



A G E N D A

**MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

SACRAMENTO TRANSPORTATION AUTHORITY  
431 I STREET, SUITE 106  
SACRAMENTO, CALIFORNIA

**THURSDAY**

**DECEMBER 6, 2012**

**4:00 P.M.**

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MEMBERS: MATTHEW KELLY; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice Chair);  
DARRELL FONG; JULIE VALVERDE; BRIAN WILLIAMS

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1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Status Report of Measure A Capital Projects, 1<sup>st</sup> Quarter FY 2012-13 \***
4. **Status Report of Measure A On-going Programs, 1<sup>st</sup> Quarter FY 2012-13 \***
5. **Cumulative FY 2012-13 Measure A Revenue Report \***
6. **FY 2011-12 Comprehensive Annual Financial Report \***
7. **Results of Independent Audit for FY 2011-12 \***
8. **Comments from Committee Members**

\* Staff report and associated materials can be viewed or downloaded at [www.sacta.org](http://www.sacta.org)  
For a paper copy of all associated materials, please contact Gloria Busby: 916-323-0897; gloria@sacta.org

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

December 6, 2012  
Item #3

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**Subject: Status Reports of Measure A Capital Projects, 1<sup>st</sup> Quarter FY 2012-13**

## **Recommendation**

Receive and file status reports of active Measure A capital projects.

## **Discussion**

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective September 30, 2012. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2009 A/B/C and Series 2012) for all active capital projects. The summary sheet is current through Nov. 7, 2012.

*Attachments*

**Staff Contact: Lisa Valine**

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**New Measure A Capital Projects - Series 2012**  
**FY 12/13**  
**Status through November 7, 2012**

Sponsor	Project	Capital Project Allocation <small>(FY 09/10 thru FY 12/13)</small>	Total Expended	Balance Remaining	Project Phase
County	Hazel Ave: County Line to Folsom Blvd	18,473,497	16,408,975	2,064,522	In Construction
	Hazel Ave: US Highway 50 to Folsom Blvd	1,520,000	-	1,520,000	In Design
	Madison Ave: Watt - Greenback Lane	492,000	492,000	-	Enviromental
	South Watt / Elk Grove-Florin Road	2,173,000	2,173,000	-	Design completed
	Watt Ave / US 50 Interchange	15,265,000	2,629,829	12,635,171	EIR Completed
Caltrans	US 50 Bus / Carpool Lanes - Phase II	25,908,000	24,081,341	1,826,659	In Construction
	US 50 Bus / Carpool Lanes - Phase II	1,138,000	-	1,138,000	In Design
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I)	20,204,000	16,971,238	3,232,762	In Construction
	Cosumnes River Blvd (Freeport - Franklin & I-5 Interchg)	7,355,000	-	7,355,000	Design Completed
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	4,254,000	3,811,289	442,711	In Construction
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	480,000	220,812	259,188	Design Completed
	Sunrise Blvd: Oak to Antelope	4,528,000	1,386,227	3,141,773	In Construction
Regional Transit	Downtown Natomas Airport - Green Line to the Airport	35,728,510	34,436,745	1,291,765	In Construction
	South Sacramento LRT Corridor Phase II	16,429,490	13,521,759	2,907,731	In Design
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures &amp; balance remaining include "Pay Go")</small>	8,616,939	6,021,286	2,595,653	Planning
		<b>\$ 177,600,436</b>	<b>\$ 137,172,662</b>	<b>\$ 40,427,774</b>	

# **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

**Project: Hazel Avenue – Phase I  
County Line to Folsom Boulevard**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to widen the segment between US 50 and Madison Avenue—including the American River Bridge—from four lanes to six lanes

**Sponsoring Agency:** County of Sacramento

**Project Managers:** Stephen White, Senior Civil Engineer

**Status Report Date:** October 29, 2012

## **Project Status:**

Project's inception date was July 1998. NEPA and CEQA environmental clearance for the widening from Folsom Boulevard to Madison Avenue was secured in September 2006. Final design on Phase 1 (from Folsom Boulevard to Curragh Downs Drive) is complete. Right of way acquisition for Phase 1 is complete; the County has possession of required properties. The Streambed Alteration agreement for the bridge widening across the American River is in place as is the Section 401 Water Quality Certification from the Regional Water Quality Control Board. The Nationwide Permit from the Army Corps of Engineers has also been secured.

A Certification No. 2 was issued for the Phase 1 right of way in December 2009. Bids were opened on February 26, 2009. Flatiron West was the low bidder; they were awarded the contract on March 24, 2009. Notice to proceed was issued on May 11, 2009. Construction of the Phase I project is complete.

Phase 2 will widen Hazel Avenue from four to six lanes between Curragh Downs Drive and Madison Avenue. Field surveys and preliminary design are complete and final design is underway. Right of way acquisition is proceeding for Phase 2. Approximately 41 out of 45 total purchase properties have been acquired. An additional 90 properties require partial acquisitions. This acquisition effort is expected to continue for approximately 2 more years.

## **Pedestrian and Bike Accommodation:**

Per County Standards, bike lanes and sidewalks will be provided on both sides of the roadway within the project limits and Americans with Disabilities Act (ADA) compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. Phase 1 also included improved bike and pedestrian facilities across the bridge and adjacent to the American River. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):**

<b><u>Quarter – Year</u></b>	<b><u>Amount</u></b>
October – December 2009	\$ 3,124,931.69
January – March 2010	\$ 2,596,808.27
April – June 2010	\$ 2,183,419.75
July – September 2010	\$ 3,782,589.02
October – December 2010	\$ 0.00
January – March 2011	\$ 0.00
April – June 2011	\$ 1,875,488.06
July – September 2011	\$ 0.00
October – December 2011	<u>\$ 1,679,763.21</u>
Total To Date	\$15,243,000.00

**Estimated Drawn Down Schedule:**

<b><u>Quarter – Year</u></b>	<b><u>Amount</u></b>
October – December 2012	\$ 2,295,020.27
January – March 2013	\$ 1,000,000.00

**Estimated Project Completion Date:**

The Phase 1 project was completed in October 2011. Widening from Curragh Downs Drive to Sunset Avenue is expected to be complete in 2016. The widening from Sunset Avenue to Madison Avenue is scheduled for completion in 2018.

**Changes in Estimates since last report and reasons for changes:**

On August 23, 2012, the Sacramento Transportation Authority (STA) Board approved a bond note in the amount of \$2,000,000 to cover ongoing design, rights-of-way, and construction costs for the subject project. In addition, there was an allocation from other project's 2009 bond notes in the amount of \$1,295,020.27 to cover costs on this project in order to meet the October 1, 2012 expenditure deadline for the 2009 Bond notes..

# New Measure A Project Status Report

Quarter Ending September 30, 2012

**Project:** Hazel Avenue  
US Highway 50 to Folsom Boulevard

Design, engineering, environmental clearance, Right of Way acquisition, and construction to upgrade the Highway 50/Hazel Avenue interchange, grade separation and associated roadway improvements and connections for the Hazel Avenue and Folsom Boulevard intersection. Improvements also include safety enhancements, landscape/streetscape, transit access, upgraded traffic signals, and intelligent transportation system improvements.

**Sponsoring Agency:** County of Sacramento

**Project Managers:** John Jaeger, Senior Civil Engineer

**Status Report Date:** October 29, 2012

### **Project Status:**

Project's inception date was November 2009. The County of Sacramento Department of Transportation (SacDOT) is currently under contract for specialized professional engineering design services that are necessary to prepare the Project Study Report (PSR) for improvements at the Hazel Avenue and State Route 50 interchange and Folsom Boulevard grade separation. The scope of work for this contract proposes to perform all work necessary to define the project, produce all necessary documents required to obtain approval of the PSR and prepare cost estimates, all acceptable to the County of Sacramento, Caltrans, and FHWA. In addition, the contract work is responsible for the preparation, submittal and approval of all accompanying documents. The work also includes evaluating improvements that include modifications to the interchange structure, freeway ramps, and corresponding roadway and connection improvements with the Hazel Avenue and Folsom Boulevard grade separation. After the PSR is approved, the project will move into the project development stage to allow engineering and environmental studies to evaluate the feasibility of a preferred alternative and to determine the programming of right-of-way and construction capital costs.

### **Pedestrian and Bike Accommodation:**

Per County Standards, bike lanes and sidewalks will be provided within the project limits and Americans with Disabilities Act (ADA) compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

### **Actual Expenditures Incurred To Date (Total Project through end of quarter):**

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2012	\$ 0.00
Total To Date	\$ 0.00

**Estimated Drawn Down Schedule:**

<b><u>Quarter – Year</u></b>		<b><u>Amount</u></b>
October – December 2012	\$	506,000.00
January – March 2013	\$	506,000.00
April – June 2013	\$	508,000.00
July – September 2013	\$	522,000.00
October – December 2013	\$	522,000.00
January – March 2014	\$	522,000.00

**Estimated Project Completion Date:**

Construction schedule for the project is to be determined once funding is secured for the construction phase.

**Changes in Estimates since last report and reasons for changes:**

No changes in estimates.

# New Measure A Project Status Report

Quarter Ending September 30, 2012

**Project:** Madison Avenue – Phase I  
Watt Avenue to Greenback Lane

Design, engineering, and environmental clearance to widen the segment between Sunrise and Hazel from four lanes to six lanes.

**Sponsoring Agency:** County of Sacramento

**Project Managers:** Stephen White, Senior Civil Engineer

**Status Report Date:** October 29, 2012

## **Project Status:**

Project's inception date was July 2004. T.Y. Lin International was retained to prepare the Project Study Report which was completed on September 14, 2007. The study evaluated three proposed alignments and provided detailed cost estimates for each. The Project Study Report also provided detailed analysis of potential hazmat issues, traffic impacts, right of way requirements and utility impacts. The striping plan for the project was approved on December 12, 2009. Work on the CEQA environmental document is essentially complete and the document is currently under internal review.

## **Pedestrian and Bike Accommodation:**

Per County Standards, bike lanes and sidewalks will be provided on both sides of the roadway within the project limits and ADA compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. Separated sidewalks are also proposed to further enhance the pedestrian experience. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

## **Actual Expenditures Incurred To Date (Total Project through end of quarter):**

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2009	\$ 0.00
October – December 2009	\$ 91,661.28
January – March 2010	\$ 65,632.76
April – June 2010	\$ 47,121.16
July – September 2010	\$ 8,622.68
October – December 2010	\$ 154,275.75
January – March 2011	\$ 39,639.99
April – June 2011	\$ 38,374.45
July – September 2011	\$ 0.00
October – December 2011	\$ 13,086.43
January – March 2012	\$ 4,925.71
April – June 2012	\$ 1,117.75
July – September 2012	\$ 0.00
Total To Date	\$ 464,457.96



**Estimated Drawn Down Schedule:**

**Quarter – Year**

**Amount**

October - December 2012

\$

0.00

**Estimated Project Completion Date:** To Be Determined

**Changes in Estimates since last report and reasons for changes:**

Remaining balance of \$27,542.04 was allocated to the Hazel Avenue project in order to meet the expenditure deadline of October 1, 2012. The County will be using local funds to complete the environmental review.

The project completion date is yet to be determined since Measure A sales tax funding for construction has been postponed indefinitely for this project. This project is working towards environmental clearance, which will be funded with local funds, and construction will be delayed until funding is available.

# New Measure A Project Status Report

Quarter Ending September 30, 2012

**Project:** South Watt Avenue/Elk Grove-Florin Road – Phase I  
Folsom Boulevard to Calvine Road

Design, engineering, and environmental clearance to widen the segment between Florin Road and Jackson Road from two to four lanes and widen the segment between Jackson Road and Folsom Blvd from two to five lanes

**Sponsoring Agency:** County of Sacramento

**Project Managers:** John Jaeger, Senior Civil Engineer

**Status Report Date:** October 29, 2012

## Project Status:

The construction of the sound wall on South Watt Avenue at 8925 Canberra Drive is required as noise mitigation for the South Watt Avenue Widening Project (Jackson Highway to Kiefer Blvd). The mitigated Negative Declaration was completed in November 2010. This 8' high sound wall is along the west property line at 8925 Canberra Drive and mitigates noise levels as determined in the Negative Declaration for the South Watt Avenue Improvement Project (Jackson Highway to Kiefer Blvd). Construction for the sound wall work has been completed.

## Pedestrian and Bike Accommodation:

The following status is for the portion of S. Watt Avenue – Jackson Road to Kiefer Boulevard: Northbound bikes/peds on the eastern side of South Watt Avenue have a striped 5' bicycle lane with detection or bicycle push buttons at each signalized intersection and 4' minimum concrete sidewalk. Southbound bikes/peds on the western side of South Watt Avenue have a striped 6' multipurpose lane with detection or bicycle push buttons at each signalized intersection. The western side of South Watt Avenue is a "Class C" roadway with an adjacent ditch. All proposed pedestrian and bike facility improvements completed with this project will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

## Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
January – March 2010	\$ 4,787.48
April – June 2010	\$ 12,654.09
July – September 2010	\$ 833.30
October – December 2010	\$ 64,227.62
January – March 2011	\$ 4,839.95
April – June 2011	\$ 8,350.08
July – September 2011	\$ 0.00
October – December 2011	\$2,000,000.00
January – March 2012	\$ 0.00
April – June 2012	\$ 0.00
July – September 2012	\$ 0.00
Total To Date	<u>\$2,095,692.52</u>

**Estimated Drawn Down Schedule:**

<b><u>Quarter – Year</u></b>		<b><u>Amount</u></b>
July – September 2012	\$	0.00

**Estimated Project Completion Date: COMPLETED**

**Changes in Estimates since last report and reasons for changes:**

Project is complete and remaining balance of \$77,307.48 was allocated to the Hazel Avenue project in order to meet the October 1, 2012 expenditure deadline.

## New Measure A Project Status Report

Quarter Ending September 30, 2012

**Project:** Watt Ave / US 50 Interchange

Design, engineering, environmental clearance, and construction to upgrade the interchange to a L-9 partial cloverleaf configuration

**Sponsoring Agency:** County of Sacramento

**Project Managers:** John Jaeger, Senior Civil Engineer

**Status Report Date:** October 29, 2012

### **Project Status:**

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 100% plans, specifications, and estimates (PS&E) were completed and have been approved by Caltrans. Right-of-Way certification is complete. The construction contract was awarded on September 25, 2012. The start of construction is planned for November 2012 and anticipated to be completed by November 2014.

This project also advanced construction of a sound wall along South Watt Avenue between Kiefer Boulevard and Autumnwood Drive as required by the U.S. Highway 50 at Watt Avenue Interchange Project EIR. Construction was completed in January 2011.

### **Pedestrian and Bike Accommodation:**

The proposed project will reconstruct the U.S. Highway 50 at Watt Avenue interchange to an L-9 partial cloverleaf configuration to reduce congestion, improve safety and traffic operations of the interchange; install the initial working segment of a dedicated Bus Rapid Transit (BRT) facility; construct one separated bicycle and pedestrian pathway along the east side of Watt Avenue through the US 50 interchange to La Riviera Drive; and construct related ADA and transit access improvements. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

### **Actual Expenditures Incurred To Date (Total Project through end of quarter):**

<b><u>Quarter – Year</u></b>	<b><u>Amount</u></b>
October – December 2009	\$ 13,887.60
January – March 2010	\$ 43,269.37
April – June 2010	\$ 41,973.42
July – September 2010	\$ 47,844.58
October – December 2010	\$ 283,726.35
January – March 2011	\$ 114,256.26
April – June 2011	\$ 29,328.41
July – September 2011	\$ 0.00
October – December 2011	\$ 0.00
January – March 2012	\$ 357,263.38

April – June 2012	\$ 519,802.67
July – September 2012	\$ <u>0.00</u>
Total To Date	\$1,451,352.04

**Estimated Drawn Down Schedule:**

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2012	\$ 1,525,907.50
January – March 2013	\$ 525,907.50
April – June 2013	\$ 2,525,907.50
July – September 2013	\$ 2,342,908.00
October – December 2013	\$ 342,908.00
January – March 2014	\$ 342,908.00
April – June 2014	\$ 2,342,908.00
July – September 2014	\$ 2,342,908.00
October – December 2014	\$ 342,908.42

**Estimated Project Completion Date:** November 2014

**Changes in Estimates since last report and reasons for changes:**

The remaining balance of \$1,125,647.96 from the 2009 Bond notes was allocated to the Hazel Avenue project to meet the October 1, 2012 expenditure deadline.

On August 23, 2012, the Sacramento Transportation Authority (STA) Board approved a bond note in the amount of \$12,688,000 to cover remaining rights-of-way and construction contract costs.

## **New Measure A Project Status Report**

**Quarter Ending 9-30-2012**

**Project: Highway 50 Bus/Carpool Lane and Community Enhancements**

Design, engineering, environmental clearance, Right-of-Way acquisition, and construction to add one westbound and one eastbound high occupancy vehicle lane in the existing median.

**Sponsoring Agency:** State of California, Department of Transportation (Caltrans)

**Project Managers:** Jess Avila

**Status Report Date:** 11/06/12

**Project Status:**

- **Monitor plant establishment through-out project limits.**

**Future Work:**

- **Landscape plant establishment period through completion**

**Pedestrian and Bike Accommodation:**

- **The Department will maintain pedestrian and bicycle accessibility during and after construction.**

**Actual Expenditures Incurred to Date (Total Project through end of quarter):**

- **\$24,081,340.58**

**Estimated Drawn Down Schedule:**

- **Quarter ending 12/31/12 - \$1,500,000**

**Estimated Project Completion Date:**

**Major construction work is expected to be complete by the end of 2012 with plant establishment operations continuing through 2013. The project is scheduled for completion during the winter of 2013.**

**Changes in Estimates since last report and reasons for changes: NONE**

# **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

**Project:** Interstate 80 Bus/Carpool Lanes

*Design, engineering, environmental clearance and right of Way acquisitions to add one westbound and one eastbound high occupancy vehicle lane in the existing median between Interstate 5 and the Capital City Freeway*

**Sponsoring Agency:** State of California, Department of Transportation (Caltrans)

**Project Manager:** Sue Takhar

**Status Report Date:** 10-26-12

## **Project Status:**

- *Replace concrete pavement within the project limits (95% complete)*
- *Grind and Groove Existing PCCP eastbound and westbound within the project limits*
- *Installed BMPs at structures (65% complete)*
- *Continue structure work at Rio Linda Blvd UC (95% complete), Winters Street (95% complete) and ongoing work at Del Paso Park Separation Overhead (10 % complete)*
- *K rail was placed to realign lanes in the vicinity of Natomas East Main Drainage Canal, Winters Street Undercrossing and Del Paso Park*
- *JPCP West bound HOV Lane from post mile 0 to 6.5*
- *All 10 sound walls completed*

## **Future Work:**

- *JPCP East bound from Post Mile 0.0 to 6.5*
- *Irrigation/Planting sound walls 2, 3, 6 and 7. Plant trees in church parking lot*
- *Seal Coat and stripe church parking lot*

## **Pedestrian and Bike Accommodation:**

*The Department will maintain pedestrian and bicycle accessibility during and after construction.*

## **Actual Expenditures Incurred To Date (Total Project through end of quarter):**

*\$483,162.21*

## **Estimated Drawn Down Schedule:**

*Quarter Ending 12/31/12 - \$0.0*

## **Estimated Project Completion Date:**

*November 2015*

## **Changes in Estimates since last report and reasons for changes:**

*None*

## **New Measure A Project Status Report**

**Quarter Ending:** September 30, 2012-Updated

**Project:** Downtown Intermodal Station

Project design, Right of Way acquisition, environmental clearance, and construction to relocate the inter-city rail tracks, construct new passenger platforms, and restore the historic Amtrak train station in downtown Sacramento into an intermodal passenger transfer facility.

**Sponsoring Agency:** City of Sacramento

**Project Managers:** Hinda Chandler, Senior Architect and Jon Blank, Supervising Engineer

**Status Report Date:** October 31, 2012

**Project Status:** Construction on \$67 million Phase 1, track relocation, is about 85 percent complete. The newly relocated track and platforms are in operation. Phase I includes coordination of construction of all necessary bridges and tunnels. The 5<sup>th</sup> and 6<sup>th</sup> Street bridge structures were completed in advance of track relocation. The City has also commenced construction on the \$10 million structural retrofit to the historic Sacramento Valley Depot and has procured a design consultant for major upgrade and use of the historic station, and has secured a federal TIGER grant for its construction.

**Pedestrian and Bike Accommodation:** The Downtown Intermodal Station is designed to be an intermodal transportation facility to facilitate alternative modes of transportation and support bicycle and pedestrian connections. As part of Phase 1, the West Tunnel will be constructed as a pedestrian and bicycle only facility. The project also includes a covered pedestrian walkway and tunnel for access to the train platforms and across the relocated tracks. All stairs will be constructed with bicycle troughs.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):** To date, the City has requested and received reimbursements of \$16,971,236.

Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

**Estimated Drawn Down Schedule:** Now that the construction contract has been awarded, drawdowns are anticipated to average approximately \$300,000 per quarter.

**Estimated Project Completion Date:** Phase 1 (Track Relocation) is scheduled to be completed in June 2013. Completion of entire project is estimated for 2020. Timing for construction and completion of future phases is contingent upon funding availability.

**Changes in Estimates since last report and reasons for changes:** There have been no changes since the last report.



## **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

**Project: Folsom Boulevard Streetscape – Bradshaw to Sunrise (Phase II)**

Construction of landscape and hardscape improvements, ADA improvements, and improved access for pedestrians and bicyclists on the segment between Bradshaw and Sunrise and on Mather Field Road between Peter McCuen Blvd. and Folsom Blvd.

**Sponsoring Agency:** City of Rancho Cordova

**Project Managers:** Kathy Garcia

**Status Report Date:** October 29, 2012

### **Project Status:**

Phase II of this project has been split into two phases and are referred to as Phase II and Phase III at the City of Rancho Cordova. Phase II is fully funded with State and Federal Grants and local transportation funds. The construction of Phase II is mostly complete. The storm drain installation and roadway excavation have been completed. The sidewalks on the north side and south side of Folsom Blvd. have been completed. The retaining wall under Hwy 50 has also been completed as well as the lighting installations. All of the medians have been constructed. All of the landscape installation and slurry seal of the road have been complete. A few 'punch list' items are remaining but the major of the project has been complete.

Phase III construction began September 2011. The construction of the project has mostly been completed. The contractor is currently focusing their efforts on completing the punch list items.  
March 2013.

### **Pedestrian and Bike Accommodation:**

Phase III is constructing missing bicycle and pedestrian facilities as well as updating substandard facilities such as curb ramps that do not meet current ADA guidelines.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):**

Billed and paid to date:	\$3,529,161.99
Outstanding invoice for Quarter Ended September 30, 2012	<u>\$ 282,126.71</u>
Total Billed through September 30, 2012	\$3,811,288.70

Quarter Ending December 31, 2012	\$ 442,711.30
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<b>Total Bond Funding</b>	<b><u>\$4,254,000</u></b>
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**Estimated Project Completion Date:** Phase II – Late 2012  
Phase III – Late 2012

## New Measure A Project Status Report

Quarter Ending September 2013

**Project:**

**Antelope Road—Roseville Road to Auburn**

Right of Way acquisition and construction ~~to widen the segment between Roseville Road and I-80 from four lanes to six lanes.~~ of ADA and pedestrian safety components.

**Sponsoring Agency:** City of Citrus Heights

**Project Manager:** Stuart Hodgkins, Senior Civil Engineer  
916-727-4734; [shodgkins@citrusheights.net](mailto:shodgkins@citrusheights.net)

**Status Report Date:** October 29, 2012

**Project Status:**

Project advertised for construction in June.

**Pedestrian and Bike Accommodation:** This project includes sidewalk infill, installation of new bicycle lanes, pedestrian crosswalks, pedestrian alert buttons, and ADA ramps.

**Actual Expenditures Incurred To Date:**

FY 10/11 - \$15,984.00

FY 11/12 - Quarter 1: \$0

FY 11/12 – Quarter 2: \$0

FY 11/12 – Quarter 3: \$49,661.03

FY 11/12 – Quarter 4: \$73,703.05

FY 12/13 – Quarter 1: \$81,463.97

**Estimated Drawn Down Schedule:**

Total: \$325,000+ in remaining Antelope funds, plus additional old measure a cap funds. Project to bid out in May for summer construction. Project breaking ground August 6. As of October 25, project \$75% complete. Curb returns (ADA ramps), ped improvements at intersection, and slurry seal remain to be completed.

**Estimated Project Completion Date:** Complete close out by ~~Fall 2012~~ Spring 2013 – delay in slurry seal/micro seal due to weather.

**Changes in Estimates since last report and reasons for changes:** Phase 1 portion closed out in early 2010. This portion is new area. Cost increase to the design contract due to discoveries for rights of entry.

## **New Measure A Project Status Report**

**Quarter Ending September 2012**

### **Project: Sunrise Blvd – Oak to Antelope Road**

Design, engineering, environmental clearance, Right of Way acquisition, and construction for a “complete streets” treatment of the segment.

**Sponsoring Agency: City of Citrus Heights**

**Project Managers: Stuart Hodgkins, Principal Civil Engineer**  
916-727-4734, [shodgkins@citrusheights.net](mailto:shodgkins@citrusheights.net)  
**Ikram Chaudry – City Engineer**  
916-727-4901, [ichaudry@citrusheights.net](mailto:ichaudry@citrusheights.net)

**Status Report Date: October 29, 2012**

**Project Status:** Bids received in June, contract awarded to Teichert on June 14<sup>th</sup>. Construction set to begin in July.

**Pedestrian and Bike Accommodation:** Project is complete streets. Project will replace existing curb, gutter and sidewalk with new vertical curb and wider, ADA compliant sidewalk, construct infill curb, gutter and sidewalk where a section is currently missing, make minor pavement repairs and fully overlay the street. The entire road will be re-striped to provide 2 travel lanes in each direction with a center two-way left-turn lane (between existing landscaped median segments) and wide bike lanes and decorative stamped AC shall be placed in crosswalks and in the two-way left-turn lane. The existing signalized intersections will be upgraded with new accessible pedestrian amenities (vibrotactile buttons, countdown pedestrian signal heads and new ADA curb ramps), bicycle detecting inductive loops and traffic cameras. Fully accessible transit stops with shelters will also be constructed.

### **Actual Expenditures Incurred To Date:**

FY 10/11 - \$279,628.50

FY 11/12 – Quarter 1: \$28,603.47 (this includes design charges for both segments)

FY 11/12 – Quarter 2: \$41,132.17

FY 11/12 – Quarter 3: \$9,613.58

FY 11/12 – Quarter 4: \$15,645.36

FY 12/13 – Quarter 1: \$1,011,603.72

**Estimated Drawn Down Schedule: Construction is well underway. Contract awarded for \$4,261,334. Total payments to contractor for Q1-12/13 is \$927,754.86 in STA funds. Additional expenditures for inspections, materials testing, construction signage, engineering support, labor compliance, and other related costs. Contractor expects project (substantial) completion by December 2012.**

**Estimated Project Completion Date: March 2013 for Phase 1 segment**

**Changes in Estimates since last report and reasons for changes: None.**

## **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

**Project: Downtown Natomas Airport – Green Line to the River District**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend LRT service from 7<sup>th</sup> & I Streets near Sacramento Valley Station to Richards Blvd.

**Sponsoring Agency: Sacramento Regional Transit District**

**Project Manager: Greg Gamble**

**Status Report Date: Final Report – Segment in Operation**

**Project Status:** The Sacramento Regional Transit District (RT) Board of Directors awarded a Design/Build (DB) contract for the Green Line to the River District project to Stacy and Witbeck on September 14, 2009. Notice to Proceed (NTP) was delayed until the funding was made available after the sale of bonds. RT then issued the NTP to the DB Contractor on November 30, 2009.

Since NTP, the DB team has collaborated with RT staff to develop the design drawings and specifications. Locations of existing utilities have been confirmed by the DB team through potholing. The design and construction work has also been coordinated with the City of Sacramento Utilities and Transportation staff, as well as affected utility companies and stakeholders. Design and construction efforts are essentially complete; the Green Line to the River District project began revenue operation on June 15, 2012.

### **Significant Achievements:**

**July – September 2012 – Fined-tuned Operations, worked on punch list and Contract close-out.**

April – June 2012 – Performed Integrated Train Testing, Operator Training and Safety Certification in anticipation of June 15<sup>th</sup> opening. Received CPUC permission to begin revenue service beginning June 15, 2012. Grand Opening for the Green Line to the River District ceremony was held on June 15, 2012.

January – March 2012 – Final inspections and testing underway, expect to be ready for integrated testing, followed by revenue service in late May/Early June.

October – December 2011 – Final utility work completed, OCS energized in segment 2, 3 and 4, OCS installed project wide. Traction Power Substation tested and readied for operation. Test train moved down 7<sup>th</sup> through T-9 Station, clearances checked. 8<sup>th</sup> and H Station readied for operation (Gold Line).

July – September 2011 – Final Paving, Signing and Striping, Train Signaling and Traffic Signaling work was installed, tested and readied for operation.

April – June 2011 – Track, Ductbank, Traction Power and OCS work continued along the alignment. Contact wire has been installed on 7<sup>th</sup>, 8<sup>th</sup> and G Streets, Special

Trackwork at 8<sup>th</sup> and H and 7<sup>th</sup> and H have been installed. Curb, gutter and sidewalk have been installed. Intermediate and final paving have been performed  
January – March 2011 – Additional Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding on 7<sup>th</sup> between No. B and Richards Blvd. was completed. Special Trackwork installation began and cut-over planning was implemented for 3 cut-overs.

October - December 2010 – Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding performed on 7<sup>th</sup> St. between No. B and Richards Blvd.

July – September 2010 – Utility work continued and right of way access activities completed. Track construction in the T9 station area completed

June 2010 Utility relocation work continued

May 2010 Major utility relocation work underway

Apr 2010 Release for Construction (RFC) design packages delivered by DB

Mar 2010 ESOCs started

Feb 2010 Early Start of Construction (ESOCs) package approved for construction

Feb 2010 Intermediate design effort completed

Nov 2009: NTP issued

Oct 2009: Groundbreaking Ceremony

Sept 2009: DB contract was awarded to Stacy & Witbeck

Aug 2009: Three proposal were received

June 2009: Request for Proposals was released to four qualified teams

Apr 2009: RT Board certified FEIR

Feb 2009: RT published Request for Qualifications to over 90 firms

Dec 2008: Board approved Design/Build process for DNA MOS-1

Nov 2008: Issued NOP for MOS-1 FEIR

Oct 2008: Refined MOS-1 alignment through meetings with stakeholders

#### **Upcoming Work:**

October – December – Complete punchlist work and Contract Closeout

#### **Pedestrian and Bike Accommodation:**

The Project's design and construction will include bicycle and pedestrian facilities. Bicycle travel through the Project area was taken into consideration during the course of the design. Shared bicycle and pedestrian facilities will be located on the west edge of the project area.

**Actual Expenditures Incurred To Date: \$33,957,434**

**Estimated Project Completion Date: 2012**

**Changes in Estimates since last report and reasons for changes:** (change in draw down estimates or change in completion date)

The T-9 development project has been delayed due to developer cashflow issues. Development of the station platform at T-9 (by developer) impacted the revenue operations date. The project began revenue operations on June 15, 2012.

## **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

**Project:** Downtown Natomas Airport – Green Line to the Airport

**Sponsoring Agency:** Sacramento Regional Transit District

**Project Manager:** Jeffrey Damon

**Status Report Date:** September 30, 2012

### **Project Status:**

Regional Transit (RT) continues to develop the groundwork for the completion of the environmental document for the Green Line to the Airport. Towards this end, a variety of efforts has been completed in this quarter and/or continues. Specifically,

- RT Staff held multiple internal discussions and coordinated with the development of materials for FTA and SACOG use in re-programming the funding.
- SACOG Board adopted the MTP 2035 Update on April 19, 2012. RT presented in support of the MTP at the Board meeting. The MTP identifies the Green Line in four specific areas:
  - Green Line Phase 1 (MOS1A) – Completed in 2012
  - Green Line Planning & Engineering – Complete by 2020
  - Green Line Phase II (REG17935) – Complete by 2035
  - Green Line Phase III (REG17325) – Complete by 2035
- RT Staff have prepared a revised draft scope of work (SOW) for advancing the Green Line to the Airport project into the completion of a Draft EIR/S. The SOW was based on the 2/24/12 discussions with FTA and submitted to SACOG for inclusion in the OWP. As of June 30, 2012 potential revisions associated with the (future) passage of MAP-21 will be assessed for any change requirements.
- RT Staff continue to work with City of Sacramento Staff with regards to the “American River Crossing” study that has been funded through a Caltrans Transportation Planning grant. Close coordination between the American River Crossing effort and the Green Line to the Airport effort will result in cross-fertilization of the two efforts. Meetings between the City of Sacramento and Regional Transit have been held and will continue on a regular basis into the foreseeable future. RT Staff also attended as a Stakeholder, the first American River Bridge Crossing Stakeholder meeting on June 28, 2012.
- Measure A funds have been extended for use as the match for the federal funding.

### **Current Project Scope Identifies The Phases As Follows:**

Phase - 1 @ \$44.9M: From downtown to Richards Boulevard by 2010 - Single track with only the bypass element constructed. This is what RT would be able to operate by 2012 based on revenue projections (full build: \$82.5M with loop & bypass). Initial operation will be with existing equipment.

- Phase - 2 @ \$544.8M(YOE): From Richards to Natomas Town Center - Included required vehicles and maintenance facility.



- Phase - 3 @ \$353M (YOE): From Natomas Town Center to the Airport full build by 2035.

## **Significant Achievements:**

### **2012**

#### **- 7/1/12 – 9/30/12**

- a. Prepared a scope of services and budget allocation by task
  - b. Coordinated efforts with City of Sacramento on the American River Bridge Crossing project
  - c. Met multiple times with internal stakeholders to review and refine RFP and Scope
  - d. Met with RT Board members with geographic coverage responsibility for the Green Line to review the projects, scope, schedule and options
  - e. Prepared an Issue Paper for RT Board requesting authorization to release RFP; to be submitted in early 2014
- 6/30/12: Project 402 to be closed out and begin new fiscal year as Project R322
  - 6/28/12: Attended the 1<sup>st</sup> American River Bridge Crossing (City of Sacramento) as a Stakeholder
  - 6/13/12: Notification from FTA that Green Line Environmental Analysis funding has been awarded (CA-90-Y-366-04)
  - 6/4/12: Internal discussion re: Green line "Next Steps"
  - 5/3/12: Discussions with FTA re: Funding for Green Line
  - 4/19/12: Internal Finance meeting discussing project 402 and remaining funds/re-allocation
  - 3/31/12: Prepared revised Scope reflecting FTA comments for inclusion in SACOG OWP
  - 3/9/12: Received from HDR final versions of CAD and source (WORD, EXCEL, Etc.) files from Transitional Analysis work efforts
  - 2/24/12: Met with FTA Region IX to discuss project, funding and next phase scope of work
  - 1/31/12: Received and reviewed final work documents from DKS on travel forecasts

### **2011**

- 12/30/11: Draft Technical Reports prepared by DKS Associates on the travel model refinements and results submitted to RT for review
- 12/12/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 12/9/11: Meeting with SACOG regarding funding options and strategies with follow-on actions
- 11/14/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 11/5/11: Development of "Matrix of Environmental Issues Associated with Re-Starting the Green Line Draft EIS/R" and subsequent provision to SACOG
- 10/24/11: Development of DKS SOW for Travel Model Upgrades and Analysis and Contract
- 10/17/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 9/21/11: RT and DKS staff met with SACOG staff. The meeting resulted in general agreement on the model changes and the "next steps" as discussions between SACOG and FTA.
- 9/8/11 : Met with SACOG staff and discussed the pros and cons of streetcar technology application for the Green Line.
- 9/7/11: DKS prepared a working paper that details enhancements to the SACMET model, re-calibration efforts and the re-validation efforts completed.
- 4/1-30/11: Presentation of power point to SACOG.
- 3/1-31/11: Preparation of the "Streetcar for the Green Line?" paper and power point.
- 1/1-31/11: Meetings with SACOG to review their comments on the Transitional Analysis

### **2010**

- 11/10/10: SACOG review of TA findings and recommendations
- 11/8/10; Presentation of TA findings and recommendations to RT Board of Directors
- 10/15/10: Final Draft Transitional Analysis Report completed
- 9/30/2010: Draft analysis results produced by HDR.

- 9/11/2010: Completed all public outreach activities including public safety workshop, community review (charrette), community outreach event at Celebrate Natomas.
- 8/20/2010: HDR completes deliverables on project cost reductions and design refinements that will be presented at community review (charrette).
- 7/26/2010: Amended HDR Contract to perform additional modeling
- 5/28/2010: Completed On-board survey in support of ridership estimation

**2009**

- 10/15/2009: Initiate Charrette process for project design
- 10/12/09: Ground breaking on MOS-1
- 9/15/09: RT selected Design/build firm
- 6/20/09: RT issued final Request for Proposals
- 2/12/09: RT published Request for Qualifications to over 90 firms
- 12/10/08: Board approved Design/Build process for DNA MOS-1
- 11/12/08: Issued NOP for MOS-1 FEIR
- 10/30/08: Identified technology options for rolling stock
- 8/15 to 10/15/08: Refined MOS-1 alignment through meetings with stakeholders
- 8/5 to 8/8/08: Held Project Definition Workshop
- 7/31/08: Issued Notice to Proceed to HDR/Hoyt and Sharon Greene & Associates
- 7/16/08: Amended the Metropolitan Transportation Plan and the OWP
- 4/24/08: Selected Contractor for Transitional Analysis

**Upcoming Tasks:**

Advance Green Line to the Airport Phase 2 to the environmental report stage for consideration under the FTA New Starts program.

***Pedestrian and Bicycle Accommodation:*** The first phase of the project, Green Line to the River District, includes a pedestrian plaza and seamless access from the development at Township 9 to the light rail station. The second phase of the project, Green Line to the Airport, seeks public input into design principles and guidelines for station areas, particularly with regard to pedestrian and bicyclist amenities, safety, and accessibility.

**Actual Expenditures Incurred To Date: \$385,203**

**Estimated Drawn Down Schedule:** (By quarter – how much in New Measure money you expect to spend)

Oct – Dec 2012	<u>\$98,882</u>
Jan – Mar 2013	<u>\$5,683</u>
Apr – Jun 2013	<u>\$14,207</u>
Jul –Sep 2013	<u>\$56,829</u>
Oct – Dec 2013	<u>\$73,878</u>
Jan – Mar 2014	<u>\$76,719</u>
Apr – Jun 2014	<u>\$79,560</u>
Jul –Sep 2014	<u>\$76,719</u>
Oct – Dec 2014	<u>\$96,566</u>
Jan – Mar 2015	<u>\$495,457</u>
Apr – Jun 2015	<u>\$311,373</u>
Total	<u>\$1,385,873</u>

**Estimated Project Completion Date: 2027**

Completion date could move to an earlier date but is dependent on a future local revenue source.

**Changes in Estimates since last report and reasons for changes:** (change in draw down estimates or change in completion date)

# **New Measure A Project Status Report**

**Quarter Ending September 30, 2012**

## **Project: South Sacramento Corridor Phase II**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend LRT service to Cosumnes River College from its current terminus at Meadowview Road.

**Sponsoring Agency: Sacramento Regional Transit District**

**Project Manager: Ed Scofield**

**Status Report Date: As of 9/30/12**

### **Project Status:**

The environmental document was finalized and submitted to FTA in October 2008 with a Record of Decision (ROD) issued December 18, 2008. A FONSI (Finding of No Significant Impact) was issued in October 2011 for modifications to the project. Preliminary engineering was completed in May 2012 and FTA authorized entry into the final design (FD) phase on May 29, 2012.

The Biological Opinion for the project was issued by the US Fish and Wildlife Service in April 2008. Capital costs for the project were revised from \$250 million to \$270 million following a formal risk assessment workshop conducted in June 2008. CPUC comments on proposed grade crossings have been addressed sufficiently to minimize cost variances associated with the grade crossings. An amended Biological Opinion was issued by US Fish and Wildlife on December 16, 2011. The amended Biological Opinion was necessary to address construction activities in environmentally sensitive areas within the project.

At this time FTA approved activities include final design, right of way (ROW) acquisitions, environmental mitigation monitoring costs, utility relocation, procurement of equipment requiring long lead times for delivery, construction of the Parking Facility Structure (approved Sept. 2011), and construction of two aerial bridges (approved April 2012). Discussions with the Union Pacific Railroad have resulted in the need to redesign the track alignment for the northerly 0.75 miles of the project. An Environmental Assessment to address minor project modifications that have occurred since the SDEIS/SDEIR was approved by FTA in October 2011.

In February 2012 RT was notified the Project received an overall medium rating in the FY13 New Starts report.

In September 2011 FTA approved a "Letter of No Prejudice" (LONP) for construction of the parking structure, which has allowed RT to spend non New Starts funds for this activity in advance of receipt of New Starts funds at a later date. On October 27, 2011, the California Transportation Commission (CTC) approved \$7.2 million Proposition 1B SLPP (State Local Partnership Program) funds for the parking structure. These funds will be matched on a one for one basis with existing New Measure A series 2009 and new series 2012 bonds. On April 11, 2012, an LONP was approved by FTA to advance construction of the

two aerial structures, and construction is now underway RT has closed escrow on the purchase of the UPRR ROW needed for the project. By December 2012, RT anticipates selling revenue bonds which will partly fund future project costs. A Full Funding Grant Agreement (FFGA), for the balance of federal FTA New Starts funds to be awarded over the remaining duration of the project, is scheduled to be executed in December 2012.

**Pedestrian and Bike Accommodation:**

Two pedestrian bridges over Union House Creek are planned which can also accommodate bike traffic. Bike racks and lockers are planned for the light rail stations. In addition, a pedestrian path is planned to connect the CRC light rail station with the parking facility.

**Actual Expenditures Incurred To Date:**

FY 09/10	\$ 543,513
FY 10/11	\$ 1,252,174
FY 11/12	\$ 9,511,680
July-Sep 2012	\$ 1,036,804

**Estimated Draw Down Schedule:** for New Measure A Series 2012 Bonds:

Oct-Dec 2012	\$ 4,085,319
Total	\$16,429,490

**Estimated Project Completion Date: September 2015**

**Changes in Estimates since last report and reasons for changes:**

STA exhausted available POF funds in the April-June 2012 quarter. As a result, the project deferred spending POF funds until STA issued new bonds during summer t 2012, In addition, billings for the parking structure construction materialized later than expected, so drawdowns against POF funds were likewise delayed. The current forecast is that all of the POF funds will be spent by December 2012.

**Schedule Changes:** The ROW and utility relocation phases were approved with the issuance of the ROD in December 2008. The LONP for the parking structure construction was approved in Sept. 2011 which has allowed this construction activity to proceed. An environmental update was approved in October 2011 which allows further progress in parts of these phases affected by the environmental update. The LONP for aerial structures was approved in April 2012 and construction has begun The project entered final design (FD) in May 2012. The estimated project completion date was revised to September 2015 and assumes awarding of a New Starts FFGA in December 2012.

**New Measure A Project Status Report  
Quarter Ending September, 2012**

**Project:** Capital SouthEast Connector JPA

Design, engineering, environmental clearance, environmental mitigation, Right of Way acquisition, and construction of a multi-modal transportation corridor connecting the Cities of Elk Grove, Rancho Cordova, and Folsom in the southern and eastern portions of Sacramento County, including agency administrative functions as specified.

**Sponsoring Agency:** Capital SouthEast Connector JPA

**Project Managers:** Tom Zlotkowski

**Status Report Date:** October 2012

**Project Status:** Project construction has not started. The project is currently in the development stage.

**Pedestrian and Bike Accommodation:** The Capital SouthEast Connector will provide efficient transportation options within the corridor that will enable flexibility among automobile, transit service, bicycle, and pedestrian uses as part of its project description.

**Actual Expenditures Incurred To Date (Total Project through end of quarter - 10/09 through 9/12):**

Measure A Bond Proceeds:	\$ 5,382,013.78
Measure A Pay-Go Proceeds:	<u>639,272.17</u>
TOTAL	\$ 6,021,285.95

**Estimated Drawn Down Schedule:** (October through December 2012)

Measure A Bond Proceeds:	\$ 516,774
Measure A Pay-Go Proceeds:	<u>40,980</u>
TOTAL	\$ 557,754

**Estimated Project Completion Date:** 2025

**Changes in Estimates since last report and reasons for changes:**  
(July through September 2012)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 529,667
	Actual: \$ 477,787.76

Expenditures for Professional Consulting Services and Legal Services were lower than anticipated.

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 51,780
	Actual: \$ 42,003.41

Expenditures for County Allocated Costs were lower than anticipated.

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

December 6, 2012  
Item #4

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**Subject: Status Report of Measure A On-Going Programs, 1<sup>st</sup> Quarter FY 2012-13**

## **Recommendation**

Receive the Measure A on-going annual program status report for the quarter ended September 30, 2012.

## **Discussion**

Contracts between the STA and Measure A entities require that the entities submit quarterly status reports. The purpose of these reports is to provide the STA Board and the public with timely information on the progress of Measure A projects and programs.

The status information attached hereto shows revenues and expenditures for on-going Measure A programs for the quarter ended September 30, 2012. The effected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

*Attachments*

**Staff Contact: Lisa Valine**

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**

*AS OF SEPTEMBER 30, 2012*

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2011/12</i>	<i>1st Qtr 2013</i>	<i>Year to Date FY 12 &amp; FY 13</i>	<i>1st Qtr 2013</i>	<i>Year to Date FY 12 &amp; FY 13</i>	
Citrus Heights	\$ 2,084,853	\$ 480,917	\$ 2,565,770	\$ 262,616	\$ 262,616	\$ 2,303,154
Elk Grove	1,381,930	940,774	2,322,704	343,363	343,363	1,979,341
Folsom	1,157,415	484,440	1,641,856	1,816	1,816	1,640,040
Rancho Cordova	2,030,935	434,555	2,465,490	862,877	862,877	1,602,613
City of Sacramento	7,518,615	2,801,106	10,319,721	4,332,616	4,332,616	5,987,105
County of Sacramento	1,132,579	3,666,209	4,798,789	2,976,528	2,976,528	1,822,261
Isleton	103,740	9,736	113,474	-	-	113,474
Galt	2,383,439	243,400	2,626,839	128,524	128,524	2,498,315
SMAQMD	543,474	357,553	901,027	347,242	347,242	553,785
Paratransit	-	834,290	834,290	834,290	834,290	-
Sacramento Regional Parks	319,132	250,000	569,132	178,568	178,568	390,564
Regional Transit	-	8,223,712	8,223,712	8,223,712	8,223,712	-
<b>Sub - Total</b>	<b>\$ 18,656,112</b>	<b>\$ 18,726,692</b>	<b>\$ 37,382,804</b>	<b>\$ 18,492,152</b>	<b>\$ 18,492,152</b>	<b>\$ 18,890,652</b>
Neighborhood Shuttle	3,021,685	250,000	3,271,685	-	-	3,271,685
CTSA Set Aside	2,554,498	238,368	2,792,866	-	-	2,792,866
<b>Total</b>	<b>\$ 24,232,295</b>	<b>\$ 19,215,060</b>	<b>\$ 43,447,355</b>	<b>\$ 18,492,152</b>	<b>\$ 18,492,152</b>	<b>\$ 24,955,203</b>



**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 THROUGH FY 12/13**  
**AS OF SEPTEMBER 30, 2012**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2012</i>	<i>FY 2012/13 Distribution through September 30, 2012</i>	<i>Total Funds Available through September 30, 2012</i>	<i>Total Expended through September 30, 2012</i>	<i>Remaining Balance through September 30, 2012</i>
<b>Citrus Heights</b>					
<i>Traffic Control &amp; Safety</i>	\$ 371,486	\$ 39,045	\$ 410,531	\$ -	\$ 410,531
<i>Safety, Streetscaping, Pedestrian</i>	527,669	51,425	579,094	31,818	547,276
<i>Street &amp; Road Maintenance</i>	1,185,698	390,447	1,576,145	230,798	1,345,347
<b>Total</b>	<b>\$ 2,084,853</b>	<b>\$ 480,917</b>	<b>\$ 2,565,770</b>	<b>\$ 262,616</b>	<b>\$ 2,303,154</b>
<b>Elk Grove</b>					
<i>Traffic Control &amp; Safety</i>	\$ 55,175	\$ 76,380	\$ 131,555	\$ 5,016	\$ 126,539
<i>Safety, Streetscaping, Pedestrian</i>	313,356	100,599	413,955	24,336	389,619
<i>Street &amp; Road Maintenance</i>	1,013,399	763,795	1,777,194	314,011	1,463,183
<b>Total</b>	<b>\$ 1,381,930</b>	<b>\$ 940,774</b>	<b>\$ 2,322,704</b>	<b>\$ 343,363</b>	<b>\$ 1,979,341</b>
<b>Folsom</b>					
<i>Traffic Control &amp; Safety</i>	\$ 24,046	\$ 39,331	\$ 63,377	\$ 267	\$ 63,110
<i>Safety, Streetscaping, Pedestrian</i>	118,526	51,801	170,327	9,125	161,202
<i>Street &amp; Road Maintenance</i>	1,014,844	393,308	1,408,152	(7,576)	1,415,728
<b>Total</b>	<b>\$ 1,157,416</b>	<b>\$ 484,440</b>	<b>\$ 1,641,856</b>	<b>\$ 1,816</b>	<b>\$ 1,640,040</b>
<b>Rancho Cordova</b>					
<i>Traffic Control &amp; Safety</i>	\$ 290,451	\$ 35,280	\$ 325,731	\$ 21,649	\$ 304,082
<i>Safety, Streetscaping, Pedestrian</i>	422,573	46,468	469,041	3,477	465,564
<i>Street &amp; Road Maintenance</i>	1,317,911	352,807	1,670,718	837,751	832,967
<b>Total</b>	<b>\$ 2,030,935</b>	<b>\$ 434,555</b>	<b>\$ 2,465,490</b>	<b>\$ 862,877</b>	<b>\$ 1,602,613</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 THROUGH FY 12/13**  
**AS OF SEPTEMBER 30, 2012**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2012</i>	<i>FY 2012/13 Distribution through September 30, 2012</i>	<i>Total Funds Available through September 30, 2012</i>	<i>Total Expended through September 30, 2012</i>	<i>Remaining Balance through September 30, 2012</i>
<b>Sacramento</b>					
<i>Traffic Control &amp; Safety</i>	\$ 1,794,753	\$ 227,417	\$ 2,022,170	\$ 70,443	\$ 1,951,727
<i>Safety, Streetscaping, Pedestrian</i>	2,042,241	299,520	2,341,761	133,432	2,208,329
<i>Street &amp; Road Maintenance</i>	3,681,621	2,274,169	5,955,790	4,128,741	1,827,049
<b>Total</b>	<b>\$ 7,518,615</b>	<b>\$ 2,801,106</b>	<b>\$ 10,319,721</b>	<b>\$ 4,332,616</b>	<b>\$ 5,987,105</b>
<b>County</b>					
<i>Traffic Control &amp; Safety</i>	\$ 1,131,940	\$ 297,652	\$ 1,429,592	\$ -	\$ 1,429,592
<i>Safety, Streetscaping, Pedestrian</i>	639	392,029	392,668	-	392,668
<i>Street &amp; Road Maintenance</i>	-	2,976,528	2,976,528	2,976,528	-
<b>Total</b>	<b>\$ 1,132,579</b>	<b>\$ 3,666,209</b>	<b>\$ 4,798,788</b>	<b>\$ 2,976,528</b>	<b>\$ 1,822,260</b>
<b>Isleton</b>					
<i>Total Distribution/Expense</i>	\$ 103,740	\$ 9,736	\$ 113,476	\$ -	\$ 113,476
<b>Total</b>	<b>\$ 103,740</b>	<b>\$ 9,736</b>	<b>\$ 113,476</b>	<b>\$ -</b>	<b>\$ 113,476</b>
<b>Galt</b>					
<i>Total Distribution/Expense</i>	\$ 2,383,439	\$ 243,400	\$ 2,626,839	\$ 128,524	\$ 2,498,315
<b>Total</b>	<b>\$ 2,383,439</b>	<b>\$ 243,400</b>	<b>\$ 2,626,839</b>	<b>\$ 128,524</b>	<b>\$ 2,498,315</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 THROUGH FY 12/13**  
**AS OF SEPTEMBER 30, 2012**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2012</i>	<i>FY 2012/13 Distribution through September 30, 2012</i>	<i>Total Funds Available through September 30, 2012</i>	<i>Total Expended through September 30, 2012</i>	<i>Remaining Balance through September 30, 2012</i>
<b>SMAQMD</b>					
<i>Total Distribution/Expense</i>	\$ 543,474	\$ 357,553	\$ 901,027	\$ 347,242	\$ 553,785
<i>Total</i>	<u>\$ 543,474</u>	<u>\$ 357,553</u>	<u>\$ 901,027</u>	<u>\$ 347,242</u>	<u>\$ 553,785</u>
<b>Paratransit</b>					
<i>Total Distribution/Expense</i>	\$ -	\$ 834,290	\$ 834,290	\$ 834,290	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 834,290</u>	<u>\$ 834,290</u>	<u>\$ 834,290</u>	<u>\$ -</u>
<b>Sac Regional Parks</b>					
<i>Total Distribution/Expense</i>	\$ 319,132	\$ 250,000	\$ 569,132	\$ 178,568	\$ 390,564
<i>Total</i>	<u>\$ 319,132</u>	<u>\$ 250,000</u>	<u>\$ 569,132</u>	<u>\$ 178,568</u>	<u>\$ 390,564</u>
<b>Regional Transit</b>					
<i>Total Distribution/Expense</i>	\$ -	\$ 8,223,712	\$ 8,223,712	\$ 8,223,712	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 8,223,712</u>	<u>\$ 8,223,712</u>	<u>\$ 8,223,712</u>	<u>\$ -</u>
<b>Sub - Total</b>	<b>\$ 18,656,113</b>	<b>\$ 18,726,692</b>	<b>\$ 37,382,805</b>	<b>\$ 18,492,152</b>	<b>\$ 18,890,653</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 THROUGH FY 12/13**  
**AS OF SEPTEMBER 30, 2012**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2012</i>	<i>FY 2012/13 Distribution through September 30, 2012</i>	<i>Total Funds Available through September 30, 2012</i>	<i>Total Expended through September 30, 2012</i>	<i>Remaining Balance through September 30, 2012</i>
<b>Neighborhood Shuttle</b>					
<i>Total Distribution/Expense</i>	\$ 3,021,685	\$ 250,000	\$ 3,271,685	\$ -	\$ 3,271,685
<i>Total</i>	<u>\$ 3,021,685</u>	<u>\$ 250,000</u>	<u>\$ 3,271,685</u>	<u>\$ -</u>	<u>\$ 3,271,685</u>
<b>CTSA Set Aside</b>					
<i>Total Distribution/Expense</i>	\$ 2,554,498	\$ 238,368	\$ 2,792,866	\$ -	\$ 2,792,866
<i>Total</i>	<u>\$ 2,554,498</u>	<u>\$ 238,368</u>	<u>\$ 2,792,866</u>	<u>\$ -</u>	<u>\$ 2,792,866</u>
<b>Grand Total</b>	<u><b>\$ 24,232,296</b></u>	<u><b>\$ 19,215,060</b></u>	<u><b>\$ 43,447,356</b></u>	<u><b>\$ 18,492,152</b></u>	<u><b>\$ 24,955,204</b></u>

ON-GOING MEASURE A - REMAINING FUNDS

\$

480,917

AS OF SEPTEMBER 30, 2012

JURISDICTION	TOTAL DISTRIBUTION				Total Funds Distributed through 9/30/12	EXPENDITURES Total Expended 7/1/09 through 9/30/12	REMAINING FUNDS Remaining Balance through 9/30/12	% REMAINING
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution				
<b>Citrus Heights</b>								
Traffic Control & Safety	\$ 135,123	\$ 140,683	\$ 146,637	\$ 39,045	\$ 461,488	\$ 50,958	\$ 410,531	89.0%
Safety, Streetscaping, Pedestrian	169,062	178,573	189,793	51,425	588,853	41,577	547,276	92.9%
Street & Road Maintenance	1,351,228	1,406,839	1,466,370	390,447	4,614,884	3,269,538	1,345,346	29.2%
<b>Total</b>	<b>\$ 1,655,413</b>	<b>\$ 1,726,095</b>	<b>\$ 1,802,800</b>	<b>\$ 480,917</b>	<b>\$ 5,665,225</b>	<b>\$ 3,362,073</b>	<b>\$ 2,303,153</b>	
<b>Elk Grove</b>								
Traffic Control & Safety	\$ 238,974	\$ 252,929	\$ 286,560	\$ 76,380	\$ 854,843	\$ 728,304	\$ 126,539	14.8%
Safety, Streetscaping, Pedestrian	298,999	321,049	370,900	100,599	1,091,547	701,928	389,619	35.7%
Street & Road Maintenance	2,389,743	2,529,293	2,865,599	763,795	8,548,430	7,085,246	1,463,183	17.1%
<b>Total</b>	<b>\$ 2,927,716</b>	<b>\$ 3,103,271</b>	<b>\$ 3,523,059</b>	<b>\$ 940,774</b>	<b>\$ 10,494,820</b>	<b>\$ 8,515,478</b>	<b>\$ 1,979,341</b>	
<b>Folsom</b>								
Traffic Control & Safety	\$ 132,833	\$ 135,902	\$ 147,711	\$ 39,331	\$ 455,777	\$ 392,667	\$ 63,110	13.8%
Safety, Streetscaping, Pedestrian	166,199	172,504	191,185	51,801	581,689	420,487	161,202	27.7%
Street & Road Maintenance	1,328,342	1,359,023	1,477,113	393,308	4,557,786	3,142,058	1,415,728	31.1%
<b>Total</b>	<b>\$ 1,627,374</b>	<b>\$ 1,667,429</b>	<b>\$ 1,816,009</b>	<b>\$ 484,440</b>	<b>\$ 5,595,252</b>	<b>\$ 3,955,212</b>	<b>\$ 1,640,040</b>	
<b>Rancho Cordova</b>								
Traffic Control & Safety	\$ 107,905	\$ 114,259	\$ 132,403	\$ 35,280	\$ 389,847	\$ 85,765	\$ 304,082	78.0%
Safety, Streetscaping, Pedestrian	135,007	145,031	171,372	46,468	497,878	32,314	465,564	93.5%
Street & Road Maintenance	1,079,038	1,142,586	1,324,030	352,807	3,898,461	3,065,494	832,967	21.4%
<b>Total</b>	<b>\$ 1,321,950</b>	<b>\$ 1,401,876</b>	<b>\$ 1,627,805</b>	<b>\$ 434,555</b>	<b>\$ 4,786,186</b>	<b>\$ 3,183,573</b>	<b>\$ 1,602,613</b>	

ON-GOING MEASURE A - REMAINING FUNDS

\$

480,917

AS OF SEPTEMBER 30, 2012

JURISDICTION	TOTAL DISTRIBUTION				Total Funds Distributed through 9/30/12	EXPENDITURES Total Expended 7/1/09 through 9/30/12	REMAINING FUNDS Remaining Balance through 9/30/12	% REMAINING
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution				
<b>Sacramento</b>								
Traffic Control & Safety	\$ 775,310	\$ 815,414	\$ 854,577	\$ 227,417	\$ 2,672,718	\$ 720,991	\$ 1,951,727	73.0%
Safety, Streetscaping, Pedestrian	970,052	1,035,023	1,106,095	299,520	3,410,690	1,202,361	2,208,329	64.7%
Street & Road Maintenance	7,753,107	8,154,137	8,545,769	2,274,169	26,727,182	24,900,133	1,827,049	6.8%
<b>Total</b>	<b>\$ 9,498,469</b>	<b>\$ 10,004,574</b>	<b>\$ 10,506,441</b>	<b>\$ 2,801,106</b>	<b>\$ 32,810,590</b>	<b>\$ 26,823,485</b>	<b>\$ 5,987,105</b>	
<b>County</b>								
Traffic Control & Safety	\$ 1,016,644	\$ 1,057,521	\$ 1,117,772	\$ 297,652	\$ 3,489,589	\$ 2,059,997	\$ 1,429,592	41.0%
Safety, Streetscaping, Pedestrian	1,271,999	1,342,334	1,446,753	392,029	4,453,115	4,060,448	392,667	8.8%
Street & Road Maintenance	10,166,444	10,575,211	11,177,715	2,976,528	34,895,898	34,895,898	-	0.0%
<b>Total</b>	<b>\$ 12,455,087</b>	<b>\$ 12,975,066</b>	<b>\$ 13,742,240</b>	<b>\$ 3,666,209</b>	<b>\$ 42,838,602</b>	<b>\$ 41,016,343</b>	<b>\$ 1,822,259</b>	
<b>Isleton</b>								
Total Distribution/Expense	\$ 32,835	\$ 34,313	\$ 36,592	\$ 9,736	\$ 113,476	\$ -	\$ 113,476	100.0%
<b>Total</b>	<b>\$ 32,835</b>	<b>\$ 34,313</b>	<b>\$ 36,592</b>	<b>\$ 9,736</b>	<b>\$ 113,476</b>	<b>\$ -</b>	<b>\$ 113,476</b>	
<b>Galt</b>								
Total Distribution/Expense	\$ 820,800	\$ 857,824	\$ 914,734	\$ 243,400	\$ 2,836,758	\$ 338,443	\$ 2,498,315	88.1%
<b>Total</b>	<b>\$ 820,800</b>	<b>\$ 857,824</b>	<b>\$ 914,734</b>	<b>\$ 243,400</b>	<b>\$ 2,836,758</b>	<b>\$ 338,443</b>	<b>\$ 2,498,315</b>	
<b>SMAQMD</b>								
Total Distribution/Expense	\$ 1,203,395	\$ 1,258,355	\$ 1,342,830	\$ 357,553	\$ 4,162,133	\$ 3,608,348	\$ 553,785	13.3%
<b>Total</b>	<b>\$ 1,203,395</b>	<b>\$ 1,258,355</b>	<b>\$ 1,342,830</b>	<b>\$ 357,553</b>	<b>\$ 4,162,133</b>	<b>\$ 3,608,348</b>	<b>\$ 553,785</b>	

**ON-GOING MEASURE A - REMAINING FUNDS**

\$

480,917

**AS OF SEPTEMBER 30, 2012**

JURISDICTION	TOTAL DISTRIBUTION				Total Funds Distributed through 9/30/12	EXPENDITURES Total Expended 7/1/09 through 9/30/12	REMAINING FUNDS Remaining Balance through 9/30/12	% REMAINING
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution				
<b>Paratransit</b>								
<i>Total Distribution/Expense</i>	\$ 2,807,922	\$ 2,936,161	\$ 3,133,270	\$ 834,290	\$ 9,711,643	\$ 9,711,643	\$ -	0.0%
<i>Total</i>	<u>\$ 2,807,922</u>	<u>\$ 2,936,161</u>	<u>\$ 3,133,270</u>	<u>\$ 834,290</u>	<u>\$ 9,711,643</u>	<u>\$ 9,711,643</u>	<u>\$ -</u>	
<b>Sac Regional Parks</b>								
<i>Total Distribution/Expense</i>	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 250,000	\$ 3,250,000	\$ 2,859,436	\$ 390,564	12.0%
<i>Total</i>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 250,000</u>	<u>\$ 3,250,000</u>	<u>\$ 2,859,436</u>	<u>\$ 390,564</u>	
<b>Regional Transit</b>								
<i>Total Distribution/Expense</i>	\$ 27,678,086	\$ 28,942,154	\$ 30,885,085	\$ 8,223,712	\$ 95,729,037	\$ 95,729,037	\$ -	0.0%
<i>Total</i>	<u>\$ 27,678,086</u>	<u>\$ 28,942,154</u>	<u>\$ 30,885,085</u>	<u>\$ 8,223,712</u>	<u>\$ 95,729,037</u>	<u>\$ 95,729,037</u>	<u>\$ -</u>	
<b>Sub - Total</b>	<b>\$ 63,029,047</b>	<b>\$ 65,907,118</b>	<b>\$ 70,330,865</b>	<b>\$ 18,726,692</b>	<b>\$ 217,993,722</b>	<b>\$ 199,103,071</b>	<b>\$ 18,890,651</b>	

ON-GOING MEASURE A - REMAINING FUNDS

\$

480,917

AS OF SEPTEMBER 30, 2012

JURISDICTION	TOTAL DISTRIBUTION				Total Funds Distributed through 9/30/12	EXPENDITURES Total Expended 7/1/09 through 9/30/12	REMAINING FUNDS Remaining Balance through 9/30/12	% REMAINING
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution				
<b>Neighborhood Shuttle</b>								
<i>Total Distribution/Expense</i>	\$ 1,000,000	\$ 1,007,629	\$ 1,000,000	\$ 250,000	\$ 3,257,629	\$ -	\$ 3,257,629	100.0%
<i>Total</i>	<u>\$ 1,000,000</u>	<u>\$ 1,007,629</u>	<u>\$ 1,000,000</u>	<u>\$ 250,000</u>	<u>\$ 3,257,629</u>	<u>\$ -</u>	<u>\$ 3,257,629</u>	
<b>CTSA Set Aside</b>								
<i>Total Distribution/Expense</i>	\$ 802,264	\$ 845,090	\$ 895,220	\$ 238,368	\$ 2,780,942	\$ -	\$ 2,780,942	100.0%
<i>Total</i>	<u>\$ 802,264</u>	<u>\$ 845,090</u>	<u>\$ 895,220</u>	<u>\$ 238,368</u>	<u>\$ 2,780,942</u>	<u>\$ -</u>	<u>\$ 2,780,942</u>	
<b>Grand Total</b>	<u>\$ 64,831,311</u>	<u>\$ 67,759,837</u>	<u>\$ 72,226,085</u>	<u>\$ 19,215,060</u>	<u>\$ 224,032,293</u>	<u>\$ 199,103,071</u>	<u>\$ 24,929,222</u>	



**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES  
CITRUS HEIGHTS  
AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Traffic Safety & Control	\$ 371,486	\$ 39,045				\$ 410,531	\$ -				\$ -	\$ 410,531
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 527,669	51,425				\$ 579,094	\$ 31,818				\$ 31,818	\$ 547,276
Street & Road Maint	\$ 1,185,698	390,447				\$ 1,576,145	\$ 230,798				\$ 230,798	\$ 1,345,347
<b>Total</b>	<b>\$ 2,084,853</b>	<b>\$ 480,917</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,565,770</b>	<b>\$ 262,616</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 262,616</b>	<b>\$ 2,303,154</b>

1st Q bal to distrib

SACRAMENTO TRANSPORTATION AUTHORITY  
 MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES  
 ELK GROVE  
 AS OF SEPTEMBER 30, 2012

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Traffic Safety & Control	\$ 55,175	\$ 76,380				\$ 131,555	\$ 5,016				\$ 5,016	\$ 126,539
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 313,356	\$ 100,599				\$ 413,955	\$ 24,336				\$ 24,336	\$ 389,619
Street & Road Maint	\$ 1,013,399	\$ 763,795				\$ 1,777,194	\$ 314,011				\$ 314,011	\$ 1,463,183
<b>Total</b>	<b>\$ 1,381,930</b>	<b>\$ 940,774</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,322,704</b>	<b>\$ 343,363</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 343,363</b>	<b>\$ 1,979,341</b>

1st Q off to distrib by \$1,682

**SACRAMENTO TRANSPORTATION AUTHORITY  
 MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES  
 FOLSOM  
 AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					TOTAL - YTD FY 12 & FY 13	EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	1st Qtr 2013		2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13		
Traffic Safety & Control	\$ 24,046	\$ 39,331				\$ 63,377	\$ 267				\$ 267	\$ 63,110	
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 118,526	\$ 51,801				\$ 170,327	\$ 9,125				\$ 9,125	\$ 161,202	
Street & Road Maint	\$ 1,014,844	\$ 393,308				\$ 1,408,152	\$ (7,576)				\$ (7,576)	\$ 1,415,728	
<b>Total</b>	<b>\$ 1,157,416</b>	<b>\$ 484,440</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,641,856</b>	<b>\$ 1,816</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,816</b>	<b>\$ 1,640,040</b>	

1st Q bal to distrib

**SACRAMENTO TRANSPORTATION AUTHORITY  
 MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES  
 RANCHO CORDOVA  
 AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Traffic Safety & Control	\$ 290,451	\$ 35,280				\$ 325,731	\$ 21,649				\$ 21,649	\$ 304,082
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 422,573	\$ 46,468				\$ 469,041	\$ 3,477				\$ 3,477	\$ 465,564
Street & Road Maint	\$ 1,317,911	\$ 352,807				\$ 1,670,718	\$ 837,751				\$ 837,751	\$ 832,967
<b>Total</b>	<b>\$ 2,030,935</b>	<b>\$ 434,555</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,465,490</b>	<b>\$ 862,877</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 862,877</b>	<b>\$ 1,602,613</b>

1st Q off to distrib by \$560

**SACRAMENTO TRANSPORTATION AUTHORITY  
 MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES  
 CITY OF SACRAMENTO  
 AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Traffic Safety & Control	\$ 1,794,753	\$ 227,417				\$ 2,022,170	\$ 70,443				\$ 70,443	\$ 1,951,727
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 2,042,241	\$ 299,520				\$ 2,341,761	\$ 133,432				\$ 133,432	\$ 2,208,329
Street & Road Maint	\$ 3,681,621	\$ 2,274,169				\$ 5,955,790	\$ 4,128,741				\$ 4,128,741	\$ 1,827,049
<b>Total</b>	<b>\$ 7,518,615</b>	<b>\$ 2,801,106</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,319,721</b>	<b>\$ 4,332,616</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,332,616</b>	<b>\$ 5,987,105</b>

1st Q off to distrib by \$2,804

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**COUNTY OF SACRAMENTO**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Traffic Safety & Control	\$ 1,131,940	\$ 297,652				\$ 1,429,592	\$ -				\$ -	\$ 1,429,592
Safety, Streetscaping, Pedestrian & Bike Facilities	\$ 639	\$ 392,029				\$ 392,668	\$ -				\$ -	\$ 392,668
Street & Road Maint	\$ -	\$ 2,976,528				\$ 2,976,528	\$ 2,976,528				\$ 2,976,528	\$ -
<b>Total</b>	<b>\$ 1,132,579</b>	<b>\$ 3,666,209</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,798,788</b>	<b>\$ 2,976,528</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,976,528</b>	<b>\$ 1,822,260</b>

1st Q off to distrib by \$562



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**GALT**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Total Distribution / Expense	\$ 2,383,439	\$ 243,400				\$ 2,626,839	\$ 128,524				\$ 128,524	\$ 2,498,315
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 2,383,439</b>	<b>\$ 243,400</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,626,839</b>	<b>\$ 128,524</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 128,524</b>	<b>\$ 2,498,315</b>



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Total Distribution / Expense	\$ 543,474	\$ 357,553				\$ 901,027	\$ 347,242				\$ 347,242	\$ 553,785
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 543,474</b>	<b>\$ 357,553</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 901,027</b>	<b>\$ 347,242</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 347,242</b>	<b>\$ 553,785</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**PARATRANSIT**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Total Distribution / Expense	\$ -	\$ 834,290				\$ 834,290	\$ 834,290				\$ 834,290	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 834,290	\$ -	\$ -	\$ -	\$ 834,290	\$ 834,290	\$ -	\$ -	\$ -	\$ 834,290	\$ -

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**SACRAMENTO COUNTY REGIONAL PARKS**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Total Distribution / Expense	\$ 319,132	\$ 250,000				\$ 569,132	\$ 178,568				\$ 178,568	\$ 390,564
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 319,132</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 569,132</b>	<b>\$ 178,568</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 178,568</b>	<b>\$ 390,564</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**  
**SACRAMENTO REGIONAL TRANSIT**  
**AS OF SEPTEMBER 30, 2012**

Program Category	Unexpended Balance FY 11/12	DISTRIBUTIONS					EXPENDITURES					Balance Unexpended @ 9/30/12
		1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	1st Qtr 2013	2nd Qtr 2013	3rd Qtr 2013	4th Qtr 2013	TOTAL - YTD FY 12 & FY 13	
Total Distribution / Expense	\$ -	\$ 8,223,712				\$ 8,223,712	\$ 8,223,712				\$ 8,223,712	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 8,223,712	\$ -	\$ -	\$ -	\$ 8,223,712	\$ 8,223,712	\$ -	\$ -	\$ -	\$ 8,223,712	\$ -





# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

December 6, 2012  
Item #5

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**Subject: Cumulative FY 2012-13 Measure A Revenue Report**

## **Recommendation**

Receive and file a summary report of cumulative FY 2012-13 Measure A sales tax revenues.

## **Discussion**

The monthly Measure A sales tax revenue and distribution report for November is attached. This report also provides cumulative revenue and distribution figures for the first five months of FY 2013. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping*, *Bike, Ped*, and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of November, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2013 Measure A distributions to date are shown in the middle column.

In summary, the November sales tax revenues were 14.3% above the same month last year, and cumulative sales tax revenues through the first five months of FY 2013 are running about 10.8% above the prior year.

*Attachment*

**Staff Contact: Lisa Valine**

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

December 6, 2012  
Item #6

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**Subject: FY 2011-12 Comprehensive Annual Financial Report**

## **Recommendation**

Receive and file.

## **Discussion**

The Comprehensive Annual Financial Report (CAFR) for fiscal year 2011-12 is enclosed with the agenda packet for your information. The CAFR's contents are similar to last year's CAFR with the exception that additional information was provided in Note 11 under *Subsequent Events* in the Notes to the Financial Statements with regards to the July 2012 bond issuance.

Please note the copy of the Certificate of Achievement for Excellence in Financial Reporting which was awarded to STA by the Government Finance Officers Association for our FY 2010-11 CAFR. This is the 17<sup>th</sup> consecutive year in which STA has received this award.

Of particular importance in the CAFR is the Financial Section which includes the Independent Auditor's Report. This report attests that our financial statements are presented fairly in accordance with generally accepted accounting principles.

*Enclosure*

**Staff Contact: Lisa Valine**



# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

December 6, 2012  
Item #7

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**Subject:** Results of Independent Audit for FY 2011-12

## **Recommendation**

Receive and file.

## **Discussion**

The independent audit of the STA, SAVSA, and recipient entities for the fiscal year ended June 30, 2012, was recently completed. Our consulting auditors (*James Marta and Company*) prepared the report (attached). The first five pages of the report provide general information about the audit process and the tasks that the auditors performed, while the remainder of the report describes and details the findings from agreed-upon procedures performed on the Measure A (on-going and capital) and SAVSA entities.

There were two Measure A findings for the City of Folsom this fiscal year and two SAVSA findings for the City of Galt. In the prior year, there was a SAVSA finding for the City of Elk Grove, but that finding was corrected and did not reappear in this fiscal year. There were no findings for the other jurisdictions or for the STA and SAVSA administration.

*Attachment*

**Staff Contact:** *Lisa Valine*

**SACRAMENTO TRANSPORTATION AUTHORITY**

**REPORT ON AGREED-UPON PROCEDURES  
FOR MEASURE A AND SAVSA**

**FOR THE FISCAL YEAR ENDED**

**JUNE 30, 2012**



**James Marta & Company**  
*Certified Public Accountants*

*Accounting, Auditing, Consulting, and Tax*

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**INDEPENDENT ACCOUNTANT'S REPORT**  
**ON APPLYING AGREED-UPON PROCEDURES**

To the Board of Directors and Management  
Sacramento Transportation Authority  
Sacramento, CA

We have performed the procedures enumerated in Attachment I, which were agreed to by the management of Sacramento Transportation Authority (the "Authority"), solely to assist you in (1) monitoring recipient compliance with applicable Memorandum of Understanding for Measure A funds between the Authority and the respective entity as it relates to the entity's allocation; and (2) monitoring applicable recipient compliance with the Abandoned Vehicle Abatement Handbook issued by the California Highway Patrol as it relates to the Sacramento Abandoned Vehicle Service Authority (SAVSA) for the year ended June 30, 2012. The Authority's management is responsible for monitoring the recipient entity's compliance with laws and regulations applicable to the requirements mentioned above. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in Attachment I either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not conduct an examination, the objective of which would be the expression of an opinion on the required compliance of the Measure A or SAVSA recipient entities. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Board of Directors and management of the Authority, and is not intended to be and should not be used by anyone other than these specified parties.

*James Marta & Company*

James Marta & Company  
Certified Public Accountants  
November 13, 2012

**ATTACHMENT I**

**PROCEDURES PERFORMED**

**MEASURE A**

At your request, we have performed certain procedures as of June 30, 2012 and for the year then ended with respect to recipient compliance with the applicable Memorandum of Understanding between the Authority and the respective recipient entities. Such procedures performed were as follows:

1. We read the recipient's accounting system narrative as it specifically relates to the accounting for, and control over, Measure A receipts and expenditures.
2. We read the recipient's indirect cost allocation methodology, if any.
3. We read the recipient's methodology for allocating and recording interest related to Measure A receipts and recomputed reported interest income for one quarter for the year ended June 30, 2012 based on the amount set forth in the supporting schedules provided by the recipient entities, if interest was allocated to Measure A funds.
4. You selected certain projects from the Original Measure A Status Report, Measure A Distributions/Expenditures On-going Annual Programs (New Measure A) Schedule and the Measure A Capital Projects Schedule for the fiscal year ended June 30, 2012 as follows:

**On-going Measure A**

County of Sacramento:

City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities

City of Citrus Heights:

City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities

City of Folsom:

City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities

City of Galt:

City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities  
Transit Operations, Maintenance and Safety  
Senior and Disabled Transportation Services

City of Rancho Cordova:

City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities

**PROCEDURES PERFORMED: MEASURE A (Continued)**

On-going Measure A (continued)

Sacramento Regional Transit:  
Transit Operations, Maintenance and Safety  
City of Sacramento:  
City Street and County Road Maintenance  
Traffic Control and Safety Program  
Safety, Streetscaping, Pedestrian and Bicycle Facilities

Original Measure A

County of Sacramento  
City of Citrus Heights  
City of Folsom  
City of Galt  
City of Rancho Cordova  
Sacramento Regional Transit  
City of Sacramento

Measure A Capital Projects

Caltrans:  
Highway 50 Bus / Carpool Lanes  
Interstate 80 Bus / Carpool Lanes  
County of Sacramento:  
Hazel Avenue Widening  
Bradshaw Road Widening  
Madison Avenue Improvements  
South Watt / Elk Grove – Florin Road Improvements  
City of Citrus Heights:  
Antelope Road Widening  
Sunrise Boulevard Improvements  
City of Galt:  
Central Galt Interchange  
City of Rancho Cordova:  
Folsom Boulevard Streetscape  
Sunrise Boulevard Widening  
Sacramento Regional Transit:  
Light Rail Transit – Downtown-Natomas-Airport  
Light Rail Transit – Southline Extension (Phase II)  
City of Sacramento:  
Downtown Intermodal Station

**PROCEDURES PERFORMED: MEASURE A (Continued)**

For the projects selected on the preceding pages, we performed the following:

- a. Obtained the Original Measure A Status Report, Distribution/Expenditures for On-going projects or the Measure A Capital Projects Schedule, as applicable for fiscal year ended June 30, 2012.
- b. From the detail of total project costs provided by the recipient entities, we haphazardly selected all or 10, whichever is less, expenditures for the fiscal year ended June 30, 2012, and agreed amounts to supporting documentation noting if the expenditure was consistent with the project descriptions in the Expenditure Plan, the on-going Measure A Memorandum of Understanding of the Five-year Expenditure Plans for New Measure A, as applicable.
- c. We agreed the amounts in the applicable schedules provided by the Authority for the fiscal year ended June 30, 2012 to the expenditure detail for the fiscal year ended June 30, 2012 provided by the recipient for the selected projects.

**SAVSA**

We have performed certain procedures as of June 30, 2012 and for the year then ended with respect to the applicable recipient's compliance with the Abandoned Vehicle Abatement Handbook (Handbook) as it relates to the Sacramento Abandoned Vehicle Service Authority (SAVSA) recipient entities. Such procedures were as follows:

1. We read the recipient's accounting system narrative as it specifically relates to the accounting for, and control over, abatement receipts and expenditures.
2. We read the recipient's indirect cost allocation methodology, if any.
3. We read the recipient's methodology for allocating and recording interest and recomputed reported interest income for the year ended June 30, 2012 based on the amount set forth in the supporting schedules provided by the recipient entities.
4. For the fiscal year ended June 30, 2012, you selected the following recipient entities for verification of abandoned vehicle abatement expenditures:

City of Citrus Heights  
City of Elk Grove  
City of Folsom  
City of Galt

For the programs selected in the step above, we performed the following:

- a. Obtained the Expenditure Status Report for the fiscal year ended June 30, 2012.
- b. From the detail of total project costs provided by the recipient entities, we haphazardly selected all or 10 expenditures, whichever is less, for the fiscal year ended June 30, 2012 and agreed amounts to supporting documentation noting if the expenditure was consistent with the allowable expenditures stated in the Handbook.
- c. We agreed the amounts in the SAVSA Quarterly Status Report provided by the Authority for the fiscal year ended June 30, 2012 to the amounts in the Quarterly Status Report and supporting documentations for at least one haphazardly selected quarterly report provided by the recipient.

In connection with the procedures performed on SAVSA and Measure A, the following items came to our attention:

**Current Year Findings**

**2012-01 City of Folsom – Measure A**

**Interest on unexpended funds – On-going Annual Programs (i.e. “New Measure A”)**

Revenue allocations for On-going Annual Programs are provided to the City of Folsom on a periodic basis, regardless of related expenditures reported by the City. Revenue allocations to the City in excess of historic expenditures (i.e. unexpended funds) are summarized below for the fiscal year ending June 30, 2012:

<b>On-going Program</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>	<b>Average</b>
Traffic Control & Safety	\$ 139,274	\$ 104,459	\$ 37,105	\$ 24,046	\$ 76,221
Safety, Streetscaping, Pedestrian and Bicycle Facilities	199,548	199,548	172,783	118,526	172,601
City Street & County Road Maintenance	1,900,224	1,828,150	1,404,193	1,014,844	1,536,853
<b>Total</b>	<b>\$ 2,239,046</b>	<b>\$ 2,132,157</b>	<b>\$ 1,614,081</b>	<b>\$ 1,157,416</b>	<b>\$ 1,785,675</b>

Per our conversation with a Senior Management Analyst at City of Folsom, while accounting for On-going Annual Programs occurs in a separate fund, no interest is allocated to the balance in the fund.

Section 5, paragraph b of the Memorandum of Understanding between the Sacramento Transportation Authority and the City of Folsom dated June 16, 2011 states: “Entity [City of Folsom] shall keep a separate account for each On-going annual Program. Interest earned on unexpended funds in each account shall be retained in the account and expended only on qualified expenditures for the Program.”

It does not appear that the City of Folsom is in compliance with this element of the Memorandum of Understanding.

**Recipient Response**

Beginning in FY 13, interest is now allocated to the New Measure A fund.



## 2012-02 City of Folsom – Measure A

### “Original” Measure A Expenditures

During the course of our audit, we reviewed the 1995 Amended Measure A Transportation Expenditure Agreement, dated March 9, 1995, in an effort to determine which costs were eligible to be paid with “Original” Measure A Funds. According to Section 18 of this document allocations for “Original” Measure A Funds are to be made in accordance with the “Entity Annual Expenditure Plan”.

City of Folsom’s Entity Annual Expenditure Plan is inclusive of a line item for “Street Maintenance”. There is no itemized budget or other support for the planned expenditure amount.

In Section 1, paragraph h of the 1995 Amended Measure A Transportation Expenditure Agreement, the following definition is given:

"Maintenance"--shall mean the preservation and keeping of rights-of-way and each type of roadway, structure, safety convenience or device, planting, illumination equipment and other facility, in the safe and usable condition to which it has been improved or constructed, including patching, repairing, surface treating, and joint filling on bituminous surfacing with added materials to provide a total thickness of less than three (3) inches; scarifying, reshaping and restoring material losses; repair of traveled way and shoulders; cleaning, painting and repairing bridges and structures; repainting of pavements, stripings and markings to the same standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; mowing and watering; replacing top soil, sod, shrubs, trees, irrigation facilities on street and roadside; repairing curb, gutter, rip-rap, underdrain and culverts and drains; repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.; servicing lighting systems and street or road traffic control devices; and furnishing of power for street and road lighting and traffic control devices.

As part of our sample, of ten “Original” Measure A expenditures, we identified the following four expenses that were allocated to the “Street Maintenance” project at City of Folsom that do not appear to have been *directly* used for “Maintenance” as described above:

Vendor	Amount	Date	Period Covered
AT&T - Phone Service 7/11	\$ 253.84	8/24/2011	7/1/11 - 9/30/11
Dell Marketing L.P. - Computer Hardware and per	1,041.62	8/29/2011	7/1/11 - 9/30/11
Ethan Wade Graphic - Safety Shirts/Sweatshirts	549.16	9/13/2011	7/1/11 - 9/30/11
Folsom Hitoric Di - Christmas Tree Lighting	2,000.00	3/29/2012	1/1/12 - 3/31/12

The above expenditures do not meet our understanding of allowable costs under “Original” Measure A.

### Recipient Response

The City will deduct \$3,844.62 from its 1<sup>st</sup> Quarter, FY 13 Original Measure A claim to account for the above unallowable costs. In addition, the City will continue to have the Finance Department and the Public Works and Community Development Director to review future claims to ensure expenditures are allowable.

**2012-03 City of Galt – SAVSA**

**1. Methodology for allocation of indirect costs**

The City of Galt uses an indirect cost rate sheet that has not been updated since January 1, 1996 in its calculation of SAVSA reimbursement requests. There is no clear methodology as to how the City arrived at the rates in the indirect cost rate sheet.

The City applies the rates (hours/dollar amounts) to the number of abatements depending on whether the abatement was private/public and through this formula, arrives at the amount submitted for reimbursement for SAVSA expenditures.

It is recommended that:

Management documents a clear methodology on how the salary/equipment cost rates per abatement are established. This should include:

1. An accurate reflection of average officer hourly pay, to be updated or reviewed annually, based on actual salaries and benefits.
2. An accurate reflection of equipment costs, based on an inventory of equipment in service related to abatements. These estimates should be reviewed annually to reflect any new costs or eliminate costs that are no longer applicable.

A clear methodology should also be documented to accurately reflect time allocated per abatement per employee. Time can be kept based on a sample of personnel (officers/clerks) that spend time on abatements. Time sheets can be kept to give a more accurate estimate of actual time applied or an estimable average per inquiry with personnel. Methodology should be documented to be updated and reviewed in subsequent years.

**2. Application of Indirect Cost Rates**

We found that the rates used in the calculation of quarterly SAVSA expenditure reports did not match the amounts per the City’s indirect cost rate sheet, in some instances.

We recalculated the quarterly SAVSA expenditure reports and found the following differences:

<b>Quarter</b>	<b>Amount per City calculation</b>	<b>Amount per auditor recalculation</b>	<b>(Understatement)/ Overstatement</b>
1 <sup>st</sup>	\$9,434	\$9,474	(\$40)
2 <sup>nd</sup>	4,978	4,998	(20)
3 <sup>rd</sup>	3,949	3,964	(15)
4 <sup>th</sup>	4,098	4,108	(10)

**Prior Year Findings**

**2011-01 City of Elk Grove (SAVSA) Quarterly Status Reports**

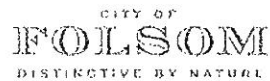
During our review of expenditures, we noted discrepancies in the quarterly reports submitted to the Authority and the City's supporting documents resulting to a net overstatement of \$3,565.69. The following are the details of the finding:

Quarter	Claimed Amount	Verified Amount	Overstatement (Understatement)
1	\$ 22,457.97	\$ 21,780.55	\$ 677.42
2	24,246.60	18,567.52	5,679.08
3	11,631.44	14,184.92	(2,553.48)
4	18,775.12	19,012.45	(237.33)
	Net Overstatement		\$ 3,565.69

Discrepancies in Quarters 1, 2, and 4 arose due to the inaccurate carryover of amounts indicated in the City's supporting documents (i.e. SAVSA Cost Component Calculator and Elk Grove PD Abatement Calls) to the Quarterly Status Reports. The discrepancy in Quarter 3 arose due to the aforementioned inaccurate carryovers as well as arithmetical errors in the calculation of the costs associated with the Elk Grove PD Voluntary and Involuntary Abatement Calls.

Upon inquiry, we noted that there is currently no review process in place relating to the submission of the SAVSA quarterly status reports.

Status: In the current year, we did not note any discrepancies as a result of our procedures.



To: Ms. Lisa Valine, Sr. Accountant, STA  
From: James W. Francis, Finance Director/CFO  
CC: Mr. David Miller, Public Works and Community Development Director  
Date: 10/30/2012  
Re: Measure A Compliance Audit for FY 12

Dear Ms. Valine,

Below is our response to the two findings related to the Measure A Compliance Audit for FY 12.

- 1) **New Measure A interest on unexpended funds** – no interest was allocated to the New Measure A fund.

Management's response-Beginning in FY 13, interest is now allocated to the New Measure A fund.

- 2) **"Original" Measure A Expenditures** – Expenditures totaling \$3,844.62 that were reimbursed via Original Measure A claims were found to be unallowable costs.

Management's response-The City will deduct \$3,844.62 from its 1<sup>st</sup> Quarter, FY 13 Original Measure A claim to account for the above unallowable costs. In addition, the City will continue to have the Finance Department and the Public Works and Community Development Director to review future claims to ensure expenditures are allowable.

Sincerely,

James W. Francis, Finance Director/CFO

David Miller, Public Works and Community Development Director