

Alameda – Contra Costa Transit District

FY 2022-23 Adopted Budget

Parcel Tax Oversight Committee



1600 Franklin Street
Oakland, CA 94612
Phone: 510-891-4777
actransit.org



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
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PRESENTED TO

**Alameda-Contra Costa Transit District
California**

For the Fiscal Year Beginning

July 01, 2021

Christopher P. Morill

Executive Director

The Certificate of Recognition for Budget Preparation is presented by the Government Finance Officers Association to those individuals who have been instrumental in their government unit achieving a Distinguished Budget Presentation Award. The Distinguished Budget Presentation Award, which is the highest award in governmental budgeting, is presented to those government units whose budgets are judged to adhere to program standards.



Alameda-Contra Costa Transit District

Mike Hursh, General Manager

June 8, 2022

I am pleased to present the Alameda-Contra Costa Transit District (AC Transit) Fiscal Year 2022-23 Recommended Budget. As the Bay Area recovers from the economic downturn caused by COVID-19, AC Transit is focused on restoring bus service to accommodate growing rider demand, particularly among the transit dependent and disadvantaged in our community. This budget supports the need for increased service while maintaining financial and operational stability over the long-term.



The FY 2022-23 Operating Budget is comprised of \$547.0 million in revenues and expenses. The budget was developed to allow for 100% service recovery by March 2023, which means approximately 2.1 million revenue service hours and 1,380 bus operators for a total of 2,332 full-time employees. We are fortunate to have surpassed 50% of pre-pandemic ridership levels and continue to see ridership growth but struggle to overcome lagging farebox revenues.

The FY 2022-23 Capital Budget includes \$165.2 million in spending and is composed of \$148.0 million in grant funds and \$17.2 million in District Capital funds. The Capital Budget includes 5 new and 45 continuing projects for a total of 50 projects.

The Operating Budget includes \$61.5 million in funding from the American Rescue Plan (ARP) Act to allow the District to work towards restoring service, crucial to our communities, while keeping our budgets balanced and our assets in a state of good repair.

Recruiting, hiring, and training new bus operators remain the greatest challenge for the District as we recover. Staff continues to address the evolving public health concerns as we all try to figure out the “new” normal after the setbacks of COVID-19.

Despite the challenges, I am confident that the District can continue to meet the needs of our riders while maintaining operational and financial stability.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Hursh'.

Michael Hursh,
General Manager

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RESOLUTION NO. 22-023**

**A RESOLUTION ADOPTING THE GENERAL FUND OPERATING AND CAPITAL BUDGETS FOR
FISCAL YEAR 2022-23**

WHEREAS, the Board of Directors reviewed and established the Calendar, adoption of the FY 2022-23 budget, and approved Budget Goals for the Development of the General Fund Operating and Capital Budgets for FY 2022-23 during Budget meetings held during March 2022, April 2022, and May 2022; and

WHEREAS, the General Manager has developed the General Fund Operating and Capital Budgets for FY 2022-23 based on prevailing economic conditions; and

WHEREAS, the Board of Directors has received and reviewed the General Manager's Proposed General Fund Operating and Capital Budgets for FY 2022-23 during the Board meeting held May 11, 2022.

NOW THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

Section 1. Approves the Recommended General Fund Operating and Capital Budgets for Fiscal Year 2022-23 in the amount of \$547.0 million with the expenses and transfers identified below and incorporated by reference as Attachments 2 and 3 of the Staff Report 22-158c:

a.	Total Operating Revenues:	547.0M
b.	Total Operating Expenses:	547.0M
c.	Transfer to/(from) Unrestricted Net Assets:	0.0M
d.	District Funded Capital:	17.2M
e.	Transfer to/(from) General Fund:	(17.2M)
f.	Total Capital Program Contribution:	165.2M

Section 2. Directs the General Manager to return to the Board at a later date to obtain approval to implement any changes to district employees' wages and benefits not already negotiated or approved.

Section 3. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

PASSED AND ADOPTED this 8th day of June 2022.



Elsa Ortiz, President

Attest:



Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the 8th day of June 2022, by the following roll call vote:

AYES: PRESIDENT ORTIZ, VICE PRESIDENT YOUNG, DIRECTORS BECKLES, WALSH,
MCCALLEY, SHAW, AND PEEPLES

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE



Linda A. Nemeroff, District Secretary

Approved as to Form and Content:



Jill A. Sprague, General Counsel

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RESOLUTION NO. 22-029**

**A RESOLUTION ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2022-23
PURSUANT TO ARTICLE XIII B OF THE CONSTITUTION OF THE STATE OF CALIFORNIA**

WHEREAS, Article XIII B to the Constitution of the State of California places appropriations limitations on the fiscal powers of the State and each local government; and

WHEREAS, Government Code Section 7910 provides that each year the governing body of each jurisdiction shall establish its Appropriations Limit pursuant to Article XIII B at a regularly scheduled meeting or special meeting; and

WHEREAS, the Board of Directors on July 13, 2022, adopted Resolution 22-029 providing notice to the public, as required by Government Code Section 7910, that the Board of Directors would establish the Appropriations Limit for Fiscal Year 2022-23 at its regularly scheduled meeting on August 10, 2022; and

WHEREAS, no public comment was received regarding the District's appropriation limit for Fiscal Year 2022-23.

NOW THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

Section 1. The Board of Directors hereby establishes the Appropriations Limit for Fiscal Year 2022-23 for the Alameda-Contra Costa Transit District at \$625,563,311 as documented in Exhibits A and B attached hereto and incorporated by reference.

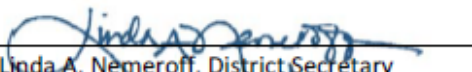
Section 2. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

PASSED AND ADOPTED this 10th day of August 2022.



Elsa Ortiz, President

Attest:



Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the 10th day of August 2022, by the following roll call vote:

AYES: DIRECTORS SHAW, MCCALLEY, BECKLES, WALSH, PEEPLES, VICE PRESIDENT
YOUNG, and PRESIDENT ORTIZ

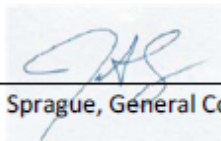
NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

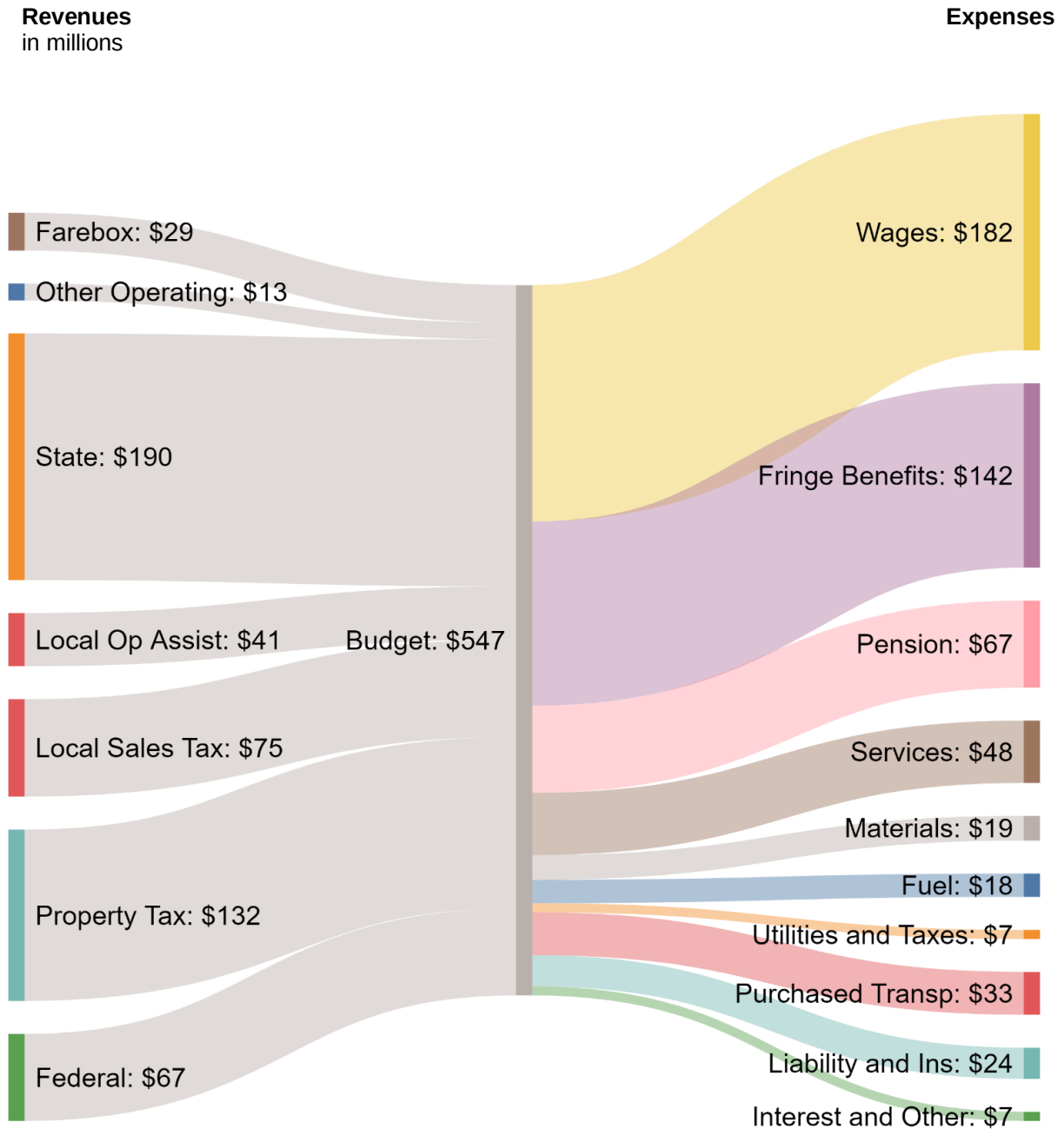

Linda A. Nemeroff, District Secretary

Approved as to Form and Content:


Jill A. Sprague, General Counsel

Budget Summary

Resolution 22-023 was adopted on June 8, 2022 by the Alameda-Contra Costa Transit District Board of Directors approving \$547.0 million and \$17.2 million in the General Fund Operating and Capital Budgets, respectively.



Position Count By Department

Positions	FY20-21 Adopted Positions	FY21-22 Adopted Position	FY22-23 Adopted Positions
District Secretary	3	4	4
External Affairs, Marketing & Communications	37	39	40
Finance	95	96	97
General Manager	21	21	22
Human Resource	34	36	38
Innovation and Technology	41	42	42
Legal	22	22	23
Operations	1,901	1,908	2,009
Planning and Engineering	51	51	53
Retirement	4	4	4
Grand Total	2,209	2,223	2,332

Operating Revenues

Operating: Passenger Fares

Fare revenue is gradually increasing as service levels are being restored after falling from an average 4.57 million riders per month before the pandemic, to just under 2.5 million riders per month during FY 2021-22. Normally closer to 13% of the revenue budget, passenger fares are projected to make up 5% of the total revenue budget.

On March 23, 2022, the Board voted to defer the implementation of the July 1, 2022 Local and Trans Bay fare increases by one-year to July 1, 2023. This is expected to cost the District \$3.0 million in FY 2022-23 in reduced fare revenue.

Operating: Contract Services

The budget includes the continuation of revenue associated with Easy Pass agreements with Stanford, UC Berkeley, and others. This budget also includes expected bus bridge service for BART to support unexpected outages and continued BART Early Bird service. Contract Services are expected to increase by \$0.8 million due to changes in the operating agreement with BART.

Operating: BART Transfer

The Adopted Operating budget includes revenues from an assumed extension of the existing BART Feeder Service Agreement, which is currently under review. We are projecting a reduction of \$2.6 million from the FY2021-22 budget.

Operating: Investment Income

The Investment income revenue budget is projected to stay flat from the FY 2021-22 budget but may need to be increased during the FY2022-23 Mid-Year Budget if the surge in interest rates continues.

Operating: Advertising

Advertising revenues come primarily from Buses. These revenues are projected to remain flat from the previous year's budget.

Operating: Other Revenue

This category includes a variety of other small categories of operating revenues such as parking citations and miscellaneous reimbursements. Parking citation revenue is expected to remain flat.

Operating: Real Estate

The District's revenue income comes from its Newark and 66th Avenue commercial properties as well as Salesforce Transit Center bus bay rentals. Rental revenues are projected to remain flat from the prior fiscal year budget.

Sales Tax-based Subsidies: Transportation Development Act (TDA)

The TDA subsidy has long been a cornerstone of transit funding and is the largest source of subsidy revenue for the District. State law allows each county to charge a ¼ cent sales tax to finance various transit services. The Adopted Operating budget reflects a \$29.2 million (40%) increase from prior year budget that is due to expected increases in sales taxes and an MTC estimate change to the FY 2021-22 TDA funding amount that will be applied to FY 2022-23.

Sales Tax-based Subsidies: AB1107

The AB1107 subsidy is a ½ cent sales tax with a portion that is shared between the District, BART and the San Francisco Municipal Transit Agency. The projected revenue for FY 2022-23 reflects an increase of \$8.5 million (21%) from prior fiscal year budget and is based on the MTC fund estimate.

Sales Tax-based Subsidies: Measure B

In 2000, nearly 82% of Alameda County voters approved Measure B which is a ½ cent transportation sales tax. Alameda CTC administers Measure B funds to deliver essential transportation services and improvements. Measure B sunsets on March 2022 and the full one-cent sales tax authority by Measure BB began April 2022. The projected FY 2022-23 revenues of \$0.0 reflect the reduction of Measure B sales taxes.

Sales Tax-based Subsidies: Measure BB

In November 2014, the voters of Alameda County approved an additional ½ cent transportation sales tax in addition to Measure B to fund a comprehensive 30-year transportation plan. Measure B sales tax ended March 2022 and the full one-cent sales tax authority by Measure BB began April 2022. The projected revenues for FY 2022-23 reflect the reduction of Measure B and the increase in Measure BB sales taxes. An increase of \$26.4 million (61%) over the FY 2021-22 budget is projected.

Sales Tax-based Subsidies: Measure J

Measure J is a ½ cent transportation sales tax to support essential transportation services and improvements for Contra Costa County. The projected revenues for FY 2022-23 reflect an increase of \$200,000 (4%) from the prior fiscal year budget.

Property Taxes

The District receives a fixed portion of property taxes collected within its service area. Property taxes are based on assessed valuations and any effects from a recession are delayed as reduced sale prices work their way through the real estate market. This revenue and its different timing than sales taxes help the District fare better during a recession. The estimate for FY 2022-23 is \$6.1 million (5%) more than FY 2021-22 budget.

Parcel Taxes: Measure VV

The Measure VV/C1 Parcel Tax subsidy is the continuation of a \$96.00 per parcel in the area designated as Special District #1 that was passed in November 2016. As a flat tax based on the number of parcels, it is one of the least volatile of the District's revenue streams. Revenue from Parcel Taxes is assumed to be flat from the previous budget.

State Transportation Assistance (STA)

STA funding is generated from the sales tax on diesel fuel, and the amount of money can fluctuate based on the direction of fuel prices. Funds are distributed by the MTC based on population and transit agencies' revenues. The projected revenues for FY 2022-23 reflect an increase of \$7.2 million (32%) from the prior fiscal year budget primarily due to a MTC estimate change to the prior year funding amount that will be applied to FY 2022-23.

Regional Measure 2

The District receives funding from Regional Measure 2 for Rapid Bus, Owl (late-night), and Regional Express Bus service. The District also receives funding to run the Dumbarton Express service on behalf of the Dumbarton Regional Operations Consortium. Funding amounts are normally fixed for the non-Dumbarton revenues, and the Dumbarton revenue is based on the cost of service operated. Revenues are expected to be flat from the prior year budget amount.

ADA Federal

Projected revenues from Federal ADA assistance reflect an increase of \$600,000 (11%).

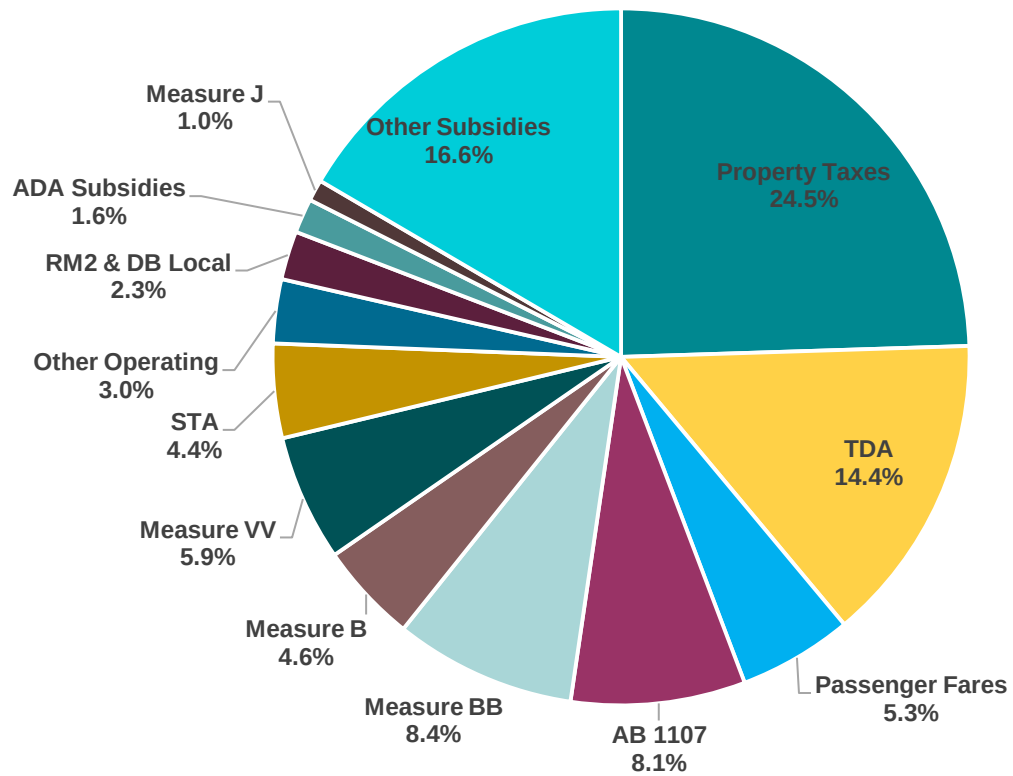
Other Federal, State & Local

Other federal funds for operating assistance are determined through the MTC Lifeline program. State funds include Cap & Trade Low Carbon Transit Operations Program and operating funds for Tempo BRT service. Local funds include funding for the Transit Information Display program and the Regional Transit Card program. The American Rescue Plan (ARP) Act funding of \$61.5 million is included in the FY 2022-23 budget. Any remaining ARP Act funding after FY 2022-23 will be used to increase service and reduce deficits in future years.

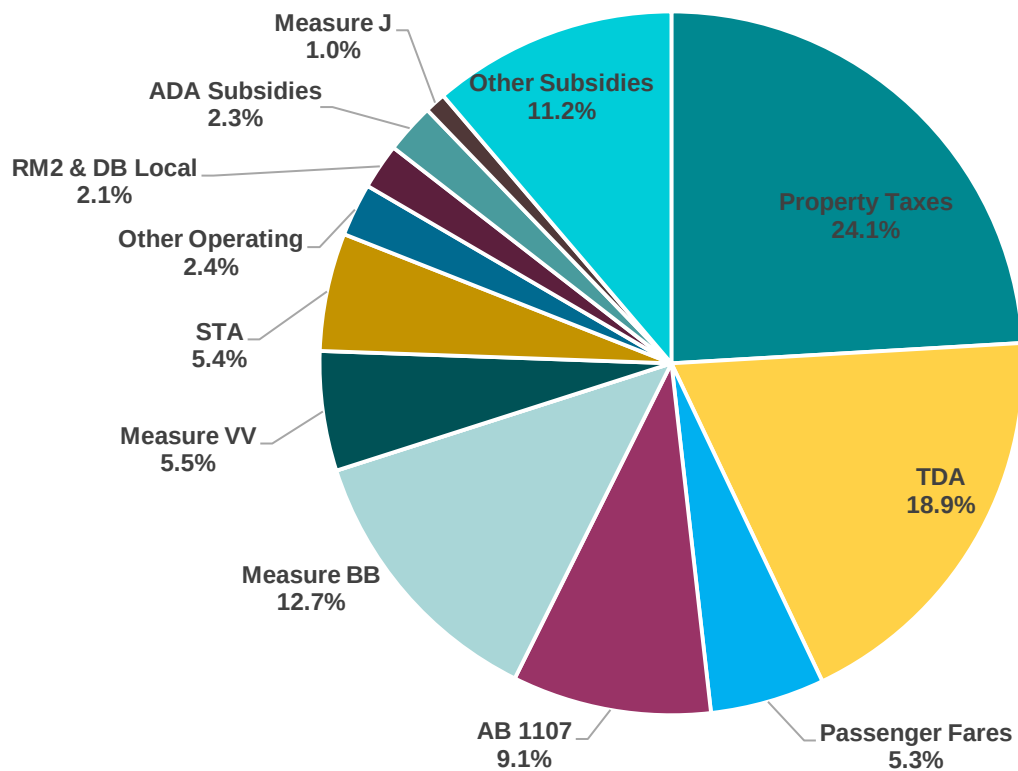
AC TRANSIT
FY 2022-23 ADOPTED OPERATING REVENUE AND SUBSIDIES BUDGET
(\$ IN THOUSANDS)

		FY 2020-21	FY 2021-22	FY 2022-23
		ACTUALS	BUDGET	ADOPTED BUDGET
	REVENUE & SUBSIDIES			
Line	<u>Operating</u>			
1	Passenger Fares	12,548	27,156	28,750
2	Contract Services	8,156	6,248	6,996
3	BART Transfers	3,666	5,318	2,700
4	Advertising	1,262	1,080	1,050
5	Other Revenue	366	519	368
6	Real Estate	2,113	1,928	2,079
7	Interest Income	40	143	100
8	Total Operating Revenues	28,151	42,391	42,043
	<u>Unrestricted Subsidies</u>			
9	State - TDA	71,931	74,002	103,220
10	State - AB1107, Sales Tax	43,121	41,500	50,000
11	Local Sales Taxes - Measure B	34,026	23,745	-
12	Local Sales Taxes - Measure BB	37,802	43,181	69,604
13	Local Sales Taxes - Measure J	5,593	5,072	5,290
14	Property Taxes	129,229	125,594	131,698
15	Parcel Taxes - Measure VV	30,054	30,100	30,054
16	State - STA	21,836	22,411	29,636
17	State - AB2972, OUSD	1,500	500	-
18	RM2 and DB Service	9,134	11,562	11,437
19	ADA Federal	5,385	5,385	5,985
20	ADA State and Local	5,462	2,788	6,547
21	Other Federal	90,361	83,954	61,481
22	Other Local	2,853	500	-
23	Total Unrestricted Subsidies	488,286	470,295	504,951
24	TOTAL ALL REVENUE & SUBSIDIES	516,437	512,686	546,995

FY 2021-22 Revenue Budget

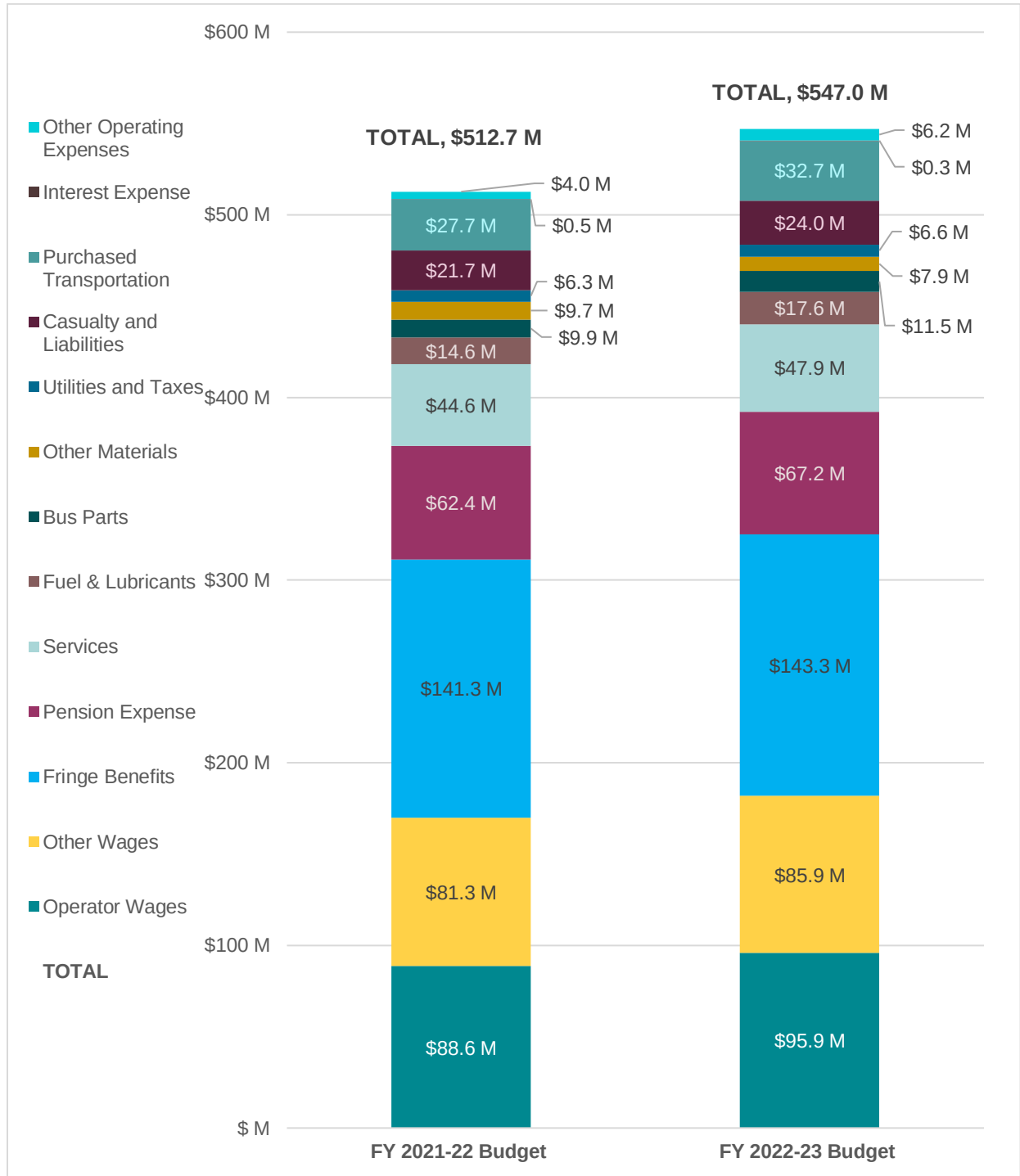


FY 2022-23 Revenue Budget



Operating Expense

AC Transit's Operating Expenses consist of ten primary categories: Labor, Services, Fuel and Lubricants, Office/Printing Supplies, Bus Parts, Other Materials, Purchased Transportation, Utilities and Taxes, Casualty and Liabilities, Interest, and Other.



AC TRANSIT
FY 2022-23 ADOPTED OPERATING BUDGET
(\$ IN THOUSANDS)

		FY 2020-21	FY 2021-22	FY 2022-23
		ACTUALS	BUDGET	ADOPTED BUDGET
Line	REVENUES & SUBSIDIES			
1	Operating	28,151	42,391	42,043
2	Unrestricted Subsidies	488,286	470,295	504,951
3	TOTAL REVENUES & SUBSIDIES	516,437	512,686	546,995
	OPERATING EXPENSES			
	Labor			
4	Operator Wages	75,776	88,647	95,911
5	Other Wages	73,680	81,316	85,911
6	Fringe Benefits	127,933	141,277	143,288
7	Pension Expense	60,429	62,351	67,175
8	TOTAL LABOR COSTS	337,819	373,590	392,284
	Non-Labor			
9	Services	30,161	44,600	47,878
10	Fuel & Lubricants	8,796	14,636	17,572
11	Bus Parts	8,909	9,924	11,456
12	Other Materials	7,286	9,707	7,937
13	Utilities and Taxes	5,861	6,284	6,586
14	Casualty and Liabilities	11,496	21,707	24,037
15	Purchased Transportation	20,585	27,731	32,725
16	Interest Expense	468	532	344
17	Other Operating Expenses	5,036	3,974	6,175
18	TOTAL NON-LABOR	98,598	139,095	154,711
19	TOTAL OPERATING EXPENSES	436,417	512,686	546,995
20	NET OPERATING SURPLUS/(DEFICIT)	80,020	-	-
21	RESTRICTED PM	-	-	-
22	OPEB FUND CONTRIBUTION	2,000	2,000	2,000
23	DISTRICT CAPITAL CONTRIBUTION	15,868	9,293	17,232
24	NET OF NON-OPERATING ITEMS	62,151	(11,293)	(19,232)

Labor

Labor expense of \$392.3 million is an increase of 5.0% over the FY 2021-22 budget, primarily due to contractual salary increases and the planned hiring of operator positions needed to restore service to 100% of pre-pandemic levels. To achieve 100% service recovery in March 2023, the budget must support a plan to build up the active bus operator workforce. The labor budget includes costs for a gradual increase of bus operator count by 101 by March 2023 for a total bus operator position count of 1,380, up from the current authorized 1,279.

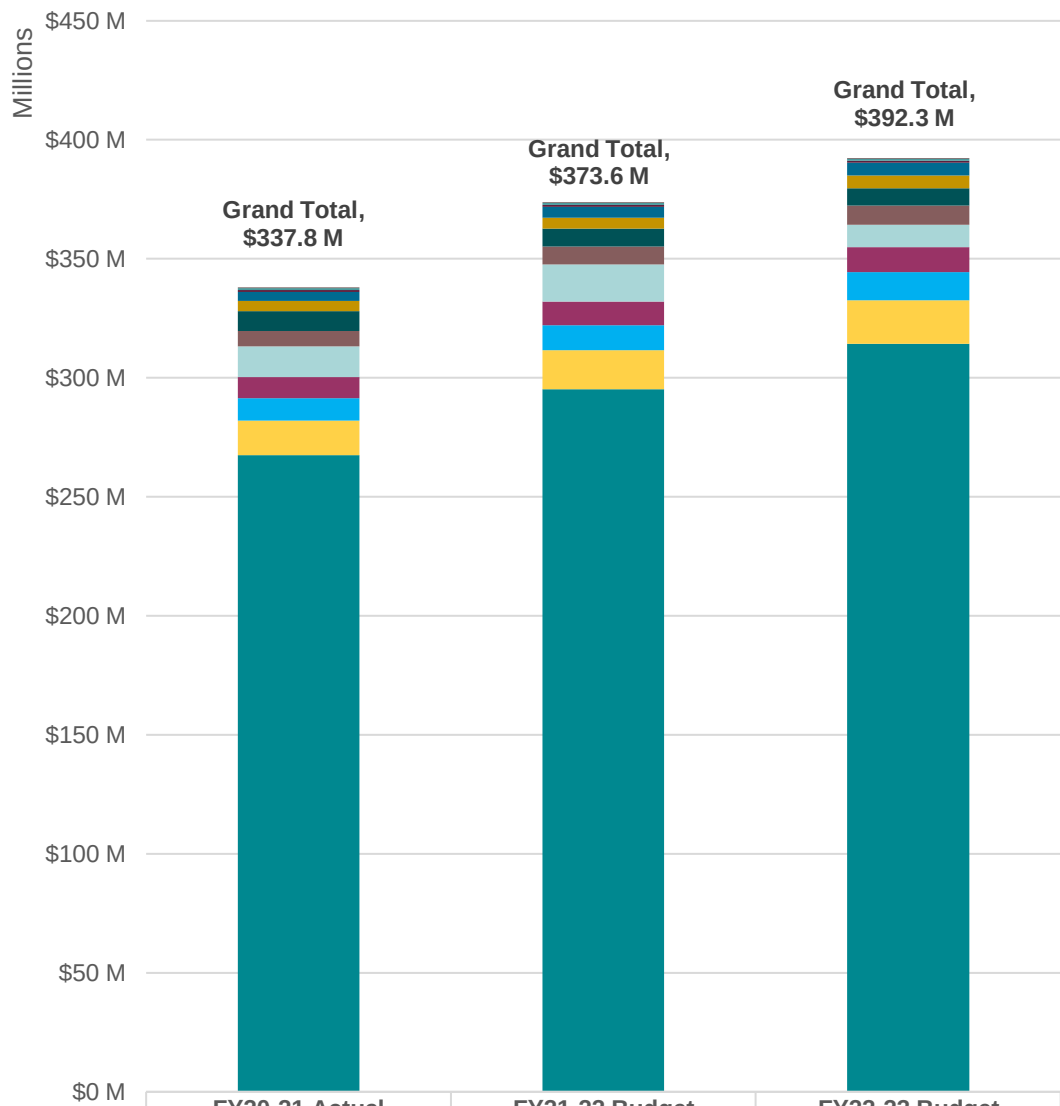
In addition to adding bus operators to fulfill the targeted service recovery, the Recommended FY 2022-23 budget includes an additional \$2.2 million in labor expenses to account for eight new non-operator administrative positions (see table below).

- Salaries and Wages of \$181.8 million, a \$12.0 million (7.0%) increase based on a combination of the below factors:
 - Restoring service levels.
 - Increasing wages per Union Collective Bargaining Agreements and 3% for Unrepresented employees.
 - Increasing operator count by 101 by March 2023
 - Hiring 8 new non-operator administrative positions
- Fringe Benefits of \$143.3 million, a \$1.9 million (1.4%) increase over FY 2021-22 budget, primarily due to an increase in bus operator staffing levels.
- Pension contribution of \$67.2 million, a preliminary estimated \$4.8 million (7.7%) increase from the FY 2021-22 budget.

Recommended New Non-Operator Positions

Department	New Non-Operator Positions	FY22-23 Recommended Positions
External Affairs, Marketing & Communications	Market Research Manager	1
Finance	Principal Capital Planning Specialist	1
General Manager	Assistant Graphic Designer	1
Human Resource	Executive Administrative Assistant	1
	HR Leave Management Manager	1
Legal	Program Specialist	1
Planning and Engineering	Project Manager	1
	Senior Project Manager	1
Grand Total		8

Labor Expense by Department



	FY20-21 Actual	FY21-22 Budget	FY22-23 Budget
Board of Directors	\$0.2 M	\$0.2 M	\$0.2 M
District Secretary	\$0.7 M	\$0.7 M	\$0.8 M
Retirement	\$0.9 M	\$1.0 M	\$1.1 M
General Manager	\$3.9 M	\$4.5 M	\$5.2 M
Legal	\$4.2 M	\$4.6 M	\$5.4 M
HR	\$8.3 M	\$7.4 M	\$7.3 M
External Affairs	\$6.4 M	\$7.7 M	\$8.0 M
Overhead	\$13.1 M	\$15.5 M	\$9.4 M
IT	\$8.8 M	\$9.8 M	\$10.5 M
Planning	\$9.2 M	\$10.6 M	\$12.0 M
Finance	\$15 M	\$16 M	\$18 M
Operations	\$267.4 M	\$295.1 M	\$314.3 M
Grand Total	\$337.8 M	\$373.6 M	\$392.3 M

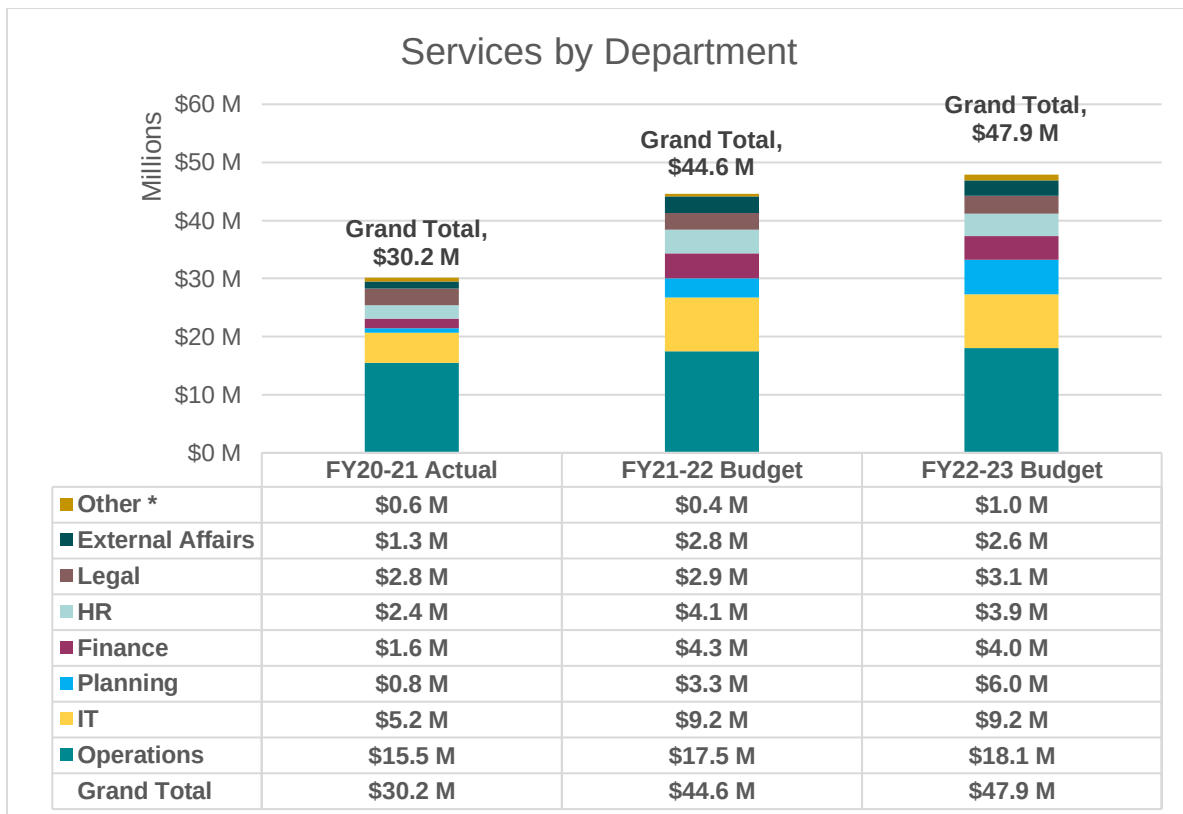
Non-Labor

The FY 2022-23 Proposed budget adds \$14.6 million (10.4%) in non-labor expenses, the bulk of which is attributed to Paratransit Services (\$5.0 million), Professional & Technical Services (\$3.3 million), Fuel (\$2.9 million), and Casualty & Liability (\$2.3 million).

Services

Services Expense of \$47.9 million, a \$3.3 million (7.4%) increase from the FY 2021-22 budget. Despite more than \$1.8 million in reduced department requests, FY 2022-23 includes several new and large professional & technical service expenses. The largest ticket items include:

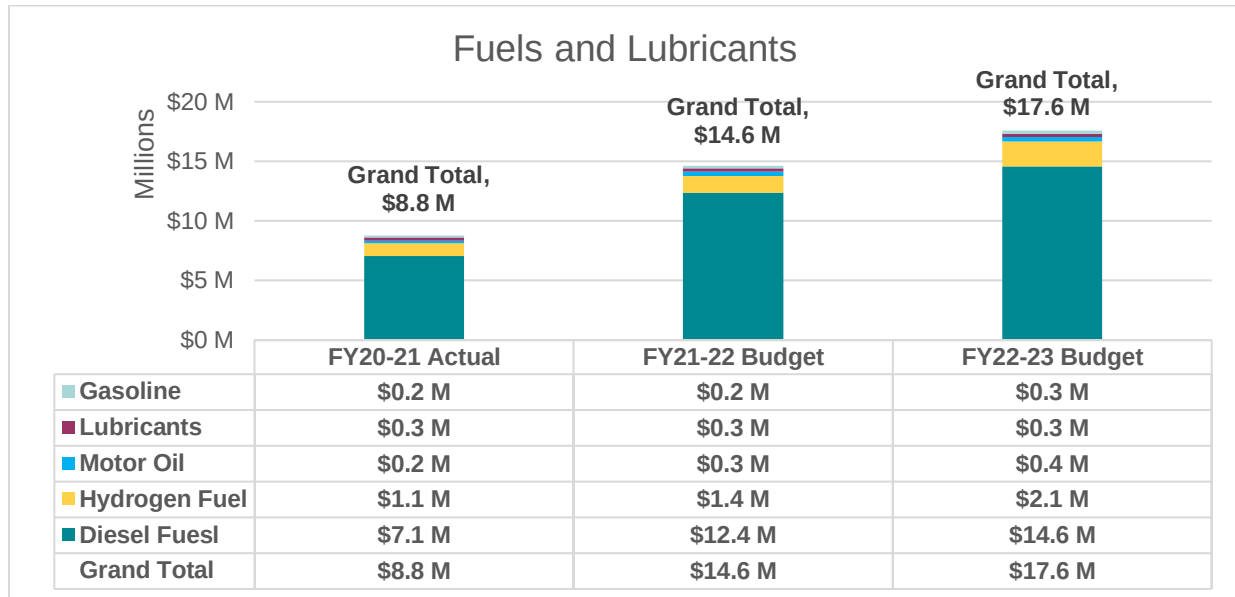
- Bus Rapid Transit (BRT) Tempo-related operating & maintenance costs for delegated maintenance and fiber optics (\$1.4 million),
- Software licensing for vendors such as Oracle, Microsoft and Giro (\$2.0 million),
- Redesign of the District's service network (\$1.0 million)
- Rider Survey (\$800,000),
- Bus Shelter Contract (\$650,000),
- Several service planning implementation and engineering projects that were held up by pandemic-related restrictions and threat of losing federal aid by the PEPRA court challenge. There is a backlog of work that has been carried forward from FY 2021-22 and earlier years.



* Other Departments includes General Manager, Overhead, District Secretary, Board of Directors, Retirement

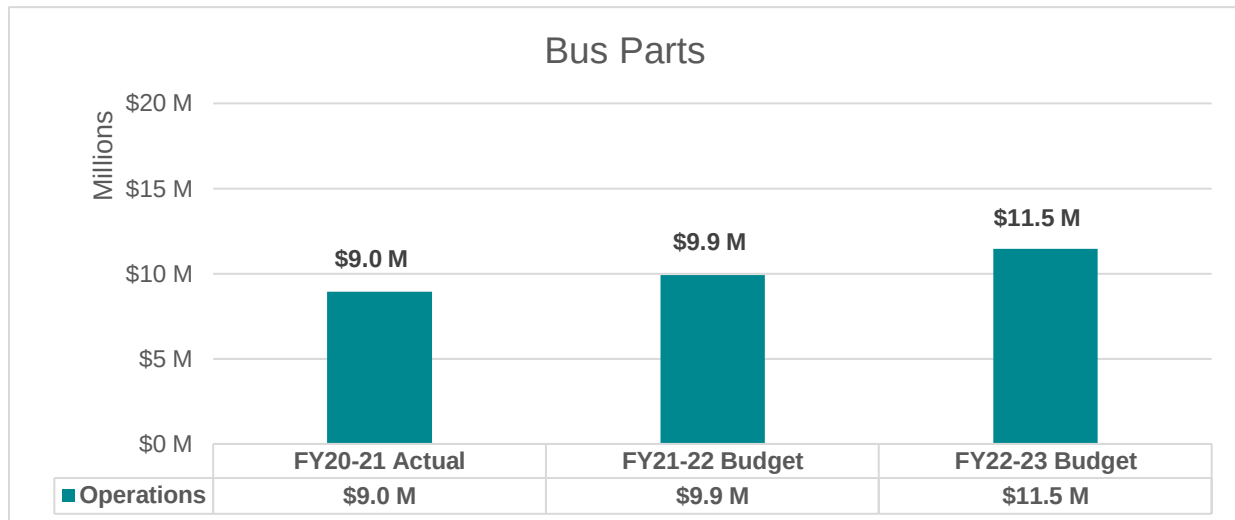
Fuels and Lubricants

Fuel and Lubricants of \$17.6 million, a \$2.9 million (20.1%) increase from FY 2021-22 budget. Staff is watching fuel prices closely and expects to adjust the budget, if necessary, at the mid-year since geopolitical and federal actions are in flux.



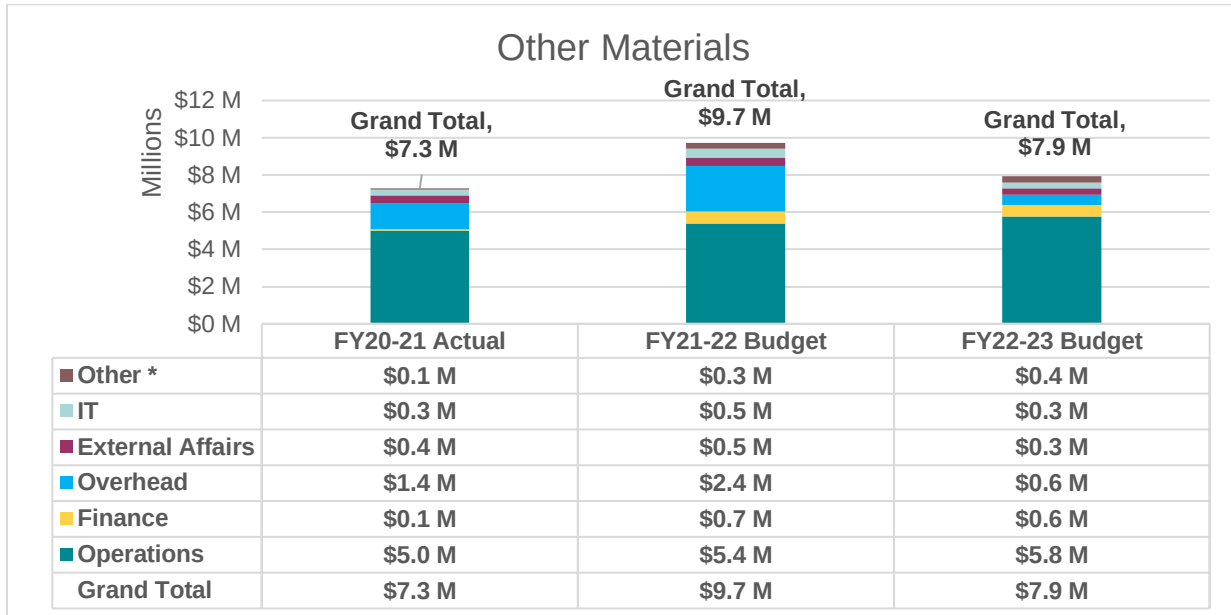
Bus Parts

Bus Parts of \$11.5 million, a \$1.5 million (15.4%) increase from FY 2021-22 budget is mainly driven by a projected increase of maintenance cost for vehicles past their warranty period.



Other Materials

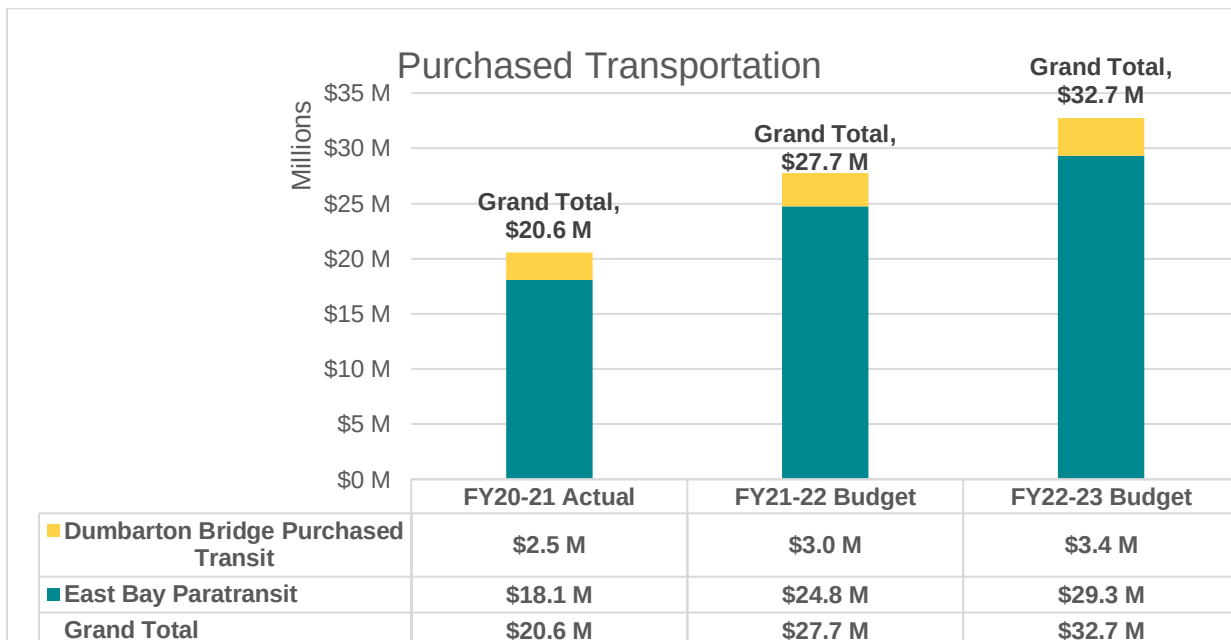
Other Materials of \$7.9 million, a \$1.8 million (18.2%) decrease from FY 20021-22 budget is mainly due to a reduced need for Personal Protection Equipment (PPE).



*Other Departments includes HR, Planning, Legal, General Manager, Board of Directors, District Secretary, and Retirement

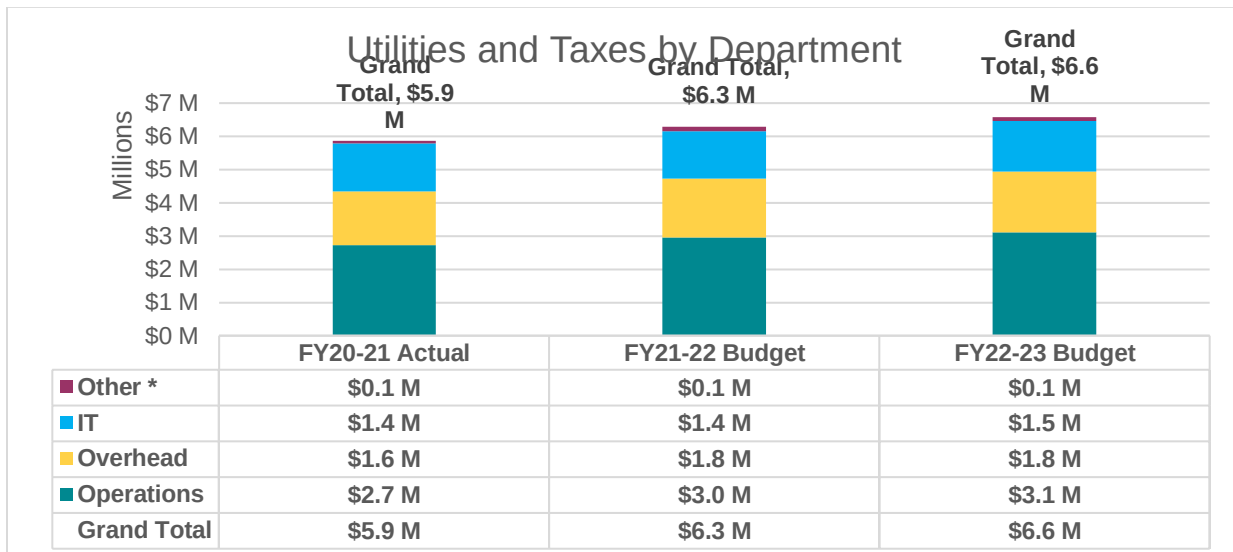
Purchased Transportation Costs

Purchased Transportation of \$32.7 million, a \$5.0 million (18.0%) increase over FY 2021 -22 budget. Fuel prices are a major factor in the cost increase for paratransit and ridership is expected to gradually increase commensurate with increases in service.



Utilities and Taxes

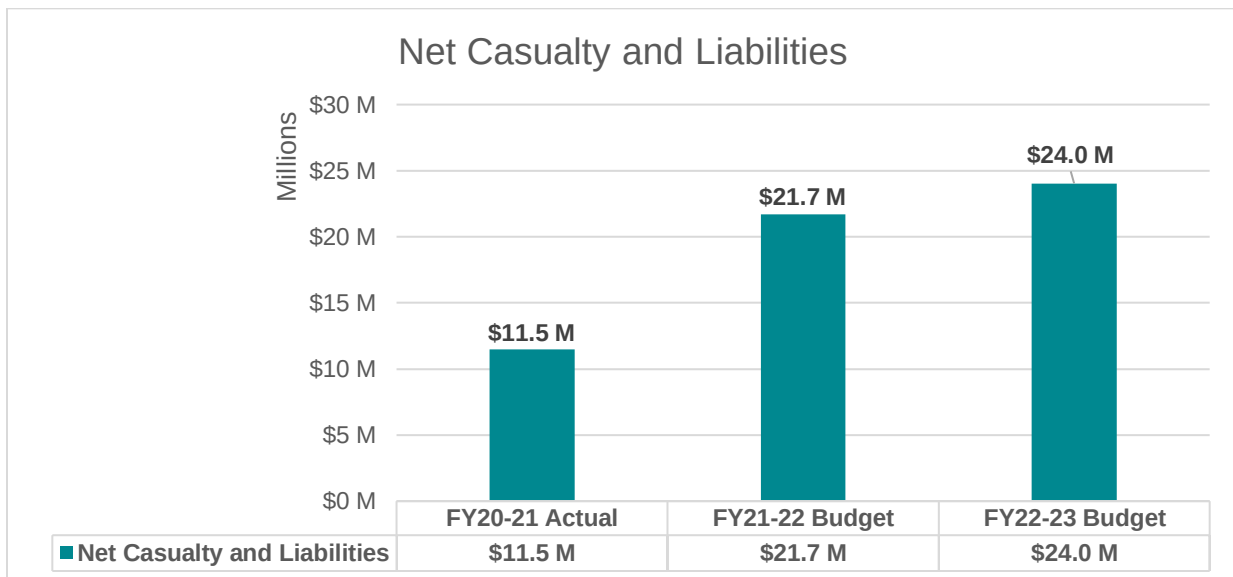
Utilities and Taxes \$6.6 million, a \$0.3 million (4.8%) increase due to supply chain disruptions and inflation driving up the price of goods.



*Other includes Property Taxes, Vehicle License and Registration, Fuel and Lubricant Taxes, Hazardous Waste Tax, and Permits

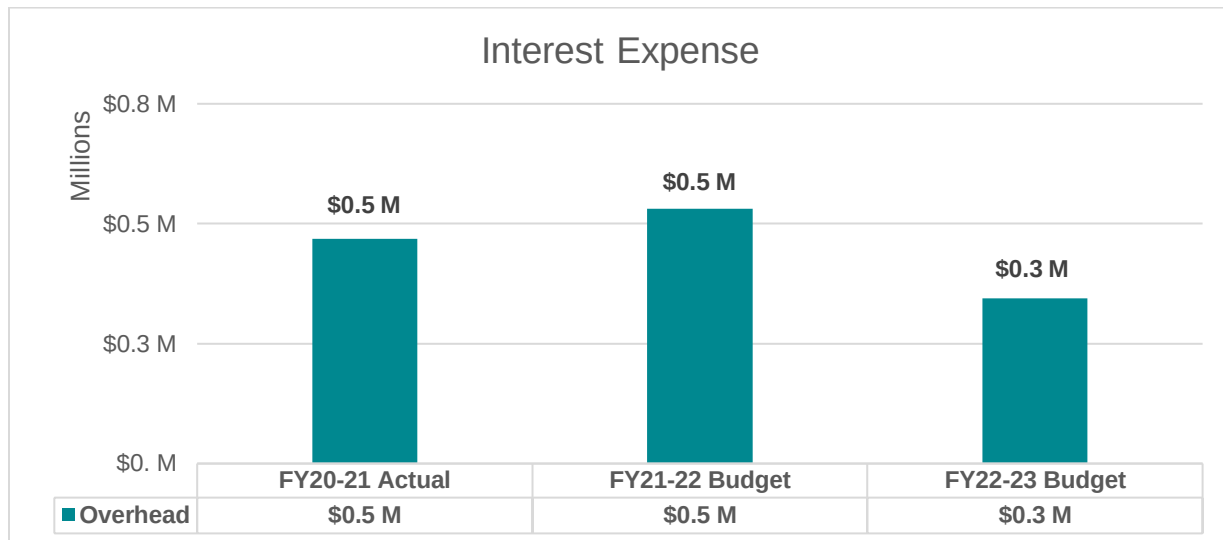
Casualty and Liability Costs

Casualty and Liability of \$24.0 million, a \$2.3 million (10.7%) increase over FY 2021-22 budget due to anticipated insurance premium increases.



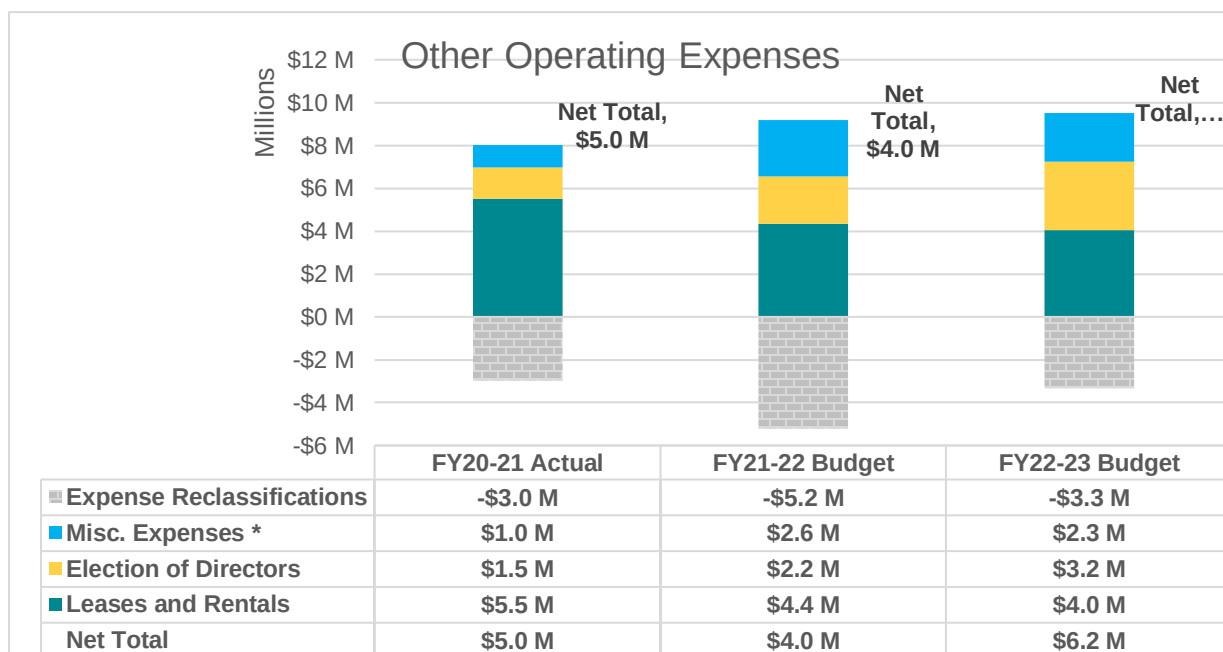
Interest Expense

Interest expense budget of \$0.3 million decreases by \$0.2 million (35.3%) versus FY 2021-22 Budget. Current actuals are basis for budget decrease. If interest rates continue to surge these expenses may need to be reevaluated during the FY 2022-23 Mid-Year Budget.



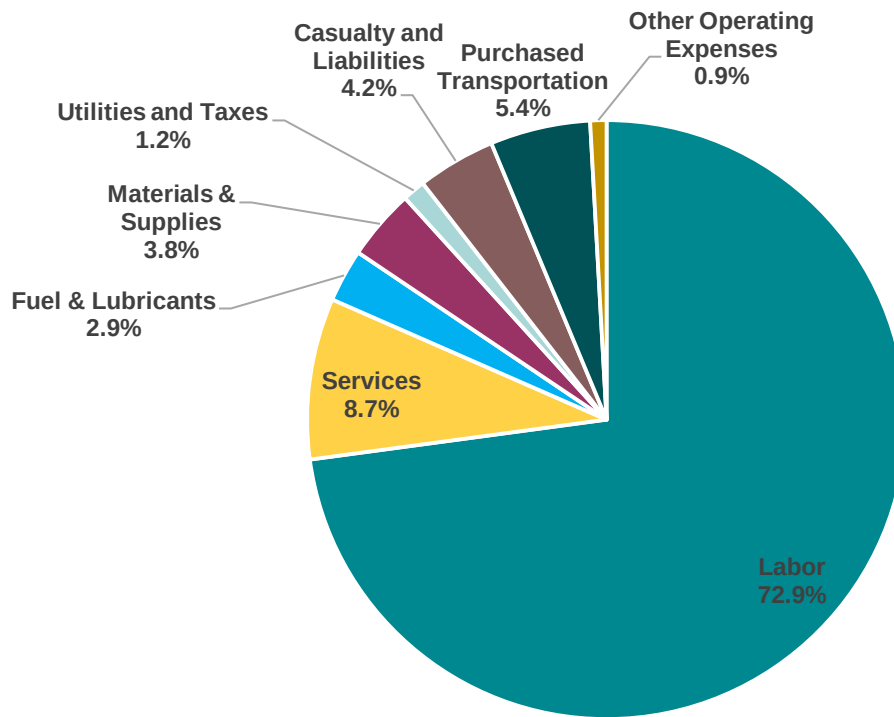
Other Operating Expenses

Other category of \$6.2 million, a \$2.2 million (55.4%) increase primarily due to a \$1.0 million higher cost for elections and a high number of Election of Directors. November of 2022 will include four elections: three wards and one at-large position. Lower expense reclassifications of \$1.9 million, primarily due to grant labor capital and remanufactured inventory, is having a YOY increase effect on expenses. A net decrease of \$0.7 million in leases, rentals, dues, subscriptions, and other miscellaneous expenses offset the increases.

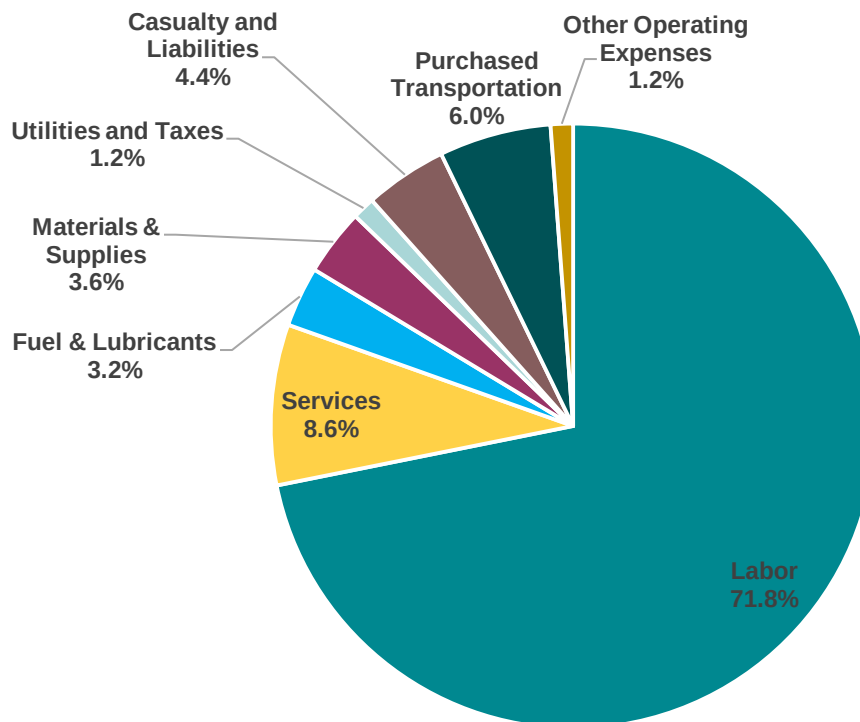


*Misc. Expenses includes Dues and Subscriptions, Advertisement and Promotion Media Fees, Travel and Meetings, Employee Incentive, Bank Charges, and several other expenses that are in total less than \$70 thousand in FY22-23

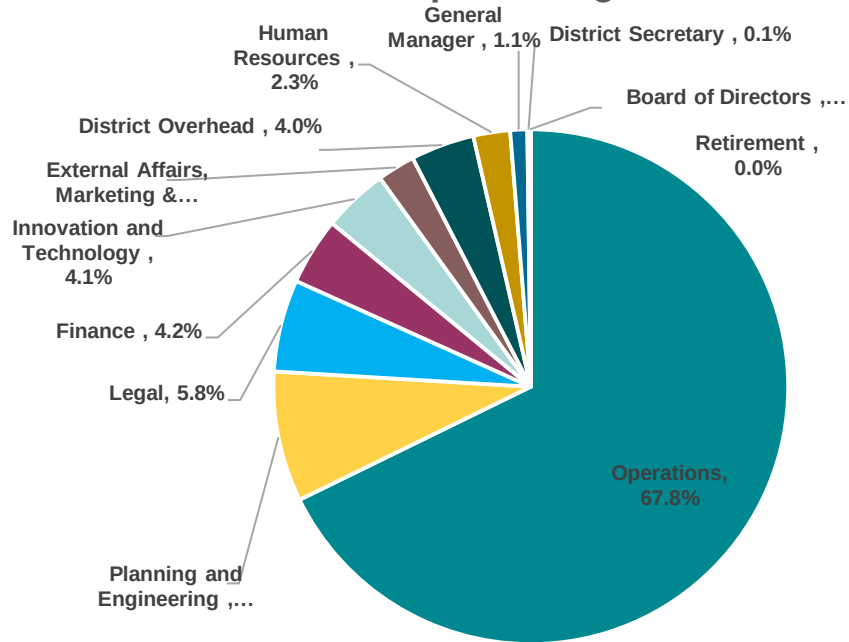
FY 2021-22 Budget



FY 2022-23 Budget

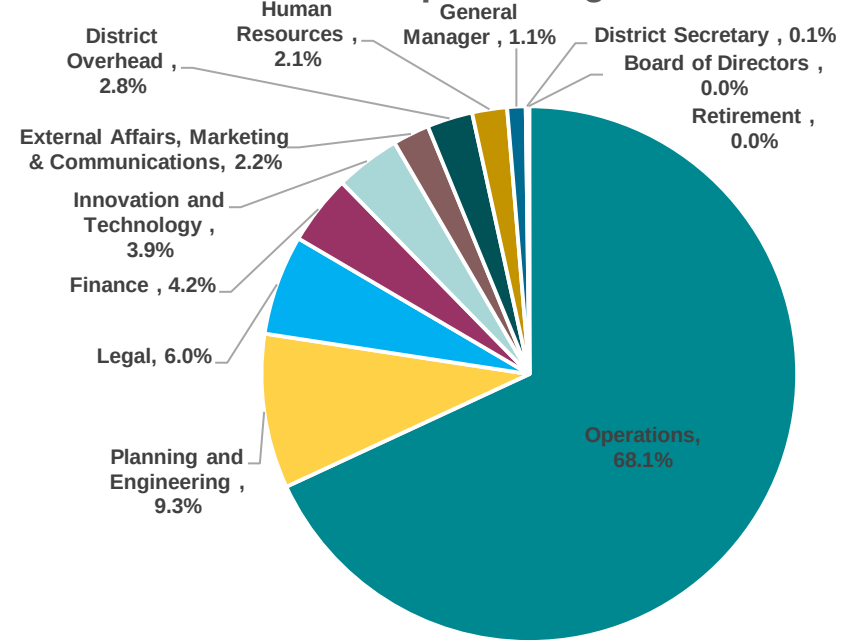


FY 21-22 Adopted Budget



Department	FY 21-22 Adopted Budget	% of Total
Operations	\$347,407,273	67.8%
Planning and Engineering	\$41,974,619	8.2%
Legal	\$29,672,440	5.8%
Finance	\$21,616,235	4.2%
Innovation and Technology	\$20,966,952	4.1%
External Affairs, Marketing & Communications	\$12,156,021	2.4%
District Overhead	\$20,488,753	4.0%
Human Resources	\$11,822,630	2.3%
General Manager	\$5,482,424	1.1%
District Secretary	\$744,247	0.1%
Board of Directors	\$254,329	0.0%
Retirement	\$99,795	0.0%
TOTAL	\$512,685,716	100.0%

FY 22-23 Adopted Budget



Department	FY 22-23 Adopted Budget	% of Total
Operations	\$372,471,251	68.1%
Planning and Engineering	\$51,014,162	9.3%
Legal	\$33,015,841	6.0%
Finance	\$23,061,296	4.2%
Innovation and Technology	\$21,509,693	3.9%
External Affairs, Marketing & Communications	\$12,092,008	2.2%
District Overhead	\$15,045,577	2.8%
Human Resources	\$11,540,961	2.1%
General Manager	\$6,076,466	1.1%
District Secretary	\$788,475	0.1%
Board of Directors	\$272,418	0.0%
Retirement	\$106,618	0.0%
TOTAL	\$546,994,765	100.0%

District Funded Capital Program

The Recommended FY 2022-23 Capital Budget includes 5 new and 45 continuing projects, for a total of 50 projects. These projects have a total estimated spending for the fiscal year of \$165.2 million, composed of \$148.0 million in grant funds and \$17.2 million in District Capital funds.

For the Recommended Capital Budget, a new project to repair the roof at the 66th Avenue Warehouse was added to support the emergency declaration ratified by the Board on May 11, 2022. This project adds \$500,000 of District Capital funds to the FY 2022-23 capital_budget.

Capital Budget

Project ID	Project Title	FY2021-22 & Prior	Total (FY2023)	Grant Funds (FY2023)	District Capital (FY2023)	Total Project Cost
Corridor						
2164	Rapid Corridor Improvements	4,003,690	8,538,132	8,538,132	-	12,541,822
2165	Southside Transit Lanes	72,614	266,254	266,254	-	338,868
2179	Dumbarton IDEA	1,127,558	3,083,515	2,821,426	262,089	4,211,073
2205	Quick Build Projects	-	1,739,065	1,651,065	88,000	1,739,065
2206	Tempo BRT Lane Delineation	-	400,000	300,000	100,000	400,000
NEW/606	Mission Boulevard TSP	-	1,881,663	1,631,663	250,000	1,881,663
Subtotal		5,203,862	15,908,629	15,208,540	700,089	21,112,491

Safety and Environmental						
2188	D2- Replace Undergnd Storage Tank	29,040	920,960	920,960	-	950,000
3038	CMF - Replace 2 single-wall USTs	28,320	1,853,763	1,853,763	-	1,882,083
2189	D4-Ent./Exit Gate & Guard Shk	14,801	965,199	965,199	-	980,000
2150	D6 Security Enhancements Phase 2	20,267	936,319	936,319	-	956,585
YRLY	Environmental Remediation		200,000		200,000	200,000
Subtotal		92,428	4,876,241	4,676,241	200,000	4,968,669

Facilities						
2064	Richmond Parkway TC Rehab	553,250	2,466,038	2,466,038	-	3,019,287
2088	66th Avenue Warehouse Roof		500,000		500,000	500,000
2097	Bus Washer Maintenance Repairs	2,226,966	608,162	608,162	-	2,835,128
2094	Lift & Hoist Replacement	62,747	300,000	300,000	-	362,747
2123	Facilities Assessment	323,126	100,000	80,000	20,000	423,126
2157	GO Roof Repair	220,258	1,264,155	1,013,866	250,289	1,484,413
2160	D4-Transp HVAC Repair	173,640	501,360	-	501,360	675,000
2174	BART Restrooms	348,145	477,187	-	477,187	825,332
2182	D2 Re-roofing	134,009	1,903,564	1,903,564	-	2,037,573
2183	D2 Charging Infrastructure	129,472	7,245,528	7,245,528	-	7,375,000
2184	D4 Charging Facility	229,357	12,095,643	12,095,643	-	12,325,000
2207	Design & Sketch 9th Flr Mod	-	30,000	-	30,000	30,000

Project ID	Project Title	FY2021-22 & Prior	Total (FY2023)	Grant Funds (FY2023)	District Capital (FY2023)	Total Project Cost
3062	Replace Old Forklifts	-	834,000	834,000	-	834,000
2211	D4 Hydrogen Station Upgrade	-	9,100,000	9,100,000	-	9,100,000
YRLY	BRT Capital Maintenance FY23		100,000		100,000	100,000
YRLY	Emergency Facility Repair FY23		200,000		200,000	200,000
YRLY	Facilities Equipment Repl FY23		50,000		50,000	50,000
YRLY	Maintenance Equipment Repl FY23		50,000		50,000	50,000
Subtotal		4,400,970	37,825,637	35,646,800	2,178,837	42,226,607

IT						
1861	CAD/AVL Real Time Bus Comm	23,612,196	5,292,580	3,711,935	1,580,645	28,904,776
2199	GO Emergency Operations Center	34,350	315,650	252,520	63,130	350,000
3065	Expansion and Upgrade of APC	-	1,093,000	-	1,093,000	1,093,000
2208	Hastus Upgrade to latest version	-	2,906,598	1,400,000	1,506,598	2,906,598
2209	ZEB Data Integr, Mgmt, Analytics Pltfrm	-	340,000	-	340,000	800,000
2197	IT-Equipment Repl FY23		130,000		130,000	130,000
Subtotal		23,646,547	10,077,828	5,364,455	4,713,373	34,184,374

Vehicles						
2166	Buses funded with AHSC Grants	2,725,557	1,463,812	1,463,812	-	4,189,369
2185	40 Zero Emission Buses	12,131,046	33,941,202	33,941,202	-	46,072,248
2177	36 MCI Coach buses	842,197	27,503,492	25,880,387	1,623,105	28,345,689
2178	Bus Operator Security Shields	-	2,177,792	53,516	2,124,276	2,177,792
3014	Non Revenue Fleet Repl SGR	-	1,000,000	1,000,000	-	1,000,000
2190	BRT Maintenance Trucks	-	200,000		200,000	200,000
2191	50 40-ft Diesel buses (2022)	-	27,377,972	23,346,099	4,031,873	27,377,972
NEW	Replace (10) 30ft Diesel Buses		<i>contract issuance only</i>			5,230,000
NEW	Replace (9) FC Articulated Buses		<i>contract issuance only</i>			13,857,015
NEW	Replace (50) 40-ft Diesel Buses		<i>contract issuance only</i>			27,700,000
3101	Transbay buses - 5 DD, 14 MCI		<i>contract issuance only</i>			16,019,200