



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...		GENERAL MANAGER ACTION REQ'D:	
DATE: 5/31/2022		6/2/2022		BOARD INITIATED ITEM: Yes	
Originator/Prepared by: Katherine Alagar Dept: Operating Budgets		General Counsel		Controller/Treasurer	
DocuSigned by: <i>Katherine Alagar</i> 697EB8AE6F87469...		DocuSigned by: <i>Jana Belan</i> F8FD7B3A73E74E8...		DocuSigned by: <i>Chris Gan</i> EE11C8CEEEA04FD...	
Signature/Date: 6/1/2022		6/1/2022 []		6/1/2022 []	
				District Secretary	
				BARC	
				DocuSigned by: <i>Pamela Herhold</i> 3BB24D65B8724F5...	
				6/1/2022 []	

Two Year Annual Budget Resolution for Fiscal Year 2023 and Fiscal Year 2024

PURPOSE:

Authorize adoption of the Fiscal Year 2023 and Fiscal Year 2024 Two-Year Annual Budget Resolution (Budget Resolution).

DISCUSSION:

Approval by the Board of Directors is required for the Fiscal Year 2023 and Fiscal Year 2024 (FY23 & FY24) operating and FY23 capital budgets. The total proposed FY23 operating and capital budget is \$2.5 billion (B). The FY23 & FY24 operating budget is balanced, with \$1.02B and \$1.07B in FY23 and FY24, respectively. The FY23 capital/reimbursable budget totals \$1.49B.

The proposed FY23 & FY24 budgets are summarized in Attachments 1, 2, and 3. Attachments 1 and 2 summarize operating and capital sources and uses. Attachment 3 summarizes operating budget changes beginning in FY23, including: restroom attendants; restroom rehabilitation projects; proposed increases in staffing and expenses to support expanded rail service; replacement of BART Police Department vehicles and equipment; and restoration of the Sustainability allocation.

The budget includes an adjustment to increase the FY23 budgeted vacancy rate of full-time equivalent (FTEs) positions from 3.14% to 10%, better reflecting the District's recent actuals, which for FY22 were 12%. As the District increases its focus on hiring over the coming months, the goal is to lower the actual vacancy rate to the budgeted level and then continue to decrease. In FY24, the budgeted vacancy rate decreases from 10% to 7.5%.

The proposed initiatives and technical changes were reviewed in the Sources and Uses



presentations to the Board of Directors on May 12, 2022, as well as at a public hearing on May 26, 2022.

FY23 & FY24 Operating Budget

The FY23 & FY24 operating budget continues to be highly constrained by reduced operating revenues stemming from the effects of the COVID-19 pandemic. These financial challenges are exacerbated by aging infrastructure, continued expectations to address quality of life issues, and increased operating expense.

The proposed Operating Budget authorizes FY23 and FY24 expenditures of \$1.02B and \$1.07B, respectively, while funding 3,485.4 FTEs in FY23 and 3,497.9 FTEs in FY24.

Operating revenues in the FY23 revenue budget are \$59.7 million (M) higher than the adopted FY22 budget. The revenue budget projects \$255M of operating revenue in FY23 and \$320M in FY24. This includes \$222M of rail passenger revenue in FY23 and \$283M in FY24. Financial assistance is budgeted at \$449M in FY23 and \$474M in FY24. This includes \$299M of sales tax, \$58M of property tax, \$33M of VTA Financial Assistance, and \$23M of State Transit Assistance in FY23. American Rescue Plan (ARP) Assistance Emergency Funding of \$314M in FY23 and \$273M in FY24 balances the budget. BART's single largest revenue source is no longer fare revenue; one-time federal emergency assistance (projected to be fully exhausted in FY26) and sales tax are BART's two largest revenue sources in FY23 and FY24.

FY23 Capital & Reimbursable Budget

The Capital/Reimbursable Budget proposes FY23 expenditures of \$1.49B and funds 1,134.9 FTEs. The \$57M increase from the Preliminary Budget is due to ongoing refinement and timing sequencing of multi-year funded capital projects. The FY23 Capital/Reimbursable Budget is 5% greater than the \$1.42B FY22 budget.

The largest capital investments in FY23 include rail car procurement (\$518M), Measure RR Program (\$539M), and Core Capacity Program (\$274M).

Attachment 2 categorizes the FY23 expenditures by Capital Improvement Program (CIP). The largest share of investment by CIP is System Reinvestment, representing \$738M, 49% of the overall FY23 Capital Budget. System Reinvestment includes replacement of rail cars (\$446M), reinvestment in track and structures (\$98M), and reinvestment in traction power (\$92M). The Capital Budget also includes Service and Capacity Enhancement \$591M (40%), Earthquake Safety \$69M (5%), Safety and Security \$21M (1%), System Expansion \$66M (4%), and reimbursable expenses at \$8M (0.6%).

In November 2016, the passage of Measure RR provided the capital program with a

substantial source of support and authorized issuance of up to \$3.5B in general obligation bonds to fund certain capital improvements. Measure RR has become more prominent in the mix of federal, regional, and local funds. Measure RR funding makes up \$539M (36%) of FY23 capital sources and will continue to support investment in traction power, track replacement, structural rehabilitation, station access, and station modernization.

Typically, the ongoing commitment of BART operating funds is an essential component of the capital program, particularly in delivering major capital projects such as rail car procurement and the Core Capacity Program. Other capital activities dependent on BART operating allocations are local match for grants, grant-ineligible projects and initiatives, routine but necessary capitalized maintenance projects, emergent safety and security projects, and equipment and inventory.

The FY23 budget will provide funds and local matching amounts needed to leverage federal capital funding, restore the Sustainability allocation suspended in FY22, rehabilitate four underground restrooms, and purchase vehicle and equipment. The result is an investment in state of good repair, vehicle procurement, information technology, and infrastructure.

Most capital fund sources and grants are restricted to certain projects and/or activities as a condition of award. The FY23 Capital Budget contains contributions of federal funds matched to prior year capital allocations for state of good repair capital investment. Proceeds from the Earthquake Safety Program general obligation bond are dedicated exclusively to the Earthquake Safety Program. Additionally, there are smaller, defined purpose grants that are limited to specific projects.

FY23 & FY24 Budget Resolution

Staff recommends approval of the attached Resolution to adopt the Fiscal Year 2023 and Fiscal Year 2024 Two-Year Annual Budget. As in previous years, the Budget Resolution includes authorizations that allow the General Manager or the General Manager's designee to apply to different bodies for grant funds (including, but not limited to, Transportation Development Act, State Transit Assistance, Bridge Toll, Federal Emergency Management Agency, and Federal Transit Administration). It also includes authorizations that allow the General Manager or the General Manager's designee to execute agreements that may require payments to regional partner governments and agencies. The Budget Resolution incorporates provisions referring to the SFO Extension and Silicon Valley extension service plans.

For FY23 and FY24, the budget includes BART's Low Carbon Fuel Standard (LCFS) policy, adopted July 27, 2017, which directs a portion of LCFS revenues toward sustainability-related projects.

The Budget Resolution language includes the General Manager's permanent position

authorization of 100 positions in each fiscal year. This provides the flexibility necessary to meet operational needs as they arise over the course of the fiscal year.

Exhibit A (attached) to the Budget Resolution summarizes operating and capital budget totals. Exhibit B reflects current hourly pay rates or base pay ranges, as applicable, and management incentive pay, if any, for non-represented employees.

FISCAL IMPACT:

The proposed Fiscal Year 2023 and Fiscal Year 2024 Two-Year Annual Budget is balanced. It may be revised as conditions and actuals change over the course of the fiscal year.

ALTERNATIVES:

Do not adopt the budget or adopt a budget that differs from what has been presented to the Board of Directors. Rules of the Board of Directors require that the budget be adopted prior to June 30; adoption of the Budget Resolution by June 30 is required to authorize expenditures in FY23.

RECOMMENDATION:

Adoption of the following motion.

MOTION:

The Board adopts the attached Resolution in the matter of approving the Annual Budget for the San Francisco Bay Area Rapid Transit District and authorizes expenditures for the fiscal years July 1, 2022 to June 30, 2023 and July 1, 2023 to July 30, 2024.

**BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

**In the matter of approving
The Annual Budget for the
San Francisco Bay Area Rapid
Transit District and authorizing
Expenditures for the Fiscal Year
July 1, 2022, to June 30, 2023,
and Fiscal Year July 1, 2023,
to June 30, 2024**

Resolution No. 5520

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District published notices on May 3, May 6, May 11, May 13, May 19, and May 20, 2022, in newspapers of general circulation in the County of San Francisco, the County of Contra Costa, the County of Alameda, and the County of San Mateo of its intention to adopt a Two Year Annual Budget for the Fiscal Years July 1, 2022, to June 30, 2023 and July 1, 2023 to June 30, 2024; and

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District desires to adopt a Two Year Annual Budget for the Fiscal Years July 1, 2022, to June 30, 2023 and July 1, 2023 to June 30, 2024; and

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District is required by Public Utilities Code Section 28767 to determine and create, by resolution, such number and character of positions as are necessary to properly carry out the functions of the District; and

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code §99200, *et seq.*, provides for the disbursement of funds from the Local Transportation Fund of the Counties of Alameda and Contra Costa for use by eligible claimants for the purpose of operating assistance; and

WHEREAS, the State Transit Assistance (STA) fund makes funds available pursuant to Public Utilities Code Section 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, as attested to by opinions of the Office of the General Counsel, the San Francisco Bay Area Rapid Transit District is an eligible applicant for Net Toll Revenues and MTC Rail Extension Reserve bridge toll revenues pursuant to Section 30892 of the Streets and Highways Code; and is an eligible claimant for TDA and STA funds pursuant to Public Utilities Code Section 99260; and

WHEREAS, the agreement between the San Francisco Bay Area Rapid Transit District and San Mateo County Transit District, dated April 27, 2007, states that the San Francisco Bay

Area Rapid Transit District will provide service on the San Francisco Airport (SFO) extension in a manner consistent with BART's system-wide operating policies; and

WHEREAS, the agreement between the San Francisco Bay Area Rapid Transit District and Santa Clara Valley Transportation Authority, dated May 22, 2020, states that the San Francisco Bay Area Rapid Transit District will provide service on the Silicon Valley Extension in a manner consistent with BART's system-wide operating policies; and

WHEREAS, the Federal Emergency Management Agency (FEMA) or its designee makes reimbursement funds available pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended (42 U.S.C. 5121 et seq.); and

WHEREAS, the Regional Institutional and Employer Pass Pilot program was presented to the Board of Directors on May 12, 2022, in a presentation entitled 22-190 Regional Institutional and Employer Pass Pilot; and

WHEREAS, the system-wide operating plan for Fiscal Year 2023 and Fiscal Year 2024 was presented to the Board of Directors on May 12, 2022, in a presentation entitled "Rail Service Plan, Fiscal Year 2023 and Fiscal Year 2024 Operating Budget Sources and Uses"; and

NOW, THEREFORE, BE IT RESOLVED that the attached Annual Budget (marked Exhibit A and incorporated herein as though set forth at length) is hereby adopted; and

BE IT FURTHER RESOLVED that, subject to the resolved clauses, said Annual Budget includes appropriations of monies expected to be available in the General Fund, Capital Funds including Construction Funds and existing and anticipated Federal, State and local grants, for expenditures in the amounts and for the purposes set forth in said budget; and

BE IT FURTHER RESOLVED that, subject to the resolved clauses, said Annual Budget includes a delayed fare increase consistent with Board Resolution 5405 ("New Fare Rates and Charges: Series 3, 2022-2026, Productivity-Adjusted Inflation-Based Fare Increase Program") adopted June 13, 2019; and

BE IT FURTHER RESOLVED that, subject to the resolved clauses, said Annual Budget includes participation in the Regional Institutional and Employer Pass Pilot program; and

BE IT FURTHER RESOLVED that the General Manager is authorized to enter into services agreements (including professional, technical, maintenance and repair agreements) and lease or license agreements for District use of real property, facilities, equipment and software provided that:

- (1) The General Manager shall first determine that the work or services concerned, in the amounts authorized in a service agreement, cannot satisfactorily be performed by the officers or employees of the District;
- (2) Agreements that are let by public bidding, service, lease, and license agreements, and amendments thereto, between \$25,000 and \$100,000, shall be reported bi-monthly to the Board of Directors;

- (3) Prior authorization by the Board of Directors is required when:
 - a. The agreement, and amendments thereto, total in the aggregate \$100,000 or more in the fiscal year; or
 - b. Amendments total in the aggregate \$100,000 or more in any subsequent fiscal year;
- (4) The General Counsel is authorized to enter into services agreements in amounts up to \$100,000 with special counsel not previously designated by the Board without prior notice to the Board where the General Counsel determines that such immediate action is necessary to protect the legal interests of the District. Any such agreement shall be reported by the General Counsel to the Board within the calendar month thereafter; and
- (5) The General Manager's authority to take immediate remedial measures, as defined in Section 20224 of the California Public Contract Code, and as authorized in Resolution No. 4834 shall remain unchanged; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exchange District goods and services for goods and services from others of approximately equal or greater value; and

BE IT FURTHER RESOLVED that all disbursements resulting from the exercise of authority granted to the General Manager pursuant to this resolution shall be reported to the Board of Directors in the District's quarterly financial report; and

BE IT FURTHER RESOLVED THAT that the General Manager is authorized to waive minor irregularities in bid documents prior to recommending contract awards to the Board; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute and file a Bridge Toll Application, a TDA Application and an STA Application along with necessary supporting documents, with the Metropolitan Transportation Commission for allocation of bridge toll revenues, TDA and STA funds in FY2023 and FY2024; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute and file a reimbursement claim with FEMA or its designee for expenses incurred in FY2023 and FY2024; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute and file an application to the FTA for allocation of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding in FY2023 and FY2024; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute and file an application to the FTA for allocation of American Rescue Plan Act (ARP) funding in FY2023 and FY2024; and

BE IT FURTHER RESOLVED that the San Francisco Bay Area Rapid Transit District's system-wide operating policies shall be generally as set forth in the May 12, 2022, presentation entitled "Rail Service Plan, Fiscal Year 2023 and Fiscal Year 2024 Operating Budget Sources and Uses", subject to such adjustments that staff determines necessary to operate the service in the public's interest; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to execute agreements with regional transit operators to provide or receive transfer payments, such transfer payments being paid or received by the District to facilitate the coordination of transit service and to furnish incentives for providing of enhanced transfer services between San Francisco Bay Area Rapid Transit District and other operators' operations; and

BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur liabilities against said funds within the limits set forth in said budget and the provisions of this Resolution, and to act on behalf of the District in connection with contracts arising thereunder, by following the procedures provided by law, and by Board of Directors' Resolutions and Board Rules, except that no contractual obligation shall be assumed by the District in excess of its ability to pay, and provided further that all expenditures shall be in conformance with statutory and other restrictions placed on the use of said funds; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exceed Board Appointed Department/Executive Office budgets by more than ten percent (10%) ten (10) days after written notice of this intended action has been mailed to the Board of Directors, provided that the Total Net Operating Expense line item set forth in "Exhibit A" is not exceeded and such action is consistent with Board Rule 5-1.4 and provided further that the General Manager will prepare and send to the Board, a summary of Department budgets within approximately 30 days after the adoption of this budget; and

BE IT FURTHER RESOLVED that the General Manager is authorized to exceed the foregoing ten percent limitation for emergency expenditures which are made in accordance with Resolution No. 4834 and Public Contract Code Section 20224; and

BE IT FURTHER RESOLVED that the General Manager is authorized to act on behalf of the District, and to make expenditures and incur liabilities against all funds of the District as provided for in contracts which have been authorized by the Board of Directors of the District and that the Board's authorizations of such contracts also include the necessary appropriations for such contracts and change orders authorized by Rules approved by the Board, subject, however, to compliance with such specific appropriation resolutions as may be adopted by the Board from time to time; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee is authorized to issue free or discounted promotional rides in FY2023 and FY2024 for purposes of building ridership on the system, consistent with ridership development guidelines; and

BE IT FURTHER RESOLVED that effective July 1, 2022:

- (1) The total number of permanent full and permanent part-time positions (“full time equivalent”) as of July 1, 2022, budgeted for the District shall be 4,572.31 in FY2023 and 4,590.15 in FY2024 (a part-time position is counted as 0.625 positions). Additional permanent positions are authorized, as required, not to exceed 100 positions;
- (2) The character and salary ranges of such positions, including officers appointed by the Board pursuant to Public Utilities Code Section 28811 shall be as set forth in the agreements entered into with Service Employees’ International Union, Local 1021, Amalgamated Transit Union, Local 1555, American Federation of State and County Municipal Employees, Local 3993, the BART Police Officers Association and the BART Police Managers Association as to the employees represented thereby, and with other Bargaining Units for employees that may later be represented thereby, and for all other employees as set forth in the attached “Exhibit B”, incorporated herein as though set forth at length. The employment benefits for non-represented employees shall be administered by the General Manager in accordance with Board Rule 4-1.2;
- (3) The General Manager is authorized to make future adjustments to the Professional/Management Salary Ranges (“Exhibit B”) for non-represented employees in accordance with applicable provisions of the Compensation Manual, which reflects the District policy and practice to evaluate such ranges on an annual basis and to establish the mid-points of the pay ranges for positions so that they approximate the 75th percentile of the average of salaries paid for similar jobs in the labor market and to promptly advise the Board of any and all such range adjustments. The General Manager is directed to initiate the annual review by October of each year; and
- (4) The District Secretary shall ensure that an amendment to Exhibit B be prepared to reflect any adjustment to the hourly wage rates or professional/management pay bands as provided above or any adjustment to the Board appointed officers' salaries as a result of merit adjustments or scheduled increases provided in such officers' employment agreements that take effect during the fiscal year. The District Secretary shall attach any such amendment to Exhibit B as an addendum to this resolution; and

BE IT FURTHER RESOLVED that the General Manager or the General Manager's designee shall post all grant applications online to the public as they are submitted, except those that if made public would compromise the security of the system.

###

EXHIBIT A
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
ANNUAL BUDGET - FY23 and FY24

<u>FUND SOURCES</u>	<u>FY23</u>	<u>FY24</u>
FUND SOURCES FOR NET OPERATING EXPENSE BUDGET, DEBT SERVICE AND CAPITAL ALLOCATIONS		
Operating Revenue	\$ 255,166,015	\$ 320,400,569
Sales Tax	298,959,010	306,613,345
Property Tax	57,986,737	61,176,007
VTA Financial Assistance	32,662,603	31,207,427
MTC Financial Assistance Clipper Start	287,092	438,091
Local & Other Assistance	9,112,691	9,261,223
State Transit Assistance	22,748,170	38,608,082
Low Carbon Transit Operations Program	10,258,949	10,258,949
Low Carbon Fuel Standard Program	16,629,838	16,414,398
Subtotal Operating Sources	703,811,105	794,378,091
Federal Emergency Assistance	313,595,161	273,411,449
Subtotal – Emergency Assistance	313,595,161	273,411,449
Total Operating Sources	1,017,406,266	1,067,789,540
FUND SOURCE FOR CAPITAL BUDGET		
Capital Funds - Cash Flow FY23 ⁽²⁾	\$ 1,494,207,379	\$ 1,494,207,379
TOTAL ESTIMATED FUND SOURCES	\$ 2,511,613,644	\$ 2,561,996,919

FUND USES

FUND USES FOR NET OPERATING EXPENSE BUDGET, DEBT SERVICE AND CAPITAL ALLOCATIONS		
Net Labor Expense ⁽¹⁾	\$ 632,196,786	\$ 649,020,661
Non-Labor Expense	227,792,607	231,278,394
Total Net Operating Expense	\$ 859,989,393	\$ 880,299,055
Revenue Bond Debt Service	59,919,129	60,131,289
Allocation to Capital - Rehabilitation	46,486,387	45,315,114
Allocation to Capital - Priority Capital Programs	33,000,000	64,000,000
Allocation to Capital - Other	1,636,232	1,668,957
Allocation - Sustainability from LCFS	6,375,125	6,375,125
Allocation - Pension	10,000,000	10,000,000
Total Operating Uses	\$ 1,017,406,266	\$ 1,067,789,540
FUND USES FOR CAPITAL BUDGET		
Capital Funds - Cash Flow FY23 ⁽²⁾	\$ 1,494,207,379	\$ 1,494,207,379
TOTAL ESTIMATED FUND USES	\$ 2,511,613,644	\$ 2,561,996,919
NET FINANCIAL RESULT (DEFICIT)	-	-

⁽¹⁾ Total Authorized Permanent Positions as of 07/01/22 = 4,572.316, as of 07/01/23 = 4,590.150

⁽²⁾ The FY24 Capital Budget is a rollover of the FY23 Budget and will be updated as part of the FY24 Capital Budget Proces

EXHIBIT B

**CHARACTER, BASE SALARIES, PAY BANDS, HOURLY WAGE RATES,
AND MANAGEMENT INCENTIVE PAY OF MANAGEMENT AND
NON-REPRESENTED CLASSIFICATIONS**

CHARACTER OF POSITION/PAYROLL CLASSIFICATION TITLE		HOURLY WAGE RANGE					
CLERICAL & HOURLY	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	
ADMINISTRATIVE TECHNICIAN	\$34.1362	\$35.6154	\$36.9864	\$38.3930	\$39.8363	\$40.3902	
PARALEGAL	\$40.6341	\$42.3978	\$44.0311	\$45.7088	\$47.4300	\$48.0842	
P/T SURVEY TAKER (SINGLE RATE)	\$39.1091						
ENGINEER INTERN	\$22.5000						

NOTE: The clerical rates are effective 06/30/2021, no rate increases in FY23.

PROFESSIONAL/MANAGEMENT PAY BANDS

PAY BAND	MINIMUM	MIDPOINT	MAXIMUM
15	\$196,636	\$245,795	\$297,904
14	178,760	223,450	270,821
13	162,509	203,136	246,201
12	147,736	184,669	223,819
11	138,071	172,588	209,177
10	129,038	161,297	195,493
9	120,596	150,745	182,703
8	112,707	140,883	170,751
7	105,333	131,667	159,580
6	98,442	123,053	149,140
5	92,002	115,003	139,383
4	85,983	107,479	130,265
3	80,358	100,448	121,743
2	75,101	93,877	113,778
1	69,769	87,735	105,701

NOTE: The professional/ management pay bands were effective 6/30/2019.

MANAGEMENT INCENTIVE PAY (ANNUAL) Amount

Assistant General Manager - Operations	\$4,800
Assistant General Manager - External Affairs	\$4,800
Assistant General Manager - Administration	\$4,800
Assistant General Manager - Technology/CIC	\$4,800
Assistant General Manager - Design & Construction	\$4,800
Assistant General Manager - Performance & Budget	\$4,800
Deputy General Manager	\$4,800
Managing Director - Capitol Corridor	\$4,800
Police Chief	\$4,800
Deputy Police Chief	10%

Due to the unique nature of these jobs as executive management employees reporting directly to the General Manager, these classifications are eligible to receive Management Incentive Pay of \$4,800 annually (26 equal pay period installments of \$184.61).

Due to the unique nature of the job as first level management over Police Lieutenants, the Deputy Police Chief classification is eligible to receive Deputy Police Chief Management Incentive Pay in the amount of 10% of the regular base pay rate.

BOARD APPOINTED OFFICERS' ANNUAL SALARIES

	Base Salaries	Effective
DISTRICT SECRETARY*	\$220,307.33	7/1/2022
CONTROLLER-TREASURER*	\$279,829.28	7/1/2022
GENERAL COUNSEL	\$309,391.56	7/1/2022
GENERAL MANAGER	\$396,210.03	7/1/2022
INDEPENDENT POLICE AUDITOR	\$210,730.48	7/1/2022
INSPECTOR GENERAL	\$210,968.98	7/1/2022

* Board Appointed Officer positions currently vacant, listed latest base salary
Note: No rate increases in FY23.

Attachment 1
FY23 and FY24 District Operating Budget
Sources and Uses Detail

	FY23 Preliminary Budget	FY23 Adopted Budget	Delta from Preliminary Budget	FY24 Preliminary Budget	FY24 Adopted Budget	Delta from Preliminary Budget
Rail Passenger Revenue	\$ 221,738,334	222,125,035	386,701	282,095,187	283,010,838	915,650
ADA Passenger Revenue	488,339	488,339	-	494,443	494,443	-
Parking Revenue	13,107,361	13,107,361	-	14,322,169	14,322,169	-
Other Operating Revenue	19,445,279	19,445,279	-	22,573,120	22,573,120	-
Subtotal - Operating Revenue	254,779,314	255,166,015	386,701	319,484,919	320,400,569	915,650
Sales Tax Proceeds	298,959,010	298,959,010	-	306,613,345	306,613,345	-
Property Tax Proceeds	57,986,737	57,986,737	-	61,176,007	61,176,007	-
SFO Ext Financial Assistance	-	-	-	-	-	-
VTA Financial Assistance	34,284,908	32,662,603	(1,622,305)	33,391,033	31,207,427	(2,183,606)
MTC Financial Assistance Clipper Start	214,313	287,092	72,779	333,488	438,091	104,603
Local & Other Assistance	6,876,071	9,112,691	2,236,620	6,983,645	9,261,223	2,277,578
State Transit Assistance	22,748,170	22,748,170	-	38,608,082	38,608,082	-
Low Carbon Transit Operations Program	10,258,949	10,258,949	-	10,258,949	10,258,949	-
Low Carbon Fuel Standard Program	16,629,838	16,629,838	-	16,414,398	16,414,398	-
Subtotal - Financial Assistance	447,957,996	448,645,090	687,095	473,778,948	473,977,522	198,574
TOTAL - OPERATING SOURCES	702,737,310	703,811,105	1,073,795	793,263,866	794,378,091	1,114,225
Labor & Benefits	646,753,203	632,196,786	(14,556,417)	659,892,464	649,020,661	(10,871,803)
ADA Paratransit	16,701,033	16,701,033	-	19,550,041	19,550,041	-
Purchased Transportation	12,721,457	12,721,457	-	12,957,287	12,957,287	-
Power	52,699,910	52,699,910	-	54,380,454	54,380,454	-
Other Non-Labor	144,334,848	145,670,207	1,335,359	143,982,972	144,390,612	407,640
Subtotal - Operating Expense	873,210,451	859,989,393	(13,221,058)	890,763,218	880,299,055	(10,464,163)
Bond Debt Service	59,919,129	59,919,129	-	60,131,289	60,131,289	-
Allocation - Capital Rehabilitation	44,636,387	46,486,387	1,850,000	45,327,114	45,315,114	(12,000)
Allocation - Priority Capital Programs	33,000,000	33,000,000	-	64,000,000	64,000,000	-
Allocation - Other	1,636,232	1,636,232	-	1,668,957	1,668,957	-
Allocation - Sustainability from LCFS	8,809,883	6,375,125	(2,434,758)	8,680,620	6,375,125	(2,305,495)
Allocation - Pension	10,000,000	10,000,000	-	10,000,000	10,000,000	-
Allocations	98,082,502	97,497,744	(584,758)	129,676,690	127,359,196	(2,317,495)
Subtotal - Debt Service & Allocations	158,001,631	157,416,873	(584,758)	189,807,979	187,490,485	(2,317,495)
TOTAL - USES	1,031,212,082	1,017,406,266	(13,805,816)	1,080,571,197	1,067,789,540	(12,781,658)
Net Result Before Federal Emergency Assistance	\$ (328,474,772)	\$ (313,595,161)	\$ 14,879,611	\$ (287,307,331)	\$ (273,411,449)	\$ 13,895,882
Federal Emergency Assistance	328,474,772	313,595,161	(14,879,611)	287,307,331	273,411,449	(13,895,882)
NET RESULT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Average Weekday Trips	185,000	180,000	(5,000)	230,000	225,000	(5,000)
Total Ridership	52,734,000	52,950,000	216,000	65,521,000	65,794,000	273,000
Rail Farebox Recovery Ratio	25%	26%		32%	32%	
Operating Ratio	29%	30%		36%	36%	

Attachment 2

FY23 Capital & Reimbursable Budget Headcount and Planned Expenditures Program Summary by Category

Program Category	FY23 Headcount*	FY23 Planned Expenditures
System Reinvestment		
Mainline	275.8	\$ 195,749,342
Rolling Stock	86.2	\$ 445,889,055
Stations	59.5	\$ 51,652,096
Controls & Communications	51.7	\$ 25,363,171
Facilities	21.3	\$ 19,477,300
Work Equipment	0.3	\$ 143,531
Total System Reinvestment	494.9	\$ 738,274,494
Service & Capacity Enhancement		
Mainline	113.3	\$ 155,678,736
Rolling Stock	17.7	\$ 71,974,804
Stations	69.4	\$ 95,074,053
Controls & Communications	164.3	\$ 194,349,382
Facilities	56.3	\$ 72,075,875
Work Equipment	1.5	\$ 2,172,127
Total Service and Capacity Enhancement	422.5	\$ 591,324,977
Safety & Security	29.5	\$ 20,969,335
Earthquake Safety	45.3	\$ 69,430,799
System Expansion	52.2	\$ 65,816,874
SUBTOTAL CAPITAL	1,044.4	\$ 1,485,816,480
Capitol Corridor**	23.0	\$ 5,048,278
Reimbursable***	19.5	\$ 3,342,621
SUBTOTAL REIMBURSABLE	42.5	\$ 8,390,899
Cost Allocation Plan	48.0	
TOTAL CAPITAL & REIMBURSEABLE	1,134.9	\$ 1,494,207,379

* Total authorized permanent positions.

** All expenses for the Capitol Corridor service to be reimbursed as allocated to the Capitol corridor Joint Powers Board in the Annual State Budget Act.

*** Positions fully reimbursed by Muni, Caltrans, and others for BART staff expenses incurred in performing services for the organizations.

Attachment 3**FY23 Operating and Capital Budget Initiatives/Changes (General Fund)**

OPERATING		FTEs	Labor	Non-Labor	Total
Quality of Life	Restroom Attendants at 4 stations	-	\$ -	\$ 1,400,000	\$ 1,400,000
Increased Service*	Station Agents	6.5	831,126	-	831,126
	Train Operators	6.0	767,193	-	767,193
	Title VI - Interpretive Services, Policy Outreach	-	-	409,000	409,000
OPERATING TOTAL		12.5	1,598,319	1,809,000	3,407,319
CAPITAL					Total
Quality of Life	FY22 and FY23 Rehabilitation of 4 Underground Restrooms	-	-	1,850,000	1,850,000
	Restore Sustainability Allocation	-	-	6,375,125	6,375,125
	BPD Vehicles and Equipment	-	-	600,000	600,000
CAPITAL TOTAL		-	-	8,825,125	8,825,125
Total Change		12.5	\$ 1,598,319	\$ 10,634,125	\$ 12,232,444

*Service increase added a total of 13 Station Agents and 12 Train Operators budgeted Jan 1, 2023 start = 12.5 FTEs in FY23 and 25 FTEs in FY24