



RECEIVE AND FILE BUDGET-TO-ACTUAL REPORTS – FOR THE FISCAL YEAR-TO-DATE THROUGH SEPTEMBER 30, 2025

Action Requested: Receive and File

Key Staff: Dustin Purinton, Chief Financial Officer

Each quarter staff prepare analyses summarizing budgeted to actual revenue and expenditures for the Sacramento Transportation Authority’s (STA) General Fund, SacMetro FSP, the Administration Fund, the Sacramento Abandoned Vehicle Service Authority (SAVSA), the Transit Fund, and the Debt Service Fund. This report summarizes the year-to-date budget and actual financial activity to display budgetary performance. It is complementary to understanding STA’s financial health and to assist with strategic planning.

A consolidated summary chart of the yearly budget, year-to-date budget, actual amounts, and changes are shown below. Notable changes are described in greater detail after the chart.

Table with 5 columns: Category, Amended Budget, Actual Amount, \$ Change, YTD % Change. Rows include Consolidated Revenue (Sales Tax Revenues, Mitigation Fees, State and Local Grants, Vehicle License Fee, Interest and Other, Total Revenue), Consolidated Appropriations (Ongoing and Capital Programs, Program Professional Services, Freeway Service Patrol, Administrative, SAVSA, Transit, Debt Service: Principal Payment, Debt Service: Interest and Other, Total Appropriations), and Change in Net Position.

STA General Fund

1. Sales tax revenue came in \$2.0 million higher (4.6%) than expected - \$44.9 million versus the budgeted amount of \$42.9 million. Sales taxes have been coming in higher than expected, when the FY2025-26 projections were made it was difficult to predict the direction of the economy.
2. Interest revenue came in \$0.8 million lower than expected – (-\$0.4) million versus the budgeted amount of \$0.4. Due to a fair value adjustment at the end of the FY2024-25 period, and lower Q1 FY2025-26 interest earnings interest revenue is negative in this period. This is anticipated to reverse as the year goes on an interest is earned to offset the adjustment.
3. Measure A ongoing allocations were higher than expected by \$1.6 million (-4.7%) because monthly pass-through allocations closely parallel the sales tax revenue stream – as it changes so do the allocations.
4. Capital program expenditures were lower than expected by \$6.5 million (38.1%). Budgeted expenditures were \$33.6 million and actual expenditures were \$35.2 million. Capital project expenditures vary from year to year, but expenditures will not exceed contract values. Unused capital funds will be carried forward into future years.

FSP

1. STA staff have been monitoring and tracking Freeway Service Patrol related revenues and expenditure more closely over the past year. The revenue difference is due to grant timing and the expenditure budget vs actuals are within a small margin.

Administration

1. Expenditure for salaries and benefits were budgeted at about \$335 thousand but the actual expenditure was almost \$404 thousand. The accelerated payment of CalPERS Unfunded Accrued Liability amounts caused the overage in the first quarter. This variance is expected to be reduced over the remainder of the year.

SAVSA

DMV allocations came in from the prior year before the fee sunset in April of 2022. These fees will be retained by the program until it is either reinstated or terminated. In the event of terminating the program the remaining fund balance will be paid out to the participating jurisdictions.

Transit

1. Expenditures have decreased beyond the year-to-date budget by \$280,000 (89.5%). The Neighborhood Shuttle Program has not been expended by Sacramento Regional Transit in the first quarter, which should be caught up as the year goes on.

Debt Service

1. Interest earnings increased beyond the year-to-date budget by \$45,000 (130.3%). This is primarily due to interest rates remaining elevated during the year.

Attachment

1. *Budget to Actual Analysis Fiscal Year-to-Date Through September 30, 2025*