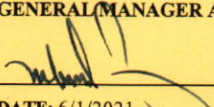
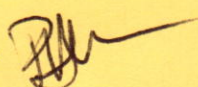
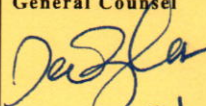
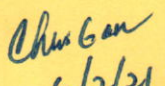
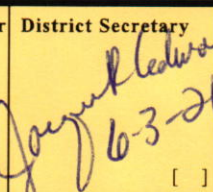
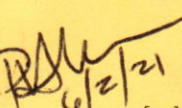




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  6/2/2021		GENERAL MANAGER ACTION REQ'D:		
DATE: 6/1/2021		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Katherine Alagar Dept: Operating Budgets Signature/Date:  6/2/2021 []	General Counsel  6/2/2021 []	Controller/Treasurer  6/2/21 []	District Secretary  6-3-21 []	BARC  6/2/21 []

Annual Budget Resolution for Fiscal Year 2022

PURPOSE:

Authorize adoption of the Annual Budget Resolution for Fiscal Year 2022 (FY22).

DISCUSSION:

Approval by the Board of Directors is required for the FY22 operating and capital budgets. The total proposed FY22 operating and capital budget is \$2.44 billion (B). The FY22 operating budget is balanced, with \$1.02B in uses, and the FY22 capital/reimbursable budget totals \$1.42B.

The proposed FY22 annual budget is summarized in Attachments 1, 2, 3 and Exhibit A. The attachments summarize the budget, including proposed increases for enhanced cleaning and increased service initiatives, restoration of FY21 capital funding, and BART-to-Antioch post warranty vehicle maintenance. In addition, the budget includes savings from the District Retirement Incentive Program (DRIP). Proposed Initiatives and actions were reviewed in the Sources and Uses presentations to the Board of Directors on May 13, 2021, as well as at a public hearing on May 27, 2021.

FY22 Operating Budget

The FY22 Budget faces extraordinary challenges due to the effects of the COVID-19 pandemic, in addition to the continuing challenges created by declining ridership and fare revenue, aging infrastructure, and increased operating expense. The operating budget proposes FY22 expenditures of \$1.02B and funds 3,409.5 positions. The FY22 operating budget includes funding for the Progressive Policing initiative implemented during FY21, as

well as enhanced cleaning, increased service, expense reductions generated by the District Retirement Incentive Program (DRIP), and other changes as described in the March 31, 2021 Preliminary Budget Memo and subsequent presentations to the Board of Directors.

Regular revenues in FY22 revenue budget are \$13.2 million (M) higher than the adopted FY21 budget. The revenue budget projects \$196M of operating revenue, including \$166M of rail passenger revenue. This figure has been adjusted to reflect the District's September fare promotion. Financial assistance is budgeted at \$437M, including \$262M of sales tax, \$54M of property tax, \$35M of VTA Financial Assistance, and \$28M of State Transit Assistance. \$386M of Emergency Funding balances the budget, including Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and anticipated American Rescue Plan (ARP) Assistance.

FY22 Capital & Reimbursable Budget

The capital/reimbursable budget proposes FY22 expenditures of \$1.42B and funds 1,071 positions. The \$105M increase from the Preliminary Budget is due to ongoing refinement and sequencing of multi-year funded capital projects. The FY22 capital/reimbursable budget is 6% lower than the \$1.5B FY21 capital/reimbursable budget.

The largest investments in FY22 include rail car procurement (\$452M), Core Capacity Program (\$247M), and 34.5kV Cable Replacement and Enhancement (\$104M). Attachment 2 categorizes the FY22 expenditures by Capital Improvement Program (CIP). The largest share of investment by CIP is in System Reinvestment, representing \$684M, 48% of the overall FY22 Capital Budget. System Reinvestment includes replacement of rail cars (\$390M), reinvestment in track and structures (\$107M), and reinvestment in traction power (\$95M). The capital budget also includes Service and Capacity Enhancement at \$524M (37%), Earthquake Safety at \$86M (6%), Safety and Security \$39M (3%), System Expansion \$79M (6%), and Reimbursable expenses at \$8M (0.5%).

In November 2016, the passage of Measure RR provided the capital program with a substantial source of support and authorization to issue 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 makes up \$512M (36%) of FY22 capital sources. Funding will continue to support investment focusing on traction power, track replacement, structural rehabilitation, station access, and station modernization.

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

projects, and equipment and inventory.

In FY21, the operating to capital allocations were reduced from planned levels. The FY22 budget will provide funds and local matching amounts needed to leverage federal capital funding, BART to Antioch post warranty vehicle maintenance needs and a partial restoration of allocations not made in FY21. The result is an investment in state of good repair, vehicle procurement, information technology, and infrastructure.

Most capital revenues are limited in their flexibility and many sources and grants are restricted to certain projects and/or activities as a condition of award. The FY22 capital budget contains contributions of federal funds matched to prior year capital allocations for state of good repair capital investment; additionally, state and local funds, including bridge toll allocations and county transportation sales tax funds, are earmarked for station modernization and grant match. 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.

FY22 Budget Resolution

Staff recommends approval of the attached Resolution to adopt the FY22 Annual Budget. As in previous years, the FY22 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 which may require payments to regional partner governments and agencies. The Resolution incorporates provisions referring to the SFO Extension and Silicon Valley extension service plans.

For FY22, the Budget Resolution includes language temporarily suspending certain previously-adopted Board policies and resolutions. These include a suspension of a directive in Board Resolution 5208 ("Renewal of Productivity-Adjusted Inflation-Based Fare Increase Program") that funds generated by inflation-based biennial fare increases be dedicated to paying for capital improvements; the District will instead make an allocation for capital improvements comparable to the amount that would have been funded with pre-COVID ridership. Board Resolution 5405 ("New Fare Rates and Charges: Series 3, 2022 – 2026, Productivity-Adjusted Inflation Based Fare Increase Program"), which directs that funds generated by inflation-based annual fare increases be dedicated to enhanced service and a portion of the \$200M local funds match for the District's FTA Capital Investment Grant (CIG) to fund the Transbay Corridor Core Capacity Project, is being temporarily suspended to July 1, 2022 in order to provide fare relief to riders during a period of economic difficulty for many. Board Resolution 5207 ("New Systemwide Paid Parking

Program Modifications and fees”), which directs additional revenue generated as a result of the modifications to the paid parking program only be utilized for station access, station rehabilitation, and station modernization needs, will also be temporarily suspended. Finally, although the BART Low Carbon Fuel Standard (LCFS) Policy adopted July 27, 2017 is being suspended in FY22, a number of targeted sustainability projects are funded through the Operating Budget, allowing that important work to continue in FY22.

The FY22 Budget Resolution language includes the General Manager’s additional permanent position authorization of 100 positions. This provides the flexibility necessary to meet operational needs as well as for other hiring needs.

Exhibit A (attached) of the Budget Resolution summarizes operating and capital budget totals. Exhibit B (attached) 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 FY22 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 30th; adoption of the Budget Resolution by June 30th is required to authorize expenditures in FY22.

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 year July 1, 2021 to June 30, 2022.

**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, 2021, to June 30, 2022**

Resolution No. _____

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District published notices on May 4, May 7 and May 10, 2021, 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 an Annual Budget for the Fiscal Year July 1, 2021, to June 30, 2022; and

WHEREAS, the Board of Directors of the San Francisco Bay Area Rapid Transit District desires to adopt an Annual Budget for the Fiscal Year July 1, 2021, to June 30, 2022; 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 Federal Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES Act), (Pub.L. 116-136) makes emergency funding available to public transportation agencies through the Federal Transit Administration (FTA); and

WHEREAS, the system-wide operating plan for Fiscal Year 2022 was presented to the Board of Directors on May 13, 2021, in a presentation entitled FY22 Budget: Service Plan, Operating & Capital Sources & 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 suspension of previously-adopted Board policies and resolutions for the duration of Fiscal Year 2022, including:

- (1) Board Resolution 5207 ("New Systemwide Paid Parking Program Modifications and Fees") passed February 28, 2013, directed additional revenue generated as a result of the modifications to the paid parking program would only be utilized for station access, station rehabilitation, and station modernization needs.
- (2) Board Resolution 5208 ("Renewal of Productivity-Adjusted Inflation-Based Fare Increase Program") passed February 28, 2013, directed that funds generated by inflation-based annual fare increases be dedicated to paying for capital improvements;
- (3) BART Low Carbon Fuel Standard Policy adopted July 27, 2017;
- (4) Board Resolution 5405 ("New Fare Rates and Charges: Series 3, 2022-2026, Productivity-Adjusted Inflation-Based Fare Increase Program") adopted June 13, 2019;

BE IT FURTHER RESOLVED that, subject to the resolved clauses, said Annual Budget includes funds dedicated to paying for capital improvements in an amount consistent with what would be required by previously-adopted Board Resolution 5208 ("Renewal of Productivity-

Adjusted Inflation-Based Fare Increase Program”) passed February 28, 2013, directing that funds generated by inflation-based annual fare increases be dedicated to paying for capital improvements.

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.
- (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 FY22; 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 FY2021 and FY2022; 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 FY2021 and FY2022; 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 FY2022; 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 13, 2021, in a presentation entitled FY22 Budget: Service Plan, Operating & Capital Sources & 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.

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 FY22 for purposes of building ridership on the system, consistent with ridership development guidelines; and

BE IT FURTHER RESOLVED that effective July 1, 2021:

- (1) The total number of permanent full and permanent part-time positions ("full time equivalent") as of July 1, 2021, budgeted for the District shall be 4,432.575 (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.
- (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.

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 - FISCAL YEAR 2022

FUND SOURCES

TOTAL

FUND SOURCES FOR NET OPERATING EXPENSE BUDGET,
DEBT SERVICE AND CAPITAL ALLOCATIONS

Operating Revenue	\$	195,655,792
Sales Tax		261,700,000
Property Tax		54,503,923
SFO Ext Financial Assistance		22,607,087
MTA Financial Assistance		35,180,968
MTC Financial Assistance Clipper Start		618,968
Local & Other Assistance		7,366,625
State Transit Assistance		28,394,496
Low Carbon Transit Operations Program		4,368,203
Low Carbon Fuel Standard Program		22,600,750
Subtotal Operating Sources		632,996,813
ARP		57,852,083
CRRSAA Funding		327,812,230
Subtotal – Emergency Assistance		385,664,313
Total Operating Sources		1,018,661,126

FUND SOURCE FOR CAPITAL BUDGET

Capital Funds - Cash Flow FY22	\$	1,419,276,622
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TOTAL ESTIMATED FUND SOURCES **\$ 2,437,937,748**

FUND USES

FUND USES FOR NET OPERATING EXPENSE BUDGET,
DEBT SERVICE AND CAPITAL ALLOCATIONS

Net Labor Expense ⁽¹⁾	\$	649,685,698
Non-Labor Expense		209,881,261
Total Net Operating Expense	\$	859,566,959
Revenue Bond Debt Service		57,167,323
Allocation to Capital - Rehabilitation		56,322,695
Allocation to Capital - Priority Capital		34,000,000
Allocation to Capital - Other		1,604,149
Allocation - Pension		10,000,000
Total Operating Uses	\$	1,018,661,126

FUND USES FOR CAPITAL BUDGET

Capital Funds - Cash Flow FY22	\$	1,419,276,622
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TOTAL ESTIMATED FUND USES **\$ 2,437,937,748**

NET FINANCIAL RESULT (DEFICIT) **-**

⁽¹⁾ Total Authorized Permanent Positions as of 07/01/21 = 4,432.575

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	\$33.6321	\$35.1113	\$36.4823	\$37.8889	\$39.3322	\$39.8861
PARALEGAL	\$40.1300	\$41.8937	\$43.5270	\$45.2047	\$46.9259	\$47.5801
P/T SURVEY TAKER (SINGLE RATE)	\$38.6050					
ENGINEER INTERN	\$22.5000					

NOTE: The clerical rates are effective 7/1/2020, no rate increase in FY22.

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/CIO	\$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	7/1/2020
CONTROLLER-TREASURER	\$279,829.28	7/1/2020
GENERAL COUNSEL	\$309,391.56	7/1/2020
GENERAL MANAGER	\$396,210.03	7/1/2020
INDEPENDENT POLICE AUDITOR	\$210,730.48	7/1/2020
INSPECTOR GENERAL	\$210,968.98	7/1/2020

Note: No rate increases in FY22.

Attachment 1
Fiscal Year 2022 District Operating Budget
Sources and Uses Detail

	FY22 Preliminary Budget*	FY22 Adopted	Delta from Preliminary Budget
Rail Passenger Revenue	\$ 159,125,294	\$ 165,891,578	\$ 6,766,284
ADA Passenger Revenue	482,310	482,310	-
Parking Revenue	9,735,376	9,411,265	(324,111)
Other Operating Revenue	18,740,639	19,870,639	1,130,000
Subtotal - Operating Revenue	188,083,620	195,655,792	7,572,172
Sales Tax Proceeds	261,700,000	261,700,000	-
Property Tax Proceeds	54,503,923	54,503,923	-
SFO Ext Financial Assistance	21,007,087	22,607,087	1,600,000
VTa Financial Assistance	35,715,250	35,180,968	(534,282)
MTC Financial Assistance Clipper Start	575,633	618,968	43,335
Local & Other Assistance	7,366,625	7,366,625	-
State Transit Assistance	28,394,496	28,394,496	-
Low Carbon Transit Operations Program	4,368,203	4,368,203	-
Low Carbon Fuel Standard Program	12,370,750	22,600,750	10,230,000
Subtotal - Financial Assistance	426,001,967	437,341,020	11,339,053
ARP	-	57,852,083	57,852,083
CRRSAA Funding	349,300,000	327,812,230	(21,487,770)
Subtotal - Emergency Assistance	349,300,000	385,664,313	36,364,313
SUBTOTAL - OPERATING SOURCES	963,385,588	1,018,661,126	55,275,538
Labor & Benefits	621,973,377	649,685,698	27,712,321
ADA Paratransit	13,979,000	13,979,000	-
Purchased Transportation	12,363,259	12,363,259	-
Power	39,962,972	48,909,482	8,946,510
Other Non-Labor	118,593,088	134,629,520	16,036,432
Subtotal - Operating Expense	806,871,696	859,566,959	52,695,263
Bond Debt Service	57,167,323	57,167,323	-
Allocation - Capital Rehabilitation	32,489,660	56,322,695	23,833,035
Allocation - Priority Capital Programs	34,000,000	34,000,000	-
Allocation - Other	1,625,718	1,604,149	(21,569)
Allocation - Pension	10,000,000	10,000,000	-
Allocations	78,115,378	101,926,844	23,811,466
Subtotal - Debt Service & Allocations	135,282,701	159,094,167	23,811,466
TOTAL - OPERATING EXPENSE	942,154,397	1,018,661,126	76,506,729
NET RESULT	\$ 21,231,191	\$ -	\$ (21,231,191)
Average Weekday Trips	140,000	142,600	
Rail Farebox Recovery Ratio	20%	19%	
Operating Ratio	23%	23%	

*FY22 Preliminary Budget does not include net cost of Increased Service and Enhanced Cleaning initiatives

Attachment 2

FY22 Capital & Reimbursable Budget Headcount and Planned Expenditures Program Summary by Category

Program Category	FY22 Headcount*	FY22 Planned Expenditures
System Reinvestment		
Mainline	286.2	\$ 215,207,512
Rolling Stock	57.5	\$ 389,859,615
Stations	56.9	\$ 33,954,105
Controls & Communications	45.9	\$ 22,404,285
Facilities	24.1	\$ 22,130,873
Work Equipment	0.3	\$ 125,229
Total System Reinvestment	471.0	\$ 683,681,620
Service & Capacity Enhancement		
Mainline	109.3	\$ 110,170,841
Rolling Stock	10.9	\$ 97,067,919
Stations	62.8	\$ 67,122,059
Controls & Communications	92.7	\$ 134,193,664
Facilities	47.7	\$ 114,134,613
Work Equipment	0.3	\$ 868,832
Total Service and Capacity Enhancement	323.7	\$ 523,557,928
Safety & Security	44.8	\$ 38,746,165
Earthquake Safety	89.0	\$ 86,443,362
System Expansion	55.1	\$ 79,018,906
SUBTOTAL CAPITAL	983.6	1,411,447,981.1
Capitol Corridor**	20.0	\$ 4,621,169
Reimbursable***	19.5	\$ 3,207,472
SUBTOTAL REIMBURSABLE	39.5	\$ 7,828,641
Cost Allocation Plan	48.0	
TOTAL CAPITAL & REIMBURSEABLE	1,071.1	\$ 1,419,276,622

* Total authorized permanent positions.

** All expenses for the Capitol Corridor service to be reimbursed as allocated to the Capital 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

FY22 Operating and Capital Budget Initiatives/Changes (General Fund)

OPERATING		FTEs	Labor	Non-Labor	Total
Quality of Life	Homelessness - additional QOL investment		\$ -	\$ 853,916	\$ 853,916
	Progressive Policing Unit (net add)	15.0	1,454,355	258,326	1,712,681
Initiatives	Enhanced Cleaning	97.2	8,950,765	334,021	9,284,786
	Increased Service	53.0	39,949,492	-	39,949,492
Modernization, Efficiency and Financial Stability	BART to Antioch DMU overhaul maintenance			8,565,690	8,565,690
	Technology upgrades			3,000,000	3,000,000
	Paratransit modernization			2,000,000	2,000,000
	Targeted Sustainability Work			1,400,000	1,400,000
	Tasers and Body Cams			3,500,000	3,500,000
	Utilities increase			1,646,943	1,646,943
	BPD Non Labor			1,100,000	1,100,000
	BPD Training			400,000	400,000
Compliance	Fire & Life Safety			350,000	350,000
Reductions	DRIP Operating FTEs	(112.4)	(16,241,499)	-	(16,241,499)
	COVID Labor/NL		(23,463,876)	(20,316,386)	(43,780,262)
	Rent (LKS rent)			(12,061,615)	(12,061,615)
	Credit Card/Clipper Fees			(7,313,591)	(7,313,591)
	Election Costs			(2,755,000)	(2,755,000)
Debt	Debt Service increase			9,760,126	9,760,126
Service/Allocations	Other Allocations - Pension			10,000,000	10,000,000
Other Expenses	Labor/Benefits/Non Labor		14,688,787	2,413,467	17,102,254
OPERATING TOTAL		52.9	25,338,024	3,135,897	28,473,921
CAPITAL					Total
Initiative	BART to Antioch DMU overhaul			7,150,000	7,150,000
	Restored FY21 Baseline Capital Projects			15,000,000	15,000,000
	Other Baseline capital projects			19,184,170	19,184,170
	Priority Capital			34,000,000	34,000,000
CAPITAL TOTAL				75,334,170	75,334,170
Total Change			\$ 25,338,024	\$78,470,067	\$ 103,808,091