



# **Sacramento Regional Transit District**

**Abridged Budget  
Fiscal Year 2022-2023**

**June 13, 2022**

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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

**Jamie Adelman**  
Acting 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**  
Interim Director, Office of Management & Budget

**Erik Reitz**  
Sr. Grants Manager

**Nadia Mokhov**  
Senior Financial Analyst

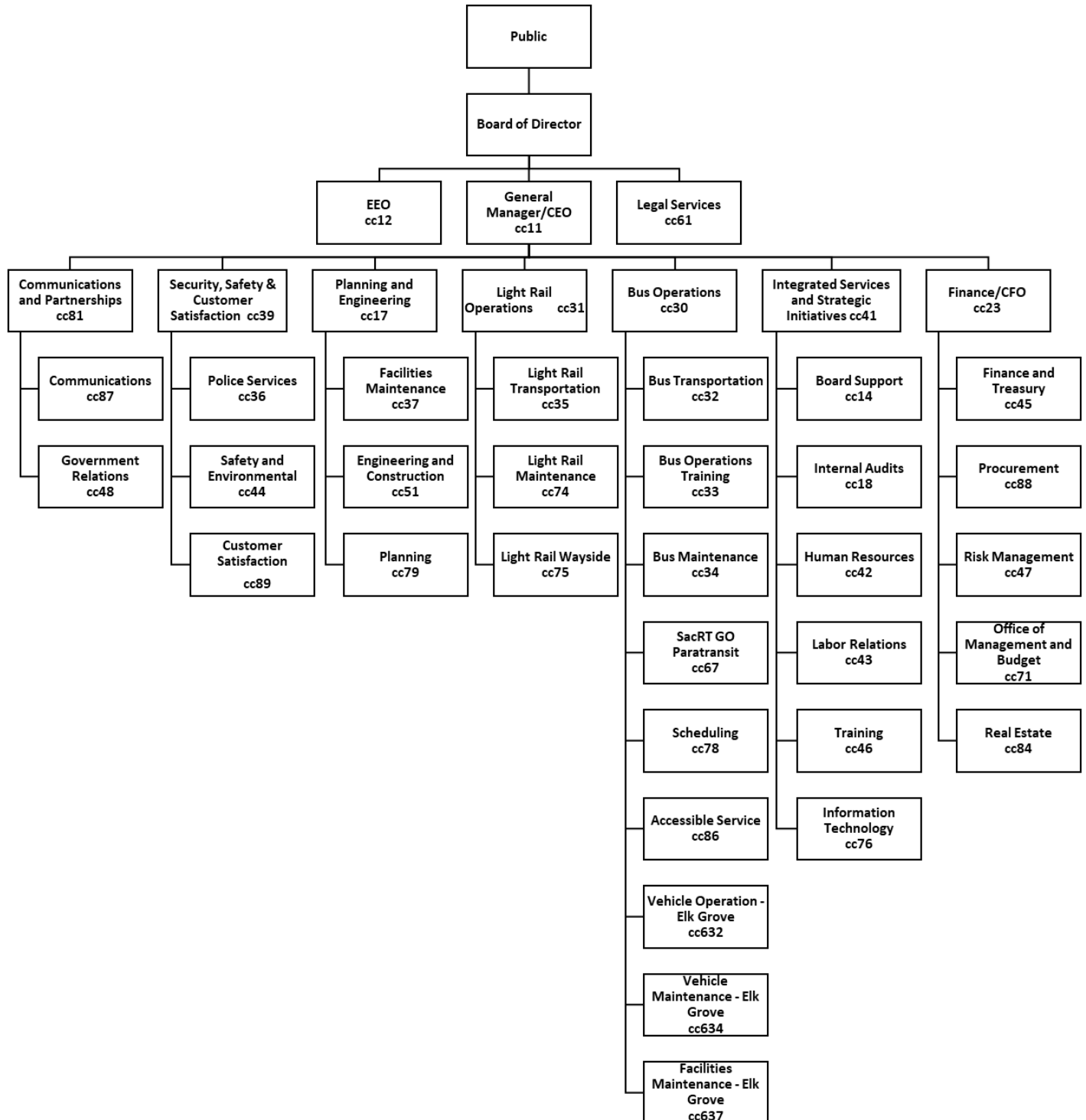
**Carol Cherry**  
Senior Grants Analyst

**Judy Wong**  
Senior Financial Analyst

**Joe Paglieroni**  
Senior Grants Analyst

## Organizational Structure

(Cost Center Based)



## District Overview

### District Profile

#### Facts

<b>Sacramento Regional Transit District (SacRT)</b>	Constructs, operates, and maintains a comprehensive mass transportation system that serves 440 square miles in Sacramento County
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<b>Bus Service</b>	
Power	CNG, Diesel, Gasoline, Electric
Routes	82
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	5,103,404

<b>Paratransit</b>	
ADA Passenger Trips Provided	226,941
ADA Vehicle Revenue Miles	1,878,973
Vehicles	101

<b>Light Rail Service</b>	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	4,547,001

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

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

The strategic plan introduced a comprehensive performance scorecard that SacRT management and division leaders 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:

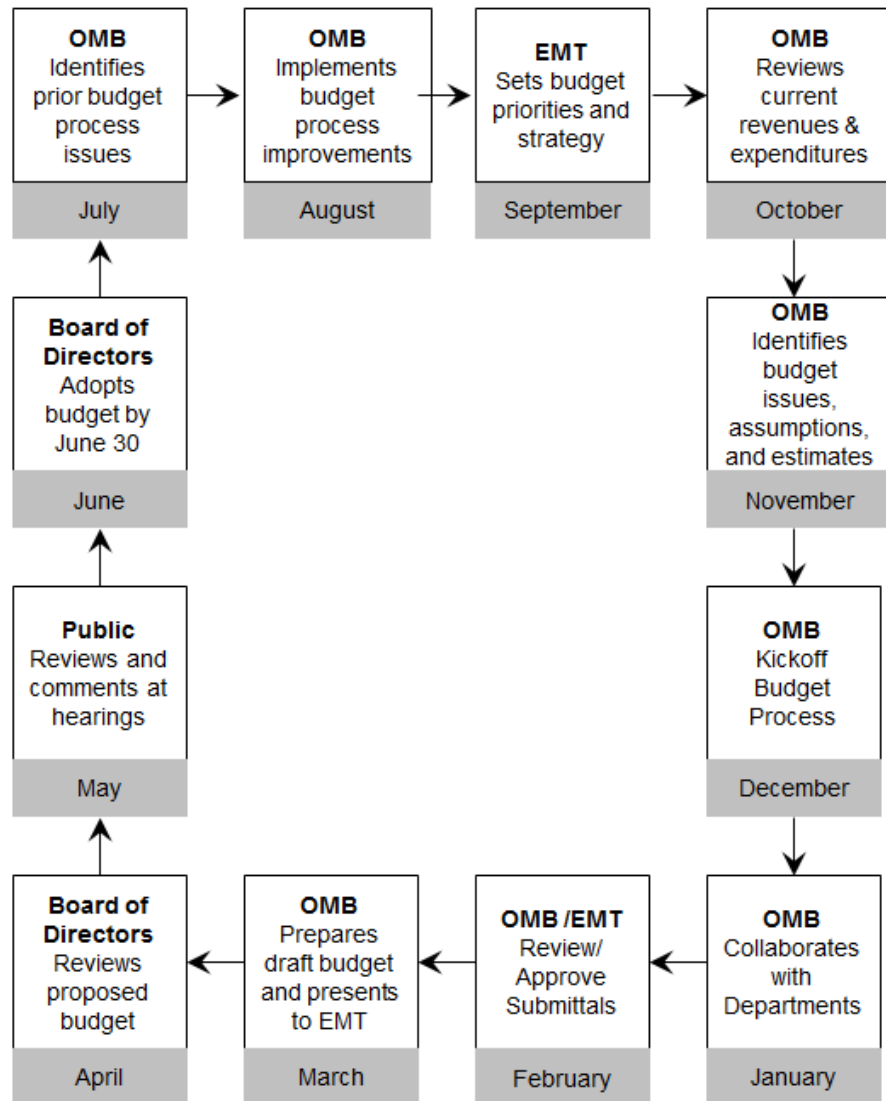
- **Collaboration** - I work with a collaborative spirit to help my colleagues and our customers to succeed.
- **Diversity** - I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- **Innovation** - I challenge the easy and inspire myself and others 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.

On September 23, 2021, Governor Gavin Newsom signed AB 1196 (Cooley), which changed the voting structure for SacRT's governing Board of Directors. AB 1196 took effect January 1, 2022, and changed the voting structure from a weighted voting structure to a one member one vote structure. Consequently, as of January 1, 2022, Sacramento County will have three total votes, the City of Sacramento will have four total votes, and the cities of Citrus Heights, Folsom, Rancho Cordova and Elk Grove will each have one vote on all matters before the Board as summarized in the table below.

### Votes by Jurisdiction

<b>Jurisdiction</b>	<b>Status</b>	<b>Votes – FY 2023 Budget</b>
County of Sacramento	Annex	3
City of Sacramento	Annex	4
City of Rancho Cordova	Annex	1
City of Citrus Heights	Annex	1
City of Elk Grove	Annex	1
City of Folsom	Annex	1
<b>Total</b>		<b>11</b>

## SacRT Major Goals and Objectives

### Strategic Initiatives

SacRT's ongoing implementation of our current strategic plan focuses the agency's work on four strategic priorities: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. Organizational success is defined by and aligns with these priorities. Annual goals and tactics have been thoughtfully developed to align directly with one of the four strategic priorities. Using the strategic plan tactics and goals to guide our work, progress will be measured by staff using quarterly milestones to ensure that projects are advancing as planned.

**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 service continues to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring operational excellence for our customers.

- 1. Community Bus Service System Optimization** – Provide innovative public transit projects to increase customer access to public transportation for essential travel, especially in our disadvantaged communities. By engaging with community partners in projects, SacRT can increase community awareness of our services and boost ridership. Fully funding and staffing programs will increase system reliability, improve customer experience and provide convenient, efficient, and easy to use service.
- 2. Financial Services Modernization** – Leverage our technology systems to deliver a better employee self-service experience for payroll related requests, employee benefits, access to information, updating personal information, and reducing or remove paper processes. Create efficiencies and continue to attain clean financial audit results 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.
- 3. Grant Project Coordination** – Strategically identify and secure additional funding to support critical projects throughout the agency. Implement strong internal controls to provide robust project monitoring, oversight, and compliance. Recruit and develop staff to provide consistent project management support and customer service to project managers to promote completion of projects in a timely and efficient manner.
- 4. Independent Operational Process Evaluation** – The Internal Audit Unit will continue to provide an independent and objective assurance and consulting activity that assists leadership with improving SacRT operational efficiency, comply with applicable laws and regulations, and accurately report organizational activities to stakeholders. Results of engagements conducted will be delivered by way of audit reports that are supported by necessary documentation substantiating professional opinions given.
- 5. Information Technology Business Strategic Alignment** – Strategically align agency information system with business goals to ensure the confidentiality, integrity, and availability of IT resources. Continue to eliminate technical debt through leveraging previously unused functionality in existing systems, upgrades to existing systems and/or the implementation of new systems. Leverage IT Service Management (ITSM) to manage all aspects of IT Service delivery and ITSM data to improve internal IT processes including customer outcomes, and project delivery.
- 6. Infrastructure Improvements and Expansion** – Successfully manage projects to modernize and expand our system to provide greater value to the community and better service to our region. Recruit and develop staff to meet all technical capacity requirements for federal grants. Identify additional capital funding sources in coordination with Grants, monitor schedule timelines, and align cost recovery for engineering labor to ensure efficient project delivery and fiscal best practices.

**SacRT Major Goals and Objectives (continued)**

- 7. Light Rail Safety and Service Reliability** – Delivering consistent service and increasing system reliability to improve customer satisfaction and better provide light rail service to get people where they want to go, when they want to go. Actively recruiting and developing staff to ensure we are meeting performance targets, being good financial stewards, and proactively managing workloads to improve employee morale and promote safety best practices.
- 8. Light Rail System Performance Improvements** – Supply operations and customers with clean, reliable light rail vehicles that are ready for service to improve customer satisfaction and deliver community value by delivering consistent service. Review processes for opportunities to reduce task times to better plan proactive maintenance and repair projects, increase system efficiency, and improve performance through state of good repair. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- 9. Proactive Facilities Maintenance Planning and Implementation of CMMS** – Initiate process modernizations by fully implementing modern computerized maintenance management system (CMMS) and develop procedures to capture all work through the system. Accurate data tracking and reporting will enable the department to make proactive maintenance decisions, identify efficiencies in work assignments and budgeting, and improve outcomes with internal and external customers. Support the agency during transition to new administrative campus facility to ensure move is well structured, organized, and parts and inventory are appropriately tracked so employees have the equipment needed to successfully complete their work.
- 10. Procurement Procedure Efficiency** – Guide internal customers through the procurement process to ensure that SacRT follows written procurement procedures, policies, and laws. Incorporate additional measures and continue communications with internal customers to reduce procurement processing times and avoid unnecessary delays in the process. Continue to do training with internal customers and procurement staff to build skills and understanding of the procurement process. Compare independent cost estimates to incoming quotes/bids to determine potential cost savings when seeking full and open competition through broader outreach using the e-procurement system.
- 11. Reduce Risk and Liability** – Promote a culture of employee engagement and risk awareness by better identifying and responding to prevention and mitigation opportunities. Successfully implement risk management information system (RMIS) and update risk program processes to improve efficiency, consistency, and reliability of data, prevent adverse loss, and reduce liability for the agency. Improve record management and integrity for long-term document retrieval and consistency with District retention schedule.
- 12. Safety Risk Identification & Assurance** – Provide data information and analysis on safety risk reduction, ensure audit compliance, and safety promotion through employee training. Continuing to perform ongoing proactive inspections to improve safety outcomes and system reliability. Through ongoing monitoring and completion of corrective actions SacRT will be able to provide better, more reliable service to our customers.
- 13. Transitioning Forward with Budget Processing** – Transition the Office of Management and Budget data and reporting to modern budgeting tools to increase access to meaningful data for key decision makers at the agency. Provide information that is readily available, easy to understand, and enables managers to make better data-based business decisions and improve processes and outcomes across the agency.

**SacRT Major Goals and Objectives (continued)**

**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 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.

1. **Government Contracting Equity Civil Rights Programs** – Operating SacRT's Disadvantaged Business Enterprise (DBE) Program in good faith and in accordance with federal requirements. The primary goal and objective of the DBE program is to level the playing field on federally-assisted transit contracts and subcontracts relating to SacRT's construction, procurement, and professional services activities. Benchmarking against and collaborating with other agencies to ensure that SacRT is aligning with industry best practices for its DBE Program and Small and Local Business (SBE/LBE) Program. Ensuring on time reporting of DBE participation and overall DBE goal setting documentation to the Federal Transit Administration (FTA). Collaborating with staff and contractors to implement the requirements of SacRT's DBE and SBE/LBE Programs. Coordinating and improving vendor outreach and education so that applicants from the DBE and small and local business community have the opportunity to successfully compete for contracts with SacRT.
2. **Governmental and Community Relations Development** – Continue to raise the agency's profile throughout the community to demonstrate the impact additional funding would have on our system and region. Work to leverage the historic amounts of funding available to transform our system infrastructure to expand service for riders while addressing the equity and climate needs of our community.
3. **Innovative Planning and Project Delivery** – Successfully lead district planning initiatives to increase access to public transit and mobility options in our community. Further improve our current system by identifying existing needs, supporting funding and real estate opportunities, and prioritizing projects to make sure rider experience is best in class. Coordinate with local, state, and federal partners will enable SacRT to continue to move riders where they want to go when they want to go by improving service for riders while addressing the equity and climate needs of our community.
4. **Marketing Strategies for Customer Engagement** – Continue to engage with customers and members of the community to raise awareness of SacRT services, the benefits of public transit, and increase ridership. Create promotional materials that enable staff and riders to feel more confident using our system and services with engaging videos and hands-on workshops. Collaborate with community partners to connect and engage with riders at a variety of community events, festivals, and promotions.
5. **Property Management and System Support** – Monitor and track use of SacRT property to improve agency operational efficiencies, transit ridership generation, as well as economic, health, safety, quality of life, and environmental impacts of projects. Acquire additional property for system and agency needs. Dispose of surplus property not needed for agency operations. Identify ways to generate revenue from property that would contribute to transit improvements. Show that we are leading toward better economic and community benefits through real estate projects that positively impact transit ridership and contribute toward improving community value and support in the region.

**SacRT Major Goals and Objectives (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.

1. **Bus Maintenance Modernization** – Pursue a variety of projects to rapidly and efficiently update and modernizing the bus fleet. Successful implementation of these projects will result in decreased maintenance and parts costs, increases in vehicle equipment availability and allow for proactive maintenance on our fleet. These efforts will enable the maintenance department to deliver a fleet to customers that is clean, safe and reliable.
2. **Fare Revenue Modernization** – Provide timely and accurate reporting data while adhering to all federal standards for reporting District fare revenues and ridership information. Implement new technologies in fare collection to improve rider experiences and service provision while minimizing risk through internal controls. Provide support for innovative fare projects and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
3. **Improving the Customer Experience** – Provide excellent customer service to SacRT employees, riders, and community members by putting the customer experience first in our processes and procedures. Respond to customer inquiries in an effective and respectful manner. Train and empower customer satisfaction employees to engage with members of the public in a way that promotes our core values and improved customer outcomes.
4. **Providing Reliable and Safe Bus Transportation** – Increasing system reliability to improve customer satisfaction and better provide bus service to get people where they want to go, when they want to go. Improve staffing levels and workforce development training opportunities to not only provide riders with more reliable transportation and efficient service, but also positively impact employee morale, promote safety best practices to eliminate and reduce accidents across our system, and keep passengers and operators safe.
5. **RTPS & Social Worker Engagement to Improve Safety Along the Right-of-Way** – Collaborate, coordinate, and partner with internal staff and external service providers and agencies to address safety hazards along light rail tracks and right-of-way (ROW). By addressing community concerns and system safety risks we can reduce chronic issues and safety hazards across the system and improve outcomes for our unhoused population. Efforts include piloting innovative solutions to provide targeted learning opportunities for staff and resources to unhoused riders and community members.
6. **SacRT GO Paratransit Operational Excellence** – Further improve SacRT's paratransit service, operational performance, and actively engage with riders and employees as service area expands more broadly in the region. SacRT's focus on operational excellence, efficiency, and reliability will enable us to meet FTA service requirements and improve customer satisfaction.
7. **Security Support and Customer Service** – Provide robust customer service and promote safety and security across our system to improve customer experience. Focus on developing team members and empowering them to better serve the community, improve customer interactions, and reduce customer service reports and complaints. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officer investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile application.

## SacRT Major Goals and Objectives (continued)

**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.

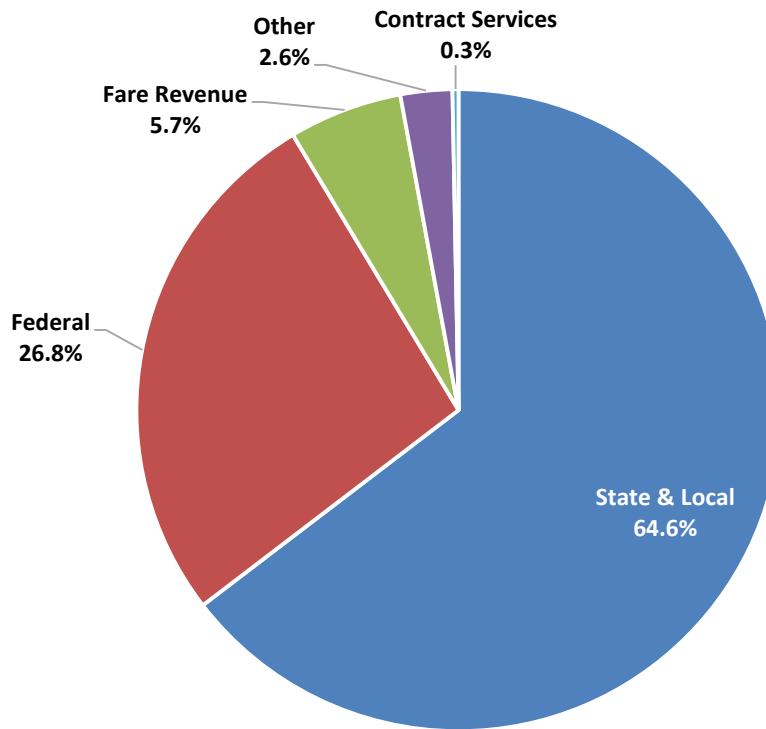
1. **Employee Recruitment and Retention** – Actively promote internal and external recruitment opportunities to connect with wider pool of qualified applicants. Review current policies and procedures to identify opportunities for improvement and creating efficiencies in our recruitment processes. Engage in opportunities for staff development, cross training, and succession planning to improve productivity, employee morale, and retention rates.
2. **Labor Engagement and Workforce Development** – Develop a best-in-class workforce by engaging with new employees to establish a deep understanding of workplace expectations to improve retention. Continuously train management employees to improve labor management outcomes and compliance with local, state, and federal laws and regulations. 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 Workforce Development** – Implementation of robust outcome-based strategic project management plan, records retention policy program adherence, training and workforce development program activities, and uniform policy and procedure updates. Develop and procure training materials and resources to cultivate a highly skilled, effective, and motivated workforce. Strategies will focus on improving process efficiency and supporting staff across the agency to improve project outcomes.



## Operating Budget Summary

### Revenues

#### FY 2023 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		FY 2022 to FY 2023	
	Actual		Actual		Actual		Budget		Budget		\$ Change	% Change
Fare Revenue	\$	25,428	\$	20,999	\$	12,001	\$	12,547	\$	13,147	\$ 600	4.8%
Contract Services		3,731		7,125		6,634		650		650	-	0.0%
State & Local		104,031		114,880		113,657		127,093		149,184	22,091	17.4%
Federal		35,750		35,080		57,704		72,332		62,048	(10,284)	-14.2%
Other		8,551		16,417		7,340		5,540		5,890	350	6.3%
<b>Total</b>	\$	<b>177,492</b>	\$	<b>194,501</b>	\$	<b>197,336</b>	\$	<b>218,162</b>	\$	<b>230,919</b>	\$ 12,757	5.8%
Operating Surplus/(Deficit)		3,297	\$	12,793		5,943		-		-		
<b>Operating Revenue</b>	\$	<b>174,195</b>	\$	<b>181,708</b>	\$	<b>191,393</b>	\$	<b>218,162</b>	\$	<b>230,919</b>	\$ 12,757	5.8%



## Revenues (continued)

### COVID-19 Impacts

The values in the Revenues table on page 15, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting an increase in fare revenues for FY 2022-2023 which will be increased approximately \$600K compared to FY 2021-2022. State & Local revenues continue to surge and are forecast to be \$22.1M above FY 2021-2022. 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, which was fully expended in 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 \$24.9M is allocated to FY 2022-2023. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$31.8M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023.

### 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 2023 Preliminary Budget proposes \$13.1 million in Fare Revenue, an increase of \$0.6 million (4.8%) from the FY 2022 Amended Budget of \$12.5 million.

- This reflects an increase in Fare Revenue based upon an anticipated increase in 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 2023 Preliminary Budget proposes \$0.6 million in Contracted Services revenue, which is the same level as the FY 2022 Amended Budget of \$0.6 million.

- This reflects \$0.45 million for Rancho Cordova contract.
- This also reflects \$0.15 million for UC Davis Causeway Connection 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 2023 Preliminary Budget proposes \$149.2 million in state and local funding revenue, an increase of \$22.1 million (17.4%) from the FY 2022 Amended Budget of \$127.1 million.

- This reflects a \$5.8 million or 10.8% increase in sales tax estimates for Measure A over the FY 2022 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$5.6 million in Measure A for Paratransit SacRT Go service.
- This budget includes a reduction of \$3.9 million in Neighborhood Shuttle Measure A for SmarT Ride service.
- This budget reflects a \$18.9 million or 31.3% increase in TDA-LTF over the FY 2022 Amended Budget.
- This also includes a \$0.2 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.

**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 2023 Preliminary Budget proposes \$62.0 million in federal funding, a reduction of \$10.3 million (14.2%) from the FY 2022 Amended Budget of \$72.3 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2022.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital.
- This budget includes \$3.9 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$33.7 million from FY 2022. This amount includes Elk Grove's portion of available CARES Act funding.
- This budget includes \$24.9 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a reduction of \$7.9 million from FY 2022.
- This budget includes \$31.8 million in the America Rescue Plan of 2021 (ARP funding), which is economic stimulus package to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This is a new revenue source in FY 2023.
- This budget includes \$0.2 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

**Revenues (continued)****Other**

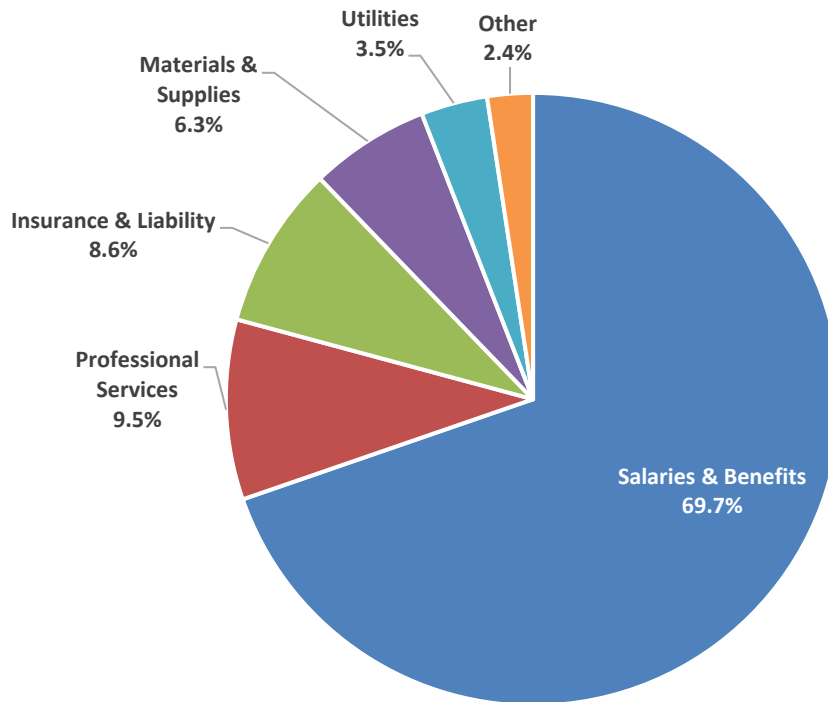
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2023 Preliminary Budget includes \$5.9 million in other revenue, which is an increase of \$0.4 million (6.3%) from the FY 2022 Amended Budget of \$5.5 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 the same level as the FY 2022 Amended Budget.
- This includes \$0.2 million in Investment income.
- This reflects \$0.8 million in Advertising revenue.
- This reflects \$1.8 million in Miscellaneous Income.

## Expenses

FY 2023 Operating Expenses by Expense Category



(Dollars in Thousands)

		FY 2019 Actual		FY 2020 Actual		FY 2021 Actual		FY 2022 Budget		FY 2023 Budget		FY 2022 to FY 2023 \$ Change	% Change
Salaries & Benefits	\$	116,540	\$	128,291	\$	141,910	\$	152,505	\$	160,968	\$	8,463	5.5%
Professional Services		22,776		22,137		14,162		21,394		22,033		639	3.0%
Materials & Supplies		10,844		11,490		13,504		14,804		14,568		(236)	-1.6%
Utilities		6,761		6,821		7,272		8,018		8,081		63	0.8%
Insurance & Liability		14,011		9,931		12,336		17,036		19,793		2,757	16.2%
Other		3,262		3,038		2,209		4,405		5,476		1,071	24.3%
<b>Operating Expenses</b>	<b>\$</b>	<b>174,195</b>	<b>\$</b>	<b>181,708</b>	<b>\$</b>	<b>191,393</b>	<b>\$</b>	<b>218,162</b>	<b>\$</b>	<b>230,919</b>	<b>\$</b>	<b>12,757</b>	<b>5.8%</b>

**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 2023 Preliminary Budget proposes \$161.0 million for salaries and benefits, an increase of \$8.5 million (5.5%) from the FY 2022 Amended Budget of \$152.5 million.

- The Fiscal Year 2023 Preliminary Budget includes 1,468 funded positions, which is an increase of 18 funded positions from the Fiscal Year 2022 Amended Budget of 1,450 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$5.1 million (6.0%) from the FY 2022 Amended Budget of \$85.2 million. This reflects various District position salary.
- Fringe Benefit costs increased by \$3.5 million (5.0%) from the FY 2022 Amended Budget of \$69.0 million. This reflects an increase of \$0.4 million in FICA costs, \$1.2 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.6 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings increased by \$0.07 million (4.3%) from the FY 2022 Amended Budget of \$1.7 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 2023 Preliminary Budget proposes \$22.0 million for Professional Services, an increase of \$0.6 million (3.0%) from the FY 2022 Amended Budget of \$21.4 million.

- This budget includes \$8.5 million in security services cost.
- This budget includes \$3.6 million in outside services cost.
- This also includes \$1.0 million in software/cloud services cost.
- This includes \$0.4 million in Paratransit maintenance cost.
- This budget includes \$0.7 million in Contract maintenance.
- This reflects a \$1.0 million increase in Purchased Transportation cost due to a new contract for supplemental ADA service.
- This reflects the FY 2023 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 2023 Preliminary Budget proposes \$14.6 million for materials and supplies, a reduction of \$0.2 million (-1.6%) from the FY 2022 Amended Budget of \$14.8 million.

**Expenses (continued)**

- This budget includes an increase of \$0.2 million in gasoline cost to reflect higher cost of gasoline.
- This budget reflects a \$0.2 million increase in CNG cost to reflect higher cost of CNG fuel.
- This also includes a reduction of \$0.3 million in light rail parts due to the current spending trend and start of using new light rail vehicles.
- This budget reflects a \$0.2 million reduction in Equipment items due to a one-time cost incurred in FY 2022.

**Utilities**

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

The FY 2023 Preliminary Budget proposes \$8.1 million for Utilities, an increase of \$0.1 million (0.8%) from the FY 2022 Amended Budget of \$8.0 million.

- This budget reflects an increase of \$0.1 million in telephone cost due to higher cell phone usage.

**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 2023 Preliminary Budget proposes \$19.8 million for Insurance & Liability, an increase of approximately \$2.8 million (16.2%) from the FY 2022 Amended Budget of \$17.0 million.

- This budget reflects a reduction of \$0.9 million in the projected claim reserves for Property and Liability for FY 2023.
- This also reflects an increase of \$0.7 million in the projected claim reserves for Workers' Compensation for FY 2023.
- The budget includes an increase of \$1.9 million in excess liability insurance cost due to challenging market conditions to get the required insurance limits.
- The budget also includes an increase of \$0.7 million in property insurance premium due to increased number of revenue vehicles in service.
- This also reflects increases in FY 2023 estimated insurance premium costs due to a tighter and more competitive insurance market.

**Other**

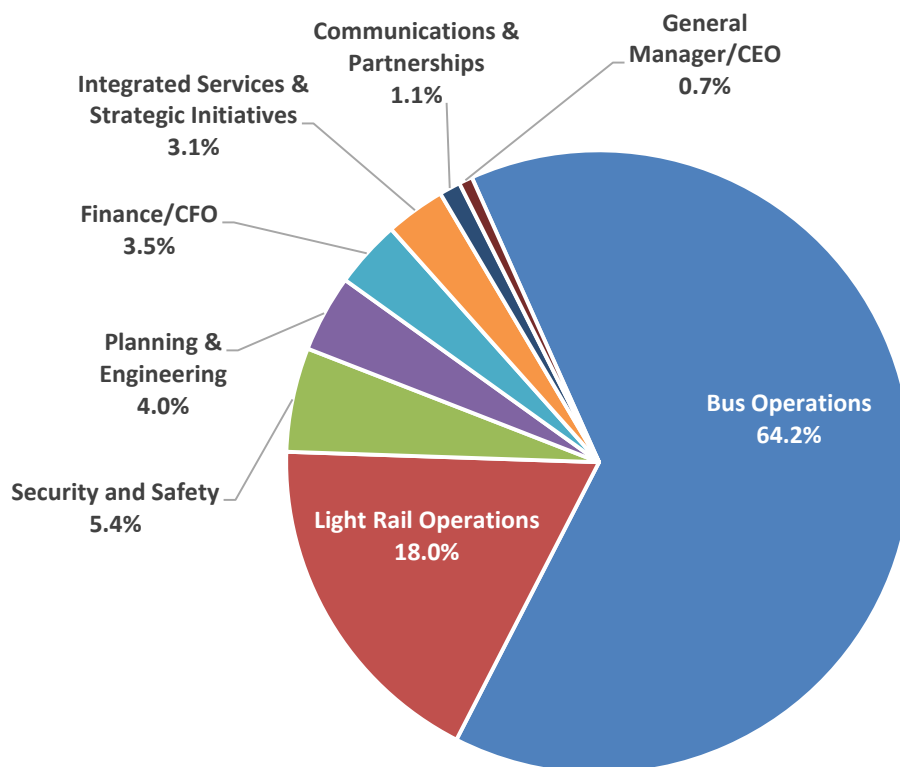
This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2023 Preliminary Budget proposes \$5.5 million for other expenditures, an increase of \$1.1 million (24.3%) from the FY 2022 Amended Budget of \$4.4 million.

- This budget reflects a reduction of \$0.1 million in interest expense due to reduced line of credit usage.
- This budget reflects an increase of \$0.7 million in property leases due to Q Street administrative building and R Street Facilities building lease costs.
- This budget reflects an increase of \$0.2 million in Contingency account.

## Positions

FY 2023 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2022 to FY 2023
General Manager/CEO	26	19	16	9	10	1
Planning & Engineering	28	22	57	58	59	1
Bus Operations	937	1063	1196	939	945	6
Light Rail Operations	0	0	0	261	266	5
Integrated Services & Strategic Initiatives	0	55	33	41	45	4
Engineering & Facilities	48	0	0	0	0	0
Finance/CFO	48	45	47	51	51	0
Communications & Partnerships	30	0	0	9	16	7
Security, Safety and Customer Satisfaction	73	53	74	82	79	-3
<b>Total</b>	<b>1,190</b>	<b>1,257</b>	<b>1,423</b>	<b>1,450</b>	<b>1,471</b>	<b>21</b>

### Positions (continued)

From FY 2022 to FY 2023, SacRT had a net increase of 21 funded positions. The changes reflected in the FY 2023 Preliminary Budget are as follows:

General Manager/CEO Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Senior Administrative Assistant from Planning and Engineering Division.
- Reclass 1 Attorney I to Attorney II.
- Reclass 1 Administrative Assistant I to Program Analyst.

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

- Transferred 1 Senior Administrative Assistant to General Manager/CEO Division.
- Unfunded 1 Senior Administrative Assistant.
- Transferred 1 Manager, Quality Assurance & TAM to Finance/CFO Division.
- Added 1 Senior Civil Engineer.
- Added 3 Assistant Engineers.

Bus Operations Division had a net increase of 6 funded positions. The position changes are as follows:

- Added 5 Bus Operators.
- Added 1 Transportation Superintendent - Bus.
- Reclass 2 Maintenance Supervisor – Paratransit to 1 Maintenance Supervisor – Bus and 1 Materials Management Superintendent.
- Reclass 1 Paratransit Operator/Trainer to 1 Paratransit Dispatcher.
- Reclass 4 CBS-Folsom and Folsom Operators to 4 CBS Operators.

Light Rail Operations Division had a net increase of 5 funded positions. The position changes are as follows:

- Added 2 Operations Training Specialist in Light Rail Operations and Light Rail Wayside.
- Funded 1 Transportation Supervisor and 2 Lineworker Technician.
- Reclass 2 Rail Laborer to 2 Senior Rail Maintenance Worker.

Integrated Services and Strategic Initiatives Division had a net increase of 4 positions. The position changes are as follows:

- Added 1 HR Analyst I and 1 HR Analyst II.
- Reclass Senior Manager, Human Resources and Director, Human Resources.
- Reclass Administrative Assistant II to Administrative Technician.
- Funded 1 Labor Relations Analyst I.
- Added 1 IT Technician II.

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

- Added 1 Administrative Assistant II and 1 Senior Grants Analyst.
- Transferred 1 Manager, Quality Assurance & TAM from Planning and Engineering Division.
- Eliminated 3 Route Checkers.
- Reclass Real Estate Analyst II to Senior Real Estate Analyst.
- Reclass Route Checker Supervisor to Senior Administrative Assistant.
- Reclass Senior Administrative Assistant to Program Analyst.
- Reclass Payroll Supervisor to Manager, Payroll.
- Reclass Manager, Grants to Senior Manager, Grants.
- Reclass Senior Manager, Procurement to Director, Procurement.



## Positions (continued)

Communications and Partnerships Division had a net increase of 7 positions. The position changes are as follows:

- Added 6 Community Outreach Specialist.
- Added 1 Digital Media Production Specialist.
- Reclass 1 Administrative Assistant II to Administrative Technician.

Security, Safety and Customer Satisfaction Division had a net decrease of 3 funded positions:

- Converted 3 SOC Security Leads back to PSCs.

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## Capital Improvement Plan

### Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2023 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2023 Preliminary Capital Budget represent partially funded and unfunded projects and anticipated and secured funding sources for FY 2023. Awarded and programmed funding are shown as Federal, State and/or Local Funds. Non-Awarded competitive grant funding is shown as To-Be-Determined (TBD).

The FY 2023 Capital Budget includes projects focused on the following priority programs:

#### Guideway

R359 LR Modern. 15 Min. Service to Folsom (Sidetrack  
S030 Downtown/Riverfront Streetcar Project –

#### Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements  
R135 Horn Light Rail Station  
R327 Sacramento Valley Station Loop Design and Construction  
R375 Dos Rios Light Rail Station Construction  
R380 Gold Line Light Rail Station Low Floor Vehicle Conversion  
R381 Blue Line Light Rail Station Low Floor Vehicle Conversion –

#### Maintenance Building

B165 Electric Bus Charging Infrastructure  
F035 South Area Bus Maintenance Facility  
R362 Light Rail Wheel Truing Machine Procurement  
R384 LRV Maintenance Shop Upgrades (Engineering)

#### Revenue Vehicles

B100 Replacement 16 CNG Buses (FY 22- FY 26)  
B164 Airport Service Expansion ZEB Buses (10-40")  
B173 40-ft CNG Bus Replacement (91 Orion Buses)  
P014 SmaRT Ride Vehicle Replacement  
P015 SmaRT Ride Expansion Vehicle  
R100 Replacement New Low-Floor LRVs  
R125 CAF Fleet Mid-Life Component Overhaul  
R376 Replacement New Low-Floor LRVs NTP 2 (8)  
R377 Replacement New Low-Floor LRV's NTP 3 (8)

#### Communications and IT Systems

T072 Train Station Signage Technology Refresh  
T073 Train Technology Refresh

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**Project Overview continued**

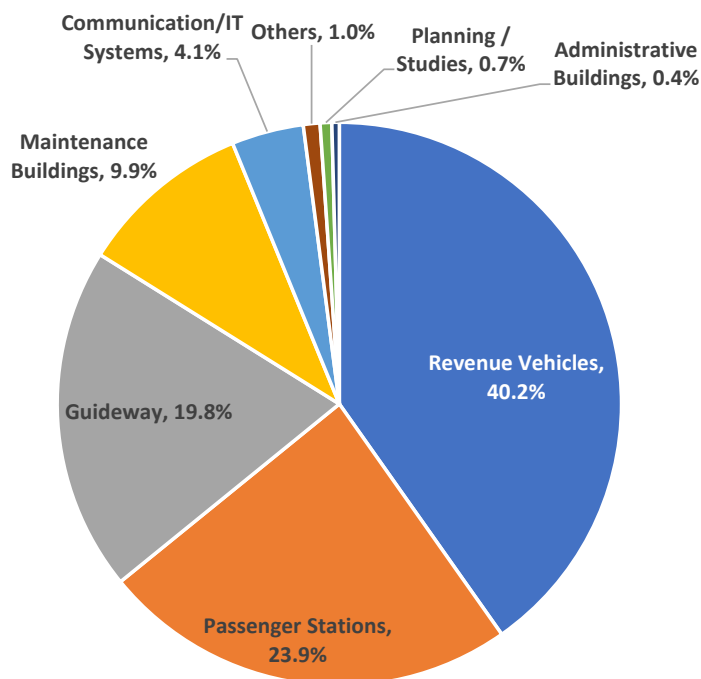
**Service Vehicles**

N001 Non-Revenue Police Vehicle Replacement

**Other**

M004 Operating Revenue Bond Series 2021A Payment

## Capital Budget by Category



Project Categories	# of Projects	Total Project Budget	%
Guideway	19	235,333,852	19.8%
Passenger Stations	17	284,532,141	23.9%
Administrative Buildings	9	5,063,344	0.4%
Maintenance Buildings	18	118,241,019	9.9%
Revenue Vehicles	20	479,120,905	40.2%
Communication/IT Systems	18	49,172,963	4.1%
Planning / Studies	5	7,933,352	0.7%
Other	28	11,368,378	1.0%
<b>Total</b>	<b>134</b>	<b>1,190,765,955</b>	<b>100.0%</b>

## Capital Improvement Revenues

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Guideway											
410	South Sacramento Corridor Phase 2 LR Extension	\$270,000,000	\$268,789,386	\$1,210,614	\$0				\$1,210,614	\$0	\$1,210,614
F019	Instrument House and Signal Case Wraps	\$258,386	\$258,383	\$3	\$0				\$3	\$0	\$3
F040	Bridge Asset Rehabilitation	\$136,377		\$136,377	\$0			\$136,377	\$0	\$0	\$136,377
G238	Biennial Bridge Inspections / Repairs	\$251,873	\$239,622	\$12,251	\$0				\$12,251	\$0	\$12,251
M019	Arcade Creek Bridge Environmental Clearance	\$110,000	\$0	\$110,000	\$0			\$110,000	\$0	\$0	\$110,000
R010	Light Rail Crossing Enhancements	\$1,589,277	\$950,760	\$638,517	\$0				\$638,517	\$0	\$638,517
R322	Green Line Draft EIS / EIR	\$4,195,809	\$4,086,786	\$109,023	\$0				\$109,023	\$0	\$109,023
R328	Green Line Final EIS/EIR	\$1,400,000	\$0	\$1,400,000	\$1,600,000				\$0	\$3,000,000	\$3,000,000
R344	Enhanced Employee Protection Warning System	\$968,404	\$965,782	\$2,622	\$0				\$2,622	\$0	\$2,622
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$67,300,000	\$3,065,136	\$64,234,864	\$0				\$28,076,159	\$36,158,705	\$64,234,864
R364	Bidwell Instrument House Replacement	\$371,234	\$314,926	\$56,308	\$0				\$56,308	\$0	\$56,308
R371	Y1 Substation Installation	\$2,760,000	\$0	\$2,760,000	\$0				\$0	\$2,760,000	\$2,760,000
R372	Roadway Worker Protection System	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
R374	TPSS A1 Negative Return Cable Replacement	\$184,390	\$0	\$184,390	\$0			\$184,390	\$0	\$0	\$184,390
R382	Stockton & 34th LR Crossing Enhancements	\$150,000	\$40,489	\$109,512	\$0				\$109,512	\$0	\$109,512
R400	Light Rail State of Good Repair Maintenance	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
S030	Downtown/Riverfront Streetcar Project	\$200,000,000	\$11,617,878	\$188,382,122	(\$40,000,000)	\$50,000,000	\$30,000,000	\$25,000,000	\$1,478,408	\$41,903,714	\$148,382,122
R385	Grand Avenue Bridge Repair	\$0	\$0	\$0	\$13,000,000				\$0	\$13,000,000	\$13,000,000
R389	Instrument House (A019) Local Control Panel Replacement	\$0	\$0	\$0	\$82,250				\$0	\$82,250	\$82,250
		\$550,980,750	\$290,329,148	\$260,651,602	(\$25,317,750)	\$50,000,000	\$30,000,000	\$26,235,767	\$31,693,416	\$97,404,669	\$235,333,852

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Passenger Stations									\$0		
B150	Watt I-80 Transit Center Improvements	\$10,410,780	\$402,437	\$10,008,343	\$8,425,076	\$1,644,000	\$7,936,459	\$1,500,000	\$170,468	\$7,182,492	\$18,433,419
B171	Citrus Heights Bus Stop Improvements	\$310,000	\$0	\$310,000	\$0				\$0	\$310,000	\$310,000
B172	Folsom Bus Stop Improvements	\$200,000	\$0	\$200,000	\$0				\$0	\$200,000	\$200,000
B179	Bus Stop Improvements	\$1,462,790	\$16,443	\$1,446,347	\$0				\$212,831	\$1,233,516	\$1,446,347
F038	K Street DWT Replacement	\$280,000		\$280,000	\$0			\$280,000	\$0	\$0	\$280,000
M002	University/65th Street Transit Center Relocation	\$532,647	\$387,638	\$145,009	\$0				\$9	\$145,000	\$145,009
R055	Dos Rios Light Rail Station Design	\$2,383,358	\$2,371,901	\$11,457	\$0				\$11,457	\$0	\$11,457
R135	Horn Light Rail Station	\$5,840,604	\$545,583	\$5,295,021	\$0	\$500,000			\$42,889	\$4,752,132	\$5,295,021
R327	Sacramento Valley Station Loop Design/Construct	\$134,120,000	\$27,632	\$134,092,368	\$0	\$3,755,000		\$808,000	\$218,368	\$129,311,000	\$134,092,368
R347	Watt I-80 Elevator Replacement	\$990,000	\$884,391	\$105,609	\$0				\$105,609	\$0	\$105,609
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$0	\$23,416,642	\$5,000,000			\$1,323,400	\$19,178,243	\$7,914,999	\$28,416,642
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$1,271,005	\$45,922,391	\$0				\$19,016,252	\$26,906,139	\$45,922,391
R381	Blue Line Light Rail Station Low Floor Conversion	\$39,056,604	\$0	\$39,056,604	\$0		\$4,003,278		\$0	\$35,053,326	\$39,056,604
T066	Historic Folsom Camera Enhancements	\$88,607	\$21,333	\$67,274	\$0				\$67,274	\$0	\$67,274
R386	LED Lighting Project - Phase 1	\$0	\$0	\$0	\$2,750,000				\$0	\$2,750,000	\$2,750,000
R387	LED Lighting Project - Phase 2	\$0	\$0	\$0	\$3,000,000				\$0	\$3,000,000	\$3,000,000
R388	LED Lighting Project - Phase 3	\$0	\$0	\$0	\$5,000,000				\$0	\$5,000,000	\$5,000,000
		\$266,285,428	\$5,928,363	\$260,357,065	\$24,175,076	\$5,899,000	\$11,939,737	\$3,911,400	\$39,023,400	\$223,758,604	\$284,532,141

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Revenue Vehicles									\$0		
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$0				\$0	\$21,629,000	\$21,629,000
B142	Neighborhood Ride Vehicle Replacements	\$2,672,248	\$2,672,237	\$11	\$0				\$11	\$0	\$11
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	\$5,519,200	\$0	\$5,519,200	\$0				\$0	\$5,519,200	\$5,519,200
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,926,957	\$2,874,183	\$7,052,774	\$0				\$375,953	\$6,676,821	\$7,052,774
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$54,439	\$63,445,561	\$0	\$18,821,459		\$9,178,541	\$25,387,627	\$10,057,934	\$63,445,561
B178	Folsom Cutaway Bus Replacement (8)	\$1,378,145	\$1,164,754	\$213,391	\$0				\$213,391	\$0	\$213,391
B181	Operator Barrier Replacement	\$1,327,000		\$1,327,000	\$0				\$0	\$1,327,000	\$1,327,000
P009	Paratransit Vehicle Replacement (approx. 40+)	\$7,263,520	\$7,228,264	\$35,256	\$0				\$35,256	\$0	\$35,256
P013	SacRT Go Paratransit Vehicle Replacement	\$2,600,000	\$0	\$2,600,000	\$607,300				\$2,600,000	\$607,300	\$3,207,300
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$303,650			\$260,000	\$0	\$1,568,650	\$1,828,650
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000	\$0	\$171,000	\$0				\$0	\$171,000	\$171,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	\$995,000	\$515,929	\$479,071	\$0				\$479,071	\$0	\$479,071
R100	Replacement Light Rail Vehicles (35)	\$47,268,494		\$47,268,494	\$0				\$0	\$47,268,494	\$47,268,494
R115	Replacement New Low-Floor LRVs (13)	\$75,866,094	\$27,348,701	\$48,517,393	\$0				\$48,517,393	\$0	\$48,517,393
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$0	\$24,000,000		\$6,000,000	\$0	\$76,230,277	\$106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	\$42,104,534	\$13,535,389	\$28,569,145	\$0				\$28,569,145	\$0	\$28,569,145
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$46,500,000	\$0	\$46,500,000	\$0				\$0	\$46,500,000	\$46,500,000
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$9,489,806	\$36,710,194	\$0	\$7,977,170			\$28,733,024	\$0	\$36,710,194
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$0	\$15,726,300	\$23,394,078		\$0	\$8,879,622	\$48,000,000
T072	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$486,900	\$9,933,751		\$2,483,438	\$0	\$0	\$12,417,189
		\$542,606,758	\$64,883,703	\$477,723,055	\$1,397,850	\$76,458,680	\$23,394,078	\$17,921,979	\$134,910,870	\$226,435,298	\$479,120,905

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
<b><u>Service Vehicles</u></b>									\$0		
B141	Non-Revenue Vehicle Replacement	\$4,726,342	\$4,601,096	\$125,246	\$0				\$125,246	\$0	\$125,246
G225	Non-Revenue Police Vehicle Replacement	\$2,083,501	\$2,083,490	\$11	\$0				\$11	\$0	\$11
N001	Police Vehicle Replacement	\$2,420,000	\$0	\$2,420,000	\$0			\$740,000	\$940,000	\$740,000	\$2,420,000
T071	Mobile Camera Trailers (2)	\$187,702	\$0	\$187,702	\$0				\$0	\$187,702	\$187,702
		<b>\$9,417,545</b>	<b>\$6,684,587</b>	<b>\$2,732,958</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$740,000</b>	<b>\$1,065,256</b>	<b>\$927,702</b>	<b>\$2,732,958</b>
<b><u>Maintenance Buildings</u></b>											
B144	BMF1 CNG Fueling Facility Upgrades	\$4,285,684	\$642,542	\$3,643,142	\$0				\$2,962,890	\$680,252	\$3,643,142
B151	Above Ground Gas Tank - Replaced by F033	\$2,000,000	\$0	\$2,000,000	\$0				\$0	\$2,000,000	\$2,000,000
B153	BMF1 Ground Well Monitoring	\$153,683	\$138,691	\$14,992	\$0				\$14,992	\$0	\$14,992
B165	Electric Bus Charging Infrastructure	\$9,380,000	\$134,859	\$9,245,141	\$0				\$2,077,244	\$7,167,897	\$9,245,141
B180	BMF 1 In-Ground Lift Replacement	\$872,154	\$0	\$872,154	\$0				\$872,154	\$0	\$872,154
B400	Bus System Capital Improvements/State of Good Repair	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
F033	Cutaway and Non-Revenue Fuel Stations	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$0				\$0	\$70,725,000	\$70,725,000
F037	Wayside Roof Replacement	\$503,000	\$0	\$503,000	\$0			\$503,000	\$0	\$0	\$503,000
R324	Light Rail Portable Jacking System	\$175,000	\$122,404	\$52,596	\$0				\$52,596	\$0	\$52,596
R343	Whiting In-Floor Hoist Inspection and Repair	\$254,817	\$234,082	\$20,735	\$0				\$20,735	\$0	\$20,735
R362	Light Rail Wheel Truing Machine Procurement	\$4,415,438	\$0	\$4,415,438	\$0			\$195,000	\$1,372,762	\$2,847,676	\$4,415,438



## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
R363	Tamper Refurbishment	\$89,880	\$58	\$89,822	\$0				\$89,822	\$0	\$89,822
R373	Material Storage System	\$655,000	\$0	\$655,000	\$0				\$0	\$655,000	\$655,000
R383	Phase 1 Gold Line LR Maintenance Facility Env./PE/ROW	\$22,500,000		\$22,500,000	\$0				\$0	\$22,500,000	\$22,500,000
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$801	\$33,999	\$0				\$33,999	\$0	\$33,999
F042	South Bus Parking Lot Pavement Repair (Design Only)	\$0	\$0	\$0	\$100,000				\$0	\$100,000	\$100,000
F043	BMF2 Pavement Repair (Construction Only)	\$0	\$0	\$0	\$2,065,000				\$0	\$2,065,000	\$2,065,000
		<b>\$117,349,456</b>	<b>\$1,273,437</b>	<b>\$116,076,019</b>	<b>\$2,165,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,503,000</b>	<b>\$7,497,194</b>	<b>\$109,240,825</b>	<b>\$118,241,019</b>
	<b>Administrative Buildings</b>								\$0		
F020	HVAC Replacements - Admin & Maintenance Buildings	\$85,033	\$85,032	\$1	\$0				\$1	\$0	\$1
F021	Facilities Maintenance & Improvements	\$818,996	\$363,541	\$455,455	\$0				\$88,838	\$366,617	\$455,455
F028	Administrative Equipment Optimization	\$700,000	\$0	\$700,000	\$0				\$0	\$700,000	\$700,000
F030	Admin Building Lobby Remodel	\$200,000	\$50,602	\$149,398	\$0				\$149,398	\$0	\$149,398
F031	R Street SOC Upgrades	\$390,702	\$86,515	\$304,187	\$0				\$304,187	\$0	\$304,187
F034	1225 R Street Electrical & Mechanical Upgrade	\$570,000	\$411,326	\$158,674	\$0				\$148,692	\$9,982	\$158,674
F041	R Street Warehouse Update	\$375,000	\$0	\$375,000	\$0				\$375,000	\$0	\$375,000
F400	Facilities Capital Improvements / State of Good Repair	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
V102	1102 Q Street Building Move	\$2,430,000	\$9,370	\$2,420,630	\$0				\$2,420,630	\$0	\$2,420,630
		<b>\$6,069,731</b>	<b>\$1,006,387</b>	<b>\$5,063,344</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,486,745</b>	<b>\$1,576,599</b>	<b>\$5,063,344</b>

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
<b>Communication/IT Systems</b>									\$0		
B147	Bus Maintenance Management Software Program	\$414,500	\$21,539	\$392,961	\$0				\$2	\$392,959	\$392,961
B174	Disruption Manager Software	\$214,866	\$0	\$214,866	\$0			\$214,866	\$0	\$0	\$214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	\$652,630	\$0	\$652,630	\$0				\$652,630	\$0	\$652,630
B176	Drive Cam	\$454,590	\$0	\$454,590	\$0				\$454,590	\$0	\$454,590
B177	Trapeze OPS Web	\$251,000	\$0	\$251,000	\$0				\$251,000	\$0	\$251,000
P011	Paratransit Service Start Up	\$2,000,000	\$1,863,264	\$136,736	\$0				\$136,736	\$0	\$136,736
R354	Fare Vending Machine (FVM) Enhancements	\$9,745,317	\$8,554,626	\$1,190,691	\$0				\$1,190,691	\$0	\$1,190,691
T018	Building Access Upgrades	\$128,116	\$125,571	\$2,545	\$0				\$2,545	\$0	\$2,545
T022	Handheld Smart Card Reader	\$120,776	\$111,791	\$8,985	\$0				\$8,985	\$0	\$8,985
T025	Surveillance and Security Facilities Enhancements	\$277,661	\$277,659	\$2	\$0				\$2	\$0	\$2
T062	Data Center UPS Runtime Increase	\$51,555	\$46,304	\$5,251	\$0				\$5,251	\$0	\$5,251
T067	Connect Card Version 2.0	\$7,500,000	\$0	\$7,500,000	\$0				\$0	\$7,500,000	\$7,500,000
T069	Safety and Light Rail Portable Radio Replacement	\$401,238	\$352,595	\$48,643	\$0				\$48,643	\$0	\$48,643
T070	ITS Install on Elk Grove Fleet	\$1,500,000	\$0	\$1,500,000	\$0				\$0	\$1,500,000	\$1,500,000
T073	LR Station Signage Refresh: Replace DMS	\$4,633,713	\$0	\$4,633,713	\$28,500	\$3,729,770		\$932,443	\$0	\$0	\$4,662,213
T074	SacRT - Security Camera System Upgrade	\$0	\$0	\$0	\$2,070,000				\$0	\$2,070,000	\$2,070,000
T075	Bus Router Refresh	\$0	\$0	\$0	\$2,305,225				\$0	\$2,305,225	\$2,305,225
T076	Network Infrastructure Refresh	\$0	\$0	\$0	\$27,776,625				\$0	\$27,776,625	\$27,776,625
		\$28,345,962	\$11,353,349	\$16,992,613	\$32,180,350	\$3,729,770	\$0	\$1,147,309	\$2,751,075	\$41,544,809	\$49,172,963

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
<b>Planning / Studies</b>									\$0		
E400	Capital Improvements for Real Estate Development	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
M018	Bus Stop Improvement Plan	\$250,000	\$16,648	\$233,352	\$0				\$233,352	\$0	\$233,352
M021	Blue Line to Elk Grove/High-Frequency Bus Service Plan	\$200,000	\$0	\$200,000	\$0				\$0	\$200,000	\$200,000
M022	SacRT Systemwide SCADA Implementation (Design Only)	\$0		\$0	\$6,500,000				\$0	\$6,500,000	\$6,500,000
M400	Planning/Studies	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
		<b>\$1,450,000</b>	<b>\$16,648</b>	<b>\$1,433,352</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$233,352</b>	<b>\$7,700,000</b>	<b>\$7,933,352</b>
<b>External</b>									\$0		
A007	Easton Development Grade Crossing	\$50,000	\$22,465	\$27,535	\$0				\$27,535	\$0	\$27,535
A009	Folsom Streetscape	\$81,029	\$63,217	\$17,812	\$0				\$2	\$17,810	\$17,812
A015	Caltrans Brighton Overhead Design Build Support	\$378,230	\$95,854	\$282,376	\$0				\$282,376	\$0	\$282,376
A019	Caltrans Camellia City Viaduct Overhead Structures	\$434,300	\$239,239	\$195,061	\$0				\$195,061	\$0	\$195,061
A020	Folsom Complete Street Project	\$45,000	\$5,250	\$39,750	\$0				\$39,750	\$0	\$39,750
A021	29th / 30th Signal System: SacRT Labor	\$100,000	\$0	\$100,000	\$0				\$100,000	\$0	\$100,000
A022	29th / 30th Signal System	\$315,000	\$0	\$315,000	\$0				\$315,000	\$0	\$315,000
A024	Richards Blvd. Office Complex	\$50,000	\$18,278	\$31,722	\$0				\$31,722	\$0	\$31,722
G237	Caltrans Across the Top System Modifications	\$360,135	\$324,075	\$36,060	\$0				\$36,060	\$0	\$36,060
		<b>\$1,813,694</b>	<b>\$768,378</b>	<b>\$1,045,316</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,027,506</b>	<b>\$17,810</b>	<b>\$1,045,316</b>

## Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Sub-Recipient											
Q055	Subrecipient El Dorado Transit 5307 Bus Replacement	\$196,253	\$196,253	\$0	\$0				\$0	\$0	\$0
Q060	City of Folsom Preventive Maintenance	\$160,575	\$160,575	\$0	\$0				\$0	\$0	\$0
Q061	Yolo bus Causeway Connection Ops	\$1,500,000	\$0	\$1,500,000	\$0				\$1,500,000	\$0	\$1,500,000
Q062	El Dorado Prev. Maint. 5307/5339 Commuter Routes	\$339,296	\$262,022	\$77,274	\$0				\$77,274	\$0	\$77,274
Q063	El Dorado Transit COVID-19 Related Activities	\$950,866	\$0	\$950,866	\$0				\$950,866	\$0	\$950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	\$4,000,000	\$4,000,000	\$0	\$0				\$0	\$0	\$0
Q067	FY21 Bus Preventive Maintenance- El Dorado Transit	\$43,520	\$0	\$43,520	\$0				\$43,520	\$0	\$43,520
Q068	Placerville Station Phase 2	\$645,000	\$0	\$645,000	\$0				\$645,000	\$0	\$645,000
Q070	El Dorado Transit - FY22 Preventive Mainteance	\$0	\$0	\$0	\$31,181	\$31,181			\$0	\$0	\$31,181
Q071	El Dorado Transit - Park & Ride Improvements	\$0	\$0	\$0	\$700,000	\$700,000			\$0	\$0	\$700,000
Q072	Paratransit - Moibility Management FY 22 & 23	\$0	\$0	\$0	\$500,000	\$500,000			\$0	\$0	\$500,000
		\$7,835,510	\$4,618,850	\$3,216,660	\$1,231,181	\$1,231,181	\$0	\$0	\$3,216,660	\$0	\$4,447,841
Other											
M004	OPERATING Revenue Bond, Series 2012 Payment	\$24,230,350	\$22,192,296	\$2,038,054	\$0			\$1,295,261	\$742,793	\$0	\$2,038,054
T043	Emergency Drills	\$65,430	\$37,749	\$27,681	\$0				\$27,681	\$0	\$27,681
T060	Anti-Terrorism Directed Surge Patrols (Overtime Patrol)	\$74,986	\$62,218	\$12,768	\$10				\$12,768	\$10	\$12,778
M021	SacRT Workforce Development	\$0	\$0	\$0	\$1,063,750				\$0	\$1,063,750	\$1,063,750
		\$24,370,766	\$22,292,263	\$2,078,503	\$1,063,760	\$0	\$0	\$1,295,261	\$783,242	\$1,063,760	\$3,142,263
Total for all Project Types		\$1,556,525,600	\$409,155,112	\$1,147,370,488	\$43,395,467	\$137,318,632	\$65,333,815	\$52,754,715	\$225,688,717	\$709,670,076	\$1,190,765,955

## Capital Project Funding Addition Descriptions

### Guideway

**R359 LR Modern. 15 Min. Service to Folsom (Sidetrack)** – Complete track and signal work on the segment of the Gold Line between Sunrise and Historic Folsom Light Rail Stations to enable 15-minute service from downtown Sacramento to Folsom.

**S030 Downtown/Riverfront Streetcar Project** – Planning, environmental, engineering and construction of a new streetcar line to connect the cities of West Sacramento and Sacramento and their shared riverfront.

### 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.

**R135 Horn Light Rail Station** – Engineering and construction of a new station in Rancho Cordova at Horn Road. New station includes passenger platforms and passenger amenities.

**R327 Sacramento Valley Station Loop Design and Construction** – Design and construct 1.55 mile of double tracking of the existing light service on H St. and 7<sup>th</sup> St and the realignment of the SacRT Sacramento Valley Light Rail Station.

**R375 Dos Rios Light Rail Station Construction** - 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.

**R380 Gold Line Light Rail Station Low Floor Vehicle Conversion** – Construct new raised platforms at light rail stations on the Gold Line in order to facilitate the use of low-floor light rail vehicles.

**R381 Blue Line Light Rail Station Low Floor Vehicle Conversion** – Construct new raised platforms at light rail stations on the Blue Line in order to facilitate the use of low-floor light rail vehicles.

### Maintenance Building

**B165 Electric Bus Charging Infrastructure** – Purchase construct and install charging infrastructure to charge up to 22 battery electric vehicles at BMF1.

**F035 South Area Bus Maintenance Facility** – Planning, environmental, engineering, purchase and construction of a new Bus Maintenance Facility in South Sacramento County.

**R362 Light Rail Wheel Truing Machine Procurement** – Purchase two Light Rail Wheel Truing Machines one to install at Metro Light Rail Maintenance Facility and one portable machine.

**R384 LRV Maintenance Shop Upgrades (Engineering)** – Engineering for the Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.

## Capital Project Funding Addition Descriptions (continued)

### Revenue Vehicles

**B100 Replacement 16 CNG Buses (FY 22- FY 26)** – Purchase sixteen (16) buses to replace sixteen (16) CNG buses that have reached the end of their useful life.

**B164 Airport Service Expansion ZEB Buses (10-40')** – Purchase ten (10) 40' Zero Emission Vehicles and 10 associated standard chargers for a new, frequent bus service between downtown Sacramento and Sacramento International Airport.

**B173 40-ft CNG Bus Replacement (91 Orion Buses)** – Purchase ninety-one (91) CNG 40' replacement transit buses, these new buses will replace vehicles that have exceeded their useful life.

**P014 SmarT Ride Vehicle Replacement** – Purchase ten (10) new SmarT ride vehicles to replace ten (10) vehicles that have reached the end of their useful life's.

**P015 SmarT Ride Expansion Vehicle** – Purchase one (1) new SmarT Ride vehicle to expand the SacRT SmarT Ride Service.

**R100 Replacement New Low-Floor LRVs** – Purchase eighteen (18) new replacement Low-Floor Light Rail Vehicles to replace vehicles that have exceeded their useful life.

**R125 CAF Fleet Mid-Life Component Overhaul** – Overhaul of major subsystems and components on the CAF light rail vehicles (40 Vehicles).

**R376 Replacement New Low-Floor LRVs NTP 2 (8)** – Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Gold Line.

**R377 Replacement New Low-Floor LRV's NTP 3 (8)** - Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Blue Line.

### Communications and IT Systems

**T072 Train Station Signage Technology Refresh** - Replace the Digital Messaging Signs (DMS) equipment on throughout the SacRT rail system. It will replace the existing DMS with modern LCD style signage as well as implement digital content management systems making it easier to communicate with the new signs as well as integrate with the Public Address system at the stations.

**T073 Train Technology Refresh** – Upgrade equipment onboard trains (Siemens, UTDC, CAF) to create a unified communications infrastructure. This will help the agency achieve and maintain ADA compliant communications by announcing and displaying upcoming train types at stations (low/high floor) along with destination and provide a mechanism to direct passengers with disabilities to the correct boarding area.

### Service Vehicles

**N001 Non-Revenue Police Vehicle Replacement** – Purchase twenty-three (23) new police vehicles including all needed electronics.

### Other

**M004 Operating Revenue Bond Series 2012 Payment** – Provide funding for payments for 2021A Bonds.