

FY15 Preliminary Budget

Sources and Uses Service Plan

May 8, 2014

FY15 Preliminary Budget Overview

- Safety
 - Implementation of CPUC General Order 175 (GO 175)
- Capital projects
 - Big “3” projects address Replacement/Rehab and Capacity
- Integration of Asset Management Program
- Funding challenges in future years to sustain priorities
 - FY15 investments are in mandatory/critical areas

SOURCES

(\$millions)

	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Passenger Revenue	\$ 415.9	\$ 440.8	\$24.9	6%
Other Operating Revenue	19.5	20.1	0.6	3%
Parking Revenue	19.8	26.2	6.4	32%
REVENUE TOTAL	455.2	487.1	31.9	7%
Sales Tax	215.7	228.7	13.0	6%
Property Tax	30.9	33.2	2.3	7%
State Transit Assistance	18.8	21.9	3.1	17%
Other Assistance & Allocations	2.7	3.7	1.0	39%
TAX & FINANCIAL ASSISTANCE TOTAL	268.1	287.5	19.4	7%
SUB-TOTAL OPERATING SOURCES	723.3	774.6	51.4	7%
5307 Funds (Rail Car Fund Swap from MTC)	72.0	77.0	5.0	
CAPITAL SOURCES TOTAL	737.3	711.5	(25.8)	-3%
SOURCES TOTAL	\$ 1,532.6	\$ 1,563.2	\$30.6	2%

Ridership and Fare Revenue

Average Weekday Trips, year over year % change



Avg Weekday Trips

- FY14 YTD: core growth 1.4%, SFO 1.8% (adjusted for strikes)
- FY14 Forecast: total average weekday ridership growth of 1.8%
- FY15 budget assumption 1.5%

	FY13 Actual	FY14 Budget	FY14 Estimate	FY15 Prelim
Avg. Weekday	392,293	403,680	399,500 *	405,400
Growth	7%	2.9%	1.8%	1.5%
Total Annual Trips (M)	117.8	121.8	117.0	122.1

*adjusted

Net Fare Revenue

- FY14 fare revenue estimate \$415M (on budget)
 - Passenger revenue variance to date (-0.9%) better than ridership (-4.9%)
- FY15 budget assumes 1.5% trip growth
- FY15 fare revenue \$441M
- Full year of CPI-based fare increase in Jan. 2014
 - \$19M from fare increase allocated to "Big 3" capital projects

Parking Revenue

(\$millions)	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Monthly Reserved	\$ 5.4	\$ 6.0	\$ 0.6	11%
Single Day Reserved	0.7	0.8	0.1	16%
Daily Validated	12.9	18.5	5.6	43%
Long Term/Airport	0.6	0.7	0.0	7%
Special Event	0.1	0.2	0.1	54%
Total	\$ 19.8	\$ 26.2	\$ 6.4	32%

- **Monthly & Daily Validated Parking** FY15 increase primarily due to modifications to the paid parking programs
- **Implementation of Demand-Based Approach to Parking Fees**
 - \$6.0M of FY15 revenue increase generated by the program changes
 - Dedicated solely for investments in stations and access
- **FY15 parking revenue budget** is \$26.2M, includes an estimated total of \$10.1M (including the \$6M increase) from the parking fee modification program

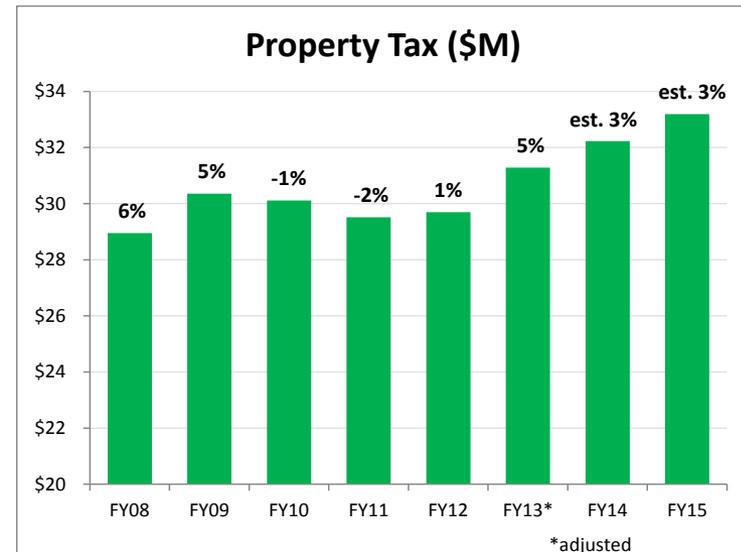
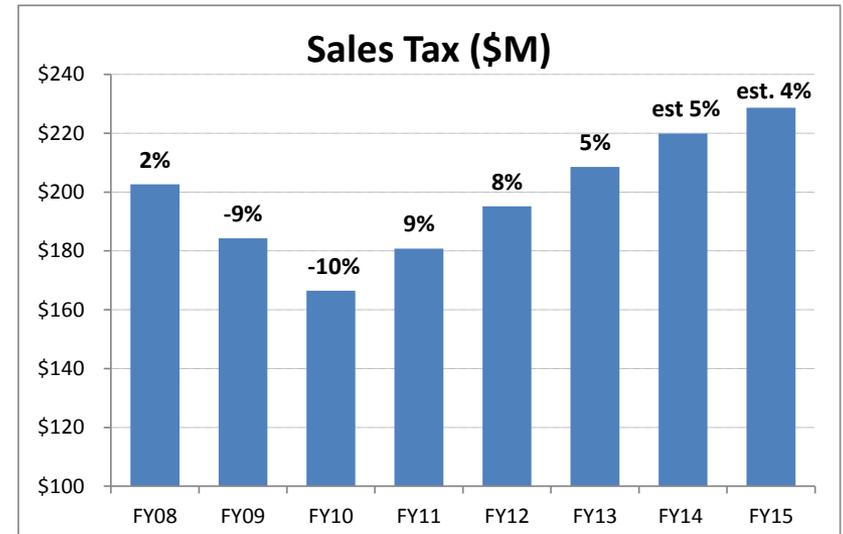
Other Operating Revenue

(\$millions)	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Telecommunications	\$ 6.7	\$ 6.8	\$ 0.1	2%
Advertising	8.3	8.7	0.4	5%
Other	4.5	4.7	0.1	3%
Total	\$ 19.5	\$ 20.1	\$ 0.6	3%

- **Telecommunications** FY15 \$4.6M from fiber optic carriers and \$2.2M from cell site revenue
- **Advertising** based on contract
- **Other** revenue sources include fines and forfeitures, building and ground leases, concessions, and other miscellaneous revenues

Sales Tax, Property Tax & STA

- **Sales Tax** FY15 budget \$228.7M, up 4% from FY14 forecast
 - FY14 forecast: 5.4% growth
- **Property Tax** FY15 budget \$33.2M, up 3% from FY14 forecast
- **State Transit Assistance (STA)** FY15 budget \$21.9M, up from FY14 budget \$18.8M
 - Now continuously appropriated based upon actual diesel sales tax revenue
 - Actual receipts can vary from budget
 - Based on MTC estimates
 - Includes \$3.2M related to AC Transit feeder payment



Capital Sources and Allocations

- Projection of primary capital sources and allocations for budgeted FY15 capital activities *(not all inclusive)*
 - Federal formula and transit rehabilitation funds \$105M
 - Regional funds – rail car replacement \$50M
 - State, including Prop 1A and 1B \$100M
 - County transportation sales tax authorities \$50M
 - Bridge toll revenues \$80M
 - External funds \$115M
 - GO Bond program – Earthquake Safety \$65M
 - Allocations from operating budget \$110M
- Source mix subject to variables including changes to project schedule, scope, funding availability, and other opportunities or challenges
- Move forward on initiatives to obtain new funds for Big 3 and Building a Better BART reinvestment and capacity programs

USES (\$millions)	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Net Labor & Benefits	\$ 400.6	\$ 420.4	\$ 19.8	5%
OPEB Unfunded Liability*	1.4	2.4	1.0	72%
Purchased Transportation	16.3	23.5	7.2	44%
Traction/Station Power	41.7	38.1	(3.6)	-9%
Other Non-Labor	107.7	114.0	6.3	6%
OPERATING EXPENSE TOTAL	567.6	598.4	30.8	5%
Debt Service	58.3	56.0	(2.3)	-4%
Allocation to SFO/WSX Reserve	7.2	8.7	1.5	21%
Other Allocations	5.1	2.7	(2.4)	-48%
Capital Rehabilitation Allocations	32.9	47.5	14.6	44%
Allocation - Rail Cars	46.0	45.0	(1.0)	-2%
Allocation - "Big 3" Capital Programs	7.5	18.8	11.3	150%
ALLOCATIONS TOTAL	156.9	178.6	21.7	14%
OPERATING USES TOTAL	724.6	777.1	52.5	7%
5307 Funds (Rail Car Fund Swap from MTC)	72.0	77.0	5.0	7%
CAPITAL USES TOTAL	737.3	711.5	(25.8)	-3%
TOTAL OPERATING & CAPITAL USES	\$ 1,533.9	\$ 1,565.6	\$31.7	2%

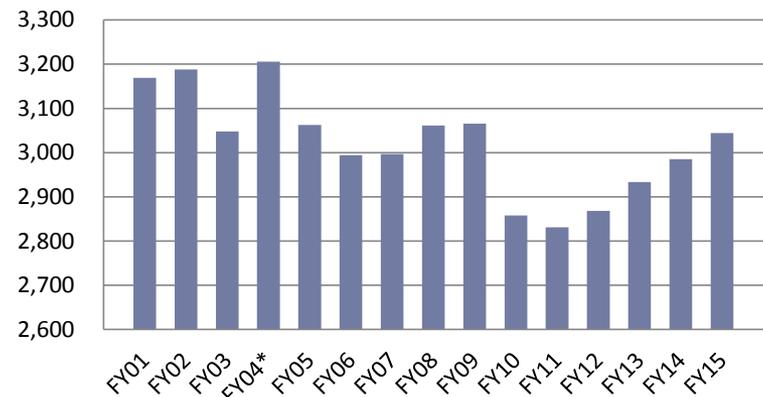
*OPEB: Other Post Employment Benefits (non-retiree medical) such as life insurance

FY15 Preliminary Budget Positions

- **Proposed budget initiatives** include 56 positions: 45 from budget initiatives and 11 access/stations initiatives
- **Capital** Positions are preliminary, will be finalized prior to budget adoption
- **Total operating positions** below 13 years ago (3,044 FY15 vs. 3,169 FY01)
- **Total FY15 proposed increase** of 59 is 2% over FY14 - but FY15 total is still 4% below FY01 (pre-SFO)

	Operating	Capital/ Reimb	Total
FY14 Adopted Budget	2,985.4	432.4	3,417.8
FY14 Changes	3.0	(3.0)	-
Proposed Additions	56.0	-	56.0
	56.0	-	56.0
Total Increase	59.0	(3.0)	56.0
FY15 Preliminary Budget	3,044.4	429.4	3,473.8

Operating Positions



*SFO Ext.

Wages & Benefits

(\$ millions)

	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Wages, Overtime & Other Pay	\$ 272.0	\$ 287.6	\$ 15.7	6%
PERS Pension	56.6	60.7	4.1	7%
Money Purchase Pension Plan	10.6	9.4	(1.1)	-11%
PERS Medical Insurance	57.2	60.8	3.6	6%
Retiree Medical	29.9	24.3	(5.6)	-19%
OPEB Unfunded Liability	1.4	2.4	1.0	72%
Worker's Compensation	12.4	15.4	3.0	24%
Other	32.1	27.2	(4.9)	-15%
Proposed Initiatives	-	7.1	7.1	
Capital Labor Credits	(70.1)	(72.2)	(2.1)	3%
TOTAL	\$ 402.0	\$ 422.8	\$20.8	5%

- **Total** includes proposed initiatives, an increase of 56 operating positions
- **Wages** includes contractual wage increases (represented 3.72% 1/1/15, non-represented 1.86% 7/1/14)
- **Pension** Employer rates: Misc. FY14 12.269% of pay, FY15 13.303%; Safety FY14 42.885%, FY15 47.789%
- **Pension** Employee contrib.: represented incr. from 1% to 2% 1/1/15, non-rep from 0.5% to 1% 7/1/14
- **Money Purchase Pension Plan** includes deduction of \$37/mo. for medical for non-safety represented emp.
- **Medical Insurance** base composite rate (all plans) increases FY15 about 7% (second half of year estimated)
- **Retiree Medical** decrease in FY15, due to small +65 age rate increases & good investment returns
- **Workers Compensation** based on March 2014 actuarial report

Electric Power

(\$millions)

	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Power Supply	\$ 26.6	\$ 25.1	\$ (1.4)	-5%
Transmission Services	3.8	4.8	1.0	26%
Distribution Services	7.7	6.5	(1.2)	-16%
Regulatory Pass-Through Costs	0.4	0.4	0.0	3%
NCPA Member Expenses	0.8	0.8	0.0	3%
AB32 Carbon Allowance Fees	2.5	0.5	(1.9)	-79%
TOTAL	\$ 41.7	\$ 38.1	\$ (3.6)	-9%

- **Power** purchased primarily through forward market purchases through the Northern Californian Power Agency (NCPA)
- **Long term agreements** contract price for FY15 lower than FY14
- **AB32 cap-and-trade** program started January 2013; carbon allowance fees lower in FY15 – not assessed on market power purchases

Other Non Labor

(\$millions)

	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Material Usage	\$ 28.9	\$ 29.0	\$ 0.1	0%
Professional and Technical Fees	26.0	22.8	(3.1)	-12%
Repairs & Maintenance	13.4	14.6	1.2	9%
Insurance	6.4	7.9	1.5	23%
Building Space Rental	15.0	16.4	1.3	9%
Misc. Other Non-Labor	17.9	20.2	2.3	13%
Proposed Budget & Stations/Access Initiatives	-	3.1	3.1	
TOTAL	\$ 107.7	\$ 114.0	\$ 6.3	6%

- **Professional & Technical Fees** decline due to FY14 one-time items
- **Insurance** includes \$1.3M increase to general liability insurance reserve, per actuarial report
- **Inflation increase** of 2% (\$1.4M) to department base budgets
- **Misc. Other Non-Labor** includes \$1.1M incr. in Clipper, credit & debit card fees and \$1.3M incr. in building lease
- **Proposed budget initiatives** total \$2.5M (\$2.3M one-time)
- **Proposed stations & access initiatives** total \$0.6M (\$0.2M one-time)

Debt Service & Allocations

(\$millions)

	Budget		Change	
	FY14 Adopted	FY15 Preliminary	\$	%
Debt Service	\$ 58.3	\$ 56.0	\$ (2.3)	-4%
Allocation To SFO/WSX Reserve	7.2	8.7	1.5	21%
Other Allocations	5.1	2.7	(2.4)	-48%
Capital Rehabilitation Allocations	32.9	33.8	0.9	3%
Allocation - Rail Cars	46.0	45.0	(1.0)	-2%
Allocation - "Big 3" Capital Programs	7.5	18.8	11.3	150%
Proposed Budget Initiatives - Capital		9.4	9.4	
Proposed Budget Initiatives - Access & Stations		4.3	4.3	
TOTAL	\$ 156.9	\$ 178.6	\$21.7	14%

- **Allocation to SFO/WSX Reserve** made from SFO Extension positive operating result
- **Capital Rehabilitation Allocation** consists of baseline \$22.4M (local match for federal grants, plus station renovation, equipment and capital maintenance projects)
 - **Additional \$11.4M** for rail car floor replacement, 2nd year of energy efficient lighting project, other state of good repair
- **Rail Car Allocation** FY15 \$45M towards Phase 1 commitment
- **Priority Capital Program Allocation** directs \$18.8M net revenue from CPI-based fare increase to fund for Big 3 Capital Programs (Rail Car Replacement, Train Control Modernization, Hayward Maintenance Complex)
- **Proposed Initiatives** capital initiatives guided by Asset Management, variety of Stations/Access initiatives proposed to improve access

Capital Uses and Allocations - Overview

- **Overall capital budget in final stages of development;** current estimate \$712M
 - April preliminary estimate largely unchanged; no major variances expected prior to budget adoption
 - Safety and Security program expenditures increasing 185% over FY14; Earthquake Safety decreasing 40% as contracts are closed out
 - System Renovation expenditures increasing 18% over FY14
- **“Baseline” Capital Rehabilitation Allocation** of \$22.4M provides matching funds for federal grants, plus small amounts for station renovation, equipment and capital maintenance
- **Allocations for legacy multi-year projects and new initiatives** of \$25.1M include railcar floors, access & stations projects and mandatory lighting retrofits
- **Railcar Allocation** of \$45M for railcar replacement program commitment
- **Priority Capital Program Allocation** of \$18.8M for Big 3 capital programs

Capital Uses – FY15 Major Activities

Big 3



- **Hayward Maintenance Complex** **\$115M**
 - Completion of right-of-way acquisition and tenant relocation
 - Award of contract for Hayward Shop Modification & Component Repair Shop
 - Award of contract for Track, Maintenance and Engineering Storage Area, Utilities and Soundwall Construction
 - Majority of FY15 funding to be provided by VTA and Proposition 1A

Capital Uses – FY15 Major Activities

Big 3

- **New Rail Car Program**

\$51M (+\$45M sinking fund allocation)



- Complete final design
- Complete delivery of first pilot vehicles
- Commence qualification testing of pilot vehicles

- **Train Control Modernization**

\$9M

- Finalize technology approach for replacement system
- Develop performance specifications for communications-based train control system
- Develop design criteria for communications-based train control equipment

Capital Uses – FY15 Major Activities Expansion

- **Warm Springs Extension** **\$154M**
 - Complete systems equipment installation and begin factory and field acceptance testing
 - Continue project environmental compliance and community outreach activities
 - Line, Trackwork, Station and Systems contract – Complete trackway, station and wayside facility construction
- **BART-to-OAK** **\$40M**
 - Complete Airport and Coliseum stations
 - Complete AFC installation
 - Complete system start up testing and system demonstration
 - Revenue startup
- **eBART** **\$47M**
 - Implement trackwork, systems and facilities contract
 - Manage vehicle procurement contract
 - Continue construction on transfer platform and guideway, maintenance facility shell and Hillcrest parking lot



Asset Management – FY15 implementation

- **Continuous improvement** of the assets inventory - quality continues to improve
- **Condition, Function, and Capacity assessments** will improve - more focused efforts in identifying risks
- **Current Replacement Costs** will improve as more attention is dedicated to assessing the true value of our assets
- **Quantified risk** will increase due to the rate of decay and utilization of our resources
- 2014 **State of the Assets and Asset Management Strategy Report** is expected to be delivered by the end of calendar year 2014
- Remaining **Asset Management Governance Groups** (District and Department level) will be constituted and begin to fulfill roles within the asset management process
- Data refinement and resulting improvement in assessment precision is a continuous process

Service Plan : Hours of Service

Line	Route	Weekday	Saturday	Sunday
Green	Fremont/ Daly City	5:00 am to 7:00 pm	9:00 am to 7:00 pm	
Orange	Richmond/ Fremont	ALL	ALL	ALL
Yellow	Bay Point/ SFO	4:00 am to 7:00 pm		
Yellow	Bay Point/ Millbrae-SFO	7:00 pm to Midnight	ALL	ALL
Red	Richmond/ Millbrae	4:00 am to 8:00 pm		
Red	Richmond/ Daly City		9:00 am to 7:00 pm	
Blue	Dublin/ Daly City	ALL	ALL	ALL

Service Plan: Route Headways

Weekday

Line	Peak Period	Midday	Evening
Green	15	15	
Orange	15	15	20
Yellow	15/10/5	15	20
Red	15	15	
Blue	15	15	20

Weekend

Line	Saturday (6 am – 6 pm)	Sat. Evening (7 pm -12 am)	Sunday (8 am – 12 am)
Green	20 (9 am start)		
Orange	20	20	20
Yellow	20	20	20
Red	20 (9 am start)		
Blue	20	20	20

Service Plan: Equipment

	Line	Route	Trains-Cars Required	Total Trains Required	Total Cars
Full Time	Yellow	Bay Point/SFO	1X8; 7X9; 5X10	13	121
	Blue	Dublin/Daly City	6X8; 4X9	10	84
	Orange	Richmond/Fremont	8X6; 2X8	10	64
Part Time	Green	Fremont/Daly City	2X8; 4X9; 3X10	9	82
	Yellow	Peak Hours Only	3X8; 1X9; 5X10	9	83
	Red	Richmond/Millbrae	2X8; 6X9; 3X10	11	100
	SUB-TOTAL			62	534
Other		Logistic			0
		Ready Reserve	3X10; 1X9	4	39
	TOTALS			66	573

Revenue: 62 trains / 534 peak vehicles

Customer Experience: Service Reliability

	FY11 Actual	FY12 Actual	FY13 Actual	FY14 YTD thru Q3	FY15 Goal
Customer on Time Daily	94.6%	95.7%	94.9%	94.6%	95.0%↓
Trains on Time Daily	92.0%	93.9%	93.1%	92.1%	92.0%↓
Mean Time Between Service Delays	2,995	3,216	3,758	3,606	3,550↑
Wayside Train Control (delays/100 train runs)	1.35	1.14	1.04	1.31	1.00
Transportation (delays/100 train runs)	0.52	0.43	0.52	0.47	0.50
Traction Power (delays/100 train runs)	0.45	0.10	0.12	0.15	0.20
Computer Control (delays/100 train runs)	0.04	0.04	0.07	0.17	0.08

Shaded cells indicate a change in the FY15 Goal/Standard over the FY14 Goal/Standard

Customer Experience Passenger Environment

	FY11 Actual	FY12 Actual	FY13 Actual	FY14 YTD thru Q3	FY15 Goal
Train Interior Cleanliness (cleanliness and graffiti)	2.88	2.87	3.01	2.96	2.97↑
Train Exterior Appearance	2.90	2.88	2.96	2.90	3.00
Train Temperature	3.20	3.18	3.22	3.16	3.12
Train P.A. Announcements (arrival, transfer & destination)	3.08	3.13	3.17	3.11	3.17
Environment Inside the Station (platform, restrooms, elevators, other station areas)	2.88	2.87	2.86	2.77	2.90
Environment Outside the Station (walkways, plaza entry, parking lot, landscaping)	2.81	2.84	2.82	2.76	2.86↑
Station Vandalism (graffiti)	3.12	3.10	3.10	3.02	3.19
Station Services (agent and brochure availability)	3.05	3.04	3.05	2.98	3.06

Shaded cells indicate a change in the FY15 Goal/Standard over the FY14 Goal/Standard

Results based on a 4-point scale (Excellent=4, Good=3, Only Fair=2, Poor=1)

Customer Experience: Equipment Availability

	FY11 Actual	FY12 Actual	FY13 Actual	FY14 YTD thru Q3	FY15 Goal
Car Availability	582	585	587	579	573
AFC Gates	99.3%	99.2%	99.4%	99.2%	99.0%
AFC Vendors	95.5%	95.1%	95.3%	95.6%	95.0%
Escalator Street	93.7%	86.2%	89.6%	91.7%	95.0%
Escalator Platform	96.4%	93.8%	94.8%	95.1%	96.0%
Elevator Station	98.7%	98.7%	98.6%	97.7%	98.0%
Elevator Garage	99.1%	96.6%	96.9%	95.1%	98.0%

FY15 Budget Operations Initiatives

Wayside Worker Safety (GO 175)

- 31 FTE's (M&E)
 - Additional Watchperson requirements
 - Install protections
 - Maintain existing PM cycles, response capabilities
 - All shifts, multiple maintenance disciplines
- 5 FTE's (M&E)
 - Create/staff grave shift Maintenance Operations Center
 - Management and oversight of "blanket" work activities, personnel and vehicles
- 3 FTE's (Transportation)
 - OCC and Rail Operations Support positions to handle increase activity in Central, greater involvement in track allocation, safety compliance checks and training
- 1 FTE (Safety)
 - Increased monitoring of wayside worker protection program especially during "blanket"
 - Near miss reporting program
 - Tracking/analysis of Safety Compliance Check program

FY15 Budget Operations Initiatives (cont.)

Wayside Worker Safety (continued)

- Establishment of Protection Schemes Remotely \$1.8 M (Capital)
 - Route prohibits
 - 27 MPH speed restrictions
 - Capability to establish these wayside worker protections remotely rather than in the field diminishes impact on PM performance, repair response capabilities, and service reliability
- Right of Way Fencing \$1.7M (Capital)
 - Fence within the fence-line
 - Protects workers
 - Reduces service reliability impacts

Other Safety

- Safety Culture and Safety Management Software \$0.35M
 - Enhanced safety training and safety incentive program
 - Improved tracking, processing and analysis of safety data and information

FY15 Budget Operations Initiatives (cont.)

Reliability

- Train Control \$4.0 M (Capital)
 - Battery Replacement and Uninterruptable Power Supply Renovation
 - Allows trains to operate in ATO during power outages
 - Enhanced safety and service reliability

Customer Convenience

- 19th Street Third Booth Staffing 2 FTE
 - Station Agents will provide increased customer service, reduced fare evasion and better monitoring of elevators in increasingly active Uptown Oakland

Cleanliness

- Enhanced Station Cleaning 6 FTE
 - Two additional “Scrub Crews” to do heavy station cleaning at night

Environment

- Wastewater Treatment Systems \$1.0M (Capital)
 - Installation of evaporation technology systems at RS&S Maintenance Shops will bring us into compliance with local wastewater discharge limits and save operating funds

FY15 Budget: Operations Summary

- Year of transition and adjustment
- Major investment in wayside worker safety
 - #1 goal is enhanced worker safety
 - New procedures need to be absorbed, lessons learned and adjustments made
 - On-time performance will be impacted but there are opportunities to maintain high levels of customer satisfaction
 - Better planning
 - Better customer communication
 - Planned shutdowns / Bus Bridges
 - More reliable systems
 - Need to reduce hours of operation remains a possibility
- Safety continues as highest priority area but proposed budget also addresses:
 - Reliability
 - Customer Convenience
 - Cleanliness

FY15 Budget: Operations Summary (cont.)

- Station environment, in particular, should improve
 - Carry-over FY14 initiatives
 - FY15 adds more resources
 - Escalator reliability trending upward
 - Replacement planning underway

Budget Performance Measures

	FY14	FY15	
	<u>Budget</u>	<u>Prelim.</u>	<u>% change</u>
Operating Ratio	80.2%	81.4%	+1.5%
– Percent of Operating Expense covered by Operating Revenue*			
Farebox Recovery Ratio	73.3%	73.7%	+0.5%
– Percent of Operating Expense covered by Passenger Fares			
Rail Cost/Passenger Mile	32.4¢	33.2¢	+2.5%
– Total Passenger Miles divided by total Rail Expense			

*(no tax or other financial assistance included)

FY15 Budget Initiatives

	FTE	COST
<i>Safety:</i>		
• GO 175/Wayside Worker Safety	40.0	\$5.3M
• Safety Culture Improvement Program		0.3M
• Safety Management Software		0.1M*
• Ballistic Vests		0.1M*
<i>Technology:</i>		
• Asset Management Program: Maximo & OBIEE		1.4M*
• PeopleSoft Financial & Budget System Updates		0.6M*
• Enterprise Geographic Information System (EGIS) Analyst	1.0	0.2M
• Website Social Media Position	1.0	0.1M
<i>Other:</i>		
• 19 th St. Station Secondary Booth Staffing	2.0	0.2M
• Civil Rights Small Business Contract Monitoring Position	1.0	0.1M
• Oakland Airport Connector Marketing		0.1M*
• Diversity Initiatives		0.1M
• Total	45.0	\$8.6M

*one-time

FY15 Capital Initiatives

	COST
• Train Control Room Battery Replacement (3-year project)	\$2.0M
• Train Control UPS Renovation (5-year project)	2.0M
• Remote Prohibits and Speed Restrictions (2-year project)	1.8M
• Right of Way Fencing (2-year project)	1.7M
• Wastewater Treatment Systems	1.0M
• Cyber Security (multi-year program)	0.9M
• Total	\$9.4M

FY15 Budget Stations & Access Initiatives

Funded by estimated revenue from Parking Program modifications

	FTE	COST
Operating:		
• Dedicated Parking Enforcement	5.0	\$0.7M
• Station Platform Brightening/Cleaning Crew	6.0	0.6M
• Pleasant Hill Bike Station		0.2M
• Bus Bridges (start-up costs) for Planned Disruptions		0.1M*
• Bike Programs (operating)		0.1M*
• Station Access Website Upgrades		0.1M*
Capital:		
• Stations Lighting Retrofit		1.2M
• Pedestrian Improvements		0.8M
• Wayfinding		0.6M
• Station Benefit Assessment District Studies		0.4M
• Bike Programs (capital)		0.3M
• Garage "Full" Electronic Displays		0.3M
• Transit Information Displays at Stations		0.3M
• Shuttle Infrastructure Improvements		0.3M
• Fee Parking Lot Preparation		0.2M
• Last Mile Corridor Studies		0.1M
• Total	11.0	\$6.0M

*one-time

Next Steps

May 22 Public Hearing

June 12 Adopt FY15 Annual Budget