rail Station Low Floor Conversion	$0	$0	$2,200,000	$12,674,104	$24,082,500	$100,000	$0	$39,056,604	2
R386	LED Lighting Project: Phase 1	$0	$340,000	$1,980,000	$430,000	$0	$0	$0	$2,750,000	2
R387	LED Lighting Project: Phase 2	$0	$158,000	$1,515,000	$1,327,000	$0	$0	$0	$3,000,000	2
R388	LED Lighting Project: Phase 3	$0	$49,000	$1,210,000	$3,741,000	$0	$0	$0	$5,000,000	2
C2216	Wayfinding Signage	$0	$0	$60,000	$60,000	$0	$0	$0	$120,000	3
C2220	Artwork Repair at Light Rail Stations	$0	$0	$0	$0	$100,000	$100,000	$0	$200,000	3
C2221	Light Rail Station Pedestrian Improvements	$0	$0	$0	$2,987,500	$2,987,500	$2,987,500	$2,987,500	$11,950,000	3
C2226	Replace Station Braille Signs	$0	$0	$500,000	$0	$0	$0	$0	$500,000	3
C2239	65th Street Station Renovation	$0	$0	$0	$2,500,000	$0	$0	$0	$2,500,000	3
C2240	Roseville Road Station Renovation	$0	$0	$0	$2,500,000	$0	$0	$0	$2,500,000	3
C2242	ACE Train Midtown Station Improvements	$0	$0	$0	$0	$0	$1,500,000	$2,000,000	$3,500,000	4
	Subtotal	**$5,585,250**	**$23,812,475**	**$46,316,936**	**$101,760,830**	**$50,806,500**	**$11,684,500**	**$88,605,016**	**$328,571,506**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Revenue Vehicles										
B178	Folsom Cutaway Bus Replacement (8)	$1,164,754	$213,391	$0	$0	$0	$0	$0	$1,378,145	1
P013	SacRT Go Paratransit Vehicle Replacement	$0	$2,600,000	$0	$0	$0	$0	$0	$2,600,000	1
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	$515,929	$479,071	$0	$0	$0	$0	$0	$995,000	1
B100	Replace 16 CNG Buses (FY22 - FY26)	$0	$0	$0	$4,630,500	$5,672,500	$2,553,000	$0	$12,856,000	2
B173	40' CNG Bus Replacement (69) / Retank (30)	$10,771,046	$9,258,954	$31,035,000	$12,435,000	$0	$0	$0	$63,500,000	2
B164	Airport Service Expansion ZEB Buses (10 40')	$2,874,183	$0	$3,932,029	$3,120,745	$0	$0	$0	$9,926,957	2
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	$0	$0	$2,500,000	$3,019,200	$0	$0	$0	$5,519,200	2
B181	Operator Barrier Replacement	$0	$307,000	$1,020,000	$0	$0	$0	$0	$1,327,000	2
P012	Cutaway Vehicle Ride Improvements	$0	$120,000	$440,000	$365,000	$0	$0	$0	$925,000	2
P014	SmaRT Ride Vehicle Replacement	$0	$0	$730,000	$795,000	$0	$0	$0	$1,525,000	2
P015	SmaRT Ride Expansion Vehicle (1)	$0	$0	$1,500	$169,500	$0	$0	$0	$171,000	2
R100	Replacement Light Rail Vehicles (35)	$0	$59,000,000	$64,200,000	$64,359,594	$62,000,000	$0	$0	$249,559,594	2
R115	Replacement New Low-Floor LRVs (13)	$27,526,098	$27,000,000	$21,339,996	$0	$0	$0	$0	$75,866,094	2
R125	CAF Fleet Mid-Life Component Overhaul	$0	$0	$25,480,000	$25,480,000	$25,480,000	$25,480,000	$25,480,000	$127,400,000	2
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	$15,679,512	$14,500,000	$11,925,022	$0	$0	$0	$0	$42,104,534	2
R376	Replacement New Low-Floor LRVs NTP 2 (8)	$9,489,806	$10,080,194	$13,500,000	$7,230,000	$5,300,000	$200,000	$400,000	$46,200,000	2
R377	Replacement New Low-Floor LRVs NTP 3 (8)	$0	$0	$0	$23,750,000	$23,750,000	$500,000	$0	$48,000,000	2
T072	Train Technology Refresh	$0	$6,243,450	$6,173,739	$0	$0	$0	$0	$12,417,189	2
C2213	69 Replacement CNG Buses (FY22-FY26)	$0	$10,140,000	$0	$7,453,000	$3,913,000	$8,849,000	$0	$30,355,000	3
C2232	Small Diamond Fare Boxes for SacRT Go Fleet	$0	$0	$100,000	$100,000	$0	$0	$0	$200,000	3

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Revenue Vehicles - (Continued)										
C2241	40' Bus Expansion Vehicles (11)	$0	$0	$0	$0	$0	$0	$10,197,000	$10,197,000	3
C2256	6 Replacement Zero Emission Buses (ZEB: FY22 - FY26)	$0	$0	$0	$1,870,113	$3,833,731	$0	$0	$5,703,844	3
C2259	SacRT Go Paratransit Vehicle Expansion	$0	$0	$0	$0	$0	$0	$26,000,000	$26,000,000	3
C2217	Replacement New Low-Floor LRVs (CAF: 21)	$0	$0	$0	$0	$0	$0	$189,122,000	$189,122,000	4
C2252	Siemens S700 Mid-Life Overhaul: Assumes 71 LRVs	$0	$0	$0	$0	$0	$0	$264,200,000	$264,200,000	4
C2253	Light Rail Fleet Technology Refresh	$0	$0	$0	$0	$0	$0	$35,000,000	$35,000,000	4
C2255	69 Replacement CNG Buses (FY26 - FY31)	$0	$0	$0	$0	$0	$0	$63,119,000	$63,119,000	4
C2257	70 Replacement Zero Emission Buses (ZEB: FY26 - FY31)	$0	$0	$0	$0	$0	$0	$76,740,000	$76,740,000	4
C2258	209 Replace. Demand Response Vehicles (FY26 - FY31)	$0	$0	$0	$0	$0	$0	$37,475,000	$37,475,000	4
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	$0	$0	$0	$0	$0	$0	$50,000,000	$50,000,000	4
	Subtotal	**$68,021,328**	**$139,942,061**	**$182,377,285**	**$154,777,652**	**$129,949,231**	**$37,582,000**	**$777,733,000**	**$1,490,382,557**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Service Vehicles										
B141	Non-Revenue Vehicle Replacement	$4,703,117	$23,225	$0	$0	$0	$0	$0	$4,726,342	1
N001	Police Vehicle Replacement	$0	$940,000	$0	$0	$0	$0	$0	$940,000	1
T071	Mobile Camera Trailers (2)	$0	$30,000	$157,702	$0	$0	$0	$0	$187,702	2
C2233	Non Revenue Vehicle Replacement (FY23 - FY26)	$0	$0	$60,000	$0	$0	$0	$0	$60,000	3
	Subtotal	**$4,703,117**	**$993,225**	**$217,702**	**$0**	**$0**	**$0**	**$0**	**$5,914,044**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Maintenance Buildings										
B180	BMF 1 In-Ground Lift Replacement	$0	$292,000	$580,154	$0	$0	$0	$0	$872,154	1
R343	Whiting In-Floor Hoist Inspection and Repair	$234,082	$20,735	$0	$0	$0	$0	$0	$254,817	1
R363	Tamper Refurbishment	$58	$89,822	$0	$0	$0	$0	$0	$89,880	1
R384	LRV Maintenance Shop Upgrades (Engineering)	$801	$33,999	$265,200	$0	$0	$0	$0	$300,000	1
B144	BMF1 CNG Fueling Facility Upgrades	$642,542	$3,300,000	$343,142	$0	$0	$0	$0	$4,285,684	2
B165	Electric Bus Charging Infrastructure	$134,859	$600,068	$9,360,000	$2,200,000	$20,315,073	$17,390,000	$0	$50,000,000	2
R362	Light Rail Wheel Truing Machine Procurement	$0	$1,315,438	$1,700,000	$1,400,000	$0	$0	$0	$4,415,438	2
B153	BMF1 Ground Well Monitoring	$138,691	$14,992	$0	$0	$0	$0	$0	$153,683	2
F037	Wayside Roof Replacement	$0	$68,000	$435,000	$0	$0	$0	$0	$503,000	2
F033	Cutaway and Non-Revenue Fuel Stations	$0	$200,000	$313,038	$0	$0	$0	$0	$513,038	2
F035	South Area Bus Maintenance Facility	$0	$500,000	$11,193,000	$14,190,000	$17,242,000	$27,500,000	$100,000	$70,725,000	2
F042	South Bus Parking Lot Pavement Repair Design	$0	$100,000	$0	$0	$0	$0	$0	$100,000	2
F043	BMF2 Pavement Repair Construction	$0	$0	$2,065,000	$0	$0	$0	$0	$2,065,000	2
R373	Material Storage System	$0	$430,000	$225,000	$0	$0	$0	$0	$655,000	2
R383	Phase 1 Gold Line LR Maintenance Facility	$0	$550,000	$3,600,000	$3,650,000	$14,700,000	$0	$0	$22,500,000	2
C2210	Light Rail Control Center Upgrade (LRCC)	$0	$0	$0	$1,100,000	$2,950,000	$0	$2,950,000	$7,000,000	3
C2211	Phase 2 Gold Line LRMF: Construct Track/Install Trailer	$0	$0	$0	$0	$1,529,000	$7,298,000	$7,298,000	$16,125,000	3
C2212	Phase 3: Gold Line LRMF Full Build-Out	$0	$0	$0	$0	$0	$0	$139,030,000	$139,030,000	3
C2214	Bus Maintenance Facility #1 Rehabilitation	$0	$0	$480,000	$1,010,000	$1,010,000	$0	$0	$2,500,000	3
C2225	Replace Wheel and Pantograph Detector for Preemption	$0	$0	$0	$95,300	$95,300	$95,400	$0	$286,000	3

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Maintenance Buildings - (Continued)										
C2227	Replace in Floor Hoist w/Hoist Compatible w/S700 Fleet	$0	$0	$0	$0	$0	$4,000,000	$0	$4,000,000	3
C2228	Wayside Facility Modernization	$0	$0	$0	$5,000,000	$5,000,000	$0	$0	$10,000,000	3
C2234	Remove Underground Storage Tank at Metro	$0	$0	$27,000	$148,000	$0	$0	$0	$175,000	3
C2235	Remove 10 Wells at BMF1	$0	$0	$0	$0	$312,500	$0	$0	$312,500	3
C2238	BMF in North Area	$0	$25,000	$37,475,000	$0	$0	$0	$0	$37,500,000	3
C2243	SVS Bus Facility Improvements	$0	$0	$0	$0	$225,000	$275,000	$0	$500,000	3
C2244	Railyards Bus Facility Improvements	$0	$0	$0	$250,000	$500,000	$250,000	$0	$1,000,000	3
C2245	LR Operations Control Center Facility Upgrades (OCC)	$0	$0	$0	$0	$2,500,000	$0	$0	$2,500,000	3
C2207	Metro Facility Rehabilitation	$0	$0	$0	$0	$10,400,000	$14,600,000	$0	$25,000,000	4
	Subtotal	**$1,151,032**	**$7,540,054**	**$68,061,534**	**$29,043,300**	**$76,778,873**	**$71,408,400**	**$149,378,000**	**$403,361,194**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Administrative Buildings										
F041	R Street Warehouse Update	$0	$375,000	$0	$0	$0	$0	$0	$375,000	1
V102	1102 Q Street Building Move	$23,650	$2,876,350	$0	$0	$0	$0	$0	$2,900,000	2
F034	1225 R Street Electrical & Mechanical Upgrade	$411,326	$158,674	$0	$0	$0	$0	$0	$570,000	2
F021	Facilities Maintenance & Improvements	$363,541	$30,349	$0	$0	$0	$0	$0	$393,890	2
F031	R Street SOC Upgrades	$86,515	$304,187	$0	$0	$0	$0	$0	$390,702	2
F028	Administrative Equipment Optimization	$0	$350,000	$350,000	$0	$0	$300,000	$1,000,000	$2,000,000	2
C2236	Admin Campus Phase 1	$0	$250,000	$750,000	$0	$0	$0	$0	$1,000,000	3
C2237	Renovate Finance Building for Operations	$0	$0	$0	$0	$0	$0	$0	$0	3
	Subtotal	**$885,032**	**$4,344,560**	**$1,100,000**	**$0**	**$0**	**$300,000**	**$1,000,000**	**$7,629,592**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Communication/IT Systems										
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	$0	$652,630	$0	$0	$0	$0	$0	$652,630	1
B176	Drive Cam	$0	$454,590	$0	$0	$0	$0	$0	$454,590	1
B177	Trapeze OPS Web	$0	$100,000	$151,000	$0	$0	$0	$0	$251,000	1
R354	Fare Vending Machine (FVM) Enhancements	$8,554,626	$556,809	$0	$0	$0	$0	$0	$9,111,435	1
T062	Data Center UPS Runtime Increase	$46,304	$5,251	$0	$0	$0	$0	$0	$51,555	1
T069	Safety and Light Rail Portable Radio Replacement	$352,595	$48,643	$0	$0	$0	$0	$0	$401,238	2
B147	Bus Maintenance Management Software Program	$21,539	$0	$392,961	$0	$0	$0	$0	$414,500	2
B174	Disruption Manager Software	$0	$0	$175,000	$39,866	$0	$0	$0	$214,866	2
M022	Systemwide SCADA Implementation Design	$0	$0	$1,200,000	$3,750,000	$1,550,000	$0	$0	$6,500,000	2
T059	Farebox-FVM-Zip Pass Integration	$200	$0	$0	$649,800	$0	$0	$0	$650,000	2
T067	Connect Card Version 2.0	$0	$110,000	$3,750,000	$3,640,000	$0	$0	$0	$7,500,000	2
T070	ITS Install on Elk Grove Fleet	$0	$750,000	$750,000	$0	$0	$0	$0	$1,500,000	2
T073	LR Station Signage Refresh: Replace DMS	$0	$2,014,250	$2,647,963	$0	$0	$0	$0	$4,662,213	2
T074	Security Camera System Upgrade	$0	$500,000	$1,570,000	$0	$0	$0	$0	$2,070,000	2
T075	Bus Router Refresh	$0	$2,305,225	$0	$0	$0	$0	$0	$2,305,225	2
T076	Network Infrastructure Refresh	$0	$5,500,000	$22,276,625	$0	$0	$0	$0	$27,776,625	2
C2208	Supervisory Control & Data Acquisition (SCADA) System	$0	$0	$0	$0	$10,250,000	$9,750,000	$0	$20,000,000	3
C2222	ADA Paratransit Eligibility Software	$0	$0	$215,000	$0	$0	$0	$0	$215,000	3
C2229	GenFare Back System Upgrade to Cloud	$0	$0	$200,000	$800,000	$0	$0	$0	$1,000,000	3
C2230	Folsom Cut Away Automatic Passenger Counters	$0	$0	$50,000	$0	$0	$0	$0	$50,000	3

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Communication/IT Systems - (Continued)										
C2231	Revenue Vault Replacement	$0	$150,000	$0	$0	$0	$0	$0	$150,000	3
C2247	Communication Cabinet Ruggedization	$0	$0	$0	$0	$0	$0	$0	$0	3
C2248	CCTV Technology Refresh	$0	$0	$0	$0	$0	$0	$0	$0	3
C2249	Paratransit Long Trip Program (Fixed Route Equivalent)	$0	$0	$35,000	$0	$0	$0	$0	$35,000	3
C2250	Storage Technology Refresh	$0	$0	$300,000	$300,000	$300,000	$300,000	$300,000	$1,500,000	3
	Subtotal	**$8,975,263**	**$13,147,399**	**$33,713,549**	**$9,179,666**	**$12,100,000**	**$10,050,000**	**$300,000**	**$87,465,877**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Planning / Studies										
M018	Bus Stop Improvement Plan	$18,423	$131,577	$100,000	$0	$0	$0	$0	$250,000	1
M008	Transit Action (Long-Range) Plan Update	$0	$0	$100,000	$150,000	$100,000	$0	$0	$350,000	2
M021	Blue Line to Elk Grove/High-Frequency Bus Service Plan	$0	$0	$200,000	$0	$0	$0	$0	$200,000	2
C2215	Transit Oriented Development Professional Services	$0	$0	$150,000	$0	$0	$0	$0	$150,000	3
	Subtotal	**$18,423**	**$131,577**	**$550,000**	**$150,000**	**$100,000**	**$0**	**$0**	**$950,000**	

No	Project Name	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total	Project Priority
Other										
M023	SacRT Workforce Development	$0	$0	$1,063,750	$0	$0	$0	$0	$1,063,750	2
	Subtotal	**$0**	**$0**	**$1,063,750**	**$0**	**$0**	**$0**	**$0**	**$1,063,750**	

	Prior Costs	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Post FY 2027	Total
Total	**$389,254,881**	**$202,464,763**	**$373,011,500**	**$327,764,505**	**$330,187,104**	**$237,108,469**	**$4,612,088,124**	**$6,471,879,346**

ATTACHMENT B: REVENUE FORECAST

This section provides a summary of funding sources, approximate amounts, and restrictiveness within the five-year planning horizon (FY 2023 -FY 2027).

Formula Funding

Program Name	Type	Estimated Programing					Project Scope Eligibility Restrictions
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
FTA - Section 5307 Urbanized Area Formula Grant*	Federal	$28,599,505	$29,314,493	$30,047,355	$30,798,539	$31,568,502	Less Restrictive - Funding is also used for operating
FTA - Section 5337 State of Good Repair*	Federal	$18,979,757	$19,454,251	$19,940,607	$20,439,122	$20,950,100	Less Restrictive - Funding is also used for operating
Cap & Trade - Low Carbon Transit Operations Program (LCTOP)	State	$750,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	More Restrictive - Greenhouse Gas (GHG) Reducing Projects
SB 1 State of Good Repair (SGR)	State	$3,254,038	$3,254,038	$3,254,038	$3,254,038	$3,254,038	Less Restrictive - General State of Good Repair
SB 1 Local Partnership Program (Formulaic)	State	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$1,600,000	Less Restrictive - General State of Good Repair
State Transit Assistance	State	$19,756,466	$19,756,466	$19,756,466	$19,756,466	$19,756,466	Less Restrictive - Funding is also used for operating
		$72,939,766	**$74,379,248**	**$75,598,466**	**$76,848,165**	**$78,129,107**	

Possible New Formula Funding

Program Name	Type	Estimated Programing					Project Scope Eligibility Restrictions
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Sacramento County TMSCRA	Local	$85,000,000	$85,000,000	$85,000,000	$85,000,000	$85,000,000	
		$85,000,000	**$85,000,000**	**$85,000,000**	**$85,000,000**	**$85,000,000**	

Competitive Funding

Program Name	Type	Cycle	Normal Award Range	Funding Restrictions
DOT - Multimodal Projects Discretionary Grant (MPDG) (Mega-INFRA-Rural)	Federal	Yearly	$25M - $50M	New program created by BIL
DOT - Rebuild American Infrastructure with Sustainability and Equity (RAISE)	Federal	Yearly	$15M - $25M	More Restrictive - Few projects are awarded each year (roughly 2 per state) low likelihood of getting more than 1 in any five year period.
DOT- Reconnecting Communities Pilot Program	Federal	Yearly	$5M - $10M	New program created by BIL
DOT - Safe Streets and Roads For All	Federal	Yearly	$5M - $10M	New program created by BIL
DOT - Strengthening Mobility and Revolutionizing Transportation (SMART)	Federal	Yearly	$1.0M - $2.5M	More Restrictive - NOFA not release on new program
DOT - Electric Vehicle Charging Infrastructure	Federal	Yearly	$1.0M - $2.5M	More Restrictive - NOFA not release on new program
FTA - Section 5339 (b) Bus and Bus Facilities	Federal	Yearly	$2.5M - $10M	Less Restrictive - General facility SGR or Zero-Emission Buses and/or Infrastructure
FTA - Section 5339 (c) Low and No Emission Bus Facilities	Federal	Yearly	$2.5M - $10M	More Restrictive - Zero Emission Bus (ZEB) and/or ZEB infrastructure
FTA - Pilot Program for Transit Oriented Development Planning	Federal	Yearly	$500K - $2.5M	More Restrictive - Must be used for planning
FTA- Vehicle Replacement Program	Federal	Yearly	$15M -$30M	More Restrictive- Program for rail vehicles only
FTA - All Stations Access Program	Federal	Yearly	$1.0M - $2.5M	Very Restrictive - Projects must be for a legacy rail system
FEMA - Transit Security Grant Program (TSGP)	Federal	Yearly	$50K - $2.5M	More Restrictive - Safety and security projects or training
FRA - Rail Crossing Elimination Program	Federal	Yearly	$2.5M-$25M	More Restrictive - Only for Planning and Rail Crossing Elimination
FHWA-Carbon Reduction Program	Federal	Yearly	$2.75 M - $3.25M	More Restrictive
FHWA-Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Federal	Yearly	$2.75M - $3.25M	More Restrictive
FHWA - Bridge Investment Program	Federal	Yearly	$500K - $10M	More Restrictive - Replace, rehabilitate, preserve or protect a bridge on the National Bridge Inventory (NBI)
SACOG - 5307-5339 Discretionary	Federal	Bi-Yearly	$2.5M - $5M	Less Restrictive - Funding is also used for operating

Competitive Funding

Program Name	Type	Cycle	Normal Award Range	Funding Restrictions
SACOG - Regional Program	Federal	Bi-Yearly	$2.5M - $20M	Less Restrictive
SACOG - Community Design	Federal	Bi-Yearly	$500K - $2.5M	Less Restrictive
SACOG - Active Transpiration Program	Federal	Bi-Yearly	$500K - $2.5M	More Restrictive - Projects must improve walking and/or Biking
Cap & Trade - Affordable Housing & Sustainable Communities (AHSC)	State	Yearly	$2.5M - $5M	More Restrictive - GHG Reducing project that can be paired with affordable housing development
Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP)	State	Bi-Yearly	$7.5M - $35M	More Restrictive - GHG Reducing projects of significant size
SB 1 Local Partnership Program (Competitive)	State	Bi-Yearly	$2.5M - $15M	Less Restrictive - General facility SGR or Zero-Emission Buses and/or Infrastructure
SB 1 Solutions for Congested Corridor Program (SCCP)	State	Bi-Yearly	$5M - $45M	More-Restrictive - Project must be included in a Corridor System Management Plan
Transit Oriented Development Housing	State	2-5 Years	$500K - $2.5M	More Restrictive - Project must be paired with affordable housing development
SMAQMD - Carl Moyer Program	Local	2-3 Years	$100K - $5M	More Restrictive - Zero Emission Bus (ZEB) and/or ZEB infrastructure
			$77.15M - $226.5M	

ATTACHMENT C: SUMMARY OF FIVE-YEAR FUNDING NEEDS

The Attachment C table shows the five-year expenditures and revenues for all projects that have some amount of "TBD" funding in the five-year planning period (FY 2023 - FY 2027). This table excludes all projects that are fully funded (Tier 1 projects) and all projects that are forecast to begin in FY 2028 or later (Tier 4 projects). The purpose of this table is to illustrate the amount of funding that would be needed to fund high and medium priority (Tier 2, Tier 3) projects that are forecast but not yet fully funded over the next five years.

Expenditures	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**
Tier 1	$8,725,151	$1,346,354	$300,000	$250,000	$0
Tier 2	$183,174,612	$322,917,896	$289,035,842	$242,038,573	$117,337,069
Tier 3	$10,565,000	$47,683,500	$35,972,413	$55,346,031	$53,567,400
Tier 4	$0	$0	$3,520,000	$32,552,500	$66,204,000
	$202,464,763	**$371,947,750**	**$328,828,255**	**$330,187,104**	**$237,108,469**
Revenues					
Formula Funding	$72,939,766	$74,379,248	$75,598,466	$76,848,165	$78,129,107
Competitive Funding	$75,000,000	$75,000,000	$75,000,000	$75,000,000	$75,000,000
	$147,939,766	**$149,379,248**	**$150,598,466**	**$151,848,165**	**$153,129,107**
TBD Funding	**$54,524,997**	**$222,568,503**	**$178,229,789**	**$178,338,939**	**$83,979,362**
Possible Increase in Funding					
Sacramento County TMSC	$85,000,000	$85,000,000	$85,000,000	$85,000,000	$85,000,000

Sub-Category	Priority	# of Projects	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Guideway	1	3	$ 1,572,711	$ 250,000	$ 300,000	$ 250,000	$ -
	2	11	$ 10,980,702	$ 32,079,244	$ 19,234,557	$ 18,210,000	$ 36,317,069
	3	8	$ -	$ 7,281,500	$ 9,798,500	$ 19,840,000	$ 19,662,500
	4	11	$ -	$ -	$ 3,520,000	$ 22,152,500	$ 50,104,000
		33	**$ 12,553,413**	**$ 39,610,744**	**$ 32,853,057**	**$ 60,452,500**	**$ 106,083,569**
Passenger Stations	1	3	$ 184,340	$ -	$ -	$ -	$ -
	2	13	$ 23,628,135	$ 45,756,936	$ 93,713,330	$ 47,719,000	$ 7,097,000
	3	6	$ -	$ 560,000	$ 8,047,500	$ 3,087,500	$ 3,087,500
	4	1	$ -	$ -	$ -	$ -	$ 1,500,000
		23	**$ 23,812,475**	**$ 46,316,936**	**$ 101,760,830**	**$ 50,806,500**	**$ 11,684,500**
Revenue Vehicles	1	3	$ 3,292,462	$ -	$ -	$ -	$ -
	2	15	$ 126,509,599	$ 182,277,285	$ 145,354,539	$ 122,202,500	$ 28,733,000
	3	5	$ 10,140,000	$ 100,000	$ 9,423,113	$ 7,746,731	$ 8,849,000
	4	7	$ -	$ -	$ -	$ -	$ -
		30	**$ 139,942,061**	**$ 182,377,285**	**$ 154,777,652**	**$ 129,949,231**	**$ 37,582,000**
Service Vehicles	1	2	$ 963,225	$ -	$ -	$ -	$ -
	2	1	$ 30,000	$ 157,702	$ -	$ -	$ -
	3	1	$ -	$ 60,000	$ -	$ -	$ -
	4	0	$ -	$ -	$ -	$ -	$ -
		4	**$ 993,225**	**$ 217,702**	**$ -**	**$ -**	**$ -**
Maintenance Buildings	1	4	$ 436,556	$ 845,354	$ -	$ -	$ -
	2	11	$ 7,078,498	$ 29,234,180	$ 21,440,000	$ 52,257,073	$ 44,890,000
	3	13	$ 25,000	$ 37,982,000	$ 7,603,300	$ 14,121,800	$ 11,918,400
	4	1	$ -	$ -	$ -	$ 10,400,000	$ 14,600,000
		29	**$ 7,540,054**	**$ 68,061,534**	**$ 29,043,300**	**$ 76,778,873**	**$ 71,408,400**
Administrative Buildings	1	1	$ 375,000	$ -	$ -	$ -	$ -
	2	5	$ 3,719,560	$ 350,000	$ -	$ -	$ 300,000
	3	2	$ 250,000	$ 750,000	$ -	$ -	$ -
	4	0	$ -	$ -	$ -	$ -	$ -
		8	**$ 4,344,560**	**$ 1,100,000**	**$ -**	**$ -**	**$ 300,000**

Sub-Category	Priority	# of Projects	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Communication/IT Systems	1	5	$ 1,769,280	$ 151,000	$ -	$ -	$ -
	2	11	$ 11,228,118	$ 32,762,549	$ 8,079,666	$ 1,550,000	$ -
	3	9	$ 150,000	$ 800,000	$ 1,100,000	$ 10,550,000	$ 10,050,000
	4	0	$ -	$ -	$ -	$ -	$ -
		25	**$ 13,147,399**	**$ 33,713,549**	**$ 9,179,666**	**$ 12,100,000**	**$ 10,050,000**
Planning / Studies	1	1	$ 131,577	$ 100,000	$ -	$ -	$ -
	2	2	$ -	$ 300,000	$ 150,000	$ 100,000	$ -
	3	1	$ -	$ 150,000	$ -	$ -	$ -
	4	0	$ -	$ -	$ -	$ -	$ -
		4	**$ 131,577**	**$ 550,000**	**$ 150,000**	**$ 100,000**	**$ -**
Other	1	0	$0	$0	$0	$0	$0
	2	1	$0	$1,063,750	$0	$0	$0
	3	0	$0	$0	$0	$0	$0
	4	0	$0	$0	$0	$0	$0
		1	**$ -**	**$ 1,063,750**	**$ -**	**$ -**	**$ -**
Total		**157**	**$202,464,763**	**$373,011,500**	**$327,764,505**	**$330,187,104**	**$237,108,469**

Based on all the potential funding identified in Attachment B, depending on the passing of the Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022 this year, or in the next couple of years, an infusion of $1 billion of local funds would result in $1 to $2 billion of State funds and $1 to $2 billion of federal funds for capital needs. With this significant capital infusion combined with other discretionary revenues SacRT is optimistic that a total of $6.5 billion of capital funds could be realized which would enable the completion of regionally significant capital projects and state of good repair projects in the next 15 to 20 years.