

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	07/24/17	Open	Action	07/18/17

Subject: Approving the First Amendment to the FY 2018 Operating and Capital Budgets

ISSUE

Whether or not to approve the First Amendment to the Fiscal Year 2018 Capital and Operating Budgets.

RECOMMENDED ACTION

Adopt Resolution No. 17-07-____, Approving the First Amendment to the Fiscal Year 2018 Capital and Operating Budgets.

FISCAL IMPACT

Fiscal Year 2018 Capital Budget Impact. Net increase = \$950,161

Total increase of \$950,161 of unassigned Developer Fees for a new project to repair the UTDC Light Rail Vehicles "UTDC LRV Fleet Improvements project."

Fiscal Year 2018 Operating Budget Impact. Net impact = \$24,052

Increase Revenues of \$24,052 to Operating Budget for Job Access/Reverse Commute.
Increase of Expenses of \$24,052 to Operating Budget for Budget Stabilization.

DISCUSSION

2018 Capital Budget

On June 12, 2017, the SacRT Board approved the Fiscal Year 2018 Capital Budget. Per Article VI of the Administrative Code, the SacRT Board must approve a change to the Capital Budget that results in the addition or deletion of a project. This issue paper proposes to create a new capital project titled "UTDC LRV Fleet Improvements." The purpose of this project is to ensure that SacRT's UTDC fleet of Light Rail Vehicles (LRV) become fully operational and provide a safe and comfortable experience for our customers and our operators.


Over the past six months, SacRT has received numerous customer complaints of overcrowding on particular LRV routes due to an insufficient number of LRVs to run full consists. In addition, the extreme heat experienced in June has revealed that SacRT's older LRVs are unable to keep up with the proper cooling of the cabin and LRV Operator control area. Therefore, it is imperative that SacRT focus on ensuring that all UTDC LRVs become operational as quickly as possible.

Unfortunately, the UTDC fleet improvement work has not been completed because our existing technicians are fully involved with the repair of our Siemens and CAF fleets and we have not had

Approved:


General Manager/CEO

Presented:


Director, Office of Management & Budget

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Subject: Approving the First Amendment to the FY 2018 Operating and Capital Budgets

the necessary time to finish the commissioning of the UTDC fleet. This problem has been exacerbated by the recent high temperatures and an increase in heat related failures. Staff, on an emergency basis, has contracted with Siemens to assist in the troubleshooting and commissioning activities in order to place the UTDC vehicles into reliable service.

Staff recommends the Board approve the First Amendment to the FY 2018 Capital Budget.

2018 Operating Budget

On June 12, 2017, SacRT's Board approved the Fiscal Year 2018 Operating Budget. The Fiscal Year 2018 approved operating budget included \$1,029,819 in FY17 Federal Jobs Access/Reverse Commute (JARC) funds for FY18 JARC costs. The final FY17 JARC allocation amount was published on July 7, 2017 and is \$24,052 higher than the SacRT Board approved amount; therefore, it is proposed that the operating budget be increased by that amount. Since these unanticipated funds are able to replace other revenues used for operations, a corresponding amount of other revenues will be assigned to the Budget Stabilization line item to help build SacRT reserves.

Staff recommends the Board approve the First Amendment to the FY 2018 Operating Budget.

RESOLUTION NO. 17-07- 0097

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

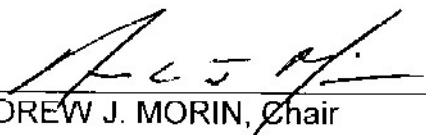
July 24, 2017

**APPROVING THE FIRST AMENDMENT TO THE FISCAL YEAR 2018 OPERATING
AND CAPITAL BUDGETS**

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

THAT, the First Amendment to the Fiscal Year 2018 Capital Budget to increase the
Capital Budget in the amount of \$950,161, is hereby approved.

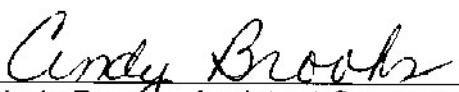
THAT, the First Amendment to the Fiscal Year 2018 Operating Budget to increase
the Operating Budget by \$24,052, is hereby approved.



ANDREW J. MORIN, Chair

ATTEST:

HENRY LI, Secretary

By: 

Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	08/14/17	Open	Action	07/28/17

Subject: Approving the Second Amendment to the FY 2018 Capital Budget

ISSUE

Whether or not to approve the Second Amendment to the Fiscal Year 2018 Capital Budget.

RECOMMENDED ACTION

Adopt Resolution No. 17-08-____, Approving the Second Amendment to the Fiscal Year 2018 Capital Budget.

FISCAL IMPACT

Fiscal Year 2018 Capital Budget Impact. Net increase = \$550,000

Total increase of \$550,000 of Federal Funds Section 5307 for a new project for the Connect Card (Project #Q052).

DISCUSSION

On July 27, 2017, Sacramento Area Council of Governments (SACOG) staff contacted SacRT regarding a \$550,000 Federal Section 5307 allocation the agency had received for the Connect Card Project. SACOG is unable to apply for the grant for this allocation directly with the Federal Transit Administration (FTA) because SACOG is restricted to being a grantee of Section 5307 funds only for planning purposes; therefore, the funds must be included on the grant of a transit agency. SACOG is asking SacRT to apply for this grant on their behalf. SACOG will access the funds through a subrecipient agreement with SacRT after the grant is executed. If the grant is not approved by the FTA, SacRT will amend the budget to remove this project from the budget prior to closing the fiscal year.


The project summary provided from SACOG includes: "The Connect Card is a regional contactless electronic transit fare system available on nine transit agencies in the region including Sacramento Regional Transit, Yolo County Transportation District, Folsom Stage Lines, Elk Grove Transit, Yuba Sutter Transit, El Dorado Transit, Placer County Transit, Roseville Transit and SCT Link. The project will create a seamless transit system for riders around the region. It will provide increased customer options and convenience, allow for seamless travel across the nine transit agencies, and is part of a larger regional strategy for promoting smart growth. These funds will be used for technical assistance, necessary meeting facilitation and coordination, and to acquire the necessary equipment and software developments to provide an operational system."

Staff recommends the Board approve the Second Amendment to the FY 2018 Capital Budget to increase the Capital Budget in the amount of \$550,000 to add SACOG's Connect Card project.

Approved:


General Manager/CEO

Presented:


Director, Office of Management & Budget

RESOLUTION NO. 17-08- 0106


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

August 14, 2017

APPROVING THE SECOND AMENDMENT TO THE FISCAL YEAR 2018 CAPITAL BUDGET

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

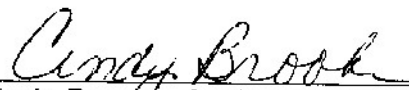
THAT, the Second Amendment to the Fiscal Year 2018 Capital Budget to increase the Capital Budget in the amount of \$550,000 to add SACOG's Connect Card project, is hereby approved.



ANDREW J. MORIN, Chair

ATTEST:

HENRY LI, Secretary

By: 

Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/23/17	Open	Action	10/18/17

Subject: Ratifying Contract Change Order No. 1 and Delegating Authority the General Manager/CEO to Execute Contract Change Order No. 2 to the Contract for Metro Building Roof Replacement and Approve the Third Amendment to the Capital Budget

ISSUE

Whether or not to ratify Contract Change Order No. 1, delegate authority to the General Manager/CEO to execute Contract Change Order No. 2 to the Contract for Metro Building Roof Replacement with Rua & Sons Mechanical, Inc., and approve the Third Amendment to the FY 2018 Capital Budget.

RECOMMENDED ACTION

- A. Adopt Resolution No. 17-10-____, Ratifying Contract Change Order No. 1 to the Contract for Metro Building Roof Replacement with Rua & Sons Mechanical, Inc.; and
- B. Adopt Resolution No. 17-10-____, Delegating Authority to the General Manager/CEO to Execute Contract Change Order No. 2 to the Contract for Metro Building Roof Replacement with Rua & Sons Mechanical, Inc.; and
- C. Adopt Resolution No. 17-10-____, Approving the Third Amendment to the FY 2018 Capital Budget

FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	78,494
Budget Source:	Capital	Next FY:	\$	
Funding Source:	Revenue Bonds	Annualized:	\$	
Cost Cntr/GL Acct(s) or	F027	Total Amount:	\$	78,494

Capital Project #:

Total Budget: \$ 78,494

Metro Building Roof Replacement Contract (F027.08.01)	\$167,450.00
Contract Change Order No. 1	\$ 28,494.00
Contract Change Order No. 2	\$ 50,000.00
Revised Metro Building Roof Replacement Contract	\$245,944.00

DISCUSSION

The Metro Building at 2700 Academy Way is now 30 years old and the roof has exceeded its useful life span. The roof constantly leaks in rainy weather due to the deterioration of the existing roofing materials. The water intrusion disrupts normal work functions at various locations in the building and employee complaints are submitted regularly. SacRT's Safety Department has noted that the leaks can be a hazard to the existing electrical system. This roof replacement has been

Approved:



General Manager/CEO

Presented:



Director, Civil and Track Design

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/23/17	Open	Action	10/18/17

Subject: Ratifying Contract Change Order No. 1 and Delegating Authority the General Manager/CEO to Execute Contract Change Order No. 2 to the Contract for Metro Building Roof Replacement and Approve the Third Amendment to the Capital Budget

placed at the top of the Capital Projects priority list and funding has been identified to address this immediate replacement need.

On August 17, 2017, the Board awarded a contract to Rua & Son Mechanical, Inc. in an amount not to exceed \$167,450 for the Metro Building Roof Replacement.

When work commenced on the roof, the Contractor uncovered extensive dry rot during tear off of the north roof section that was not apparent during the visual inspection. Dry rot is now expected to be present on the south roof section. SacRT has issued a change order for \$28,494 to proceed under General Manager/CEO's authority. Pursuant to § 1.506 of SacRT's Procurement Ordinance, the General Manager/CEO may issue change orders on public works contracts with a value between \$100,000 and \$1,000,000, so long as the total price of all change orders for that principal agreement does not exceed 10% of the original contract price. To preserve the General Manager/CEO's change order authority under this Contract, Staff recommends that the Board ratify the General Manager/CEO's approval of Change Order No. 1. Ratification of Change Order No. 1 will result in the value of that Change Order not being applied against the General Manager/CEO's cap. The Contractor has also submitted a change order proposal for the worst case scenario for the south roof in the amount of \$40,997, and the Engineer's Estimate includes a contingency of \$9,003 for materials and labor for additional work due to anticipated extensive dry rot.

The Metro Roof Replacement project (F027) was budgeted at \$346,603 in FY18. This amendment will add an additional \$100,000 to that project for a total of \$446,603 in FY18. Title VI of the Administrative Code requires Board approval for changes to annual project budgets of more than 10%.

Staff recommends that the Board adopt the attached resolutions: 1) ratifying Change Order No. 1 to the contract for the Metro Building Roof Replacement with Rua & Son Mechanical, Inc. to add work to repair dry rot for a not to exceed amount of \$28,494; 2) delegate authority to the General Manager/CEO to execute Contract Change Order No. 2 to the contract for the Metro Building Roof Replacement with Rua & Son Mechanical, Inc. to add work to repair dry rot for a not to exceed amount of \$50,000; and 3) approving the Third Amendment to the FY 2018 Capital Budget.

RESOLUTION NO. 17-10- 0144

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

October 23, 2017

APPROVING THE THIRD AMENDMENT TO THE FY 2018 CAPITAL BUDGET

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

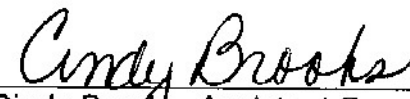
THAT, the Third Amendment to the Fiscal Year 2018 Capital Budget to increase the Metro Roof Replacement project (F027) budget by \$100,000.



ANDREW J. MORIN, Chair

ATTEST:

HENRY LI, Secretary

By: 

Cindy Brooks, Assistant Secretary

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

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

ISSUE

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

RECOMMENDED ACTION

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

FISCAL IMPACT

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

DISCUSSION

Capital Improvement Plan

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

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

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

Approved:


General Manager/CEO

Presented:


Director, Office of Management & Budget

REGIONAL TRANSIT ISSUE PAPER

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

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

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

Funding Availability

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

CIP Process

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

Amending the FY 2018 Capital Budget

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

REGIONAL TRANSIT ISSUE PAPER

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

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

FY 2018 Capital Budget Summary

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

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

RESOLUTION NO. 17-11- 0155

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

November 13, 2017

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

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

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

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

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

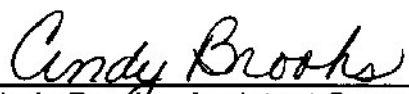
THAT, the Board approves the Fourth Amendment to the Fiscal Year 2018 capital budget, as set out in Exhibit B, to conform to the first year of the Five-Year Capital Improvement Plan.



ANDREW J. MORIN, Chair

ATTEST:

HENRY LI, Secretary

By: 

Cindy Brooks, Assistant Secretary

EXHIBIT A

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

Section I: Introduction

Overview

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

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

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

Tier 0: These projects are fully funded.

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

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

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

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

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

Process to Develop and update the Five-Year Capital Plan

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

Structure of the Five-Year Capital Plan

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

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

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

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

Project Classification

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

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

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

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

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

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

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

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

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

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

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

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

SacRT's Profile

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

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

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

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

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

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

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

Weighted Voting Shares by Jurisdiction

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

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

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

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

State of Good Repair

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

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

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

Refocusing Our Business

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

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

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

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

Funding Summary

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

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

Annual Budget Process

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

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

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

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

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

Funding Sources

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

Federal:

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

New and revised programs under FAST include:

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

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

State:

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

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

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

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

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

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

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

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

Local:

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

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

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

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

Guiding Documents

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

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

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

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

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

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

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

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

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

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

Project #	Project Name
230	Northeast Corridor Enhancements (Phase 1)
4005	Butterfield/Mather Mills LR Station Rehabilitation
4007	ADA Transition Plan Improvements
404	Green Line to the River District (GL 1)
410	Blue Line to Cosumnes River College
525	Upgrading Rail Interlockings (Remote Indication)
555	Light Rail Station Shelter Improvement Program
651	Siemens Light Rail Vehicle Mid-Life Overhaul
715	Bus Maintenance Facility #2 (Phase 1&2)
835	30th/R Pedestrian Traffic Signal
964	Trapeze Implementation (TEAMS)
A001	Watt Avenue / Highway 50 Project Support
A005	City College Pedestrian/Bicycle Crossing
A007	Easton Development Grade Crossing
A008	Regional Bike Share System
A009	Folsom Streetscape
A012	Construction Oversight Properties at 65th St.
A013	7th & G OCS Pole Relocation
A015	Brighton Overhead Design Services
A016	Caltrans Route 160 N. Sacramento Seismic Retrofit
A017	Folsom Blvd SacCity Compl Str Rehab
B001	Neighborhood Ride Vehicle Replacement
B020	Shop Equipment - Bus
B030	Neighborhood Ride Vehicle Expansion
B045	Expansion Bus Replacement
B065	Bus Maintenance Facility #1 Rehabilitation
B070	Neighborhood Ride Expansion Vehicle Replacement
B100	CNG Existing Bus Fleet Replacement (2020 - 2042)
B105	CNG Bus Expansion (through 2042)
B134	Fulton Ave. Bus Shelters
B139	40' CNG Bus Procurement
B141	Non-Revenue Vehicles - P1R Restricted
B142	Neighborhood Ride Vehicle Replacement - 14 Vehicles
B143	Fare Box Replacements
B144	BMT CNC Fueling Facility Upgrades
B146	Update Design Guidelines for Bus
B147	Bus Maintenance Management Program
B149	Circulator Bus Service Expansion
B150	Watt I-80 Bus Transit Center Relocation and Route Modification
B151	Shuttle Buses and Above Ground Gas Tank -- P1B Restricted
F005	Paving Restoration Program
F015	Facilities New Freedom Tasks-Add Mini-HI's to Light Rail Stations
F016	LED Lighting Retrofit
F018	Rancho Cordova Landscaping
F019	Rancho Cordova Utility Building Enhancements
F020	HVAC Replacements Admin Building
F021	General Facilities Improvements
F024	Chiller Control Replacement
F025	Office Relocation: Bell Building to 1225 R Street
F026	Mold Remediation--Engineering Bldg
F027	Metro Roof Replacement
G010	FIBER Infrastructure Management Application
G020	Integrated Contract Admin System (ICAS) Replacement
G035	Fiber/50-Fig Installation, Maintenance, & Repair
G120	Network Switch Replacement
G125	Data Warehouse Upgrade
G135	Server Replacement
G210	Wayfinding Signage
G225	Non-Revenue Vehicle Replacement

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

Project #	Project Name
G237	Across the Top System Modification
G238	Repairs per Biennial Bridge Inspection
H021	Enhancement of Emergency Power Generation
M001	Road/Curb Repair
M002	University/65th Street Transit Center Relocation
M004	Operating Revenue Bond, Series 2012 Payment
M005	New Transit Oriented Development-Related Professional Services
M006	Professional Development Efforts for Planning Staff
M007	Planning/Studies
M008	Transit Action (Long-Range) Plan Update
M009	Radio Communications System Upgrade
M011	Cemo Circle Environmental
M012	Route Optimization
M013	Campus Master Plan
P000	Paratransit Vehicles Replacement
P007	Paratransit Vehicle Replacement - CNG" project
P009	Paratransit Vehicle Replacement - CNG Project
P010	Paratransit Vehicle Expansion
Q029	Citrus Heights Bus Stop Improvements
Q030	Citrus Heights Transit Enhancements
R001	CAF/Siemens Light Rail Vehicle Painting/Exterior Work
R002	Artwork at Light Rail Stations
R005	Wayside Signal Reconfiguration Phase 2
R010	Light Rail Crossing Enhancements
R025	Light Rail Vehicle Specification Development
R045	Supervisory Control & Data Acquisition System (SCADA)
R055	Light Rail Station at Dos Rios
R060	Light Rail Station at Mineshaft
R065	Sunrise Siding (Side Track Switch)
R075	Signal Improvements
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment
R086	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment - 7 Vehicles
R100	UTDC Fleet Replacement
R115	Light Rail Vehicle Fleet Repair and Replacement
R120	Siemens 2nd Series Fleet Replacement (10)
R125	CAF Fleet Mid-Life Component Overhaul
R130	Gold Line Double Track (Past Hazel LR Station)
R135	Light Rail Station at Horn
R140	Light Rail Station Pedestrian Improvements
R155	Light Rail Station at T Street
R175	Watt Avenue I-80 Station Improvements
H190	Commuter Rail (Oakland-Auburn)
R205	CAF Series Fleet Replacement (40)
R250	Noise Attenuation Soundwalls
R265	Folsom Corridor Soundwall Landscaping
H271	Metro Light Rail Yard Expansion
R272	Light Rail Control Center Upgrade (LRCC)
R274	Activate Switch #111 at 18th Street
R280	Signal - Infrastructure Improvements for Future Gold Line Limited Stop Service
R313	29th Street Light Rail Station Enhancements
R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles
R322	Green Line Draft EIS/EIR and Project Development
R324	Light Rail Portable Jacking System
R325	Systemwide Grounding Improvements
R327	Green Line SVS Loop & K St. - to H St. Imp. (Final Design & Construction)
R328	Green Line (N of Township 9) to Airport Final EIS/R and Preliminary Engineering
R329	16th Street Station Relocation
R331	Light Rail Stations - Low Floor Vehicle Conversions
R332	Metro LR Maint Building Concrete Repair and Structural Analysis

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

Project #	Project Name
R334	Rail Capital Maintenance-State of Good Repair
R335	Watt/I-80 Transit Center Master Plan
R336	Light Rail Station Enhancements
R338	Green Line: American River Xing and Extension Final Design & Construction
R339	Green Line-Natomas to Airport Final Design & Construction
R340	LRV Train Wash Replacement
R341	Fare Vending Machines
R343	Whiting In Floor Hoist Inspection and Repair
R344	Enhanced Employee Protection Warning System
R345	CPID - Station Planning
R347	Watt I-80 Elevator Replacement
R350	So. Corridor --Station Impro & TPSS Relocation
R353	UTDC LRV Fleet Improvement
R354	FVM/DMS Enhancements (NEG/BlueLine)
H355	Automatic Passenger Counters for LRT
R356	Blue Line Light Rail Extension to Elk Grove
S010	Sacramento-West Sacramento Streetcar Starter Line
S030	Downtown/Riverfront Streetcar Project (Small Starts)
T004	Connect Card Light Rail Platform Preparations
T005	CPUC General Order 172 - LRV Camera
T006	LRV System AVL Equipment
T008	Completion Fiber Optics Communications Backbone
T010	Light Rail Facility Hardening
T013	SacRT - Staff Security Training - Overtime/Backfill
T017	Audio Light Rail Passenger Information Signs
T018	Building Access System Upgrade
T022	Handheld Smart Card Reader
T025	Surveillance and Security Facilities Enhancement
T026	WiFi Security Systems Enhancement
T027	Video Surveillance System Upgrades
T029	Upgrade Bus Fleet Digital Video Recorders
T030	Revenue Center Security Camera Upgrade
T032	Trapeze CERT/IPA
T034	Computer Aided Dispatching System
T036	Facilities Safety, Security and Communications Infrastructure Upgrades
T037	Operations Computer Systems Replacements
T038	Upgrades to Security Video and Data Systems
T041	Upgrade for Connect Card
T042	Connect Card Implementation Consulting
T043	Emergency Drills
T044	Public Awareness Info Videos
T045	Securities Operations Center
T046	Connect Card Implementation-Consultant (Part 2)
T047	Agenda Manager Program Services
T048	Anti-Terrorism Directed Patrols
T050	Upgrades to Transit Security Systems
T051	Telephone System Replacement
T052	Track Warrant Controlled Access System
T053	Connect Card Initial Project Launch
T054	Security, Systems and Communications Infrastructure Upgrade
T055	Anti-terrorism Patrols (2017)

Section II

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

Project #	Project Name	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+ Expenditures	Total Project Cost
R024	Chiller Control Replacement	0	\$ 1,138	\$ 231,842	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 233,980
M009	Server Replacement	0	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
R341	Radio Communications System Upgrade	0	\$ 156,493	\$ 1,934,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,091,160
R343	Fare Vending Machines	0	\$ 591	\$ 40,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,580
R344	Whaling In-Floor Hoist Inspection and Repair	0	\$ 5,730	\$ 45,037	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,767
E020	Enhanced Employee Protection Warning System	0	\$ -	\$ 367,800	\$ -	\$ 367,800	\$ -	\$ -	\$ -	\$ 735,600
E143	Shoe Equipment - Bus	I	\$ 82,739	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 232,739
E324	Fare Box Repairs	I	\$ 3,612,044	\$ 195,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,807,800
G120	Light Rail Portable Jacking System	II	\$ -	\$ -	\$ 153,000	\$ -	\$ -	\$ -	\$ -	\$ 153,000
G120	Network Switch Replacement	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000
Total Equipment Program										
4035	Butlerfield/Mariner Mills LR Station Rehabilitation	0	\$ 3,964,636	\$ 2,846,701	\$ 592,800	\$ 367,800	\$ -	\$ 76,000	\$ 220,000	\$ 7,847,936
R018	Rancho Cordova Landscaping	0	\$ 127,657	\$ 6,852	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,489
R019	Rancho Cordova Landscaping	0	\$ 128,871	\$ 12,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 141,641
R025	Offices Relocation, Be Building to 1225 F. Street	0	\$ 9,292	\$ -	\$ 215,758	\$ -	\$ -	\$ -	\$ -	\$ 225,050
R026	Mold Remediation - Eng near 11th St	0	\$ 289,101	\$ 40,868	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
R027	Mold Remediation - Eng near 11th St	0	\$ 11,218	\$ 86,281	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,500
R027	Mold Remediation - Eng near 11th St	0	\$ 9,589	\$ 440,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
R029	Chorus - Heights Bus Stop Improvements	0	\$ 846,939	\$ 46,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 893,927
R313	29th Street Light Rail Station Enhancements	0	\$ 160,072	\$ 120,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,500
R340	LRV Train Wash Replacement	0	\$ 14,835	\$ 770,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,510
R347	War I-80 Elevator Replacement	0	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
4207	ADA Transition Plan Improvements	I	\$ 665,497	\$ -	\$ 471,635	\$ -	\$ -	\$ -	\$ -	\$ 1,137,132
715	Bus Maintenance Facility #2 (Phase 1&2)	I	\$ 22,660,500	\$ 1,000,000	\$ 1,907,196	\$ 4,948,784	\$ 5,825,980	\$ 1,000,000	\$ 24,128,027	\$ 61,650,577
B114	Fulton Ave. Bus Shelters	I	\$ 3,329	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,329
B147	Bus Maintenance Management Program	I	\$ 9,329	\$ 160,115	\$ 12,600	\$ -	\$ -	\$ -	\$ -	\$ 181,935
R021	General Facilities Improvements	I	\$ 76	\$ 52,324	\$ 11,600	\$ 14,000	\$ 17,000	\$ -	\$ -	\$ 94,930
C050	Chorus Heights Transit Enhancements	I	\$ 83,152	\$ 34,224	\$ 557,624	\$ -	\$ 625,000	\$ -	\$ -	\$ 1,200,000
R175	Wall Avenue I-80 Station Improvements	I	\$ 496,094	\$ 19,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 515,620
B085	Bus Maintenance Facility #1 Rehabilitation	II	\$ 255,676	\$ 14,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,378
R016	LED Lighting Retrofit	II	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 10,000,000
R020	HVAC Replacements Admin Building	II	\$ -	\$ -	\$ -	\$ -	\$ 378,000	\$ -	\$ -	\$ 378,000
R332	Marin LR Maint Building Concrete Repair and Structural Anal	II	\$ -	\$ -	\$ 40,625	\$ 48,750	\$ -	\$ -	\$ -	\$ 89,375
M001	Road/Curb Repair	II	\$ -	\$ -	\$ 310,000	\$ -	\$ -	\$ -	\$ -	\$ 310,000
R002	Network at Light Rail Stations	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
E085	Paving Restoration Program	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000
Total Facilities Program										
B141	Non-Revenue Vehicles - FIB Restricted	0	\$ 25,727,944	\$ 3,746,305	\$ 9,606,848	\$ 10,011,534	\$ 6,683,980	\$ 1,376,000	\$ 29,386,027	\$ 65,770,139
B144	BMF CNG Fueling Facility Upgrades	0	\$ 0	\$ 1,570,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,570,573
B146	Upreti Design Guidelines for Bus	0	\$ 6,195	\$ 1,800,282	\$ -	\$ 936,052	\$ 246,514	\$ -	\$ -	\$ 4,289,581
B149	Chandler Bus Service Expansion	0	\$ 1,028	\$ 5,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,214
F015	Facilities New Fracomm Trucks-Add MHA-HVs to Light Rail Sta	0	\$ 456,071	\$ 154,283	\$ -	\$ 3,276,000	\$ -	\$ -	\$ -	\$ 5,460,000
G225	Non Revenue Vehicle Replacement	0	\$ 1,776,845	\$ 446,885	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,223,731
P007	Paratransit Vehicle Replacement (approx. 94)	0	\$ 1,424,091	\$ 147,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,571,254
R009	Paratransit Vehicle Replacement (approx. 94)	0	\$ 4,319,374	\$ 2,377,831	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,697,205
R001	CAF/Samens Light Rail Vehicle Fainting/Exterior Work	0	\$ 239,241	\$ 218,846	\$ -	\$ 298,067	\$ -	\$ -	\$ -	\$ 756,154
R085	U-DC Light Rail Vehicle Retrofit and Mid Life Rehabilitation	0	\$ 25,657,582	\$ 1,971,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,628,666
R086	U-DC Light Rail Vehicle Retrofit and Mid Life Rehabilitation	0	\$ 7,577,285	\$ 456,715	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,034,000
R253	Shuttle Buses and Above Ground Gas Tank - PITB Resinide	0	\$ -	\$ 1,450,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,161
B151	Shuttle Buses and Above Ground Gas Tank - PITB Resinide	0	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
B51	Signmens Light Rail Vehicle Mid-Life Overhaul	I	\$ 7,424,801	\$ 2,521,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,946,414
B139	40' CNG Bus Procurement	I	\$ 56,847,151	\$ 9,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,856,639
B142	Neighborhood Ride Van de Replacement - 14 Vehicles	I	\$ 1,713,402	\$ 900,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,614,202

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

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+ Expenditures	Total Project Cost
R1-5	Light Rail Vehicle Fleet Replacement	Fleet Programs	I	\$ -	\$ 3,000,000	\$ 20,000,000	\$ 20,600,000	\$ 21,210,000	\$ 21,854,540	\$ 23,212,211	\$ 110,864,751
E001	Neighborhood Rides Vehicle Replacement	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ 3,279,845	\$ -	\$ 16,277,122	\$ 21,556,967
E100	Existing Bus Fleet Replacement (2020 - 2042)	Fleet Programs	II	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 20,000,000	\$ -	\$ 85,900,000	\$ 130,900,000
F000	Paratransit Vehicle Replacement	Fleet Programs	II	\$ -	\$ -	\$ -	\$ 8,358,685	\$ -	\$ -	\$ 71,426,326	\$ 79,785,011
P010	Paratransit Vehicle Expansion	Fleet Programs	II	\$ -	\$ 1,053,829	\$ -	\$ 985,687	\$ 994,567	\$ 1,024,497	\$ -	\$ 32,415,563
R025	Light Rail Vehicle Specification Development	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 130,000	\$ 130,000
R120	Siemens Znd Series Fleet Replacement (16)	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,917,898	\$ 47,917,898
R125	CAF Fleet Mid-Life Component Overhaul	Fleet Programs	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,829,415	\$ 12,829,415
E030	Neighborhood Rides Vehicle Expansion or	Fleet Programs	III	\$ -	\$ 1,200,000	\$ -	\$ 5,760,000	\$ -	\$ 6,125,400	\$ -	\$ 13,884,315
E045	Expansion Bus Replacement	Fleet Programs	V	\$ -	\$ -	\$ -	\$ -	\$ 576,093	\$ 288,046	\$ -	\$ 1,233,304
E070	Neighborhood Rides Expansion Vehicle Replacement	Fleet Programs	V	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,885,512	\$ 43,885,512
E105	Bus Expansion (through 2142)	Fleet Programs	V	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,816,640	\$ 8,816,640
E100	UTDC Fleet Replacement	Fleet Programs	V	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,279,298	\$ 151,279,298
E205	CAF Series Fleet Replacement (40)	Fleet Programs	V	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,436,687	\$ 106,436,687
	Total Fleet Programs			\$ 104,238,058	\$ 21,900,811	\$ 26,989,125	\$ 61,245,491	\$ 52,255,019	\$ 29,292,483	\$ 886,936,239	\$ 1,178,727,935
A001	Wall Avenue / Highway 50 Project Support	Infrastructure Program	0	\$ 118,411	\$ 6,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 124,787
A005	City College Pedestrian/Bicycle Crossing	Infrastructure Program	0	\$ 80,088	\$ 1,683	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,771
A007	Easton Development Grade Crossing	Infrastructure Program	0	\$ 21,667	\$ 14,096	\$ 14,297	\$ -	\$ -	\$ -	\$ -	\$ 50,060
A008	Regental Bike Share System	Infrastructure Program	0	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
A009	Folsom Streetscape	Infrastructure Program	0	\$ 28,522	\$ 36,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000
A013	7th & G OCES Pole Relocation	Infrastructure Program	0	\$ 5,427	\$ 4,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
A016	Callans Acute 160 K, Sacramento Seismic Retrofit	Infrastructure Program	0	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
A017	Folsom Bv. SacCity/Compl Str Rehab	Infrastructure Program	0	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
B150	Walt Hub Bus Transit Center Relocation and Route Modification	Infrastructure Program	0	\$ -	\$ -	\$ 3,160,222	\$ 351,136	\$ -	\$ -	\$ -	\$ 3,511,358
G287	Access the Top System Modification	Infrastructure Program	0	\$ 318,019	\$ 41,116	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,135
F336	Light Rail Station Entrance	Infrastructure Program	0	\$ 5,087,414	\$ 1,540,596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,628,010
835	30th St Pedestrian Traffic Signal	Infrastructure Program	0	\$ 31,477	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 31,577
G238	Repairs per Biennial Bridge Inspection	Infrastructure Program	I	\$ 120,268	\$ -	\$ 55,600	\$ -	\$ 55,500	\$ -	\$ -	\$ 231,368
M092	University Blvd Street Light Relocation	Infrastructure Program	I	\$ 361,415	\$ 171,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 532,707
P010	Light Rail Crossing Enhancements	Infrastructure Program	I	\$ 485,094	\$ 34,306	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 519,400
P260	Signal - Infrastructure Improvements for Folsom Gold Line	Infrastructure Program	I	\$ 854,763	\$ 25,200	\$ 45,000,000	\$ 50,000,000	\$ 40,000,000	\$ 3,228,287	\$ -	\$ 138,100,000
F314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicle	Infrastructure Program	I	\$ -	\$ 1,650,000	\$ -	\$ 4,770,000	\$ -	\$ -	\$ -	\$ 6,420,000
F354	Rail Capital Maintenance- State of Good Repair	Infrastructure Program	I	\$ 18,159	\$ 116,941	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ 6,420,000
P351	Light Rail Stations - Low Floor Vehicle Conversions	Infrastructure Program	II	\$ -	\$ -	\$ 1,803,775	\$ 836,225	\$ -	\$ -	\$ -	\$ 3,440,000
555	Light Rail Station Shelter Improvement Program	Infrastructure Program	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000
C210	Wayfinding Signage	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 2,400,000
R065	Wayside Signal Reconfiguration Phase 2	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
R065	Sunrise Sidings (Slide Track Switch)	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
R075	Signal Improvements	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,000	\$ 485,000
R140	Light Rail Station Pedestrian Improvements	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 240,000
R250	Noise Attenuation Soundwalls	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,550,000	\$ 11,550,000
R265	Folsom Corridor Soundwall Landscaping	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 742,000	\$ 742,000
R271	Main Light Rail Yard Expansion	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,900,000	\$ 3,900,000
R272	Light Rail Central Corridor Upgrade (LRCC)	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,521,000	\$ 10,521,000
R274	Activate Switch F151 at 16th Street	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000
R325	Systemwide Grading Improvement	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
R329	16th Street Station Relocation	Infrastructure Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
	Total Infrastructure Program			\$ 7,531,733	\$ 2,102,387	\$ 53,457,851	\$ 57,957,461	\$ 42,655,000	\$ 3,220,237	\$ 77,658,793	\$ 245,384,905
R335	Walrus 30 Transit Center Vaster Plan	Planning/Studies	0	\$ 926	\$ 203,974	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ 210,000
R345	CPHD - Station Planning	Planning/Studies	0	\$ 980	\$ 349,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000
M012	Route Optimization	Planning/Studies	I	\$ -	\$ 446,543	\$ 1,516,433	\$ -	\$ -	\$ -	\$ (0)	\$ 2,300,000
M013	Carripts Master Plan	Planning/Studies	I	\$ -	\$ 53,843	\$ 62,030	\$ -	\$ -	\$ -	\$ -	\$ 115,870

Section II

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

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023*	Total Project Cost
M035	New Transit Oriented Development-Related Professional Sm	Planning/Studies	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
M036	Professional Development Effects for Planning Staff	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
M037	Planning/Studies	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
M038	Transit Action (Long-Range) Plan Update	Planning/Studies	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Planning/Studies			\$ 36,928	\$ 1,050,179	\$ 1,653,463	\$ 75,000	\$ -	\$ -	\$ 830,000	\$ 3,663,670
404	Green Line to the River District (GL-1)	System Development	0	\$ 43,674,291	\$ 187,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,762,000
R100	Blue Line to Cosumnes River College	System Development	0	\$ 261,158,963	\$ 8,841,027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,000,000
R350	So. Corridor - Station Improv & TPSS Relocation	System Development	0	\$ -	\$ 2,307,958	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,307,958
R354	FY 2020-21 Enhancements (NEC/Rail Line)	System Development	0	\$ -	\$ 2,100,000	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
S010	Sacramento-West Sacramento Streetcar Starter Line	System Development	0	\$ 3,116,724	\$ 737,808	\$ -	\$ -	\$ 1,726,000	\$ -	\$ -	\$ 5,580,532
S030	DownTown/Riverfront Streetcar Project (Small Starts)	System Development	0	\$ 28	\$ 14,959,972	\$ 58,686,688	\$ -	\$ -	\$ -	\$ -	\$ 73,644,738
Z30	Northeast Corridor Enhancements (Phase 1)	System Development	0	\$ 25,618,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,618,582
R055	Light Rail Station at Dos Rios	System Development	I	\$ 886,347	\$ 1,902,431	\$ 1,690,000	\$ 2,677,883	\$ 2,677,883	\$ 2,377,883	\$ 2,677,883	\$ 15,302,800
R185	Light Rail Station at Horn	System Development	I	\$ 698,454	\$ 672,034	\$ -	\$ 1,003,512	\$ 1,860,000	\$ 1,860,000	\$ 9,271,222	\$ 19,500,000
R322	Green Line S/Vs Loop & K St. to H St. Imp. (Final Design & I	System Development	I	\$ 2,417,007	\$ 218,806	\$ 1,546,479	\$ -	\$ -	\$ -	\$ -	\$ 4,564,292
R327	Green Line S/Vs Loop & K St. to H St. Imp. (Final Design & I	System Development	I	\$ -	\$ 6,757,144	\$ 26,254,423	\$ -	\$ -	\$ -	\$ -	\$ 33,008,567
R338	Blue Line Light Rail Extension to Elk Grove	System Development	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R356	Light Rail Station at Minnehall	System Development	II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R090	Gold Line Double Track, (Past Hazel LF Station)	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R130	Light Rail Station at T Street	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R155	Commuter Rail, Oak and Auburn	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R190	Green Line (in Township #9) to Airport	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R328	Green Line (in Township #9) to Airport	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
R339	Green Line-Notams to Airport Final Design & Construction	System Development	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total System Development			\$ 347,705,395	\$ 41,724,899	\$ 34,407,455	\$ 424,324,061	\$ 106,890,551	\$ 55,537,884	\$ 1,437,546,536	\$ 2,208,176,784
H031	Enhancement of Emergency Power Generation	Transit Security & Safety	0	\$ 488,446	\$ 52,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569,261
T005	CPUC General Order 172 - LRV Camera	Transit Security & Safety	0	\$ 53,957	\$ 43,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 197,922
T006	LRV System AVL Equipment	Transit Security & Safety	0	\$ 324,253	\$ 52,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 406,368
T008	Commuter Rail Fiber Optics Communications Backbone	Transit Security & Safety	0	\$ 488,236	\$ 41,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 529,992
T010	Light Rail Facility Hardening	Transit Security & Safety	0	\$ 71,576	\$ 4,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,473
T013	Building Access System Upgrade	Transit Security & Safety	0	\$ 65,598	\$ 1,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,978
T018	SACR - Staff Security Training - OverTime Backfill	Transit Security & Safety	0	\$ 30,523	\$ 50,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,507
T025	Surveillance and Security Facilities Enhancement	Transit Security & Safety	0	\$ 9,796	\$ 242,384	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 252,180
T026	WiFi Security System Enhancement	Transit Security & Safety	0	\$ 29,873	\$ 14,477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,350
T027	Video Surveillance System Upgrades	Transit Security & Safety	0	\$ 68,040	\$ 27,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,920
T029	Upgrade Bus Fire: Digital Video Records	Transit Security & Safety	0	\$ 334,925	\$ 6,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 340,977
T034	Computer Aided Dispatching System	Transit Security & Safety	0	\$ 703,547	\$ 56,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000
T036	Facilities Safety, Security and Communications Infrastructure	Transit Security & Safety	0	\$ 42,206	\$ 347,713	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390,000
T037	Operations Computer Systems Replacements	Transit Security & Safety	0	\$ 42,751	\$ 655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,406
T038	Upgrades to Security Video and Data Systems	Transit Security & Safety	0	\$ 68,478	\$ 39,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,013
T043	Emergency Dills	Transit Security & Safety	0	\$ 19,982	\$ 24,326	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,308
T044	Public Awareness into Videos	Transit Security & Safety	0	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000
T048	Anti-Terrorism Directed Patrols	Transit Security & Safety	0	\$ 14,175	\$ 18,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,522
T054	Security, Systems and Communications Infrastructure Upgr	Transit Security & Safety	0	\$ -	\$ 226,812	\$ 3,921	\$ -	\$ -	\$ -	\$ -	\$ 230,733
T055	Anti-Terrorism Patrols (20-7)	Transit Security & Safety	0	\$ -	\$ 53,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,895
T045	Security, Operations Center	Transit Security & Safety	I	\$ 211,573	\$ 3,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,000
	Total Transit Security & Safety			\$ 3,538,934	\$ 1,452,787	\$ 232,853	\$ -	\$ -	\$ -	\$ -	\$ 5,224,540
964	Tracee Implementation (TEAMS)	Transit Technologies Program	0	\$ 2,487,67	\$ 15,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,503,115
G035	Repair/50-Fig Inspector, Maintenance & Repair	Transit Technologies Program	0	\$ 286,148	\$ 84,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370,368
T004	Connect Card Light Rail Platform Repairs	Transit Technologies Program	0	\$ 1,581,096	\$ 31,994	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,613,090
T017	Aucio Light Rail Passenger Information Signs	Transit Technologies Program	0	\$ 1,045,318	\$ 215,932	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,261,250
T022	Handheld Sign, Card Reader	Transit Technologies Program	0	\$ 71,705	\$ 38,374	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,079

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

Project #	Project Name	Program	Tier	FY 2017 LTD	FY 2018 Expenditures	FY 2019 Expenditures	FY 2020 Expenditures	FY 2021 Expenditures	FY 2022 Expenditures	FY 2023+ Expenditures	Total Project Cost	
T044	Upgrade for Connect Card	Transit Technologies Program	0	\$ 25,000	\$ 96,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,000	
T042	Connect Card Implementation Consulting	Transit Technologies Program	0	\$ 97,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	
T043	Connect Card Implementation-Consultant (Part 2)	Transit Technologies Program	0	\$ -	\$ 20,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,000	
T050	Upgrades to Transit Security Systems	Transit Technologies Program	0	\$ -	\$ 15,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,560	
T051	Telephone System Replacement	Transit Technologies Program	0	\$ -	\$ 306,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,823	
T052	Track Warrant Control Access System	Transit Technologies Program	0	\$ -	\$ 188,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,415	
T053	Connect Card Intra Project Launch	Transit Technologies Program	0	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	
R355	Automatic Passenger Counters to LRT	Transit Technologies Program	I	\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000	
T033	Revenue Center Security Camera Upgrade	Transit Technologies Program	I	\$ 17,652	\$ 21,000	\$ 11,378	\$ -	\$ -	\$ -	\$ -	\$ 50,000	
T032	Trapaza CERT/PIA	Transit Technologies Program	I	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	
T047	Agenda Manager Program Services	Transit Technologies Program	II	\$ -	\$ -	\$ 58,800	\$ -	\$ -	\$ -	\$ -	\$ 58,800	
G010	FIBER Infrastructure Management Application	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 120,000	
G020	Integrated Contract Admin System (ICAS) Replacement	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000	
G125	Data Warehouse Upgrade	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000	
R046	Supervisory Control & Data Acquisition System (SCADA)	Transit Technologies Program	III	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	
S05	Upgrading Rail Interlocks (Remote Indication)	Transit Technologies Program	IV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	
Total Transit Technologies Program				\$ 3,259,219	\$ 2,206,084	\$ 1,320,178	\$ -	\$ -	\$ -	\$ 3,970,000	\$ 12,837,611	
A312	Construction Oversight Properties at 85th St.	Other Programs	0	\$ 14,954	\$ 3,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	
A015	Brighton Overhead Design Services	Other Programs	0	\$ -	\$ 150,000	\$ 112,208	\$ -	\$ -	\$ -	\$ -	\$ 262,208	
M011	Cambridge Circle Environmental	Other Programs	0	\$ -	\$ 10,170	\$ 20,350	\$ -	\$ -	\$ -	\$ -	\$ 30,500	
Total Other Programs				\$ 14,954	\$ 163,216	\$ 132,558	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 313,708
Total All Projects				\$ 497,917,850	\$ 77,165,540	\$ 189,703,217	\$ 253,951,347	\$ 209,194,650	\$ 91,507,604	\$ 2,430,556,535	\$ 3,749,042,685	

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

Section III

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

Sample Project Pages

Projects Referenced in Section 1: Introduction

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

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

PROJECT DESCRIPTION

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

The tasks are as follows:

Task 1a. Install Compressed Natural Gas (CNG) Fueling Equipment - Complete Dec 2012;

Task 1a. Construct CNG Service/Fueling Facility;

Task 2. Preliminary design and construction of main building shop and office space, including Emergency Control Room. There are currently several Work Orders to proceed, but the design is on hold until Operations reviews and re-evaluates the previous Conceptual Design Report;

Task 3A. Design and Construct Site/Civil Improvements -On Hold;

Task 3B. Design and construct bus wash building and install bus wash equipment - On Hold;

Task 4. Design and install structural improvements to meet code including design for future installation of solar panels, roof replacement, CNG detection and evacuation to meet code, and bus maintenance and administration interior modifications and improvements. Addition of Photovoltaic power panels to offset 3% of the power used by SacRT, measured on energy savings - On Hold.

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

PROJECT JUSTIFICATION

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

STATUS

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

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

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

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 61,650,577	\$ 22,650,590	\$ 1,000,000	\$ 1,987,198	\$ 4,948,784	\$ 5,935,980	\$ 1,000,000	\$ 24,128,027
Cumulative Expenses	\$	\$ 22,650,590	\$ 23,650,590	\$ 25,637,786	\$ 30,586,570	\$ 36,522,550	\$ 37,522,550	\$ 61,650,577
Cumulative Funding	\$	\$ 25,404,767	\$ 33,302,335	\$ 35,276,727	\$ 35,276,727	\$ 35,276,727	\$ 36,522,550	\$ 37,522,550
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ 25,042,060	\$ 17,144,492	\$ 7,697,568	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 7,971,468	\$ 5,997,070	\$ -	\$ 1,974,392	\$ -	\$ -	\$ -	\$ -
Local	\$ 2,263,199	\$ 2,263,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	26,373,850	-	-	-	-	1,245,823	1,000,000	24,128,027
	\$ 61,650,577	\$ 25,404,767	\$ 7,697,568	\$ 1,974,392	\$ -	\$ 1,245,823	\$ 1,000,000	\$ 24,128,027

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

STATUS

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

ISSUES

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023 - FY 2048
	\$ 5,460,000	\$ -	\$ 540,000	\$ 1,638,000	\$ 3,276,000	\$ -	\$ -	\$ -
Cumulative Expenses		\$ -	\$ 540,000	\$ 2,184,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000
Cumulative Funding		\$ -	\$ 4,368,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000	\$ 5,460,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023 - FY 2048
Federal	\$ 4,358,000	\$ -	\$ 4,358,000	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 1,092,000	\$ -	\$ -	\$ 1,092,000	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 5,460,000	\$ -	\$ 4,368,000	\$ 1,092,000	\$ -	\$ -	\$ -	\$ -

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

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

STATUS

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

ISSUES

No issues at this time.

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

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

STATUS

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

ISSUES

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023	FY2048
	\$ 2,000,000	\$ 35,019	\$ 448,540	\$ 1,516,433	\$ -	\$ -	\$ -	\$ -	(0)
Cumulative Expenses	\$ -	\$ 35,019	\$ 483,567	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	2,000,000
Cumulative Funding	\$ -	\$ 223,567	\$ 483,567	\$ 483,567	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	2,000,000
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023	FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ 483,567	\$ 223,567	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	-
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
TDD	\$ 1,516,433	\$ -	\$ 0	\$ 1,516,433	\$ -	\$ -	\$ -	\$ -	-
	\$ 2,000,000	\$ 223,567	\$ 260,000	\$ 1,516,433	\$ -	\$ -	\$ -	\$ -	-

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

STATUS

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

ISSUES

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

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

PROJECT DESCRIPTION

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

Replace the 1st Series Siemens vehicles. (26)

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

PROJECT JUSTIFICATION

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

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

STATUS

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

ISSUES

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

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

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

EXPENDITURE PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
	\$ 110,684,751	\$ -	\$ 3,800,000	\$ 20,000,000	\$ 20,600,000	\$ 21,218,000	\$ 21,854,540	\$ 23,212,211
Cumulative Expenses	\$	\$	\$ 3,800,000	\$ 23,800,000	\$ 44,400,000	\$ 65,618,000	\$ 87,472,540	110,684,751
Cumulative Funding	\$	\$	\$ 774,916	\$ 3,800,000	\$ 23,800,000	\$ 44,400,000	\$ 65,618,000	\$ 87,472,540
FUNDING PLAN	TOTAL	LTD	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY2023 - FY2048
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
State	\$ 774,916	\$ -	\$ 774,916	\$ -	\$ -	\$ -	\$ -	-
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
TBD	109,908,835	-	3,025,084	20,000,000	20,600,000	21,218,000	21,854,540	23,212,211
	\$ 110,684,751	\$ -	\$ 3,800,000	\$ 20,000,000	\$ 20,600,000	\$ 21,218,000	\$ 21,854,540	23,212,211

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

PROJECT DESCRIPTION

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

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

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

PROJECT JUSTIFICATION

The investment of \$20 million in TIRCP funding for the SVS Loop and K St-to-H St project is necessary to accommodate the Downtown Sacramento-West Sacramento Streetcar project. SacRT submitted in April 2016 a grant request to the State of CA for TIRCP Cap & Trade funding to fund the Final Design of the entire project and a portion of the construction of the SVS Loop and all of the K St to H St LRT relocation. These improvements are key to travel connectivity associated with the Green Line light rail extension and the development planned for downtown Sacramento, which includes a future county courthouse, the Railyards Development, Entertainment Sports complex, the MLS Stadium, and connectivity to High Speed Rail.

STATUS

When Cap & Trade TIRCP funds are secured, SacRT will implement this project following the environmental clearance. Project R327 covers the environmental clearance aspects of the SVS Loop element and the Streetcar CIS/R covers the environmental clearance of the K St-to-H St LRT track relocation.

ISSUES

None at this time.

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

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

PROJECT DESCRIPTION

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

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

PROJECT JUSTIFICATION

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

STATUS

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

ISSUES

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

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

PROJECT DESCRIPTION

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

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

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

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

PROJECT JUSTIFICATION

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

STATUS

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

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

ISSUES

Project scope continues to be prioritized based on available funding.

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

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

STATUS

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

ISSUES

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

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

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

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

STATUS

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

ISSUES

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

Exhibit B

FY 2018 List of All Capital Budget Changes for Fourth Amendment

Project #	Project Name	Total Project Budget (Including changes)	Current FY 2018 Project Budget (prior to changes)	FY 2018 Capital Budget Changes	Source	Reason for Budget Change
Section I: New Grants Applied for and Grants Received						
R355	Automatic Passenger Counters for LRT*	\$ 700,000	\$ -	\$ 700,000	State	Grant Applied for
715	Bus Maintenance Facility #2	61,650,577	2,821,283	9,871,960	\$7,897,568 Fed / \$1,974,392 TBD	Grant Applied for
R344	BMF CNG Fueling Facility Upgrades	4,289,581	320,553	3,965,131	\$3,172,005 Fed / \$793,026 Local	Grant Applied for
R149	Circulator Bus Service Expansior	5,460,000	-	5,460,000	\$4,368,000 Fed / \$1,092,000 TBD	Grant Applied for
B150	Warrt #80 Bus Transit Center Relocation and Route Modifications	3,511,358	-	3,511,358	\$2,809,083 Fed / \$702,275 TBD	Grant Applied for
B151	Shuttle Buses and Above Ground Gas Tank	2,000,000	-	2,000,000	Prop 13	Grant Applied for
R354	PWM / DMS Enhancements NEC / Blue Line	8,626,000	8,026,000	600,000	PTM/ISEA	Grant Applied for
T053	Connect Card Initial Project Launch	175,000	-	175,000	State	Grant Received
T055	Anti-terrorism Patrols	63,805	-	63,805	Federal/Local	Grant Received
Total Grants Applied For and Grants Received		\$ 86,476,321	\$ 11,167,834	\$ 26,347,254	Federal	Grant Received
Section II: Project Updates, Changes, and Reallocations since Third Amendment (Approved on October 23, 2017)						
B145	Major Accident Repair for Bus	52,542	-	(3,458)	Local	Adjustment
G237	Access the Top System Modification	360,135	56,961	(15,716)	State	Adjustment
R322	Green Line Draft EIS/EIR and Project Development	4,584,232	643,307	218,806	Federal/State	Adjustment
T034	Computer Aided Dispatching System	771,849	70,765	3,849	State	Adjustment
T036	Facilities Safety, Security and Communications Infrastructure Upgrades	389,919	354,187	3,724	State	Adjustment
T037	Operations Computer System Replacements	143,416	-	616	State	Adjustment
T038	Upgrades to Security Video and Data Systems	178,813	89,285	1,301	State	Adjustment
T05C	Upgrades to Transit Security Systems	5,560	15,480	80	State	Adjustment
T051	Telephone System Replacement	306,823	305,250	1,573	State	Adjustment
T052	Track Warrant Controlled Access System	188,415	187,450	965	State	Adjustment
T054	Security, Systems & Communications Infrastructure Upgrade	413,827	419,045	(5,218)	State	Adjustment
410	Blue Line to Cosumnes River College	270,000,000	34,925,864	(300,000)	Local	Reallocation
B143	Fare Box Replacements	3,717,800	100,972	76,232	Federal	Reallocation
F	Amtrak/Folsom Light Rail Extension	268,258,283	52,420	(52,120)	Local	Reallocation
F021	General Facilities Improvements	1,300,000	34,224	66,000	Local	Reallocation
G225	Non-Revenue Vehicle Replacement	2,227,731	156,075	290,889	Local	Reallocation
R085	UTDC Light Rail Vehicle Retrofit and Mid Life Refurbishment	25,628,676	2,000,876	29,615	State	Reallocation
R323	Retrofit Light Rail Vehicle Hoist	3,857	1,070	(1,070)	State	Reallocation
R336	Light Rail Station Enhancements	6,628,000	2,119,653	(100,000)	Local	Reallocation
R342	Tire Lease Disposal	78,681	26,319	(26,319)	Local	Reallocation
R350	So. Corridor Station Improv & TSS Relocation	5,307,958	-	307,598	Local	Reallocation
R353	UTDC RV Fleet Improvements	1,450,161	950,161	500,000	State	Reallocation
R355	Automatic Passenger Counters for LRT*	1,500,000	-	400,000	Local/State	Reallocation
T046	Connect Card Implementation-Consultant (Part 2)	118,000	2,396	18,000	Federal or State	Reallocation
Total Adjustments and Reallocations for FY2018 budget		\$ 593,624,738	\$ 42,533,360	\$ 1,415,347		
Grand Total		\$ 680,101,059	\$ 53,680,994	\$ 27,762,601		

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

FY 2018 Prior Capital Budget Amendments

<u>FY 18 Capital Budget</u> Adopted June 12, 2017 \$295,131,367	<u>Amendment 1</u> Adopted July 24, 2017 \$296,081,528	<u>Amendment 2</u> Adopted August 14, 2017 \$296,631,528	<u>Amendment 3</u> Adopted October 23, 2017 \$296,631,528	<u>Amendment 4</u> Proposed November 14, 2017 \$324,394,129
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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	2/26/18	Open	Action	2/20/18

Subject: Approving the Sixth Amendment to the FY 2018 Capital Budget

ISSUE

Whether or not to approve the Sixth Amendment to the Fiscal Year 2018 Capital Budget.

RECOMMENDED ACTION

Adopt Resolution 18-02- _____, Approving the Sixth Amendment to the FY 2018 Capital Budget.

FISCAL IMPACT

FY 2018 Capital Budget Impact. Net increase = \$1,613,745

The net increase includes:

- Cemo Environmental Remediation - \$500,000 of Developer Contribution funds for a new project (M014) to conduct environmental remediation related to the Cemo Circle surplus disposition (M011).
- Bus Purchase for North Natomas Flyer Bus Service - \$1,113,745 of Proposition 1B and North Natomas Transportation Management Association contribution to purchase eight 32-foot long Starcraft Allstar buses.

and the transfer of funds for:

- 1225 R Street Office Lobby Remodel - \$107,000 transfer of Revenue Bond funds from Metro Roof Replacement Project (F027) to the 1225 R Street Project (F025).

DISCUSSION

SacRT's annual budgeting process includes Board adoption of budgets that reflect SacRT's expected funding at the time of preparation. Periodically, project developments and changes to funding require revisions to the project budgets after the Capital Budget is adopted. Staff has identified a few such necessary revisions as detailed below:

- Cemo Environmental Remediation: The Cemo Circle property was declared surplus in January 2015. The purchaser has agreed to fund the environmental remediation, up to a cost of \$500,000, via a series of additional deposits that will be deducted from the purchase price of the property.
- 1225 R Street Office Lobby Remodel: The funds will be used to remodel the 1225 R Street Office and Lobby, due to an increase in the Connect Card team. The project will include relocating the Connect Card staff that currently occupy the Customer Service Lobby to the office area, an additional transaction window for face-to-face interaction with customers, and an expansion of the customer service and lobby areas to prevent customer overflow to the

Approved:


 General Manager/CEO

Presented:


 Director, Office of Management and Budget

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	2/26/18	Open	Action	2/20/18

Subject: **Approving the Sixth Amendment to the FY 2018 Capital Budget**

sidewalk. The \$107,000 in Revenue Bonds funds for this project (F025) will be transferred from budget savings on the Metro Roof Replacement Project (F027).

- North Natomas: These funds will be used to purchase eight 32-foot long Starcraft Allstar buses for North Natomas Service as outlined in the CalACT/MBTA Contract with Creative Bus and the North Natomas Flyer Bus Service Issue Papers which are scheduled to be heard on the same night as this Budget Amendment issue paper.

Board approval is required to amend the changes to the FY 2018 Capital Budgets. Per Title VI, Chapter 2, Article 1, § 6.2.1.03 of the Administrative Code changes to the total amount of capital project budgets above certain percentages must be approved by the Board and per § 6.2.1.4 the addition or deletion of a capital project must be approved by the Board.

RESOLUTION NO. 18-02- 0016

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

February 26, 2018

**APPROVING THE SIXTH AMENDMENT TO THE FISCAL YEAR 2018 CAPITAL
BUDGET**

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

THAT, the Sixth Amendment to the Fiscal Year 2018 Capital Budget to add the new Cemo Environmental Remediation project in the amount of \$500,000, to transfer \$107,000 from the Metro Roof Replacement Project (F027) to the 1225 R Street Project (F025), and to fund \$1,113,745 for eight buses is hereby approved.


PATRICK KENNEDY, Chair

ATTEST:

HENRY LI, Secretary

By: 
Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	05/14/18	Open	Action	05/08/18

Subject: Approving Sole Source Procurement and First Amendment to Contract for UTDC Repairs and Maintenance Support with Siemens Industry Inc., and Seventh Amendment to Fiscal Year 2018 Capital Budget

ISSUE

Whether or not to approve a sole source procurement and First Amendment to Contract for UTDC Repairs and Maintenance support with Siemens Industry, Inc. and Approve the Seventh Amendment to the Fiscal Year 2018 Capital Budget.

RECOMMENDED ACTION

- A. Adopt Resolution No. 18-05-____, Approving a Sole Source Procurement and First Amendment to Contract for UTDC Repairs and Maintenance with Siemens Industry, Inc. and
- B. Adopt Resolution No. 18-05-____, Approving the Seventh Amendment to the Fiscal Year 2018 Capital Budget.

FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	240,000
Budget Source:	Capital	Next FY:	\$	0
Funding Source:	STA-SB1	Annualized:	\$	
Cost Cntr/GL Acct(s) or Capital Project #:	910800/R353.08.05 UTDC Vehicle Repairs	Total Amount:	\$	240,000
Total Budget:	\$ 540,000			
Original Contract:	\$300,000			
Contract Amendment:	\$240,000			
Total	\$540,000			

DISCUSSION

The UTDC Light Rail Vehicles (LRVs) are a part of the fleet management plan and are needed to free up CAF LRVs to start the mid-life overhaul and to allow for increasing repairs to the aging Siemens fleet of U2As without compromising Sacramento Regional Transit (SacRT) service.

The UTDC vehicles were acquired from the Santa Clara Valley Transportation Authority in 2003 and sat idle until 2010, when SacRT awarded a Contract for UTDC Light Rail Vehicle refurbishment to Siemens Industry, Inc. The Contract required Siemens Industry, Inc. to refurbish 21 UTDC LRVs by overhauling and repairing vehicle body and existing systems, upgrading some obsolete systems, and adding safety related monitoring systems. The refurbishment Contract

Approved:


General Manager/CEO

Presented:


Deputy General Manager/COO

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	05/14/18	Open	Action	05/08/18

Subject: Approving Sole Source Procurement and First Amendment to Contract for UTDC Repairs and Maintenance Support with Siemens Industry Inc., and Seventh Amendment to Fiscal Year 2018 Capital Budget

called for some components to be refurbished by others and supplied by SacRT to Siemens. In addition, while the document called for a fairly comprehensive refurbishment, due to the long period these vehicles were idle, there were some issues that could not be anticipated or addressed until the vehicles were placed back into service.

Typically, when buying new LRVs, a transit agency would require that the manufacturer remain on site to provide support during the period after final acceptance to the point where LRVs are able to reliably run in revenue service. This period is typically a year. The refurbishment Contract did not contain these provisions.

While some issues with the UTDC LRVs may be dealt with as warranty issues under the refurbishment Contract and other third-party contracts, there are a number of operational problems that have been encountered as the LRVs have been commissioned that are not within the scope of the refurbishment Contract, including issues with some components that were supplied by SacRT to Siemens. These issues have delayed SacRT's ability to reliably put the UTDC LRVs in service.

When Siemens support started in June 2017, 3 LRVs were in revenue service. The monthly average was 215 miles per LRV and 3,000 miles for the fleet. With the support provided by Siemens, as of March 2018, the number of vehicles available for revenue service has improved. The monthly average has increased to 2,238 miles per LRV and 40,289 miles for the fleet.

With the increased vacancies in Maintenance staff and the planned operation of the LRVs on the Gold Line, staff has identified a need to extend Siemens on-site technicians support, and provide engineering support as requested by SacRT, for an additional 90 days beyond the current July 1, 2018 date to September 30, 2018.

Staff recommends approving the sole source Contract Amendment with Siemens Industry, Inc. and approving the Seventh Amendment to the Fiscal Year 2018 Capital Budget to increase the Capital Budget by \$240,000 for this project.

RESOLUTION NO. 18-05- 0038

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

May 14, 2018

APPROVING THE SEVENTH AMENDMENT TO THE FISCAL YEAR 2018 CAPITAL BUDGET

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

THAT, the Seventh Amendment to the Fiscal Year 2018 Capital Budget to increase the Capital Budget in the amount of \$240,000 for the UTDC LRV Fleet Improvement Project, is hereby approved.


PATRICK KENNEDY, Chair

ATTEST:

HENRY LI, Secretary

By: 
Cindy Brooks, Assistant Secretary

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	06/11/18	Open	Action	05/31/18

Subject: Approving the Third Amendment to the FY 2018 Operating Budget and the Eighth Amendment to the FY 2018 Capital Budget in Order to Claim Federal Section 5307 and 5337 Funding.

ISSUE

Whether or not to approve the Third Amendment to the Fiscal Year 2018 Operating Budget and the Eighth Amendment to the Fiscal Year 2018 Capital Budget in order to claim Federal Section 5307 and 5337 funding.

RECOMMENDED ACTION

Adopt Resolution No. 18-06-____, Approving the Third Amendment to the Fiscal Year 2018 Operating Budget and the Eighth Amendment to the Fiscal Year 2018 Capital Budget in Order to Claim Federal Section 5307 and 5337 Funding.

FISCAL IMPACT

Fiscal Year (FY) 2018 Operating Budget Impact. Net impact = \$0

This amendment will result in no change to the total FY 2018 Operating Budget. The changes to the operating budget are as follows:

- Increase the Federal Transit Administration (FTA) Section 5307 Urbanized Area revenues by \$848,030;
- Increase the FTA Section 5337 State of Good Repair revenues by \$558,126; and
- Decrease the Fare Revenue account by \$1,406,156 to reflect current trends.

Fiscal Year 2018 Capital Budget Impact. Net increase = \$1,348,395

Adjust the funding on the Siemens 1st Series Light Rail Vehicle (LRV) Replacement project (R115) as follows:

- Add \$1,869,880 of Section 5307 Urbanized Area Formula funds;
- Add \$2,274,057 of Section 5337 State of Good Repair funds; and
- Reduce state funding from \$3,800,000 to \$237,009 based on actual funds made available by the State and allocated by formula by the Sacramento Area Council of Governments (SACOG) and transfers to other projects.

Add the following subrecipient projects and associated federal funding to the FY 2018 Capital Budget:

- Add \$321,196 of FTA Section 5307 funds for Folsom's Preventive Maintenance project;
- Add \$250,000 of FTA Section 5307 funds El Dorado Transit's Urban Commuter Preventive Maintenance project; and
- Add \$196,253 of FTA Section 5307 funds for El Dorado Transit's Urban Bus Replacement project.

Approved:



General Manager/CEO

Presented:



Director, Office of Management & Budget

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	06/11/18	Open	Action	05/31/18

Subject: Approving the Third Amendment to the FY 2018 Operating Budget and the Eighth Amendment to the FY 2018 Capital Budget in Order to Claim Federal Section 5307 and 5337 Funding.

DISCUSSION

SacRT's annual budgeting process includes Board adoption of budgets that reflect SacRT's expected funding at the time of preparation. Periodically, changes to funding sources or amounts require revisions to the project budget. Staff has identified necessary revisions due to recent appropriations activity at the federal level and project developments for SacRT and subrecipients.

On June 12, 2017, SacRT's Board approved the FY 2018 Capital and Operating Budgets, which included the following Operating Budget revenues:

- \$18,182,822 in FTA Section 5307 Urbanized Area; and
- \$11,022,179 in FTA Section 5337 State of Good Repair funds

These revenue estimates were based on historical federal funding levels. On May 8, 2018, FTA released the full year FY 2018 apportionments, which reflected a significant increase in funding for Section 5307 and 5337 formula funding programs as a result of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of 2018 (the 2018 Omnibus Spending Bill).

In order to claim these funds, staff recommends allocating \$1,406,156 million of the higher than anticipated FY 2018 FTA Section 5307 and 5337 revenues toward the operating budget to compensate for lower than anticipated fare revenues, resulting in no net impact on the operating budget. See table below.

Categories	Current FY 2018 Budget	FY 2018 Budget with Amendment	\$ Change	% Change
Operating Revenues				
Fare Revenue	\$ 29,763,303	\$ 28,357,147	\$(1,406,156)	-4.7%
Contracted Services	5,799,311	5,799,311	-	0.0%
Other	3,578,000	3,578,000	-	0.0%
State & Local	91,130,065	91,130,065	-	0.0%
Federal	31,057,159	32,463,315	1,406,156	4.5%
<i>JARC</i>	1,053,871	1,053,871	-	
5337 SGR	11,022,176	11,580,302	558,126	
5307 PM	18,182,822	19,030,852	848,030	
CMAQ for South Line	798,290	798,290	-	
Total Operating Revenue	\$161,327,838	\$161,327,838	\$ -	0.0%

Staff further recommends that the remaining balance of FY 2018 FTA Section 5307 and 5337 revenues (\$4,143,947) be added to the FY 2018 Capital Budget for the Siemens 1st Series Light Rail Vehicle (LRV) Replacement project (R115). These funds will be a source of match funding for the recently awarded state Transit and Intercity Rail Capital Program (TIRCP) grant for Light Rail Vehicle replacements. After this addition, Project R115 will have a budget of \$4,380,946.

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	06/11/18	Open	Action	05/31/18

Subject: Approving the Third Amendment to the FY 2018 Operating Budget and the Eighth Amendment to the FY 2018 Capital Budget in Order to Claim Federal Section 5307 and 5337 Funding.

Staff recommends the Board approve the Third Amendment to the FY 2018 Operating Budget and the Eighth Amendment to the FY 2018 Capital Budget.

RESOLUTION NO. 18-06- 0055

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

June 11, 2018

APPROVING THE THIRD AMENDMENT TO THE FISCAL YEAR 2018 OPERATING BUDGET AND THE EIGHTH AMENDMENT TO THE FISCAL YEAR 2018 CAPITAL BUDGET IN ORDER TO CLAIM FEDERAL SECTION 5307 AND 5337 FUNDING

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

THAT, the Third Amendment to the Fiscal Year 2018 Operating Budget to increase the federal funds by \$1,406,156, and decrease the Fare Revenue account by \$1,406,156, for a net zero change to the total Operating Revenue budget, is hereby approved.


THAT, the Eighth Amendment to the Fiscal Year 2018 Capital Budget to increase the Capital Budget in the amount of \$1,517,395, is hereby approved.



PATRICK KENNEDY, Chair

ATTEST:

HENRY LI, Secretary

By: 
Cindy Brooks, Assistant Secretary