



AGENDA

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

SACRAMENTO COUNTY ADMINISTRATION BUILDING
700 H STREET -- HEARING ROOM 2
SACRAMENTO, CALIFORNIA

THURSDAY

MAY 29, 2014

4:00 P.M.

MEMBERS: RUSSELL DAVIS; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice Chair);
SUSAN PETERS; BRIAN WILLIAMS

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Measure A Pavement and Bridge Maintenance Report for FY 2012 and FY 2013 ***
4. **Status Report of Measure A Capital Projects, 3rd Quarter FY 2013-14 ***
5. **Status Report of Measure A On-going Programs, 3rd Quarter FY 2013-14 ***
6. **Cumulative FY 2013-14 Measure A Revenue Report ***
7. **FY 2014-15 Measure A Revenue Forecast and Draft STA Budget ***
8. **Contract for Independent Auditing Services, FY 2013-14 ***
9. **Overview and Update of the Measure A Debt Portfolio ***
10. **Comments from Committee Members**

* Staff report and associated materials can be viewed or downloaded at www.sacta.org
For a paper copy of all associated materials, please contact Jennifer Doll: 916-323-0897; jennifer@sacta.org

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #3

Subject: Measure A Pavement and Bridge Maintenance Report for FY 2012 and FY 2013

Recommendation

Receive and file.

Discussion

As required by the **New** Measure A Ordinance, the STA Board has adopted performance standards to guide the expenditure of transportation sales tax funds. The performance standards include a reporting component whereby recipient Measure A entities submit quarterly status reports of their respective progress delivering Measure A capital projects and the on-going Measure A programs. In addition, the County and unincorporated cities are required to submit a pavement and bridge system maintenance report every two years upon request by STA. These biennial reports list all street/road segments and bridges on which maintenance treatments funded wholly or partially with Measure A funds have been applied during the affected two-year period. At a minimum, the biennial reports should include the following information for each affected segment:

- Functional Classification
- Construction Year
- Length, width, area, and number of lanes
- Type(s) of maintenance treatment applied
- Cost of project and proportional contribution from Measure A
- Pavement Condition Index (PCI) before and after treatment
- Cumulative number of paved, maintained lane miles on the street/road system as recorded in each entity's automated pavement management accounting system

The entity pavement and bridge maintenance reports for FY 2011-12 and FY 2012-13 are attached hereto. Please note that there is no report for the City of Isleton, because it was ineligible to receive Measure A funds during the reporting period.

Attachments

Staff Contact: Brian Williams

City of Citrus Heights
FY's 11/12 and 12/13 Expenditures

<i>Project</i>	<i>Functional Classification</i>	<i>Construction Year</i>	<i>L/W/A & Lanes</i>	<i>Overall Cost</i>	<i>Measure A Contribution</i>	<i>PCI (before and after)</i>	<i>Type of Maintenance Applied</i>	<i>Notes</i>
2011 Antelope Road Ped Safety and Accessibility	<i>Other Principal Arterial</i>	2012/2013	1970Lx70W 137,900 Area 4 lanes plus center turn lane	\$ 1,131,352.00	\$ 663,211.00	75/100	Microseal	Sidewalk Infill Project - applied microseal treatment pavement.
Auburn Blvd Road Reconstruction Grand Oaks to NCL	<i>Other Principal Arterial</i>	2012/2013	3900Lx60W 234,000 Area 4 lanes plus center turn lane and turn pockets	\$ 903,642.00	\$ 640,699.00	63*/100	Asphalt Concrete	Auburn Blvd-Grand Oaks to NCL. PCI varied throughout the corridor.
Auburn Boulevard/Greenback Lane Intersection Improvements Project	<i>Other Principal Arterial</i>	2011/2012	2800Lx85W 238,000 Area 6 Lanes on Greenback, 4 on Auburn, plus turn pockets	\$ 944,041.00	\$ 631,639.00	40-50/100*	Asphalt Concrete and Slurry Seal	Improvements included sidewalk repairs, roadsurfacing and bus/ped upgrades. Intersection (AC) was reconstructed, however, large segment of Greenback Lane received a slurry application, which resulted in a less than 100 PCI.
Auburn Boulevard Complete Streets and Enhancements	<i>Other Principal Arterial</i>	2012/2013	4600Lx95W 437,000 Area 4 lanes, plus turn pockets.	\$ 7,104,336.00	\$ 138,952.00	48-74/100	Asphalt Concrete	Auburn Blvd - Sycamore to Rusch Park. PCI varied throughout the corridor.
Sycamore Drive Drainage Project - Drainage and Road Improvements	<i>Local</i>	2012/2013	2200Lx24W 52,800 Area 2 lane residential	\$ 356,368.00	\$ 206,581.00	55/100	Asphalt Concrete	Drainage Improvement Project - repaved deteriorating roadway.
Sunrise Blvd Complete Streets Phase 1	<i>Other Principal Arterial</i>	2012/2013	3785Lx75W 283,875 Area 4 lanes plus center turn lane and turn pockets	\$ 4,278,861.00	\$ 2,740,375.00	70/100	Asphalt Concrete	Complete Streets Vista Ridge to Antelope Road, reconstruct existing sc/g, ada/ped, bus stops, full road resurfacing.
Road Maintenance (misc pothole repairs, asphalt digouts, sidewalk repairs, and striping maintenance-did not alter the overall PCI)	<i>Citywide</i>	2011/2012	varies	\$ 175,855.00	\$ 175,856.00	n/a	Asphalt Concrete	
Road Maintenance (misc pothole repairs, asphalt digouts, sidewalk repairs, and striping maintenance-did not alter the overall PCI)	<i>Citywide</i>	2012/2013	varies	\$ 144,317.00	\$ 144,317.00	n/a	Asphalt Concrete	

City of Elk Grove
Measure A Pavement and Bridge Maintenance Report, FY2012/FY2013

6-Mar-14

On Street	From	To	Functional Class	Work Year	Length (ft.)	Width (ft.)	Area (sq. ft.)	Number of Lanes	Description Of Work	Total Cost	Meas. A Contribution	Pre-PCI	Post-PCI
FY 2011-12 Pavement Maintenance													
Bond Road	SR-99	Grant Line Rd.	A	2011-2012			748		Pavement Maintenance/Pothole Repair	\$ 15,708	\$ 15,708	78	78
Elk Grove Blvd.	I-5	Grant Line Rd.	A	2011-2012			684		Pavement Maintenance/Pothole Repair	\$ 14,364	\$ 14,364	80	80
Grant Line Rd.	SR-99	City Limits	A	2011-2012			3428		Pavement Maintenance/Pothole Repair	\$ 71,988	\$ 71,988	47	47
Spring Azure Way			R	2012			21		Pavement Maintenance/Pothole Repair	\$ 441	\$ 441	72	72
Lorna Ct.			R	2012			455		4" digout/Pothole Repair	\$ 9,555	\$ 9,555	31	31
Laguna Blvd.	I-5	SR-99	A	2011-2012			486		Pavement Maintenance/Pothole Repair	\$ 10,206	\$ 10,206	82	82
Elk Grove-Florin Rd.	Calvine Rd.	Grant Line Rd.	A	2011-2012			318		Pavement Maintenance/Pothole Repair	\$ 6,678	\$ 6,678	77	77
Waterman Rd.	Calvine Rd.	Grant Line Rd.	A	2011-2012			1459		Pavement Maintenance/Pothole Repair	\$ 30,639	\$ 30,639	59	59
Sheldon Rd.	Bruceville Rd.	Grant Line Rd.	A	2011-2012			288		Pavement Maintenance/Pothole Repair	\$ 6,048	\$ 6,048	76	76
Big Horn Blvd.	Franklin Blvd.	Whitelock Pkwy.	A	2011-2012			180		Pavement Maintenance/Pothole Repair	\$ 3,780	\$ 3,780	49	49
Laguna Springs Dr.	Red Fox Way	Red Fox Way	C	2012			52		Pavement Maintenance/Pothole Repair	\$ 1,092	\$ 1,092	43	43
W Stockton Blvd.	Lewis Stein Rd.	Grant Line Rd.	C	2011-2012			578		Pavement Maintenance/Pothole Repair	\$ 12,138	\$ 12,138	76	76
Kelsey Dr			R	2012			40		Pavement Maintenance/Pothole Repair	\$ 840	\$ 840	76	76
Excelsior Dr			R	2012			32		Pavement Maintenance/Pothole Repair	\$ 672	\$ 672	52	52
Lotz Pkwy			C	2012			36		Pavement Maintenance/Pothole Repair	\$ 756	\$ 756	83	83
Railroad St.			R	2012			74		Pavement Maintenance/Pothole Repair	\$ 1,554	\$ 1,554	69	69
Poppy Ridge Rd.			R	2012			85		Pavement Maintenance/Pothole Repair	\$ 1,785	\$ 1,785	29	29
Hutton Dr.			R	2012			27		Pavement Maintenance/Pothole Repair	\$ 567	\$ 567	76	76
Vicino Dr.			R	2012			36		Pavement Maintenance/Pothole Repair	\$ 756	\$ 756	78	78
Union Park Way	E Stockton Blvd	Iron Rock Way	C	2012			128		Pavement Maintenance/Pothole Repair	\$ 2,688	\$ 2,688	12	12
Foulks Ranch Dr.	Laguna Lake Way	Laguna Lake Way	R	2012			99		Pavement Maintenance/Pothole Repair	\$ 2,079	\$ 2,079	57	57
E Stockton Blvd	Power Inn Rd.	Grant Line Rd.	C	2011-2012			360		Pavement Maintenance/Pothole Repair	\$ 7,560	\$ 7,560	55	55
Sub Total:										\$ 201,894	\$ 201,894		

FY 2011-12 Bridge Maintenance

NA													
Sub Total:										\$ -	\$ -		

FY 2012-13 Pavement Maintenance

Grant Line Rd.	E Stockton Blvd	E Stockton Blvd	A	2012-2013			645		Pavement Maintenance/Pothole Repair	\$ 13,545	\$ 13,545	48	48
Cassaro Ct.			R	2012			52		Pavement Maintenance/Pothole Repair	\$ 1,092	\$ 1,092	73	73
Erlton Ct.			R	2013			360		4" digout/Pothole Repair	\$ 7,560	\$ 7,560	47	47
Bond Road	SR-99	Grant Line Rd.	A	2012-2013			622		Pavement Maintenance/Pothole Repair	\$ 13,062	\$ 13,062	78	78
Elk Grove Blvd.	I-5	Grant Line Rd.	A	2012-2013			1427		Pavement Maintenance/Pothole Repair	\$ 29,967	\$ 29,967	80	80
Elk Grove-Florin Rd.	Calvine Rd.	Grant Line Rd.		2012-2013			964		Pavement Maintenance/Pothole Repair	\$ 20,244	\$ 20,244	77	77
Waterman Rd.	Calvine Rd.	Grant Line Rd.		2012-2013			767		Pavement Maintenance/Pothole Repair	\$ 16,107	\$ 16,107	59	59
Sheldon Rd.	Bruceville Rd.	Grant Line Rd.		2012-2013			683		Pavement Maintenance/Pothole Repair	\$ 14,343	\$ 14,343	76	76
Union Park Way	E Stockton Blvd	Iron Rock Way	C	2012-2013			562		Pavement Maintenance/Pothole Repair	\$ 11,802	\$ 11,802	12	12
E Stockton Blvd	Power Inn Rd.	Grant Line Rd.	C	2012-2013			578		Pavement Maintenance/Pothole Repair	\$ 12,138	\$ 12,138	55	55
Laguna Blvd.	I-5	SR-99	A	2012-2013			1898		Pavement Maintenance/Pothole Repair	\$ 39,858	\$ 39,858	82	82
Big Horn Blvd.	Franklin Blvd.	Whitelock Pkwy.	A	2012-2013			844		Pavement Maintenance/Pothole Repair	\$ 17,724	\$ 17,724	49	49
Old Creek Dr.	9054	Acorn Ridge Cir.	R	2013			88		Pavement Maintenance/Pothole Repair	\$ 1,848	\$ 1,848	76	76
Glacier Park Way			R	2013			42		Pavement Maintenance/Pothole Repair	\$ 882	\$ 882	70	70
Babson Dr.	3824	Four Winds Dr.	R	2013			256		Pavement Maintenance/Pothole Repair	\$ 5,376	\$ 5,376	77	77
Kammerer Rd.	8158	8158	R	2013			68		Pavement Maintenance/Pothole Repair	\$ 1,428	\$ 1,428	81	81
Banff Vista Dr.			R	2013			36		Pavement Maintenance/Pothole Repair	\$ 756	\$ 756	75	75
Marla Way	Serio Way	Serio Way	R	2013			72		Pavement Maintenance/Pothole Repair	\$ 1,508	\$ 1,508	70	70
Ellery Pl.			R	2013			22		Pavement Maintenance/Pothole Repair	\$ 462	\$ 462	77	77
Ravine Creek Way	5505	5505	R	2013			40		Pavement Maintenance/Pothole Repair	\$ 840	\$ 840	74	74
Sub Total:										\$ 210,542	\$ 210,542		

FY 2012-13 Bridge Maintenance

NA													
Sub Total:										\$ -	\$ -		

	Year	Lane Miles
Street and Road System Lane Miles:	2011	1112
	2012	1112

Grand Total: \$ 412,436 \$ 412,436

Folsom - Street Overlay - Pavement Management FY 12-13

Segment ID	Street Name	Class	Year of Improvement	Length	Width	Area (SY)	# Lanes	Type of Work	Costs of Improvements	% Measure A	PCI
2910	OAK AVE PKWY	A	FY12-13	546.30	71.00	4,309.70	4	Patching & Slurry Seal		98%	95
29436	OAK AVE PKWY	A	FY12-13	803.00	76.00	6,780.90	5	Patching & Slurry Seal		98%	95
28082	OAKDALE ST	S	FY12-13	107.00	30.00	356.59	2	Mill & Replace		98%	95
28084	FORREST ST	S	FY12-13	268.20	20.00	595.98	2	Mill & Replace		98%	95
25581	FORREST ST	S	FY12-13	110.70	20.00	246.00	2	Mill & Replace		98%	95
27472	PERSIFER ST	S	FY12-13	116.00	20.00	258.00	2	Mill & Replace		98%	95
8103	CREEKSIDE DR	C	FY12-13	2,200.00	32.00	7,822.22	2	Overlay & Slurry Seal		98%	95
8103	CREEKSIDE DR	C	FY12-13	2,298.80	32.00	8,173.51	2	Patching & Slurry Seal		98%	95
7299	ALLERTON CT	S	FY12-13	120.07	30.00	400.23	2	Patching & Slurry Seal		98%	95
8344	BAURER CIR	S	FY12-13	168.88	30.00	562.93	2	Patching & Slurry Seal		98%	95
8264	BAURER CIR	S	FY12-13	984.66	30.00	3,282.20	2	Patching & Slurry Seal		98%	95
7932	BAURER CIR	S	FY12-13	565.98	30.00	1,886.60	2	Patching & Slurry Seal		98%	95
8377	BAURER CIR	S	FY12-13	831.80	30.00	2,772.67	2	Patching & Slurry Seal		98%	95
8330	BAURER CIR	S	FY12-13	278.03	30.00	926.77	2	Patching & Slurry Seal		98%	95
8333	BAURER CIR	S	FY12-13	219.11	30.00	730.37	2	Patching & Slurry Seal		98%	95
8112	BAURER CIR	S	FY12-13	490.90	30.00	1,636.33	2	Patching & Slurry Seal		98%	95
8217	BAURER CIR	S	FY12-13	289.88	30.00	966.27	2	Patching & Slurry Seal		98%	95
8747	BISCAYNE WAY	S	FY12-13	208.57	30.00	695.23	2	Patching & Slurry Seal		98%	95
8963	BISCAYNE WAY	S	FY12-13	1,667.79	30.00	5,559.30	2	Patching & Slurry Seal		98%	95
9391	BRATTLEBORO CT	S	FY12-13	139.03	30.00	463.43	2	Patching & Slurry Seal		98%	95
7433	CHAMBERSBURG WAY	S	FY12-13	538.77	30.00	1,795.90	2	Patching & Slurry Seal		98%	95
7246	CHAMBERSBURG WAY	S	FY12-13	332.19	30.00	1,107.30	2	Patching & Slurry Seal		98%	95
7887	CHAMBERSBURG WAY	S	FY12-13	473.03	30.00	1,576.77	2	Patching & Slurry Seal		98%	95
7654	CHAMBERSBURG WAY	S	FY12-13	431.32	30.00	1,437.73	2	Patching & Slurry Seal		98%	95
8197	CHENERY CT	S	FY12-13	129.92	30.00	433.07	2	Patching & Slurry Seal		98%	95
8945	CLEMSFORD SQ	S	FY12-13	496.26	30.00	1,654.20	2	Patching & Slurry Seal		98%	95
7480	DULVERTON CIR	S	FY12-13	642.59	30.00	2,141.97	2	Patching & Slurry Seal		98%	95
7548	DULVERTON CIR	S	FY12-13	255.72	30.00	852.40	2	Patching & Slurry Seal		98%	95
7383	DULVERTON CIR	S	FY12-13	595.66	30.00	1,985.53	2	Patching & Slurry Seal		98%	95
7635	DULVERTON CIR	S	FY12-13	433.60	30.00	1,445.33	2	Patching & Slurry Seal		98%	95
7651	DULVERTON CIR	S	FY12-13	270.03	30.00	900.10	2	Patching & Slurry Seal		98%	95
7662	DULVERTON CIR	S	FY12-13	547.42	30.00	1,824.73	2	Patching & Slurry Seal		98%	95
8617	FAYETTE WAY	S	FY12-13	252.07	30.00	840.23	2	Patching & Slurry Seal		98%	95
8618	FAYETTE WAY	S	FY12-13	237.47	30.00	791.57	2	Patching & Slurry Seal		98%	95
8196	FINCHLEY LN	S	FY12-13	366.70	30.00	1,222.33	2	Patching & Slurry Seal		98%	95
8216	FINCHLEY LN	S	FY12-13	507.68	30.00	1,692.27	2	Patching & Slurry Seal		98%	95
8290	FITCHBURG SQ	S	FY12-13	398.91	30.00	1,329.70	2	Patching & Slurry Seal		98%	95
8041	GONCE WAY	S	FY12-13	280.04	30.00	933.47	2	Patching & Slurry Seal		98%	95
7208	GREENBUSH AVE	S	FY12-13	553.44	30.00	1,844.80	2	Patching & Slurry Seal		98%	95
8926	HINGHAM SQ	S	FY12-13	550.24	30.00	1,834.13	2	Patching & Slurry Seal		98%	95
8329	HOPPER LN	S	FY12-13	331.64	30.00	1,105.47	2	Patching & Slurry Seal		98%	95
8184	HOPPER LN	S	FY12-13	470.45	30.00	1,568.17	2	Patching & Slurry Seal		98%	95
8111	HOPPER LN	S	FY12-13	687.50	30.00	2,291.67	2	Patching & Slurry Seal		98%	95
8118	KEMPTON SQ	S	FY12-13	304.44	30.00	1,014.80	2	Patching & Slurry Seal		98%	95
7925	KILSBY WAY	S	FY12-13	498.43	36.00	1,993.72	2	Patching & Slurry Seal		98%	95
7634	LEDGEMONT CT	S	FY12-13	310.03	30.00	1,033.43	2	Patching & Slurry Seal		98%	95
8646	S LEXINGTON DR	C	FY12-13	280.97	40.00	1,248.76	2	Patching & Slurry Seal		98%	95
8469	S LEXINGTON DR	C	FY12-13	284.91	40.00	1,266.27	2	Patching & Slurry Seal		98%	95
8439	S LEXINGTON DR	C	FY12-13	618.22	40.00	2,747.64	2	Patching & Slurry Seal		98%	95
8555	S LEXINGTON DR	C	FY12-13	362.63	40.00	1,611.69	2	Patching & Slurry Seal		98%	95
8511	S LEXINGTON DR	C	FY12-13	655.04	40.00	2,911.29	2	Patching & Slurry Seal		98%	95
8571	S LEXINGTON DR	C	FY12-13	462.08	40.00	2,053.69	2	Patching & Slurry Seal		98%	95
8586	S LEXINGTON DR	S	FY12-13	98.48	40.00	437.69	2	Patching & Slurry Seal		98%	95
8550	S LEXINGTON DR	C	FY12-13	571.84	40.00	2,541.51	2	Patching & Slurry Seal		98%	95
8551	S LEXINGTON DR	C	FY12-13	393.32	40.00	1,748.09	2	Patching & Slurry Seal		98%	95
7219	LITTLETON CT	S	FY12-13	138.65	30.00	462.17	2	Patching & Slurry Seal		98%	95
8415	LOWNEY CT	S	FY12-13	213.95	30.00	713.17	2	Patching & Slurry Seal		98%	95
7129	MONTMAGNY CT	S	FY12-13	138.48	30.00	461.60	2	Patching & Slurry Seal		98%	95
7554	NEWINGTON WAY	S	FY12-13	282.50	36.00	1,130.00	2	Patching & Slurry Seal		98%	95

Segment ID	Street Name	Class	Year of Improvement	Length	Width	Area (SY)	# Lanes	Type of Work	Costs of Improvements	% Measure A	PCI
7549	PAWTUCKET CT	S	FY12-13	355.09	30.00	1,183.63	2	Overlay & Slurry Seal		98%	95
8522	PENRY SQ	S	FY12-13	436.49	30.00	1,454.97	2	Patching & Slurry Seal		98%	95
9268	PENWOOD LN	S	FY12-13	346.29	30.00	1,154.30	2	Patching & Slurry Seal		98%	95
9516	PENWOOD LN	S	FY12-13	326.52	30.00	1,088.40	2	Patching & Slurry Seal		98%	95
9392	PENWOOD LN	S	FY12-13	298.98	30.00	996.60	2	Patching & Slurry Seal		98%	95
8271	PLUMMER LN	S	FY12-13	303.79	30.00	1,012.63	2	Patching & Slurry Seal		98%	95
7826	PREWETT DR	C	FY12-13	901.29	40.00	4,005.73	2	Overlay & Slurry Seal		98%	95
7711	PREWETT DR	C	FY12-13	401.10	40.00	1,782.67	2	Overlay & Slurry Seal		98%	95
7882	PREWETT DR	C	FY12-13	352.03	40.00	1,564.58	2	Overlay & Slurry Seal		98%	95
7555	PREWETT DR	C	FY12-13	877.65	40.00	3,900.67	2	Overlay & Slurry Seal		98%	95
8067	PROVENCE LN	S	FY12-13	433.30	36.00	1,733.20	2	Patching & Slurry Seal		98%	95
8549	REEVES WAY	S	FY12-13	398.76	36.00	1,595.04	2	Patching & Slurry Seal		98%	95
8291	ROCKPORT CIR	S	FY12-13	571.34	30.00	1,904.47	2	Patching & Slurry Seal		98%	95
8523	ROCKPORT CIR	S	FY12-13	409.31	30.00	1,364.37	2	Patching & Slurry Seal		98%	95
8593	ROCKPORT CIR	S	FY12-13	171.81	30.00	572.70	2	Patching & Slurry Seal		98%	95
79836	ROCKPORT CIR	S	FY12-13	1,546.16	30.00	5,153.87	2	Patching & Slurry Seal		98%	95
8673	ROCKPORT CIR	S	FY12-13	876.05	30.00	2,920.17	2	Patching & Slurry Seal		98%	95
8692	ROCKPORT CIR	S	FY12-13	214.30	30.00	714.33	2	Patching & Slurry Seal		98%	95
8663	ROCKPORT CIR	S	FY12-13	231.70	30.00	772.33	2	Patching & Slurry Seal		98%	95
8691	ROCKPORT CIR	S	FY12-13	447.51	30.00	1,491.70	2	Patching & Slurry Seal		98%	95
8066	ROCKPORT CIR	S	FY12-13	237.59	30.00	791.97	2	Patching & Slurry Seal		98%	95
8645	SILBERHORN DR	C	FY12-13	167.81	40.00	745.82	2	Patching & Slurry Seal		98%	95
8055	SILBERHORN DR	C	FY12-13	384.92	40.00	1,710.76	2	Patching & Slurry Seal		98%	95
8592	SILBERHORN DR	C	FY12-13	705.22	40.00	3,134.31	2	Patching & Slurry Seal		98%	95
9084	SILBERHORN DR	C	FY12-13	981.99	40.00	4,364.40	2	Patching & Slurry Seal		98%	95
9634	SILBERHORN DR	C	FY12-13	213.14	40.00	947.29	2	Patching & Slurry Seal		98%	95
9518	SILBERHORN DR	C	FY12-13	995.09	40.00	4,422.62	2	Patching & Slurry Seal		98%	95
8237	SILBERHORN DR	C	FY12-13	468.49	40.00	2,082.18	2	Patching & Slurry Seal		98%	95
7207	SILBERHORN DR	C	FY12-13	246.61	40.00	1,096.04	2	Patching & Slurry Seal		98%	95
7881	SILBERHORN DR	C	FY12-13	1,440.61	40.00	6,402.71	2	Patching & Slurry Seal		98%	95
7128	SILBERHORN DR	C	FY12-13	337.53	40.00	1,500.13	2	Patching & Slurry Seal		98%	95
8694	SURBAUGH SQ	S	FY12-13	488.51	40.00	2,171.16	2	Patching & Slurry Seal		98%	95
8810	SWAIN SQ	S	FY12-13	630.84	40.00	2,803.73	2	Patching & Slurry Seal		98%	95
7825	THOREAU LN	S	FY12-13	413.08	30.00	1,376.93	2	Patching & Slurry Seal		98%	95
7500	TREFTON CT	S	FY12-13	232.24	30.00	774.13	2	Patching & Slurry Seal		98%	95
7889	TROWBRIDGE LN	S	FY12-13	362.41	36.00	1,449.64	2	Patching & Slurry Seal		98%	95
7166	TROWBRIDGE LN	S	FY12-13	229.59	36.00	918.36	2	Patching & Slurry Seal		98%	95
79800	TROWBRIDGE LN	S	FY12-13	76.02	36.00	304.08	2	Patching & Slurry Seal		98%	95
7886	TROWBRIDGE LN	S	FY12-13	1,808.38	36.00	7,233.52	2	Patching & Slurry Seal		98%	95
79679	TROWBRIDGE LN	S	FY12-13	1,249.84	22.00	3,055.16	2	Patching & Slurry Seal		98%	95
9515	WALLINGFORD LN	S	FY12-13	140.28	30.00	467.60	2	Patching & Slurry Seal		98%	95
9517	WALLINGFORD LN	S	FY12-13	275.00	30.00	916.67	2	Patching & Slurry Seal		98%	95
8953	WATERBORO SQ	S	FY12-13	469.77	30.00	1,565.90	2	Patching & Slurry Seal		98%	95
9098	WENHAM WAY	S	FY12-13	188.75	30.00	629.17	2	Patching & Slurry Seal		98%	95
9093	WENHAM WAY	S	FY12-13	340.27	30.00	1,134.23	2	Patching & Slurry Seal		98%	95
7382	WESTBURY CIR	S	FY12-13	469.39	30.00	1,564.63	2	Patching & Slurry Seal		98%	95
7316	WESTBURY CIR	S	FY12-13	667.52	30.00	2,225.07	2	Patching & Slurry Seal		98%	95
7177	WESTBURY CIR	S	FY12-13	238.29	30.00	794.30	2	Patching & Slurry Seal		98%	95
9267	WILLSBORO CT	S	FY12-13	163.44	30.00	544.80	2	Patching & Slurry Seal		98%	95
7664	WOLCOT CT	S	FY12-13	169.88	30.00	566.27	2	Patching & Slurry Seal		98%	95
*ADA Improvements (56 ADA Curb Ramp replacements & sidewalk replacement)											
								Measure A Funds Used FY 12-13	\$ 1,407,784.83	98%	
								Other Funding FY 12-13	\$ 33,726.44		
								Remaining Funds FY 14	\$ 304,612.94		
								Total Project Costs	\$ 1,746,124.21		

City of Galt

Name	FC	Construction Yr	Area, SF	Type	Total Cost	Measure A Portion	PCI Before	PCI After
Elm Ave	A	2012	67000	Overlay	\$ 183,053	\$ 71,973	47	100
F Street	A	2012	150000	Rubber Cape Seal	\$ 328,872	\$ 196,941	60	90
Carillion	A	2012	533000	Crack Seal and Slurry	\$ 110,000	\$ 65,872	81	83
Walnut	A	2012	462000	Crack Seal and Slurry	\$ 100,000	\$ 59,884	78	80
SANDPIPER DR	R	2012	30932	Crack Seal and Type II Slurry	\$ 5,743	\$ 3,439	87	89
MALLARD DR	R	2012	31043	Crack Seal and Type II Slurry	\$ 5,764	\$ 3,452	82	84
GROUSE DR	C	2012	43179	Crack Seal and Type II Slurry	\$ 8,018	\$ 4,801	63	65
SHELDUCK LN	R	2012	9360	Crack Seal and Type II Slurry	\$ 1,738	\$ 1,041	74	76
SHELDUCK CT	R	2012	6993	Crack Seal and Type II Slurry	\$ 1,298	\$ 777	62	64
WREN DR	R	2012	22932	Crack Seal and Type II Slurry	\$ 4,258	\$ 2,550	51	53
WREN CT	R	2012	6919	Crack Seal and Type II Slurry	\$ 1,285	\$ 770	87	89
SPOONBILL LN	R	2012	47175	Crack Seal and Type II Slurry	\$ 8,759	\$ 5,245	89	91
LAPWING LN	R	2012	46065	Crack Seal and Type II Slurry	\$ 8,553	\$ 5,122	84	86
STERLING GROVE DR	R	2012	19795	Crack Seal and Type II Slurry	\$ 3,676	\$ 2,201	80	82
STERLING GROVE DR	R	2012	47915	Crack Seal and Type II Slurry	\$ 8,897	\$ 5,328	80	82
SILVER PINE CT	R	2012	12420	Crack Seal and Type II Slurry	\$ 2,306	\$ 1,381	85	87
SILVER SPRUCE CT	R	2012	15552	Crack Seal and Type II Slurry	\$ 2,888	\$ 1,729	85	87
SILVER ASPEN CT	R	2012	12348	Crack Seal and Type II Slurry	\$ 2,293	\$ 1,373	89	91
SILVER CYPRESS CT	R	2012	12617	Crack Seal and Type II Slurry	\$ 2,343	\$ 1,403	89	91
SILVER WILLOW CT	R	2012	12469	Crack Seal and Type II Slurry	\$ 2,315	\$ 1,386	89	91
TEAL DR	R	2012	25419	Crack Seal and Type II Slurry	\$ 4,720	\$ 2,827	86	88
ROBIN CT	R	2012	15725	Crack Seal and Type II Slurry	\$ 2,920	\$ 1,749	70	72
FINCH DR	R	2012	27000	Crack Seal and Type II Slurry	\$ 5,013	\$ 3,002	89	91
PARTRIDGE DR	R	2012	32079	Crack Seal and Type II Slurry	\$ 5,956	\$ 3,567	86	88
ROBIN CT	R	2012	15725	Crack Seal and Type II Slurry	\$ 2,920	\$ 1,749	70	72
PHEASANT DR	R	2012	31320	Crack Seal and Type II Slurry	\$ 5,816	\$ 3,483	56	58
ROBIN LN	C	2012	24309	Crack Seal and Type II Slurry	\$ 4,514	\$ 2,703	81	83
EMERALD OAK DR	C	2012	48160	Crack Seal and Type II Slurry	\$ 8,942	\$ 5,355	75	77
EMERALD OAK DR	C	2012	56240	Crack Seal and Type II Slurry	\$ 10,443	\$ 6,254	70	72
OBERLIN WAY	C	2012	29240	Crack Seal and Type II Slurry	\$ 5,429	\$ 3,251	45	47
OBERLIN WAY	C	2012	31320	Crack Seal and Type II Slurry	\$ 5,816	\$ 3,483	30	32
EMERALD DR	C	2012	40700	Crack Seal and Type II Slurry	\$ 7,557	\$ 4,525	32	34
TRUDY WAY	C	2012	9890	Crack Seal and Type II Slurry	\$ 1,836	\$ 1,099	58	60
SPARROW DR	C	2012	46600	Crack Seal and Type II Slurry	\$ 8,653	\$ 5,182	89	91
SPARROW DR	C	2012	61533	Crack Seal and Type II Slurry	\$ 11,425	\$ 6,842	73	75
STERLING OAK DR	C	2012	42994	Crack Seal and Type II Slurry	\$ 7,983	\$ 4,781	78	80

City of Galt

Name	FC	Construction Yr	Area, SF	Type	Total Cost	Measure A Portion	PCI Before	PCI After
QUAIL HOLLOW DR	C	2012	40774	Crack Seal and Type II Slurry	\$ 7,571	\$ 4,534	89	91
QUAIL HOLLOW DR	C	2012	40515	Crack Seal and Type II Slurry	\$ 7,523	\$ 4,505	89	91
ASHLEY WAY	R	2012	10750	Crack Seal and Type II Slurry	\$ 1,996	\$ 1,195	71	73
SUNSHINE CT	R	2012	7490	Crack Seal and Type II Slurry	\$ 1,391	\$ 833	70	72
SUNSHINE DR	R	2012	19980	Crack Seal and Type II Slurry	\$ 3,710	\$ 2,222	82	84
SUNSHINE DR	R	2012	33929	Crack Seal and Type II Slurry	\$ 6,300	\$ 3,773	52	54
ROSSI DR	R	2012	40572	Crack Seal and Type II Slurry	\$ 7,533	\$ 4,511	72	74
WILDFLOWER DR	R	2012	28675	Crack Seal and Type II Slurry	\$ 5,324	\$ 3,188	37	39
LORNA WAY	R	2012	30895	Crack Seal and Type II Slurry	\$ 5,737	\$ 3,436	78	80
BRODIEWEST CT	R	2012	3699	Crack Seal and Type II Slurry	\$ 687	\$ 411	78	80
BRODIE DR	R	2012	43512	Crack Seal and Type II Slurry	\$ 8,079	\$ 4,838	65	67
BRODIEWEST CT	R	2012	15210	Crack Seal and Type II Slurry	\$ 2,824	\$ 1,691	64	66
ROYAL CT	R	2012	4662	Crack Seal and Type II Slurry	\$ 866	\$ 519	73	75
FERN CT	R	2012	6844	Crack Seal and Type II Slurry	\$ 1,271	\$ 761	69	71
BANFF CT	R	2012	4440	Crack Seal and Type II Slurry	\$ 824	\$ 493	39	41
EMERALD CT	R	2012	4736	Crack Seal and Type II Slurry	\$ 879	\$ 526	45	47
CLOVER CT	R	2012	6962	Crack Seal and Type II Slurry	\$ 1,293	\$ 774	72	74
BRODIEWEST CT	R	2012	3699	Crack Seal and Type II Slurry	\$ 687	\$ 411	78	80
AMOR CT	R	2012	14040	Crack Seal and Type II Slurry	\$ 2,607	\$ 1,561	52	54
TRENT CT	R	2012	11470	Crack Seal and Type II Slurry	\$ 2,130	\$ 1,276	76	78
ALMO CT	R	2012	15022	Crack Seal and Type II Slurry	\$ 2,789	\$ 1,670	37	39
RAMON CT	R	2012	14652	Crack Seal and Type II Slurry	\$ 2,721	\$ 1,629	41	43
RAMON DR	R	2012	28860	Crack Seal and Type II Slurry	\$ 5,359	\$ 3,209	44	46
CINNAMON DR	R	2012	47249	Crack Seal and Type II Slurry	\$ 8,773	\$ 5,254	84	86
SPREE CT	R	2012	17834	Crack Seal and Type II Slurry	\$ 3,311	\$ 1,983	46	48
BEAVER PARK WAY	C	2012	17501	Crack Seal and Type II Slurry	\$ 3,250	\$ 1,946	81	83
BEAVER PARK WAY	C	2012	63566	Crack Seal and Type II Slurry	\$ 11,803	\$ 7,068	75	77
BEAVER PARK WAY	C	2012	9990	Crack Seal and Type II Slurry	\$ 1,855	\$ 1,111	72	74
EMERALD VISTA DR	C	2012	43260	Crack Seal and Type II Slurry	\$ 8,033	\$ 4,810	73	75
EMERALD VISTA DR	C	2012	18774	Crack Seal and Type II Slurry	\$ 3,486	\$ 2,088	65	67
ELK HILLS DR	C	2012	16211	Crack Seal and Type II Slurry	\$ 3,010	\$ 1,803	89	91
ELK HILLS DR	C	2012	27540	Crack Seal and Type II Slurry	\$ 5,114	\$ 3,062	89	91
ELK HILLS DR	C	2012	35690	Crack Seal and Type II Slurry	\$ 6,627	\$ 3,968	70	72
ELK HILLS DR	C	2012	56115	Crack Seal and Type II Slurry	\$ 10,419	\$ 6,239	76	78
VINTAGE OAK AVE	C	2012	25564	Crack Seal and Type II Slurry	\$ 4,747	\$ 2,843	72	74
PINTO TRAIL DR	C	2012	69015	Crack Seal and Type II Slurry	\$ 12,815	\$ 7,674	75	77
BAY HEIGHTS DR	R	2012	21201	Crack Seal and Type II Slurry	\$ 3,937	\$ 2,358	84	86

City of Galt

Name	FC	Construction Yr	Area, SF	Type	Total Cost	Measure A Portion	PCI Before	PCI After
BAY HEIGHTS CT	R	2012	9842	Crack Seal and Type II Slurry	\$ 1,827	\$ 1,094	82	84
GOLDEN HEIGHTS DR	R	2012	24642	Crack Seal and Type II Slurry	\$ 4,576	\$ 2,740	79	81
CAPE CANYON WAY	R	2012	7992	Crack Seal and Type II Slurry	\$ 1,484	\$ 889	83	85
OLIVE CANYON DR	R	2012	35742	Crack Seal and Type II Slurry	\$ 6,637	\$ 3,974	77	79
CEDAR CANYON CIR	R	2012	56240	Crack Seal and Type II Slurry	\$ 10,443	\$ 6,254	72	74
BLACK CANYON CT	R	2012	6500	Crack Seal and Type II Slurry	\$ 1,207	\$ 723	76	78
PADBURY CT	R	2012	12210	Crack Seal and Type II Slurry	\$ 2,267	\$ 1,358	69	71
ROSSBURN CT	R	2012	6660	Crack Seal and Type II Slurry	\$ 1,237	\$ 741	73	75
ROSSBURN WAY	R	2012	9250	Crack Seal and Type II Slurry	\$ 1,718	\$ 1,029	82	84
ROSSBURN WAY	R	2012	10064	Crack Seal and Type II Slurry	\$ 1,869	\$ 1,119	76	78
STRATHAVEN WAY	R	2012	13690	Crack Seal and Type II Slurry	\$ 2,542	\$ 1,522	73	75
VANSTOM CT	R	2012	9750	Crack Seal and Type II Slurry	\$ 1,810	\$ 1,084	72	74
DORADELL WAY	R	2012	16576	Crack Seal and Type II Slurry	\$ 3,078	\$ 1,843	77	79
DORADELL CT	R	2012	11507	Crack Seal and Type II Slurry	\$ 2,137	\$ 1,280	73	75
COBDEN CT	R	2012	9916	Crack Seal and Type II Slurry	\$ 1,841	\$ 1,102	85	87
COBDEN WAY	R	2012	19980	Crack Seal and Type II Slurry	\$ 3,710	\$ 2,222	67	69
KORALLA CT	R	2012	10545	Crack Seal and Type II Slurry	\$ 1,958	\$ 1,173	83	85
KORALLA WAY	R	2012	7955	Crack Seal and Type II Slurry	\$ 1,477	\$ 884	61	63
HEWORTH WAY	R	2012	9990	Crack Seal and Type II Slurry	\$ 1,855	\$ 1,111	82	84
BATEMAN CT	R	2012	15244	Crack Seal and Type II Slurry	\$ 2,831	\$ 1,695	82	84
BATEMAN WAY	R	2012	27861	Crack Seal and Type II Slurry	\$ 5,173	\$ 3,098	71	73
CLAYBURY CT	R	2012	12950	Crack Seal and Type II Slurry	\$ 2,405	\$ 1,440	29	31
MOOSE CREEK WAY	R	2012	30340	Crack Seal and Type II Slurry	\$ 5,634	\$ 3,374	68	70
PORT ASHTON CT	R	2012	15540	Crack Seal and Type II Slurry	\$ 2,885	\$ 1,728	82	84
DUTCH HARBOR CT	R	2012	14060	Crack Seal and Type II Slurry	\$ 2,611	\$ 1,564	68	70
TWIN HILLS DR	R	2012	30451	Crack Seal and Type II Slurry	\$ 5,654	\$ 3,386	73	75
FOXTROTTER WAY	R	2012	22788	Crack Seal and Type II Slurry	\$ 4,231	\$ 2,534	89	91
FOXTROTTER WAY	R	2012	11466	Crack Seal and Type II Slurry	\$ 2,129	\$ 1,275	78	80
HANOVERIAN CIR	R	2012	32005	Crack Seal and Type II Slurry	\$ 5,943	\$ 3,559	78	80
HOLSTEINER CT	R	2012	5846	Crack Seal and Type II Slurry	\$ 1,085	\$ 650	78	80
TRAKHANER CT	R	2012	6048	Crack Seal and Type II Slurry	\$ 1,123	\$ 672	80	82
OLDENBURG WAY	R	2012	18180	Crack Seal and Type II Slurry	\$ 3,376	\$ 2,022	84	86
MORGANS RANCH CIR	R	2012	37370	Crack Seal and Type II Slurry	\$ 6,939	\$ 4,155	72	74
LAKE PARK AVE	C	2012	69875	Crack Seal and Type II Slurry	\$ 12,974	\$ 7,769	78	80
BAY SHORE DR	C	2012	37840	Crack Seal and Type II Slurry	\$ 7,026	\$ 4,207	74	76
LAKE CANYON AVE	C	2012	58179	Crack Seal and Type II Slurry	\$ 10,803	\$ 6,469	78	80
SNOW LILY AVE	R	2012	21528	Crack Seal and Type II Slurry	\$ 3,997	\$ 2,394	85	87

City of Galt

Name	FC	Construction Yr	Area, SF	Type	Total Cost	Measure A Portion	PCI Before	PCI After
SNOW LILY AVE	R	2012	28379	Crack Seal and Type II Slurry	\$ 5,269	\$ 3,155	85	87
WOODFLOWER CT	R	2012	8769	Crack Seal and Type II Slurry	\$ 1,628	\$ 975	82	84
WILD POPPY CT	R	2012	14972	Crack Seal and Type II Slurry	\$ 2,780	\$ 1,665	79	81
THORNBRIDGE DR	R	2012	34668	Crack Seal and Type II Slurry	\$ 6,437	\$ 3,855	85	87
WILDGINGER CT	R	2012	11729	Crack Seal and Type II Slurry	\$ 2,178	\$ 1,304	78	80
SCARLETWOOD CT	R	2012	10286	Crack Seal and Type II Slurry	\$ 1,910	\$ 1,144	77	79
TIERRA CREEK DR	R	2012	37222	Crack Seal and Type II Slurry	\$ 6,911	\$ 4,139	78	80
COURTENAY CT	R	2012	18056	Crack Seal and Type II Slurry	\$ 3,353	\$ 2,008	75	77
WILDBROOK CT	R	2012	17316	Crack Seal and Type II Slurry	\$ 3,215	\$ 1,925	82	84
GERLING CT	R	2012	25160	Crack Seal and Type II Slurry	\$ 4,672	\$ 2,798	82	84
STARBROOK DR	R	2012	19055	Crack Seal and Type II Slurry	\$ 3,538	\$ 2,119	84	86
STARBROOK DR	R	2012	17279	Crack Seal and Type II Slurry	\$ 3,208	\$ 1,921	79	81
HICKEY WAY	R	2012	8510	Crack Seal and Type II Slurry	\$ 1,580	\$ 946	82	84
TOTAL					\$ 1,246,454	\$ 708,777		

Construction Year	Functional Classification	Street Name	Lanes	Length	Width	Area	Type of Maintenance	Cost	% from Measure A	PCI before	PCI after
12/13	Local	ALTA WOOD COURT	2	355	26	13531	Overlay	\$16,377.92	27%	82	92
12/13	Local	ARIES WAY	2	744	26	19344	Spot Repair & Cape Seal	\$15,475.61	27%	56	87
12/13	Local	ASHFORD CT	2	210	26	5460	Overlay	\$6,608.78	27%	51	84
12/13	Local	ATOMIC CT	2	210	26	5460	Overlay	\$6,608.78	27%	13	81
12/13	Local	BEXLEY DR	2	3392	36	122112	Spot Repair & Cape Seal	\$136,186.51	27%	59	95
12/13	Local	BISCANEWOODS WAY	2	1159	26	30134	Cape Seal	\$15,286.98	27%	24	100
12/13	Local	BROMLEY WAY	2	856	26	22256	Cape Seal	\$11,290.47	27%	36	94
12/13	Local	CAHILL CT	2	350	26	13172	Overlay	\$15,943.39	27%	65	92
12/13	Local	CENTAUR CT	2	72	26	6173	Overlay	\$7,471.80	27%	55	93
12/13	Local	CHERTSEY CT	2	265	26	9000	Overlay	\$10,893.60	27%	56	82
12/13	Local	CHISWELL WAY	2	864	26	22464	Spot Repair & Cape Seal	\$12,407.63	27%	82	100
12/13	Local	CIRRUS WAY	2	408	26	10608	Spot Repair & Cape Seal	\$17,324.46	27%	10	100
12/13	Local	COMET CT	2	160	26	4160	Overlay	\$5,035.26	27%	10	100
12/13	Local	CORBIN WAY	2	1382	26	35932	Spot Repair & Cape Seal	\$22,273.71	27%	38	96
12/13	Local	CRIMSONWOOD WAY	2	588	26	15288	Cape Seal	\$7,755.60	27%	74	94
12/13	Local	EGMONT WAY	2	737	26	19162	Spot Repair & Cape Seal	\$11,015.29	27%	68	90
12/13	Local	FELTHAM WAY	2	845	26	21970	Cape Seal	\$11,145.38	27%	72	94
12/13	Local	GARDENWOOD WAY	2	850	26	22100	Cape Seal	\$11,211.33	27%	28	85
12/13	Local	GREENSBORO CIR	2	1135	36	40860	Cape Seal	\$20,728.28	27%	42	84
12/13	Local	HEARTWOOD WAY	2	607	26	15782	Cape Seal	\$8,006.21	27%	83	88
12/13	Local	HOGARTH DR	2	3071	31	93196	Spot Repair & Cape Seal	\$55,672.31	27%	47	91
12/13	Local	JUPITER DR	2	1490	35	52150	Reconstruct	\$117,426.16	27%	10	100
12/13	Local	LIBRA AVE	2	425	34	18522	Reconstruct	\$41,705.99	27%	3	100
12/13	Local	MAGICWOODS CT	2	160	26	7792	Overlay	\$9,431.44	27%	28	100
12/13	Local	MARS WAY	2	676	34	22984	Spot Repair & Cape Seal	\$18,387.68	27%	22	81
12/13	Local	METEOR DR	2	1010	34	34340	Spot Repair & Cape Seal	\$46,030.33	27%	13	97
12/13	Local	NEBULA WAY	2	3090	31	91725	Spot Repair & Cape Seal	\$94,035.64	27%	53	95
12/13	Local	NIKE CT	2	50	26	6974	Overlay	\$8,441.33	27%	17	95
12/13	Local	NORTHPORT CT	2	160	26	7581	Overlay	\$9,176.04	27%	30	75
12/13	Local	ORBIT CT	2	70	26	7362	Overlay	\$8,910.96	27%	13	100
12/13	Local	PEGASUS WAY	2	1079	26	28054	Cape Seal	\$14,231.79	27%	68	95
12/13	Local	PISCES DR	2	129	35	4515	Cape Seal	\$2,290.46	27%	20	77
12/13	Local	POLARIS DR	2	1024	35	35840	Cape Seal	\$18,181.63	27%	22	97
12/13	Local	RED CEDAR CIR	2	941	26	24466	Cape Seal	\$12,411.60	27%	56	89
12/13	Local	ROCKINGHAM DR	2	190	26	4940	Cape Seal	\$2,506.06	27%	76	90
12/13	Local	ROMFORD WAY	2	901	26	23426	Spot Repair & Cape Seal	\$27,181.02	27%	56	100
12/13	Local	ROUTIER FRONTAGE	2	960	20	19200	Cape Seal	\$9,740.16	27%		100
12/13	Local	RUSTICWOOD WAY	2	540	26	18341	Cape Seal	\$9,304.39	27%	61	99
12/13	Local	SATURN DR	2	1111	26	28886	Spot Repair & Cape Seal	\$15,304.29	27%	59	92
12/13	Local	SEABORG WAY	2	745	26	19370	Cape Seal	\$9,826.40	27%	26	99
12/13	Local	SEAL CT	2	60	26	5192	Overlay	\$6,284.40	27%		91
12/13	Local	TENWOODS CT	2	150	26	7321	Overlay	\$8,861.34	27%	47	100
12/13	Local	TERRIER WAY	2	762	26	19812	Cape Seal	\$10,050.63	27%	11	100
12/13	Local	TYWOOD CT	2	95	26	6771	Overlay	\$8,195.62	27%	59	90
12/13	Local	UNION SPRINGS WAY	2	1144	26	29744	Cape Seal	\$15,089.13	27%	64	88

Construction Year	Functional Classification	Street Name	Lanes	Length	Width	Area	Type of Maintenance	Cost	% from Measure A	PCI before	PCI after	
12/13	Local	UTICA CT	2	65	26	5991	Overlay	\$7,251.51	27%	24	85	
12/13	Local	VIEW WOODS CT	2	130	26	6801	Overlay	\$8,231.93	27%	55	97	
12/13	Local	VIKING DR	2	2035	42	85470	Spot Repair & Cape Seal	\$72,226.85	27%	76	88	
12/13	Local	VIRGO ST	2	1745	31	53482	Cape Seal	\$27,131.42	27%	53	93	
12/13	Local	WINTERWOOD WAY	2	613	26	15938	Cape Seal	\$8,085.35	27%	72	86	
12/13	Local	WOOD HOLLOW WAY	2	1220	31	40792	Spot Repair & Cape Seal	\$39,064.05	27%		86	
12/13	Local	ZEUS CT	2	160	26	4160	Overlay	\$5,035.26	27%		98	
12/13	Local	ZODIAC CT	2	71	26	9234	Overlay	\$11,176.83	27%	8	100	
12/13	Local	ASTRAL DR	2	1749	42	73458	Spot Repair & Cape Seal	\$126,584.15	27%	80	80	
12/13	Local	BRIANTOWN CT	2	130	26	7681	Overlay	\$9,297.08	27%	56	95	
12/13	Local	BURLINE ST	2	2667	36	96012	Spot Repair & Cape Seal	\$130,859.17	27%	50	94	
12/13	Local	CRIMORA CT	2	192	26	9293	Overlay	\$11,248.25	27%	45	99	
12/13	Local	CULP WAY	2	944	26	24544	Spot Repair & Cape Seal	\$32,346.83	27%	91	100	
12/13	Local	DAVELAR CT	2	105	26	6579	Overlay	\$7,963.22	27%	14	100	
12/13	Local	DRACO DR	2	372	42	15624	Cape Seal	\$7,926.06	27%		55	
12/13	Local	GEMINI WAY	2	1137	26	29562	Spot Repair & Cape Seal	\$23,650.22	27%	45	87	
12/13	Local	GOLDEN EAGLE WAY	2	500	26	13000	Cape Seal	\$6,594.90	27%	63	87	
12/13	Local	GOLDSBORO CT	2	317	26	12543	Overlay	\$15,182.05	27%	33	93	
12/13	Local	GRANBY DR	2	2417	31	74927	Reconstruct	\$168,713.13	27%	22	100	
12/13	Local	KOBIAS CT	2	95	26	6771	Overlay	\$8,195.62	27%	33	100	
12/13	Local	KRANHOLD WAY	2	370	26	9620	Cape Seal	\$4,880.23	27%	31	94	
12/13	Local	LYRA ST	2	708	36	25488	Spot Repair & Cape Seal	\$23,834.42	27%	48	90	
12/13	Local	OLD PLACERVILLE FRONTAGE	2	1181	27	31887	Cape Seal	\$16,176.28	27%		75	
12/13	Local	PALM GROVE DR	2	1245	31	38170	Spot Repair & Cape Seal	\$24,520.48	27%	69	79	
12/13	Local	REDSTONE DR	2	1653	34	56202	Spot Repair & Cape Seal	\$29,776.78	27%	62	93	
12/13	Local	SARAMENT CT	2	305	26	12231	Overlay	\$14,804.40	27%	56	91	
12/13	Local	SCARSDALE CT	2	148	26	8149	Overlay	\$9,863.55	27%	42	100	
12/13	Local	SCORPIO DR	2	2557	36	101957	Spot Repair & Cape Seal	\$109,116.93	27%	48	91	
12/13	Local	SHYLA WAY	2	120	26	3120	Cape Seal	\$1,582.78	27%	56	81	
12/13	Local	SOLAR WAY	2	417	26	10842	Cape Seal	\$5,500.15	27%	61	92	
12/13	Local	STEPHINA CT	2	140	26	7941	Overlay	\$9,611.79	27%	52	100	
12/13	Local	SUNRISE PINES DR	2	1735	36	62460	Spot Repair & Cape Seal	\$121,696.31	27%	45	97	
12/13	Local	ZION WAY	2	745	26	19370	Cape Seal	\$9,826.40	27%	22	98	
11/12	Local	Peter A McCuen Blvd					Sinkhole Repair	\$10,587.50	100%			
11/12	Local	Armstrong Ave (Debellevue St to Bullard St)	2	1640	26	42640	Spot Grind and Pave	\$30,600.00	100%	51	90	
11/12	Principal Arterial	Folsom Blvd					Spot Grind and Pave	\$19,087.20	100%			
11/12	Major Collector	Routier Rd					Sinkhole Repair	\$13,766.00	100%			
11/12	Local	Kiefer Blvd (Rancho Cordova Pkwy to Grant Line Rd)	2	7007	26	182182	Regrading	\$31,247.00	100%	0	20	
12/13	Principal Arterial	Zinfandel Dr (Data Dr to Olson Dr)	4	2950	75	221250	Spot Grind and Pave	\$68,177.20	100%	76	84	
12/13	Principal Arterial	Mather Field Rd (Rockingham Rd to Croydon Dr)	4	3540	71	251340	Spot Grind and Pave	\$37,596.00	100%	78	59	
12/13	Principal Arterial	Folsom Blvd (Mather Field Rd to Kilgore Rd)	4	11540	65	784675	Spot Grind and Pave and Microsurface	\$347,960.08	31%	72	100	
								\$2,614,699.14				

City of Sacramento
Department of Public Works - Maintenance Services Division
Measure A Pavement Maintenance Funding
Biennial Report to the Sacramento Transportation Authority
FY2012 & FY2013

ADVANCED PLANNING & ASSET MANAGEMENT ORG 15001621

The Advanced Planning and Asset Management section maintains the Pavement Maintenance Application (PMA) System. The PMA maintains all the data for the City of Sacramento's street network system. It is a critical element of the process used for the annual street resurfacing program. The PMA is used to develop the list of streets that will be resurfaced and recommend the types of treatments to be used. Staff field reviews the recommended annual list to confirm final treatments to be used for the resurfacing projects. Final lists are then forwarded to our Engineering Section on October 1st of each year for project delivery the following summer.

The PMA keeps Street Services apprised of the backload of resurfacing work that is needed city-wide which currently stands at \$125 million. The City of Sacramento has set a goal to maintain the average pavement quality index of 75 within the City's network system.

FY2012 Activities

The Advanced Planning section prepared the 2012 resurfacing programs which included city and federal funded overlay, street seal resurfacing, and downtown on-street bikeway project. A total of \$1,167,577 was expended on these projects during FY2012. These projects were delivered using a combination of Gas Tax, Federal and TCRF funds.

FY2013 Activities

The Advanced Planning section prepared the 2013 resurfacing programs which included city funded overlay, and street seal resurfacing projects. A total of \$4,325,967 was expended on these projects as well as finishing FY2012 resurfacing activities. These projects were delivered using a combination of Gas Tax, State Route 275, and TCRF funds.

Funding

<u>ORG</u> <u>15001621</u>	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY2012	\$ 713,510	53%	\$640,655	47%	\$1,354,165
FY2013	\$ 528,656	39%	\$838,693	61%	\$1,367,349

PAVEMENT MAINTENANCE ORG 15001631

The Pavement Maintenance section maintains the City’s 3,065 lane miles of roadways within the transportation right-of-way. They are also responsible for a majority of the prep work that is required for Street Services annual resurfacing projects. As a result of the Measure A maintenance funding they were able to accomplish the work shown for each fiscal year in **Attachment 2**.

Funding

<u>ORG 15001631</u>	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY2012	\$ 4,233,092	76%	\$1,324,177	24%	\$5,557,269
FY2013	\$ 5,373,000	88%	\$708,555	12%	\$6,081,555

Attachment 4 and 5 show the Measure A pavement preparation work that was completed during FY 2012-2013

CONCRETE MAINTENANCE**ORG 15001641**

Sacramento has approximately 2,300 linear miles of concrete sidewalks and curb & gutter. The Concrete Maintenance Section is responsible for maintaining the concrete assets within the transportation right-of-way. The maintenance responsibility includes sidewalks, curb & gutter, alleys, retaining walls, and medians. As a result of the Measure A maintenance funding for operations they were able to accomplish the work for each fiscal year that is shown in **Attachment 3:**

Funding

ORG 15001641	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY2012	\$ 1,096,927	30%	\$2,584,455	70%	\$3,681,382
FY2013	\$ 986,603	25%	\$2,948,620	75%	\$3,935,223

TRAFFIC SIGNS & MARKINGS ORG 15001661

The Traffic Signs & Marking section is responsible for the repair and maintenance of the regulatory signs, street signs, guard rail, striping, and parking signs for the 3,065 lane miles of the roadway network within the City of Sacramento’s transportation right-of-way. The supplemental Measure A funding allowed the section to purchase construction materials.

Funding

<u>ORG</u> <u>15001661</u>	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY2012	\$ 20,453	1%	\$1,768,000	99%	\$1,788,453
FY2013	-	-	-	-	-

TRAFFIC SIGNALS & LIGHTING **ORG 15001691**

Traffic Signals & Lighting is responsible for maintaining 789 signalized intersections within the City of Sacramento’s street network system. No Measure A Funding was used during the reporting period.

Funding

<u>ORG</u> <u>15001691</u>	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY2012	-	-	\$2,881,156	100%	\$2,881,156
FY2013	-	-	-	-	-

Attachment 1 shows the Measure A funds that were expended to deliver other Public Works CIPs.

ATTACHMENTS

Attachment 1

CIP MEASURE A FUNDING FY2012 - 2013

CIP	Description	Fiscal Year			
		FY2012		FY2013	
		Fund 2025	Fund 2026	Fund 2025	Fund 2026
R15100800	Pavement Mgmt App		\$ 96,612		
R15122300	Bridge Maint Program		\$ 15,522		
R15102800	Work Management				\$ 42,067
R15112400	Guardrail Replacement	\$ 92,741			
R15122400	Guardrail Replacement	\$ 30,857			
Subtotal CIP		\$ 123,598	\$ 112,134	\$ -	\$ 42,067

Fund 2025 = Measure A- Construction Fund 2026 = Measure A- Maintenance

Attachment 2**Pavement Maintenance Measure A & Other Fund Source Expenditure**

Activity	FY2012			FY2013		
	Quantity	Unit	Cost	Quantity	Unit	Cost
Asphalt Saw Cutting	54,331	l.f.	\$ 94,992	37,098	l.f.	\$ 95,846
Box Paving	35,848	sq. ft.	\$ 56,820	18,300	sq. ft.	\$ 85,961
Crack Sealing	2,811	l.f.	\$ 135,170	4,128	l.f.	\$ 199,120
Crown Pass Paving	-	sq. ft.	-	19,466	sq. ft.	\$ 21,547
Culvert Installations	1,828	ea	\$ 30,332	5,286	ea	\$ 55,868
Debris Removal	144,961	l.f.	\$ 401,258	139,599	l.f.	\$ 311,187
Demolition	35,426	sq. ft.	\$ 622,124	74,731	sq. ft.	\$ 737,762
Forming	4,977	l.f.	\$ 278,013	2,487	l.f.	\$ 135,328
Full Depth Grind (Heavy)	131,665	sq. ft.	\$ 462,720	282,056	sq. ft.	\$ 512,505
Full Depth Grind (Light)	60,422	sq. ft.	\$ 122,838	19,879	sq. ft.	\$ 152,588
Full Depth Grind (Medium)	11,013	sq. ft.	\$ 23,800	7,775	sq. ft.	\$ 17,601
Inspection & Oversight	1,114	ea	\$ 73,906	440	ea	\$ 28,080
Miscellaneous Paving	34,634	sq. ft.	\$ 621,741	95,144	sq. ft.	\$1,071,442
Mowing	57,524	l.f.	\$ 69,039	14,604	l.f.	\$ 13,642
Pave Back to New C&G	72,184	l.f.	\$ 404,899	68,928	l.f.	\$ 379,581
Pavement Base Repair	361,328	sq. ft.	\$1,526,880	273,825	sq. ft.	\$1,401,907
Pothole Repair	11,859	ea	\$ 319,900	10,901	ea	\$ 284,160
Pour & Finish	245,237	sq. ft.	\$ 627,257	245,497	sq. ft.	\$ 654,617
Rideability Pass Paving	64,730	sq. ft.	\$ 60,476	141,673	sq. ft.	\$ 119,258
Shoulder Grading/Paving	98,257	l.f.	\$ 161,526	83,611	l.f.	\$ 163,890
Sidewalk Patching	2,378	ea	\$ 72,508	1,825	ea	\$ 110,518
Skin Patching	40,902	sq. ft.	\$ 97,802	45,484	l.f.	\$ 135,619
Tree Root Removal	63	sq. ft.	\$ 2,786	1,621	sq. ft.	\$ 10,694
Trench Paving	41,002	sq. ft.	\$ 320,532	57,991	sq. ft.	\$ 291,110
Total Measure A & Other Fund Expenditure			\$6,587,319			\$6,989,831

Attachment 3

Concrete Maintenance Measure A & Other Fund Expenditure

Activity	FY2012			FY2013		
	Quantity	Unit	Cost	Quantity	Unit	Cost
Concrete Surface Repair/Replace	4,581	sq.ft	\$1,072,065	5,723	sq.ft	\$1,063,269
Concrete Curb Ramps	2,204	sq.ft	\$942,302	820	sq.ft	\$838,658
Curb & Gutter	28,666	lin.ft	\$1,433,091	31,292	lin.ft	\$1,456,545
Utility Cuts	12,236	sq.ft	\$222,406	12,808	sq.ft	\$257,488
Concrete Bus Pads	318	sq.ft	\$11,402	112	sq.ft	\$4,047
Sidewalk Repair/Replace	257,096	sq.ft	\$2,400,446	267,575	sq.ft	\$2,805,495
Repair Concrete Alleys	773	sq.ft	\$16,094	2,537	sq.ft	\$22,305
City Signals	-		-	1	w.o.	\$441
Sacramento Streets	9	w.o.	\$22,557	15	w.o.	\$102,316
Total Measure A & Other Fund Expenditure			\$6,120,363			\$6,550,564

Attachment 4

FY 2012 MEASURE A PAVEMENT MAINTENANCE PREPARATION

Construction Year	WO Description	Street	Limits	Fun. Class	Length (ft)	Width(ft)	Sq Yds	Lanes	Last Rehab	Total Cost \$	Before PQI	After PQI
2012	2012 Overlay CIP	Power Inn Rd	Lemon Hill Ave – Lorin Ave	Arterial	6000	60	40000	4	Overlay	\$19,968	55	95
2012	2012 Seal Coat CIP	Ehrhardt Ave	Franklin Blvd – Center Pkwy	Collector	5925	35	23042	2	Microsurface	\$13,942	65	90
2012	2012 Seal Coat CIP	North Park Dr	Natomas Blvd – Brookmere Way	Collector	4440	36	17,760	2	Microsurface	\$10,746	65	90
2012	2012 Seal Coat CIP	Banfield Dr	North Park Dr – Club Center Dr	Collector	1700	35	6611	2	Microsurface	\$4,001	65	90
2012	2012 Seal Coat CIP	Northborough Dr	North Park Dr – Club Center Dr	Collector	2435	31	8387	2	Microsurface	\$5,075	65	90
2012	2012 Seal Coat CIP	Club Center Dr	Natomas Blvd – Maybrook Dr	Collector	5259	32	18699	2	Microsurface	\$11,314	65	90
2012	2012 Seal Coat CIP	Various Streets	Various streets bounded by Natomas Blvd to the east, Club Center Dr to the north, N Park Dr to the south, Alderberry Way to the west.	Residential			111977	2	Slurry	\$67,759	70	90
2012	2012 Seal Coat CIP	Various Streets	Various streets bounded by Marysville Blvd to the west, North Ave to the north, South Ave to the south, and Cameron Rd to the east.	Residential			85681	2	Microsurface	\$51,847	65	90
2012	2012 Seal Coat CIP	Various Streets	Various streets bounded by Franklin Blvd to the north, Center Pkwy to the south, Crystal Hill Way to the west, and Cosumnes River Blvd to the east.	Residential			145000	2	Microsurface	\$87,742	65	90
2012	Downtown Bikeway CIP	G St	8 th St – 16 th St	Arterial	3295	46	15655	3	Microsurface	\$9,473	65	90
2012	Downtown Bikeway CIP	H St	5 th St – 16 th St	Arterial	4090	45	20165	3	Microsurface	\$12,202	65	90
2012	Downtown Bikeway CIP	I St	5 th St – 13 th St	Collector	2405	45	12204	3	Microsurface	\$7,385	65	90
2012	Downtown Bikeway CIP	J St	4 th St – 13 th St	Arterial	3295	43	16069	3	Microsurface	\$9,724	65	90
2012	Downtown Bikeway CIP	5 th St	H St – Broadway	Collector	5925	45	32916	3	Microsurface	\$19,918	65	90
2012	Downtown Bikeway CIP	9 th St	I St – Broadway	Collector	7190	45	32545	3	Microsurface	\$19,694	65	90
2012	Downtown Bikeway CIP	10 th St	H St – Broadway	Collector	5900	46	26242	3	Microsurface	\$15,880	65	90
Total Measure A expended for FY2012 resurfacing										\$ 366,673		

Attachment 5

FY 2013 MEASURE A PAVEMENT MAINTENANCE PREPARATION

Construction Year	WO Description	Street	Limits	Fun. Class	Length (ft)	Width(ft)	Sq Yds	Lanes	Last Rehab	Measure A Funds \$	Before PQI	After PQI
FY 2013	2013 Overlay CIP	Natomas Blvd	N Park Dr - N Bend Dr	Arterial	1669	33	6,200	2	Overlay	\$6,009	60	95
FY 2013	2013 Overlay CIP	Northgate Blvd	San Juan Rd - Potomac Ave	Arterial	4330	30	18,265	4	Overlay	\$17,703	65	95
FY 2013	2013 Overlay CIP	J St	3rd St - 4th St	Arterial	400	72	3,200	4	Overlay	\$3,101	65	95
FY 2013	2013 Overlay CIP	J St	13th St - 16th St	Arterial	1208	46	6,200	3	Overlay	\$6,009	65	95
FY 2013	2013 Overlay CIP	Capitol Mall	3rd St - 9th St	Arterial	5010	25	15,300	2	Overlay	\$14,829	65	95
FY 2013	2013 Overlay CIP	Power Inn Rd	Fruitridge Rd - Lemon Hill	Arterial	3680	61	24,888	4	Overlay	\$24,122	65	95
FY 2013	2013 Overlay CIP	Wyndham Dr	Valley Hi Dr - Bruceville Rd	Local	2554	60	17,100	2	Overlay	\$16,573	65	95
FY 2013	2013 Seal Coat CIP	J St	42nd St - 56th St	Arterial	4,930.43	46	25,200	4	Microsurface	\$24,424	70	90
FY 2013	2013 Seal Coat CIP	Folsom Blvd	Alhambra Blvd - 48th St	Arterial	6,651.20	46	33,995	4	Microsurface	\$32,948	70	90
FY 2013	2013 Seal Coat CIP	Shining Star Dr	Crownwest Way - Morrison Creek	Residential	4,323.09	35	16,812	2	Cape Seal	\$16,294	65	90
FY 2013	2013 Seal Coat CIP	Mandy Dr	Pinon Way - Meadowgate Dr	Residential	5,109.94	35	19,872	2	Cape Seal	\$19,260	65	90
FY 2013	2013 Seal Coat CIP	Duckhorn Dr	Arena Blvd - Chateau Montelena Way	Collector	3,877.50	48	20,680	2	Microsurface	\$20,043	70	90
FY 2013	2013 Seal Coat CIP	Stemmler Dr	Arena Blvd - Shateau Montelena Way	Residential	3,096.00	35	12,040	2	Microsurface	\$11,669	70	90
FY 2013	2013 Seal Coat CIP	Gateway West Neighborhood	Various streets bounded by Arena Blvd to the north, Chateau Montelena Way to the south, Witter Way to the west, Duckhorn Dr to the east				81,750	2	Slurry Seal	\$79,233	72	90
FY 2013	2013 Seal Coat CIP	Gateway West Neighborhood	Various streets bounded by Alcantar Cir to the north, San Juan Rd to the south, Alcantar Cir to the west, Witter Way to the east				38,070	2	Slurry Seal	\$36,898	72	90
FY 2013	2013 Seal Coat CIP	South Land Park Neighborhood	Various streets bounded by Sutterville Rd to the north, Seamas Ave to the south, Interstate 5 to the west, South Land Park Dr to the east				123,032	2	Cape Seal	\$119,244	65	90
FY 2013	2013 Seal Coat CIP	43rd Ave	Woodshire Way - Gloria Dr	Collector	801.00	40	3,560	2	Microsurface	\$3,450	70	90

Total Measure A expended for FY2013 resurfacing \$451,809

**Sacramento County Department of Transportation
Operations and Maintenance - 2012-13 Pavement and Bridge Maintenance**

Street Name	From	To	Functional Class	Construction Year	Length feet	Width feet	Total Sq feet	Number of Lanes	Type of Improvement	Total Cost \$	PCI Before	PCI After
FY 11/12 - PAVEMENT MAINTENANCE												
Bayou Way	Airport Boulevard	Power Line Road	1	2012	2,000	30	60,000	2	4" Base Grind	\$152,185	25	100
North Freeway Blvd	North Market	South	7	2012	1,000	60	60,000	2	4" Base Grind	\$150,577	30	100
McNie Avenue	Fransinetti Road	Pritchard Road	7	2011	900	22	19,800	2	2" Spot Pave	\$26,827	42	100
Pritchard Road	Florin Road	Florintown Way	7	2011	800	22	17,600	2	2" Spot Pave	\$26,827	46	100
Reese Road	Florin Road	Gerber Road	7	2012	3,000	22	66,000	2	2" Spot Pave	\$113,981	46	100
Ash Road	San Juan Avenue	Eucalyptus Road	7	2011	1,000	22	22,000	2	2" Spot Pave	\$28,125	33	100
Cardinal Road	San Juan Avenue	Waterbury Way	7	2011	2,400	20	48,000	2	2" Spot Pave	\$96,753	46	100
Carson Way	Shasta Avenue	Fulton Avenue	7	2011	1,550	20	31,000	2	2" Spot Pave	\$43,262	35	100
Eucalyptus Road	Ash Road	Walnut Road	7	2011	400	22	8,800	2	2" Spot Pave	\$16,702	37	100
Gastman Way	Sunset Avenue	North End	7	2012	1,500	22	33,000	2	2" Spot Pave	\$35,110	50	100
Huntington Road	Munroe Street	Shields Court	7	2011	1,544	23	35,512	2	4" Base Grind	\$133,337	29	100
Magnolia Avenue	New York Avenue	Minnesota Avenue	7	2012	1,500	22	33,000	2	2" Spot Pave	\$43,937	25	100
Minnesota Avenue	Magnolia Avenue	South 700 feet	7	2012	700	26	18,200	2	2" Spot Pave	\$16,806	25	100
Rubicon Way	Pope Avenue	Echo Avenue	7	2011	1,320	20	26,400	2	2" Spot Pave	\$45,638	41	100
Walnut Road	San Juan Avenue	Eucalyptus Road	7	2011	1,000	22	22,000	2	2" Spot Pave	\$26,513	34	100
Vir Mar Street	Fairway 2 Avenue	South 900 feet	7	2012	900	40	36,000	2	2" Spot Pave	\$53,527	23	100
5th Street	K Street	O Street	7	2012	2,600	22	57,200	2	2" Spot Pave	\$106,193	20	100
Elm Avenue	Hickory Avenue	Beech Avenue	7	2011	1,400	22	30,800	2	2" Spot Pave	\$54,233	45	100
High Sierra Court	Elm Avenue	North End	7	2012	550	30	16,500	2	2" Spot Pave	\$29,588	57	100
Palm Avenue	Manzanita Avenue	West End	7	2011	1,950	22	42,900	2	2" Spot Pave	\$67,711	16	100
Boessow Road	Marengo Road	Cherokee Lane	6	2012	2,500	22	55,000	2	2" Spot Pave	\$82,518	38	100
Borden Road	Twin Cities Road	Alta Mesa Road	6	2011	2,600	22	57,200	2	2" Spot Pave	\$45,223	35	N/A
Conley Road	Twin Cities Road	RR Tracks	7	2011	4,000	22	88,000	2	2" Spot Pave	\$104,426	20	100
Stone House Road	16	North 4000 feet	7	2012	3,500	22	77,000	2	4" Base Grind	\$290,951	54	100
									TOTAL =	\$1,790,950		

**Sacramento County Department of Transportation
Operations and Maintenance - 2012-13 Pavement and Bridge Maintenance**

Street Name	From	To	Functional Class	Construction Year	Length feet	Width feet	Total Sq feet	Number of Lanes	Type of Improvement	Total Cost \$	PCI Before	PCI After
FY 11/12 - BRIDGE MAINTENANCE												
Clay Station Road Bridge Repair – Hadselville Creek	0.1 mi N/O Twin Cities Rd - SR (104)		Minor Art Rural	2011	68	39	2,652	2	Remove and Replace a Bent Cap & Install a False Bent	\$26,000	N/A	N/A
Walnut Grove-Thornton Bridge Mechanical & Electrical Maintenance Repairs	San Joaquin Co & Sac Co Line		Local Rural	2011	2,083	37	77,071	2	Provide Mechanical and Electrical Support to San Joaquin County.	\$20,000	N/A	N/A
Bridge Maintenance Work for the City of Elk Grove	Any number of bridges		Minor Art Rural	N/A	N/A	N/A	N/A	N/A	Provide Routine Bridge Maintenance	\$5,800	N/A	N/A
Bridge Maintenance Work for the City of Rancho Cordova	Any number of bridges		Minor Art Rural	N/A	N/A	N/A	N/A	N/A	Provide Routine Bridge Maintenance	\$11,354	N/A	N/A
Alta Mesa Road Bridge	Over Laguna Crk	0.4 mi N/O Twin Cities Rd SR 104	minor art rural (06)	2013	306	22	6732	2	Install a Temporary Bent	\$26,126	N/A	N/A
Leary Road Cross-Culvert Replacement	Over Beaver Slough	0.4 mi N/O Rte 220	local rural (09)	2011	22	60	1320	2	Replace Culverts & Widen Road	\$187,700	N/A	N/A
									TOTAL =	\$276,981		
FY 12/13 - PAVEMENT MAINTENANCE												
Fleming Ave	Stockton Blvd	Del Coranado	7	2013	1,000	22	22,000	2	2" Spot Pave	\$42,225	56	100
Victory Ave	Stockton Blvd	Robinette Road	7	2013	200	22	4,400	2	4" Base Grind	\$8,750		N/A
Robinette Road	Elsie Ave	Victory Road	7	2013	250	22	5,500	2	2" Spot Pave	\$8,750		N/A
Orangevale Ave.	City Limits	West of Chestnut Ave.	7	2013	2,500	22	55,000	2	2" Spot Pave	\$101,000	33	100
Christensen Rd	Twin Cities	Spring Street	6	2013	3,700	24	88,800	2	4" Base Grind	\$178,000		N/A
Colony Road	Arno Road	go South 1,500 ft.	7	2013	1,500	22	33,000	2	2" Spot Pave	\$66,000	52	100
Twin Cities Rd	RR Tracks	Midway Rd	5	2013	1,500	26	39,000	2	4" Base Grind	\$78,000		N/A
Scott Rd	Boys Ranch Rd	go South 2000 ft.	5	2013	2,500	22	55,000	2	2" Spot Pave	\$110,000	46	100
Scott Rd	Scott Ranch	go North 2000 ft.	5	2013	2,500	22	55,000	2	2" Spot Pave	\$110,000	46	100
Valley Tree Road	Harvey Road	New Hope Road	7	2013	2,700	22	58,700	2	2" Spot Pave	\$98,500	35	100
									TOTAL =	801,225		

**Sacramento County Department of Transportation
Operations and Maintenance - 2012-13 Pavement and Bridge Maintenance**

Street Name	From	To	Functional Class	Construction Year	Length feet	Width feet	Total Sq feet	Number of Lanes	Type of Improvement	Total Cost \$	PCI Before	PCI After
FY 12/13 - BRIDGE MAINTENANCE												
Lee School X Rd Bridge	Dillard Rd	Tavernor Rd	local rural (09)	2012	49.5	12	594	1	Remove & Replace with pedestrian/equestrian bridge	\$225,000	N/A	N/A
Clay Station Rd bridge @ Laguna Creek	Rising Rd	Twin Cities Rd	minor art rural (06)	2012	134	38	5,092	2	Substructure repair at north end	\$73,000	N/A	N/A
Clay Station Rd bridge @ Laguna Creek	Rising Rd	Twin Cities Rd	minor art rural (06)	2013	134	38	5,092	2	Install false bent at south end of bridge	\$56,000	N/A	N/A
Twin Cities Bridge @ Snodgrass Slough	River Rd	I - 5	minor art rural (06)	2012	1,038	22	22,836	2	Rebuild Gear Bracing	\$77,000	N/A	N/A
Freeport Bridge Partial Deck Repair	River Rd	Freeport Blvd	minor art rural (06)	2013	653	22	14,366	2	Remove/Replace grate	\$23,000	N/A	N/A
Fair Oaks Bridge Concrete Pedestal Replacement	Bridge St	American Rv BikeTrail	minor art rural (06)	2013	423	20	8,460	1	Remove & Replace Pedestals	\$80,000	N/A	N/A
Jibboom Street Bridge Sidewalk Repair	Natomas Park Dr	Richards Blvd	local rural (09)	2013	959	36	34,524	2	Remove & Replace Steel Sidewalk Floor Beams & Railings	\$80,000	N/A	N/A
Bridge Maintenance Work for the City of Elk Grove	Any number of bridges		Minor Art Rural	N/A	N/A	N/A	N/A	N/A	Provide Routine Bridge Maintenance	\$20,595	N/A	N/A
Bridge Maintenance Work for the City of Rancho Cordova	Any number of bridges		Minor Art Rural	N/A	N/A	N/A	N/A	N/A	Provide Routine Bridge Maintenance	\$11,130	N/A	N/A
									TOTAL =	\$645,725		
NOTES												
Year	Lane Mileage		Functional Class									
2011	5,454		06	Rural Minor Arterial								
2012	5,454		07	Rural Major Collector								
			08	Rural Minor Collector								
			09	Rural Local								
			16	Urban Minor Arterial								
			17	Urban Major Collector								
			19	Urban Local								

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #4

Subject: Status Reports of Measure A Capital Projects, 3rd Quarter FY 2013-14

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 March 31, 2014. 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 2012) for all active capital projects. The summary sheet is current through May 1, 2014.

Attachments

Staff Contact: *Lisa Valine*

SACRAMENTO TRANSPORTATION AUTHORITY
New Measure A Capital Projects - Series 2012
FY 13/14
Status through May 1, 2014

Sponsor	Project	Capital Project Allocation <small>(FY 09/10 thru FY 13/14)</small>	Total Expended	Balance Remaining	Project Phase
County	Hazel Ave: County Line to Folsom Blvd	18,473,497	20,062,816	(1,589,319)	Phase I - Complete Phase II - Final Design / ROW
	Hazel Ave: US Highway 50 to Folsom Blvd	1,520,000	-	1,520,000	In Design
	Watt Ave / US 50 Interchange	15,265,000	5,881,279	9,383,721	In Construction
Caltrans	US 50 Bus / Carpool Lanes - Phase I	26,858,000	25,491,186	1,366,814	Complete
	US 50 Bus / Carpool Lanes - Phase II	2,845,000	1,674,357	1,170,643	Planning / Environmental
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I and II)	37,969,000	18,884,930	19,084,070	In Construction
	Cosumnes River Blvd (Freeport - Franklin & I-5 Interchg)	10,204,000	3,688,374	6,515,626	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	5,928,000	4,272,242	1,655,758	Phase III - Complete Phase IV - In Design
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	13,087	480,000	-	Complete
	Sunrise Blvd: Antelope to North City Limits, west side	4,528,000	3,765,407	762,593	In Construction
Regional Transit	Downtown Natomas Airport - Green Line to the Airport	35,728,510	34,437,138	1,291,372	Phase I - Complete Phase II - Planning
	South Sacramento LRT Corridor Phase II	16,429,490	15,913,033	516,457	In Construction
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures & balance remaining include "Pay Go")</small>	9,527,546	8,740,784	786,762	Planning
		\$ 202,989,130	\$ 160,974,708	\$ 42,481,334	

New Measure A Project Status Report

Quarter Ending March 31, 2014

**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: April 30, 2014

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 Sunset Avenue with traffic signal modifications proposed at Curragh Downs, Winding Way, La Serena Drive and Sunset Avenue. Phase 3 will widen Hazel Avenue from four to six lanes between Sunset Avenue and Madison Avenue with new traffic signals proposed at Roediger Lane and Phoenix Avenue and a traffic signal modification at Madison Avenue. Both phases of work will improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility; improve safety; and improve the aesthetics of the corridor. Field surveys and preliminary design are complete and final design is underway for both phases. Right of way acquisition is proceeding for Phase 2 and Phase 3. Approximately 45 total purchase properties have been acquired. An additional 90 properties require partial acquisitions. This acquisition effort is underway and five of the 90 partial acquisitions are complete.

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):

<u>Quarter – Year</u>	<u>Amount</u>
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	\$ 1,679,763.21
October – December 2012	\$ 1,165,974.69
January – March 2013	\$ 0.00
April – June 2013	\$ 1,728,497.27
July – September 2013	\$ 55,998.46
October – December 2013	\$ 184,549.27
January – March 2014	\$ <u>1,317,607.27</u>
Total To Date	\$19,695,626.96

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
April – June 2014	\$ 677,870.52
July – September 2014	\$ 600,000.00
October – December 2014	\$ 750,000.00
January – March 2015	\$ 750,000.00

Estimated Project Completion Date:

The Phase 1 project was completed in October 2011. The Phase 2 project, widening from Curragh Downs Drive to Sunset Avenue, is expected to be complete in 2016. The Phase 3 project, 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 \$1,230,497.48 to cover costs on this project in order to meet the October 1, 2012 expenditure deadline for the 2009 Bond notes.

On January 9, 2014, the STA approved a re-allocation of \$4,000,000 from the Watt Ave @ US Highway 50 Project to the Hazel Avenue Phase I project with \$2,500,000 programming in fiscal year 2014 and \$1,500,000 in fiscal year 2015.

New Measure A Project Status Report

Quarter Ending March 31, 2014

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: April 30, 2014

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 Highway 50 Community Enhancements, consisting of bicycle, pedestrian, and landscaping improvements, are included as part of the construction of the interchange. The construction is underway and anticipated to be completed by September 2014.

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):

<u>Quarter – Year</u>	<u>Amount</u>
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	\$ 0.00

October – December 2012	\$ 52,829.08
January – March 2013	\$ 0.00
April – June 2013	\$1,197,757.65
July – September 2013	\$ 0.00
October – December 2013	\$ 825,474.36
January – March 2014	<u>\$ 456,862.50</u>
Total To Date	\$3,984,275.63

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
April – June 2014	\$ 3,074,536.99
July – September 2014	\$ 3,027,710.34

Estimated Project Completion Date: September 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.

On January 9, 2014, the STA approved a re-allocation of \$4,000,000 from this project to the Hazel Avenue Phase I project with \$2,500,000 programmed in fiscal year 2014 and \$1,500,000 in fiscal year 2015.

New Measure A Project Status Report

Quarter Ending March 31, 2014

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: April 30, 2014

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 Highway 50 Community Enhancements, consisting of bicycle, pedestrian, and landscaping improvements, are included as part of the construction of the interchange. The construction is underway and anticipated to be completed by September 2014.

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):

<u>Quarter – Year</u>	<u>Amount</u>
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	\$ 0.00

October – December 2012	\$ 52,829.08
January – March 2013	\$ 0.00
April – June 2013	\$1,197,757.65
July – September 2013	\$ 0.00
October – December 2013	\$ 825,474.36
January – March 2014	\$ <u>637,022.51</u>
Total To Date	\$4,164,435.64

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
April – June 2014	\$ 2,894,376.98
July – September 2014	\$ 3,027,710.34

Estimated Project Completion Date: September 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.

On January 9, 2014, the STA approved a re-allocation of \$4,000,000 from this project to the Hazel Avenue Phase I project with \$2,500,000 programmed in fiscal year 2014 and \$1,500,000 in fiscal year 2015.

New Measure A Project Status Report

Quarter Ending Mar 31, 2014

Project: Highway 50 Bus/Carpool Lane Phase I 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: Mar 31, 2014

Project Status:

- Project completed. Closeout in process

Future Work:

- Closeout

Pedestrian and Bike Accommodation:

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

Actual Expenditures Incurred to Date (Total Proj through end of Quarter):

- \$25,360,616.31

Estimated Drawn Down Schedule: (quarter ending: 06-30-2014)

- \$100,000.00

Estimated Project Completion Date:

Project has been completed. Currently in closeout.

Changes in Estimates since last report and reasons for changes:

Remaining obligation to RT will be accounted for on project 03-3F360, which covers the Watt Avenue to Oak Park I/C HOV lanes.

New Measure A Project Status Report

Quarter Ending Mar 31, 2014

Project: Highway 50 Bus/Car Pool Lanes from SR99 to Watt Ave – Phase II

Design, engineering, environmental clearance and Right-of-Way certification to construction high occupancy vehicle lane in the existing median and soundwalls.

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

Project Manager: Sutha Suthahar

Status Report Date: Mar 31, 2014

Project Status:

- The target PA&ED date has been revised from Aug 1, 2014 to Feb 15, 2015. The reason for the revision is due to securing a Task Order to perform traffic studies (volumes and speeds). The traffic studies are a major component that feed into the noise and air quality analysis as part of the environmental process. The revised PA&ED date should have no impacts on the target RTL and Begin Construction dates (Feb 15, 2017 and Aug 15, 2017 respectively).

Future Work:

- Traffic volumes and speeds in support of PA&ED development.
- Survey request for Right of Way retracement for design of soundwalls.
- Advanced Planning Studies (APS) for Elmhurst Viaduct, Brighton OH, Folsom Blvd UC and State College UC
- Right of Way Datasheet request.
- Railroad mapping to begin Heavy and Light Rail coordination.

Pedestrian and Bike Accommodation:

- The Department will maintain pedestrian and bicycle accessibility during and after construction. Additional pedestrian and bike accommodations are being proposed at the 65th Street Interchange.

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

- \$1,150,775.15

Estimated Drawn Down Schedule (quarter ending 06-30-2014):

- \$750,000.00

Estimated Project Completion Date:

Project will be finished in Dec 1, 2019

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

New Measure A Project Status Report

Quarter Ending: March 31, 2013

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: April 30, 2014

Project Status: Construction on \$67 million Phase 1, track relocation, is complete. The newly relocated track and platforms are in operation. Phase I includes coordination of construction of all necessary bridges and tunnels. The 5th and 6th Street bridge structures were completed in advance of track relocation. Construction on the \$10 million structural retrofit to the historic Sacramento Valley Depot is due for completion in August. The upgrade and reuse for the station will begin this fall, with a \$15 million federal TIGER grant for its construction matched with Measure A.

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 \$18,884,930. 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: Drawdowns are anticipated to average approximately \$500,000 per quarter, until late 2014 when they will increase to approximately \$1-2 million per quarter.

Estimated Project Completion Date: Phase 1 (Track Relocation) is complete, Phase 2 will be completed in December 2015. 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: March 31, 2014

Project: Cosumnes River Boulevard/I-5 Interchange and Extension Project

The project extends Cosumnes River Boulevard from its westerly terminus at Franklin Boulevard to an at-grade intersection with Freeport Boulevard, and includes the construction of a new interchange at I-5 and a new bridge crossing over Morrison Creek and Union Pacific Railroad (UPRR). It will include 3.5 miles of new roadway consisting of 4 to 6 lanes.

Sponsoring Agency: City of Sacramento

Project Manager: Nader Kamal, Special Projects Engineer

Status Report Date: April 30, 2014

Project Status: Construction began in March 2013. The interchange and bridges and abutments on Morrison Creek Bridge are in progress, along with utility installations. The project is approximately 37 percent complete.

Pedestrian and Bike Accommodation: The roadway extension will include on-street bike lanes, 8 foot wide bifurcated sidewalks, street lights, and landscaping. The new extension will also parallel Regional Transit's new South Line Light Rail and Provide direct access to two adjoining light rail transit stations.

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

The City has incurred \$3,688,375 in New Measure A expenditures to date.

Estimated Drawn Down Schedule: Drawdowns are anticipated to average approximately \$1 to \$1.5 million per quarter.

Estimated Project Completion Date: Construction is expected to be completed by Fall 2015.

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

New Measure A Project Status Report

Quarter Ending March 31, 2014

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

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

Sponsoring Agency: City of Rancho Cordova

Project Managers: Kathy Garcia, Senior Engineer

Status Report Date: April 21, 2014

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 complete.

Phase III construction began September 2011. The construction of the project has been completed.

These Phases are in final closeout with \$8,215.29 remaining which is being allocated to Folsom Boulevard Phase IV. Phase IV has received \$4,000,000 in grant funding in addition to the additional Measure A Bond of \$1,674,000.

This project is complete.

Pedestrian and Bike Accommodation:

Phase III constructed 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:	\$ 4,245,784.71
Outstanding invoice for Quarter Ended March 31, 2014	\$ 8,215.29
Total Billed through March 31, 2014	\$ 4,254,000.00

Total Bond Funding \$ 4,254,000.00

New Measure A Project Status Report

Quarter Ending March 31, 2014

Project: Folsom Boulevard Streetscape – Rod Beaudry to Horn Road,
Kilgore Road to Sunrise Boulevard (Phase IV)

Construction of sidewalk infill on the north side of Folsom Boulevard and sidewalks and bike lanes on the south side of Folsom Boulevard and landscape medians from Rod Beaudry to Horn Road. Construction of sidewalks on the south side of Folsom Boulevard from Kilgore Road to Sunrise Boulevard, and upgrading the pedestrian and bicycle facilities at the intersection of Folsom Boulevard and Sunrise Boulevard.

Sponsoring Agency: City of Rancho Cordova

Project Managers: Kathy Garcia, Senior Engineer

Status Report Date: April 21, 2014

Project Status:

The project is the initial design and environmental phases. This project has also received a \$4,000,000 federal grant. The request for authorization has been submitted and the design consultant will be contracted once the E-76 is received.

Pedestrian and Bike Accommodation:

Phase IV will construct missing bicycle and pedestrian facilities as well as update 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:	\$ 0.00
Outstanding invoice for Quarter Ended March 31, 2014	\$ 18,242.40
Total Billed through March 31, 2014	\$ 18,242.40

Total Bond Funding **\$ 1,674,000.00**

New Measure A Project Status Report

Quarter Ending March 31, 2013

Project: Sunrise Blvd – PH 3A – Antelope to North City Limits, west side

Design, engineering, environmental clearance, right of way acquisition, and construction of a “complete streets” treatment.

Sponsoring Agency: City of Citrus Heights

Project Managers: Stuart Hodgkins, Principal Civil Engineer

916-727-4734, shodgkins@citrusheights.net

Status Report Date: March 31, 2014

Project Status: Phase 1 complete and accepted by council in September 2013. Phase 3A at 90% design and under ROW acquisition, expect Cal Trans ROW cert Summer 2014 to begin construction in March 2015. Unspent Measure A funds for Sunrise Ph 1 will support as matching funds for Ph 3A.

Pedestrian and Bike Accommodation: Citrus Heights implements Complete Streets concepts to all Major Arterial Improvement Projects. Specifically for Sunrise Phases 1 (complete), and Phases 2 and 3A (under phased design), the City will address/construct the following: Replace existing/add new curb, gutter and sidewalk with new vertical curb and wider, ADA compliant sidewalk, pavement striping to provide wide bike lanes, bike detecting inductive loops at signalized intersections, upgrade pedestrian amenities (vibrotactile buttons, countdown pedestrian signal heads, traffic cameras and new ADA curb ramps) and fully accessible transit stops with shelters.

Actual Expenditures Incurred To Date:

FY 10/11 - \$279,628.50

FY 11/12 – \$94,994.58

FY 12/13 – Quarter 1: \$1,011,603.72

FY 12/13 – Quarter 2: \$1,150,899.40

FY 12/13 – Quarter 3: \$540,703.94

FY 12/13 – Quarter 4: \$327,924.58

FY 13/14 – Quarter 1: \$286,810.94

FY 13/14 – Quarter 2: \$48,437.19

FY 13/14 – Quarter 3: \$24,404.35

Estimated Drawn Down Schedule: Construction of Phase 1 is complete; project was presented to City Council for acceptance in September 2013 and retention has been released. Minor incidentals were addressed in 2nd quarter. Design of Phase 3A (Antelope to north city limits/west side) is near completion. Right of Way acquisition is in full swing; construction has been pushed to spring 2015 to avoid weather delays during the winter months. Balance of funds will be expended as match for remaining right of way and design (2014) and then for match for construction in 2015.

Estimated Project Completion Date: Phase 1 segment is complete; Phase 3A to be completed by end of 2015.

Changes in Estimates since last report and reasons for changes: Funds remaining from Phase 1 will be spend solely on Ph 3A. Alternate Measure A funding identified for Sunrise/Sungarden intersection project.

New Measure A Project Status Report

Quarter Ending March 31, 2014

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 7th & 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. All Green Line activities subsequent to the quarter ending September 30, 2012 are reported on the Downtown Natomas Airport – Green Line to Airport project summary.**

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 15th 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 7th through T-9 Station, clearances checked. 8th 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 7th, 8th and G Streets, Special Trackwork at 8th and H and 7th 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 7th 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 7th 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

Swap: \$8,713,035

Total: \$42,670,469

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 March 31, 2014

Project: Downtown Natomas Airport – Green Line to the Airport

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Jeffrey Damon

Status Report Date: April 14, 2014

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 key effort has been completed in this quarter. Specifically,

- RT completed negotiations with the AECOM Team and issued Notice-to-Proceed to the Team on 12/23/13.
- Key issues include coordination with City of Sacramento over the connectivity to and around the Sacramento Intermodal Transfer Facility (SITF) and the American River Bridge crossing (ARBX) continued to be discussed internally and with the Team following NTP.

Current Project Scope Identifies The Phases As Follows:

-- Expended funding for AA, Admin Draft EIS/R and Final EIR @ \$15.1M

-- 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. Initial operation will be with existing equipment.

-- Phase -1B (SITF Phase 3A) @ \$60.4M: The permanent/full build with loop & bypass segment of the Green Line from a connection segment on H Street north to connect with Phase 1. Utilizes Proposition 1A funding plus local match.

-- Phase - 2 @ \$545M - \$596M (YOE): From Richards to Natomas Town Center - Included required vehicles and maintenance facility.

-- Phase - 3 @ \$353M – 386M (YOE): From Natomas Town Center to the Airport full build by 2035.

Significant Achievements:

2014

1/1/14 – 3/31/14

- Held Kickoff Meeting between RT and AECOM Team on 1/8/14
- Held review & discussion meeting with City Staff on SITF on 1/9/14
- Held multiple meetings with AECOM Team members to discuss on-going work efforts
- Produced Project Management Plan documenting roles, responsibilities, schedules, etc.
- Produced (draft) Outreach Plan
- Held update and check-in with RT Management and AECOM on 3/25/14 to review multiple features of the project including initial/prelim ridership forecasts, MOS segments, financial considerations, and outreach approaches
- Began Stakeholder outreach efforts

2013

10/1/13 – 12/31/13

- Completed negotiations with AECOM Team
- Provided Notice-to-Proceed to AECOM Team on 12/23/13
- Prepared for Kickoff Meeting in January 2014

7/1/13 – 9/30/13

- Received and reviewed consultant submittals
- Interviewed three teams
- Began negotiations with #1 ranked consultant team
- Negotiations almost completed
- Prepared Issue Paper for RT Board action authorizing a contract for professional services
- Coordinated with City of Sacramento on American River Bridge Crossing project

4/1/13 – 6/30/13

- Released RFP for Consultant Services
- Met with FTA and toured segments of Corridor
- Continued coordination with City of Sacramento on corridor-related issues
- Continued to meet with RT Board members to keep them informed

1/1/13 – 3/31/13

- Held multiple coordination meetings with FTA Administration, Rep. Matsui, City of Sacramento and local parties regarding the Green Line and the next steps
- Prepared revised RT Board Issue Paper for release of RFP
- Achieved authorization from RT Board to release RFP at March 25th Board meeting
- Finalized RFP components and awaiting final concurrence on materials from RT Legal

2012

10/1/12 – 12/31/12

- Prepared revised RT Board Issue Paper for release of RFP
- Reviewed MAP-21 conceptual Guidance and refined scope of services accordingly
- Participated in two American River Crossing Stakeholder meetings representing the Green Line's interests
- Met with City Council/RT Board member and City Staff to discuss Sacramento Intermodal-related issues.
- Developed and provided related materials to Representative Matsui's office regarding the Green Line

7/1/12 – 9/30/12

- Prepared a scope of services and budget allocation by task
- Coordinated efforts with City of Sacramento on the American River Bridge Crossing project
- Met multiple times with internal stakeholders to review and refine RFP and Scope
- Met with RT Board members with geographic coverage responsibility for the Green Line to review the projects, scope, schedule and options
- 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 1st 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

Actual Expenditures Incurred To Date: \$479,704

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

Apr – Jun 2014	<u>\$89,876</u>
Jul –Sep 2014	<u>\$100,589</u>
Oct – Dec 2014	<u>\$393,616</u>
Jan – Mar 2015	<u>\$371,854</u>
Apr – Jun 2015	<u>\$156,650</u>
Jul –Sep 2015	<u>\$44,714</u>
Oct – Dec 2015	<u>\$29,968</u>
Jan – Mar 2016	<u>\$20,979</u>
Apr – Jun 2016	<u>\$18,979</u>
Jul – Sep 2016	<u>\$17,979</u>
Oct – Dec 2016	<u>\$17,979</u>
Jan – Mar 2017	<u>\$17,979</u>
Apr – Jun 2017	<u>\$10,210</u>
Total	<u>\$1,291,372</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)

The Consultant selection process carried forward through the summer of 2013 and resulted in the ranking and tentative selection of a team for the professional services contract.

The schedule is now as follows:

- Through December 2013 complete negotiations on scope, schedule, budget refinements and prepare RT Issue Paper requesting approval of consultant contract
- By end of December 2013 RT Board action authorizing consultant contract
- Late December 2013 Notice-to-Proceed
- Begin technical work in early January 2014 including multiple-day Kickoff Session reviewing the corridor, issues, etc.
- Project Definition through June 2014
- Prepare Revised Admin Draft Environmental Document and New Starts Evaluation by December 2014 and Issue NOI/NOP
- Prepare Draft EIR/EIS and Complete New Starts Justification Measures for MOS by June 2015
- Prepare Draft EIR/EIS and Request Final EIR/EIS for MOS by December 2015

Following NTP in December 2013, the draw down schedule is anticipated to increase significantly as the project moves forward into and through the technical analyses.

New Measure A Project Status Report

Quarter Ending March 31, 2014

Project: South Sacramento Corridor Phase II

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: John Valsecchi , Ed Scofield

Status Report Date: As of 3/31/2014

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. An amended Biological Opinion was issued by US Fish and Wildlife on December 16, 2011 which addresses construction activities in environmentally sensitive areas within the project.

Preliminary engineering was completed in May 2012, and final design in December 2012. RT and FTA executed a Full Funding Grant Agreement (FFGA) on Dec. 27, 2012. This commits FTA to fund \$135 million or one half of the \$270 million anticipated project cost. Of this amount, approximately \$75 million has already been awarded to RT and is available to the project.

At this time, FTA-approved open activities include right of way (ROW) acquisitions, environmental mitigation monitoring, utility relocation, procurement of materials and equipment, and construction .

The Cosumnes River College (CRC) Parking Facility is open for public access. The CRC bridge structure is complete and Morrison Creek bridge structure is nearly complete. An FTA Letter of No Prejudice (LONP) allowed these construction activities to start before the FFGA was executed. The balance of the construction effort is encompassed in the "Civil, Track, Structures, Stations, and Systems" (CTSSS) contract which was awarded in July 2013 and work is underway. Utility relocation work continues. Manufacture of traction power substations (TPSS) is progressing. Some track material has been purchased and delivered; the remainder of the owner-furnished material will be delivered prior to when the contractor is scheduled to install it. RT has access to all project affected real property.

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:

July 2009 – Mar 2014	\$ 15,913,033
Swap	\$ (8,713,035)
Total	\$ 7,199,998

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

July – Sept 2014	\$ 516,457
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Total Actual + Estimated \$ 7,716,455

Estimated Project Completion Date: September 2015

Changes in Estimates since last report and reasons for changes:

All series 2012 New Measure A bonds funds are spent except for \$516,457 which is now anticipated to be spent in the July-Sept 2014 quarter. It was previously forecast these funds would be spent in the Jan-Mar 2014 quarter. This has been pushed out to later in calendar year 2014. In the interim the project will be spending mostly federal funds in order to achieve parity with project match funds (including Measure A) on a cumulative basis. The project overall is funded 50% with federal New Starts funds and to date federal funds have paid for only 14% of total project expenditures.

**New Measure A Project Status Report
Quarter Ending March, 2014**

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: April, 2014

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 – October 2009 through March 2014):

Measure A Bond Proceeds:	\$ 7,501,901.82
Measure A Pay-Go Proceeds:	<u>943,294.99</u>
TOTAL	\$ 8,445,196.81

Estimated Drawn Down Schedule: (April through June 2014)

Measure A Bond Proceeds:	\$ 584,347
Measure A Pay-Go Proceeds:	<u>45,100</u>
TOTAL	\$ 628,447

Estimated Project Completion Date: 2035

Changes in Estimates since last report and reasons for changes:
(January through March 2014)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 337,736
	Actual: \$ 232,042.36

Professional consulting service expenditures were lower than projected for this quarter.

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 46,980
	Actual: \$ 48,007.59

County allocated costs were slightly higher than projected for this quarter.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #5

Subject: Status Report of Measure A On-Going Programs, 3rd Quarter FY 2013-14

Recommendation

Receive the Measure A on-going annual program status report for the quarter ended March 31, 2014.

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 March 31, 2014. The affected 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 MARCH 31, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2012/13</i>	<i>3rd Qtr 2014</i>	<i>Year to Date FY 13 & FY 14</i>	<i>3rd Qtr 2014</i>	<i>Year to Date FY 14</i>	
Citrus Heights	\$ 2,244,784	\$ 505,802	\$ 3,742,527	\$ 450,912	\$ 1,694,184	\$ 2,048,343
Elk Grove	2,369,535	1,000,490	5,332,105	887,744	1,969,115	3,362,990
Folsom	902,934	503,950	2,395,191	248,320	657,525	1,737,666
Rancho Cordova	1,675,304	459,484	3,035,891	250,843	810,591	2,225,300
City of Sacramento	7,174,759	2,938,473	15,875,934	3,561,735	9,809,480	6,066,454
County of Sacramento	2,134,234	3,855,589	13,551,098	3,897,727	11,490,765	2,060,333
Isleton	142,066	10,220	172,347	-	135,000	37,347
Galt	2,484,563	255,520	3,241,546	74,228	200,671	3,040,875
SMAQMD	132,122	375,545	1,244,538	375,545	1,043,013	201,525
Paratransit	-	876,270	2,595,636	876,270	2,595,636	-
Sacramento Regional Parks	-	250,000	750,000	146,298	617,227	132,773
Regional Transit	-	8,637,519	25,585,560	8,637,519	25,585,560	-
Sub - Total	\$ 19,260,301	\$ 19,668,862	\$ 77,522,373	\$ 19,407,141	\$ 56,608,767	\$ 20,913,606
Neighborhood Shuttle	4,034,455	258,000	4,792,455	-	-	4,792,455
CTSA Set Aside	3,503,623	257,258	4,252,129	-	-	4,252,129
Total	\$ 26,798,379	\$ 20,184,120	\$ 86,566,957	\$ 19,407,141	\$ 56,608,767	\$ 29,958,190

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF MARCH 31, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through March 31. 2014</i>	<i>Total Funds Available through March 31. 2014</i>	<i>Total Expended through March 31. 2014</i>	<i>Remaining Balance through March 31. 2014</i>
Citrus Heights					
<i>Traffic Control & Safety</i>	\$ 505,515	\$ 121,475	\$ 626,990	\$ 55,538	\$ 571,452
<i>Safety, Streetscaping, Pedestrian</i>	614,816	161,510	776,326	69,107	707,219
<i>Street & Road Maintenance</i>	<u>1,124,453</u>	<u>1,214,758</u>	<u>2,339,211</u>	<u>1,569,539</u>	<u>769,672</u>
Total	<u>\$ 2,244,784</u>	<u>\$ 1,497,743</u>	<u>\$ 3,742,527</u>	<u>\$ 1,694,184</u>	<u>\$ 2,048,343</u>
Elk Grove					
<i>Traffic Control & Safety</i>	\$ 141,084	\$ 240,282	\$ 381,366	\$ 75,437	\$ 305,929
<i>Safety, Streetscaping, Pedestrian</i>	509,918	319,470	829,388	149,573	679,815
<i>Street & Road Maintenance</i>	<u>1,718,533</u>	<u>2,402,818</u>	<u>4,121,351</u>	<u>1,744,105</u>	<u>2,377,246</u>
Total	<u>\$ 2,369,535</u>	<u>\$ 2,962,570</u>	<u>\$ 5,332,105</u>	<u>\$ 1,969,115</u>	<u>\$ 3,362,990</u>
Folsom					
<i>Traffic Control & Safety</i>	\$ 130,239	\$ 121,031	\$ 251,270	\$ 101,158	\$ 150,112
<i>Safety, Streetscaping, Pedestrian</i>	61,185	160,918	222,103	70,637	151,466
<i>Street & Road Maintenance</i>	<u>711,510</u>	<u>1,210,308</u>	<u>1,921,818</u>	<u>485,731</u>	<u>1,436,087</u>
Total	<u>\$ 902,934</u>	<u>\$ 1,492,257</u>	<u>\$ 2,395,191</u>	<u>\$ 657,525</u>	<u>\$ 1,737,666</u>
Rancho Cordova					
<i>Traffic Control & Safety</i>	\$ 321,899	\$ 110,352	\$ 432,251	\$ 100,792	\$ 331,459
<i>Safety, Streetscaping, Pedestrian</i>	576,745	146,719	723,464	37,837	685,627
<i>Street & Road Maintenance</i>	<u>776,660</u>	<u>1,103,516</u>	<u>1,880,176</u>	<u>671,962</u>	<u>1,208,214</u>
Total	<u>\$ 1,675,304</u>	<u>\$ 1,360,587</u>	<u>\$ 3,035,891</u>	<u>\$ 810,591</u>	<u>\$ 2,225,300</u>

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF MARCH 31, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	Unexpended @ June 30, 2013	FY 2013/14 Distribution through March 31, 2014	Total Funds Available through March 31, 2014	Total Expended through March 31, 2014	Remaining Balance through March 31, 2014
Sacramento					
Traffic Control & Safety	\$ 2,310,503	\$ 705,716	\$ 3,016,219	\$ 750,808	\$ 2,265,411
Safety, Streetscaping, Pedestrian	2,470,504	938,294	3,408,798	552,945	2,855,853
Street & Road Maintenance	2,393,752	7,057,165	9,450,917	8,505,727	945,190
Total	\$ 7,174,759	\$ 8,701,175	\$ 15,875,934	\$ 9,809,480	\$ 6,066,454
County					
Traffic Control & Safety	\$ 1,794,784	\$ 925,975	\$ 2,720,759	\$ 847,612	\$ 1,873,147
Safety, Streetscaping, Pedestrian	339,450	1,231,141	1,570,591	1,383,405	187,186
Street & Road Maintenance	-	9,259,748	9,259,748	9,259,748	-
Total	\$ 2,134,234	\$ 11,416,864	\$ 13,551,098	\$ 11,490,765	\$ 2,060,333
Isleton					
Total Distribution/Expense	\$ 142,066	\$ 30,281	\$ 172,347	\$ 135,000	\$ 37,347
Total	\$ 142,066	\$ 30,281	\$ 172,347	\$ 135,000	\$ 37,347
Galt					
Total Distribution/Expense	\$ 2,484,563	\$ 756,983	\$ 3,241,546	\$ 200,671	\$ 3,040,875
Total	\$ 2,484,563	\$ 756,983	\$ 3,241,546	\$ 200,671	\$ 3,040,875

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF MARCH 31, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through March 31, 2014</i>	<i>Total Funds Available through March 31, 2014</i>	<i>Total Expended through March 31, 2014</i>	<i>Remaining Balance through March 31, 2014</i>
SMAQMD					
<i>Total Distribution/Expense</i>	\$ 132,122	\$ 1,112,416	\$ 1,244,538	\$ 1,043,013	\$ 201,525
<i>Total</i>	<u>\$ 132,122</u>	<u>\$ 1,112,416</u>	<u>\$ 1,244,538</u>	<u>\$ 1,043,013</u>	<u>\$ 201,525</u>
Paratransit					
<i>Total Distribution/Expense</i>	\$ -	\$ 2,595,636	\$ 2,595,636	\$ 2,595,636	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 2,595,636</u>	<u>\$ 2,595,636</u>	<u>\$ 2,595,636</u>	<u>\$ -</u>
Sac Regional Parks					
<i>Total Distribution/Expense</i>	\$ -	\$ 750,000	\$ 750,000	\$ 617,227	\$ 132,773
<i>Total</i>	<u>\$ -</u>	<u>\$ 750,000</u>	<u>\$ 750,000</u>	<u>\$ 617,227</u>	<u>\$ 132,773</u>
Regional Transit					
<i>Total Distribution/Expense</i>	\$ -	\$ 25,585,560	\$ 25,585,560	\$ 25,585,560	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 25,585,560</u>	<u>\$ 25,585,560</u>	<u>\$ 25,585,560</u>	<u>\$ -</u>
Sub - Total	\$ 19,260,301	\$ 58,262,072	\$ 77,522,373	\$ 56,608,767	\$ 20,913,606

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF MARCH 31, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through March 31, 2014</i>	<i>Total Funds Available through March 31, 2014</i>	<i>Total Expended through March 31, 2014</i>	<i>Remaining Balance through March 31, 2014</i>
Neighborhood Shuttle					
<i>Total Distribution/Expense</i>	\$ 4,034,455	\$ 758,000	\$ 4,792,455	\$ -	\$ 4,792,455
<i>Total</i>	<u>\$ 4,034,455</u>	<u>\$ 758,000</u>	<u>\$ 4,792,455</u>	<u>\$ -</u>	<u>\$ 4,792,455</u>
CTSA Set Aside					
<i>Total Distribution/Expense</i>	\$ 3,503,623	\$ 748,506	\$ 4,252,129	\$ -	\$ 4,252,129
<i>Total</i>	<u>\$ 3,503,623</u>	<u>\$ 748,506</u>	<u>\$ 4,252,129</u>	<u>\$ -</u>	<u>\$ 4,252,129</u>
 Grand Total	 <u>\$ 26,798,379</u>	 <u>\$ 59,768,578</u>	 <u>\$ 86,566,957</u>	 <u>\$ 56,608,767</u>	 <u>\$ 29,958,189</u>
Reconciliation to GL (Acct 3700S)					
			(26,798,379)		
<i>Less: FY 10/11 Unexpended Funds</i>					
<i>Less: FY 11/12 Interest on Neighborhood Shuttle fund</i>					
<i>Less: FY 11/12 Interest on CTSA Set Aside fund</i>					
Total Distributions for FY 11/12 Only - Per GL (Acct 3700S)		<u>\$ 59,768,578</u>	<u>\$ 59,768,578</u>		

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #6

Subject: Cumulative FY 2013-14 Measure A Revenue Report

Recommendation

Receive and file a summary report of cumulative FY 2013-14 Measure A sales tax revenues.

Discussion

The monthly Measure A sales tax revenue and distribution report for May is attached. This report also provides cumulative revenue and distribution figures for the first 11 months of FY 2014. 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 May, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2014 Measure A distributions to date are shown in the middle column.

In summary, the May sales tax revenues were 7.0% above the same month last year, and cumulative sales tax revenues through the first eleven months of FY 2014 are running about 4.2% above the prior year.

Attachment

Staff Contact: Lisa Valine

Measure A Sales Tax Revenue & Distribution - May 2014

<u>Measure A</u>		<u>2013/14</u>	YTD thru Apr 14	<u>May 14</u>
Cumulative Measure A Gross Revenue		\$ 90,793,408	\$ 82,172,805	\$ 8,620,603
Isleton	0.04%	\$ 36,317	\$ 32,869	3,448
Galt	1.00%	\$ 907,934	\$ 821,728	86,206
Neighborhood Shuttle	\$ 1,000,000	\$ 916,667	\$ 833,333	83,334
Subtotal		\$ 88,932,490	\$ 80,484,874	\$ 8,447,615
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 916,667	\$ 833,333	83,334
Capital Projects	20.75%	\$ 18,453,492	\$ 16,700,611	1,752,881
		\$ 69,562,332	\$ 62,950,930	\$ 6,611,401
Program Administration	0.75%	\$ 666,994	\$ 603,637	63,356
SMAQMD	1.50%	\$ 1,333,987	\$ 1,207,273	126,714
Traffic Control & Safety	3.00%	\$ 2,667,975	\$ 2,414,546	253,429
Paratransit (CTSA)	3.50%	\$ 3,112,637	\$ 2,816,971	295,666
CTSA Set Aside	1.00%	\$ 889,325	\$ 804,849	84,476
Safety, Streetscaping				
Pedestrian & Bike Facilities	5.00%	\$ 3,529,958	\$ 3,190,910	339,048
Street & Road Maintenance	30.00%	\$ 26,679,747	\$ 24,145,462	2,534,285
SRTD	34.50%	\$ 30,681,709	\$ 27,767,282	2,914,427
		\$ -	\$ -	\$ -
Net Revenue	78.25%	\$ 69,562,332	\$ 62,950,930	\$ 6,611,401

<u>Traffic Control & Safety</u>		<u>2013/14</u>	<u>2013/14</u>	
Citrus Heights	5.46%	\$ 145,671	\$ 131,834	13,836
Elk Grove	10.80%	\$ 288,141	\$ 260,771	27,370
Folsom	5.44%	\$ 145,138	\$ 131,351	13,787
Rancho Cordova	4.96%	\$ 132,332	\$ 119,761	12,571
Sacramento	31.72%	\$ 846,282	\$ 765,894	80,388
County	41.62%	\$ 1,110,411	\$ 1,004,934	105,477
Total	100.0%	\$ 2,667,975	\$ 2,414,546	\$ 253,429

<u>Safety, Streetscaping, Pedestrian & Bike Facilities</u>		<u>2013/14</u>	<u>2013/14</u>	
Citrus Heights	5.46%	\$ 192,736	\$ 174,224	18,513
Elk Grove	10.80%	\$ 381,235	\$ 344,618	36,617
Folsom	5.44%	\$ 192,030	\$ 173,586	18,444
Rancho Cordova	4.96%	\$ 175,086	\$ 158,269	16,817
Sacramento	31.72%	\$ 1,119,703	\$ 1,012,157	107,546
County	41.62%	\$ 1,469,168	\$ 1,328,057	141,111
Total	100.0%	\$ 3,529,958	\$ 3,190,910	\$ 339,048

<u>Street & Road Maintenance</u>		<u>2013/14</u>	<u>2013/14</u>	
Citrus Heights	5.46%	\$ 1,456,714	\$ 1,318,342	138,372
Elk Grove	10.80%	\$ 2,881,413	\$ 2,607,710	273,703
Folsom	5.44%	\$ 1,451,378	\$ 1,313,513	137,865
Rancho Cordova	4.96%	\$ 1,323,315	\$ 1,197,615	125,700
Sacramento	31.72%	\$ 8,462,816	\$ 7,658,941	803,875
County	41.62%	\$ 11,104,111	\$ 10,049,341	1,054,770
Total	100.0%	\$ 26,679,747	\$ 24,145,462	\$ 2,534,285

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #7

Subject: Final FY 2014-15 Measure A Revenue Forecast and STA Budget Document

Recommendation

Review final FY 2014-15 budget document with staff; recommend that it be forwarded to STA Board for approval.

Discussion

In March, staff distributed the draft Measure A revenue estimate and STA budget figures for FY 2014-15. We tentatively forecasted that current-year Measure A sales tax revenues will come in at \$100,915,000, and that FY 2014-15 revenues will increase by 5.0 percent (\$105,961,000). The current-year revenue stream continues roughly as expected, so the final FY 2014-15 budget reflects that original estimate. We also continue to assume that the Measure A Countywide transportation impact fee revenues will jump ten percent next year to \$3.63 million.

The draft budget presentation provided a detailed overview of the estimated revenues and proposed expenditures associated with agency administration, the Measure A sales tax program, Sacramento Abandoned Vehicle Service Authority, and Sacramento Metropolitan Freeway Service Patrol. The raw numbers have been transformed into a descriptive budget booklet (enclosed) that promotes public understanding and transparency of the STA's activities. At today's meeting, staff will review the budget document and highlight any adjustments from the draft figures. The Committee will be requested to forward the budget document for consideration and approval by the STA Board at its June 12 meeting.

Enclosure

Staff Contact: Lisa Valine

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

Final Budget

Fiscal Year 2014/15



Introduction

Message to the Governing Board

The Sacramento Transportation Authority (STA) and the Sacramento Abandoned Vehicle Service Authority (SAVSA) staff are pleased to present the Final Budget for Fiscal Year 2014/15. The document represents the proposed operational plan for administering these agencies and provides summary documentation regarding all agency programs.

Respectfully Submitted:

Concur:



Lisa Valine
Accounting Manager

Brian Williams
Executive Director

Table of Contents

- Section 1 **Overview** Page 3
- Section 2 **Measure A/STA Administration** Page 7
- Section 3 **Freeway Service Patrol** Page 13
- Section 4 **Sacramento Abandoned Vehicle Service Authority** Page 19
- Section 5 **Appendix – Measure A Allocations by Entity and Project** Page 24



How To Use This Budget

This document is organized into an easy-to-read format consistent with recommended practices for public agency budgets. It is divided into five sections.

Section 1 provides an agency overview which delineates the purpose of the Sacramento Transportation Authority (STA), identifies the funding categories which make up the STA's budget, and summarizes all agency revenues and expenditures anticipated during the 2014/15 fiscal year. It is formatted to facilitate comparison with the STA's Comprehensive Annual Financial Report (CAFR).

Sections 2, 3, and 4 provide more specific information on each of the STA's major work programs, which are each presented separately for budget purposes. Each of these sections contains a general description of the applicable work program along with a listing of the program's objectives. This is followed by a revenue/expenditure summary and an operating detail, which sets forth the anticipated revenue or appropriations for specific accounts. The accounts are defined in the final portion of each section.

Lastly, Section 5 provides a listing of all transportation projects and programs for which Measure A monies will be allocated during FY 2014/15.



1. Overview

Agency Summary

The Sacramento Transportation Authority (STA)—a Local Transportation Authority—was created in 1988 and confirmed by voter approval of “Measure A,” a local referendum to create and fund a 20-year Countywide transportation and air quality improvement program. In 2004, voters approved a 30-year extension of the original Measure. This new term began on April 1, 2009.

The STA administers the Measure A one-half percent sales tax program to ensure that revenues are prudently expended on eligible transportation projects. The STA has also assumed responsibility for administration of the Sacramento Abandoned Vehicle Service Authority (SAVSA) and the Sacramento Metropolitan Freeway Service Patrol (FSP).

The STA Governing Board, consisting of sixteen locally-elected officials, holds the decision-making authority for the STA. Board decisions and policies are implemented by an Executive Director selected by the Board and by staff selected and supervised by the Executive Director.

Operating Budget

The STA has two funding categories:

- The **General Fund** is made up of the Measure A/STA Administration Program and the Freeway Service Patrol Program.
- The **Special Revenue Fund** represents the operations of SAVSA.

Appropriation Summary

Table 1. Summary of Appropriation Levels in the STA Operating Budget

Fund	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget
General Fund	\$95,983,398	\$108,659,256	\$99,141,397
Special Revenue Fund	\$1,089,747	\$1,101,000	\$1,143,000

Staffing Levels

Table 2. Summary of Total Staffing Levels

Fund	Full-Time Equivalent	
	FY 2013-14 Budget	FY 2014-15 Budget
General Fund	4.0	3.80
Special Revenue Fund	0.0	0.0



Operating Detail—General Fund

Table 3. General Fund Budget for FY 2014-15 (shown with figures from the two previous years)

Item	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget
Beginning Fund Balance	\$32,148,332	\$80,822,998	\$71,688,319
Available Revenues			
Sales Tax	95,899,477	100,914,907	105,960,652
Mitigation Fees	3,176,382	3,300,000	3,630,000
State Grant (FSP)	1,167,759	1,168,729	1,100,000
SHOPP (US 50)	—	—	—
SHOPP (I-80)	—	—	180,000
Capital Valley SAFE	747,000	747,000	747,000
Interest	660,339	600,000	487,500
Total Revenues	101,650,957	106,730,636	112,105,152
Other Sources			
Bond Issuance	64,681,155	—	—
Transfer from SAVSA	33,958	34,000	34,000
Total Other Sources	64,715,113	34,000	34,000
Total Available Funds	198,514,402	187,587,634	183,827,471
Appropriations			
Administration	745,552	775,490	812,940
Measure A	93,013,926	105,359,849	95,799,040
Community Outreach & Research Program	—	500,000	325,000
Debt Issue Costs	458,358	—	—
Freeway Service Patrol	1,765,562	2,023,917	2,204,417
Total Appropriations	95,983,398	108,659,256	99,141,397
Other Uses			
Transfer to Debt Service	16,916,699	16,620,000	16,620,000
Total Other Uses	16,916,699	16,620,000	16,620,000
Ending Available Fund Balance	\$85,614,305	\$62,308,378	\$68,066,074

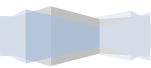


Operating Detail—Special Revenue Fund

Table 4. Special Revenue Fund (SAVSA) Budget for FY 2014-15 (shown with figures from two previous years)

Item	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget
Beginning Fund Balance	\$85,616	\$73,092	\$133,817
Available Revenues			
Vehicle License Fees	1,130,254	1,100,000	1,100,000
Interest	1,651	1,000	1,000
Total Revenues	1,131,905	1,101,000	1,101,000
Total Available Funds	1,217,521	1,174,092	1,234,817
Appropriations			
SAVSA	1,089,747	1,101,000	1,143,000
Total Appropriations	1,089,747	1,101,000	1,143,000
Transfer to STA General Fund	33,958	34,000	34,000
Ending Available Fund Balance	\$93,817	\$39,092	\$57,817





2. Measure A/STA Administration

GENERAL FUND

Program Description

Measure A began as a 20-year transportation and air quality improvement program funded with a countywide one-half percent sales tax. In November 2004, voters approved a 30-year extension to Measure A. The 2014/15 budget year is the sixth year of the 30 year extension.

Measure A administration is the primary function of the STA. Measure A sales tax revenues are collected by the California Board of Equalization and remitted to the STA. The Measure A extension includes the new Sacramento County Transportation Mitigation Fee Program (SCTMFP). SCTMFP revenues are collected by the County and incorporated cities on behalf of the STA. The STA distributes the sales tax and mitigation fee funds to the Measure A entities in accordance with the Measure A Ordinance.

The Measure A entities consist of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Sacramento Regional Transit District (RT), Paratransit, Inc., the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento, the County of Sacramento, Capital Southeast Connector Authority, and the California Department of Transportation (Caltrans).

The STA is responsible for overseeing Measure A funds to ensure that they are spent only on approved projects and programs set forth in the Measure A Ordinance. In addition to Measure A administration duties, the STA assists in the coordination of transportation plans and programs among local, regional, and state entities. These planning functions are accounted for in the Measure A/STA Administration Program.

The STA is responsible for overseeing Measure A funds to ensure that they are spent only on approved projects and programs set forth in the Measure A Ordinance and Expenditure Plan.

Program Objectives

- Ensure the effective and efficient use of Measure A funds
- Promote public accountability and transparency
- Safeguard Measure A funds through sound investment strategies
- Assist Measure A entities in creative financing mechanisms which may maximize and leverage Measure A funds
- Assist in the enhancement, cooperation, and understanding of the transportation planning and programming activities within the County



Resources and Appropriations

Staffing Levels

Table 5. Summary of Staffing Levels for Measure A/STA Administration

Staff Positions	Full-Time Equivalent		
	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director	.90	.90	.90
Accounting Manager	.80	.80	.80
Administrative Services Officer III	.15	.15	.15
Office Manager	.75	.75	.60
Total Full-Time Employees	2.60	2.60	2.45

Appropriations/Program Variance Analysis

Table 6. Summary of Appropriation Levels for Measure A/STA Administration

Item	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget	FY 2013-14 Difference	Percent Change
Administration	\$745,552	\$775,490	\$812,940	\$37,450	4.83%
Debt Issue Costs	458,358	—	—	—	—
Community Outreach Research Program	—	\$500,000	\$325,000	(\$175,000)	-35.00%
Contributions to Measure A Entities	\$93,013,926	\$105,359,849	\$95,799,040	(\$9,560,809)	-9.07%
Total Appropriations	\$94,217,836	\$106,635,339	\$96,936,980	(\$9,698,359)	-9.09%

Appropriations comparing FY 2013/14 to FY 14/15 have decreased by \$9,698,359 which represents decreased spending on capital projects during FY 2013/14.

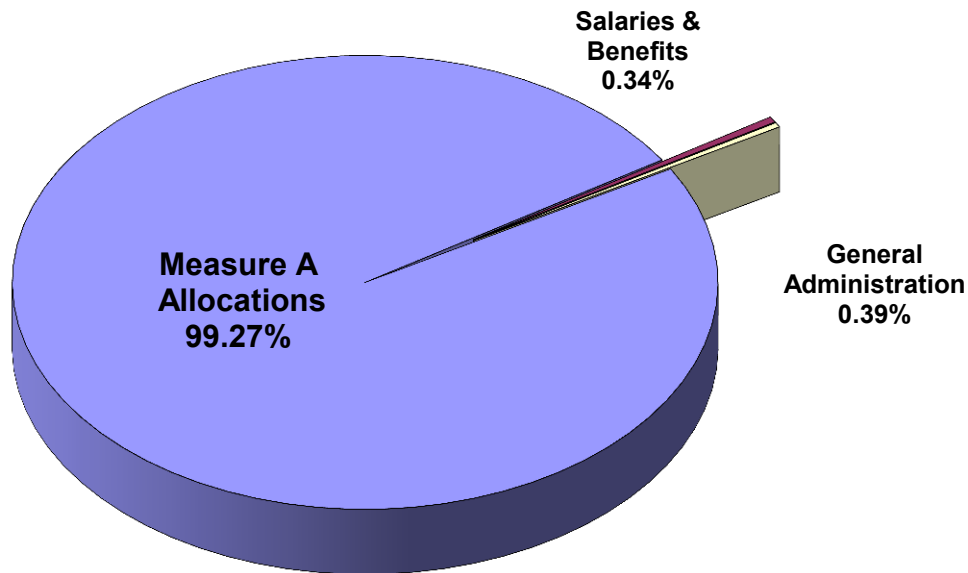


Estimated Revenues and Appropriations

Table 7. Summary of Estimated Revenues and Appropriations for Measure A/STA Administration

Estimated Revenues		Appropriations	
Beginning Fund Balance	\$70,842,050	Salaries & Benefits	\$380,000
Sales Tax	\$105,960,652	General Administration	\$432,940
Development Impact Fees	\$3,630,000	Measure A Allocations	\$95,799,040
Transfer from SAVSA	\$34,000	Community Outreach & Research Program	\$325,000
Interest	\$487,500	Debt Service	\$16,620,000
		Estimated Ending Fund Balance	\$67,397,222
TOTAL	\$180,954,202	TOTAL	\$180,954,202

Chart 1. Distribution of Measure A Revenues (Sales Tax & Impact Fee)



Measure A allocations are those sales tax monies distributed to the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Sacramento Regional Transit District (RT), Paratransit Inc., the cities of Folsom, Galt, Isleton, Citrus Heights, Elk Grove, Rancho Cordova, and Sacramento, the County of Sacramento, Capital Southeast Connector Authority, and the California Department of Transportation (Caltrans). The specific projects and programs approved for funding during FY 2014/15 are shown in Section 5.

STA/SAVSA FY 2014-15 FINAL BUDGET

Operating Detail

Table 8. Operating Detail for Measure A/STA Administration for Fiscal Year 2014/15

Beginning Fund Balance Available	
Bonded Capital Funds (2009 Series/Reserve)	\$26,373,769
Bonded Capital Funds (2012 Series)	26,868,850
Mitigation Fees	7,690,110
Operating Fund Balance	9,909,321
Total Beginning Fund Balance Available	70,842,050
Available Revenues	
Sales Tax	105,960,652
Mitigation Fees	3,630,000
Interest	487,500
Total Revenues	110,078,152
Transfer from SAVSA	34,000
Total Other Sources	34,000
Total Estimated Available Funds	\$180,954,202
Appropriations	
<u>Administration</u>	
• Salaries and Benefits	380,000
• General Office	6,000
• Rent	37,122
• Utilities	3,500
• Conference and Travel	13,000
• Insurance	32,000
• Professional Services	190,000
• New Measure A Taxpayers Oversight Committee	65,000
• Other Operating Expenditures	86,318
Total Administration	812,940
<u>Contributions to Measure A Entities</u>	
• Isleton	42,384
• Galt	1,059,607
• Neighborhood Shuttle	1,000,000
• Sacramento Metropolitan Air Quality Management District	1,557,880
• Paratransit, Inc (CTSA)	3,635,053
• CTSA Set Aside	1,038,587
• Sacramento County Regional Parks Dept	1,000,000
• Regional Transit (RT)	35,831,238
• Traffic Control and Safety	3,115,760
• Safety, Streetscaping, Pedestrian and Bike Facilities	4,192,933
• Street and Road Maintenance	31,157,598
• Capital Projects	12,168,000
Total Contributions to Measure A Entities	95,799,040
Total Appropriations	
Other Uses	
Community Outreach & Research Program	325,000
Transfer to Debt Service	16,620,000
Total Other Uses	16,945,000
Total Estimated Outflows	\$113,556,980
Estimated Ending Available Fund Balance	\$67,397,222



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from previous fiscal year, available to fund current year operations or capital expenses. Includes the debt service reserve fund.
- **Sales Tax.** Estimated Measure A sales tax revenues, after deduction of approximately \$1,205,800 by the State Board of Equalization for collection costs
- **Transfer from SAVSA.** Reimbursement of 15 percent FTE Administrative Services Officer III associated with the administration of SAVSA program and 5 percent FTE Accounting Manager for accounting /audit related costs of the SAVSA program.
- **Salaries and Benefits.** 90 percent FTE Executive Director; 80 percent FTE Accounting Manager; 15 percent FTE Administrative Services Officer III, 60 percent FTE Office Manager
- **General Office.** General office costs such as advertising, copying, postage, and office supplies, and service charges for office equipment.
- **Rent.** For office space
- **Utilities.** Telephone, internet, etc.
- **Conference and Travel.** Registration fees and transportation expenses for business and professional conferences
- **Insurance.** Annual premium for liability and public officials' insurance and property insurance
- **Professional Services.** Reimbursement for accounting, clerk, and legal services from County and the cost of financial consultant and bond counsel.
- **Measure A Taxpayers Oversight Committee.** Costs incurred by the Oversight Committee and the cost of the independent audit of STA and SAVSA.
- **Other Operating Expenditures.** Miscellaneous expenditures not covered elsewhere
- **Contributions to Measure A Entities.** Amount of Measure A sales tax allocated to Measure A entities for eligible on-going programs and capital projects
- **Community Outreach & Research Program.** Community outreach and voter opinion research to examine the practicality and possibility of compiling a supplemental transportation funding initiative for placement before County voters in 2016 or later.





3. Sacramento Metropolitan Freeway Service Patrol (FSP)

GENERAL FUND

Program Description

The Freeway Service Patrol (FSP) Program provides specially trained drivers in tow trucks and service trucks to continuously patrol Sacramento area freeways during peak commute periods looking to quickly locate and fix or move vehicles that have become disabled due to accidents or mechanical breakdowns to get them off the busy roadway. Since approximately one-half of the freeway congestion in Sacramento County is the result of disabled vehicles either blocking the roadway or distracting passing motorists, the FSP Program is one of the simplest and most cost-effective ways to maintain smooth traffic flow. Although designed for congestion relief, the FSP Program also provides a number of secondary benefits, including: motorist assistance services for increased personal safety, reduction in secondary accidents, and improved air quality due to less stop-and-go traffic.

Breakdowns and minor accidents account for approximately one-half of the freeway congestion in the Sacramento region.

The Sacramento Metropolitan FSP Program is administered by the STA in partnership with the California Highway Patrol (CHP) and Caltrans. The Capital Valley Service Authority for Freeways and Expressways (SAFE) is a major funding partner.

Dedicated tow trucks and service trucks patrol over 80 miles of roadway on every major freeway and highway in Sacramento County, including portions of Interstate 5, U.S. Highway 50, Interstate 80, State Route 99, and the Capital City Freeway, plus Interstate 80 in Yolo County. FSP operates every weekday—except holidays—during the morning commute from 6:30 a.m. and 9:30 a.m. and during the afternoon commute from 2:30 p.m. to 6:30 p.m. FSP coverage in Yolo County includes additional Sunday coverage to accommodate the peak flow-through traffic from the Lake Tahoe region back to the San Francisco Bay Area.

FSP drivers usually arrive on the scene of a disabled vehicle within 10 minutes from the time of the breakdown or accident. They will change a flat tire, provide fuel, jump-start an engine, or make other minor repairs to get a vehicle going again. If a vehicle cannot be mobilized within 10 minutes, the FSP operator will tow it to a CHP-approved “safe zone” outside of the freeway corridor.

The Sacramento Metropolitan FSP Program assists approximately 2,500 motorists per month.



Program Objectives

- Facilitate smooth traffic flow in congested freeway corridors
- Maintain rapid response time while increasing the number of assists
- Ensure continued safe operation for both operators and motorists
- Coordinate with other traffic management programs

Resources and Appropriations

Staffing Levels

Table 9. Summary of Staffing Levels for Freeway Service Patrol

Staff Positions	Full-Time Equivalent		
	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director	.10	.10	.10
Administrative Services Officer III	.70	.70	.70
Accounting Manager	.15	.15	.15
Office Manager	.25	.25	.20
Total Full-Time Employees	1.20	1.20	1.15

Appropriations/Program Variance Analysis

Table 10. Summary of Appropriation Levels for Freeway Service Patrol

Item	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget	FY 2013-14 Difference	Percent Change
Personnel	\$140,053	\$140,100	\$140,100	\$0	0.00%
Services and Supplies	\$1,625,509	\$1,883,817	\$2,064,317	\$180,500	9.58%
Total Appropriations	\$1,765,562	\$2,023,917	\$2,204,417	\$180,500	8.92%



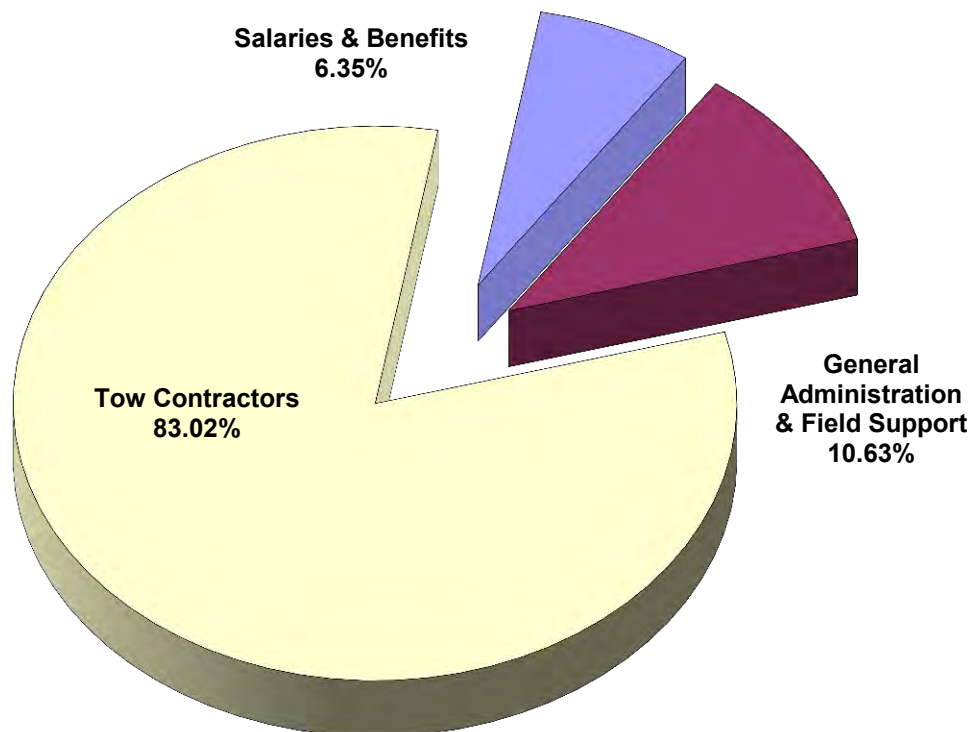
Estimated Revenues and Appropriations

Table 11. Summary of Estimated Revenues and Appropriations for Measure Freeway Service Patrol

Estimated Revenues		Appropriations	
Beginning Fund Balance	\$846,269	Salaries & Benefits	\$140,100
State FSP Allocation	\$1,100,000	General Administration	\$234,317
State FSP / SHOPP	\$180,000	Contractors	\$1,830,000
SAFE	\$747,000	Estimated Ending Fund Balance	\$668,852
TOTAL	\$2,873,269	TOTAL	\$2,873,269

The Sacramento Metropolitan Freeway Service Patrol program is funded by an annual State allocation intended solely for this purpose. Funds contributed by the Capitol Valley Service Authority for Freeways and Expressways (SAFE) will be used as the required local match for these state funds.

Chart 2. Freeway Service Patrol Appropriations

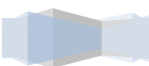


FSP expenditures go mostly to private tow operators under contract with the STA to provide tow/service operations during FSP service hours. Such payments account for approximately 83 percent of all expenditures.

Operating Detail

Table 12. Operating Detail for Freeway Service Patrol

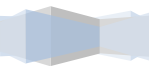
Item	Amount
Beginning Fund Balance Available	\$846,269
Available Revenues	
State FSP Allocation	1,100,000
State FSP / SHOPP	180,000
SAFE	747,000
Total Revenues	2,027,000
Total Estimated Available Funds	\$2,873,269
Appropriations	
Salaries and Benefits	140,100
General Office	1,000
Rent	14,817
Conference and Travel	1,000
Uniform Patches/Signs	1,000
Communications	55,000
Driver Incentive Program	1,500
Contractors	1,830,000
Professional Services	149,000
Other Operating Expenditures	1,000
Public Relations	10,000
Total Appropriations	2,204,417
Total Appropriations	\$2,204,417
Estimated Ending Available Fund Balance	\$668,852



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from previous fiscal year, available to fund current year operations
- **State Allocation - FSP.** State Highway Fund money allocated by Caltrans for FSP operations and expenses. The annual allocation formula is based on relative population, urban freeway lane miles and congestion.
- **State FSP / SHOPP.** State Highway Operation and Protection Program money is used to fund the Traffic Management Plan (TMP) of freeway construction projects. FSP is a critical congestion-relief strategy incorporated in major TMPs. The amount of SHOPP funds allocated for FSP varies, depending on the particular needs and circumstances of each project.
- **SAFE.** Money allocated from the Capitol Valley Service Authority for Freeways and Expressways (SAFE) Motorist Aid Program for FSP local match
- **Salaries and Benefits.** 10 percent FTE Executive Director, 70 percent FTE Administrative Services Officer III, 15 percent FTE Accounting Manager, 20 percent FTE Office Manager
- **General Office.** General office costs such as copying, postage, outside printing, and office supplies
- **Rent.** For 29% of STA office space
- **Conference and Travel.** Registration fees and transportation expenses for business and professional conferences
- **Uniform Patches/ Signs.** Insignia patches for FSP driver uniforms, driver identification badges, FSP identification signs and lettering for tow and service trucks
- **Professional Services.** Supplemental California Highway Patrol field supervision, audit services required for FSP grants, general legal services, and other professional services not covered elsewhere
- **Communications.** Annual repeater service, mobile radio repair and installation, ancillary equipment, cellular/radio phones, wireless service, automated vehicle location equipment monitoring services, mobile assist recordkeeping equipment and service, database maintenance and storage
- **Driver Incentive Program.** Expenditures for special and annual driver performance awards
- **Contractors.** Payments to tow operators and other contracted service providers for FSP services
- **Other Operating Expenditures.** Miscellaneous expenditures not covered elsewhere
- **Public Relations.** Public informational brochures, survey materials, and feedback collection





4. Sacramento Abandoned Vehicle Service Authority (SAVSA)

SPECIAL REVENUE FUND

Program Description

The Sacramento Abandoned Vehicle Service Authority (SAVSA) was established under California Vehicle Code Section 22710 in 1992. The Code allows counties to impose a \$1 surcharge on vehicle registrations to be used for the abatement of abandoned vehicles. Participating jurisdictions include the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, and Sacramento.

Since the Governing Boards of SAVSA and the STA are the same, SAVSA is deemed a component unit of the STA. For financial reporting purposes, it is classified as a Special Revenue Fund of the STA.

Each year, over 5,000 abandoned vehicles within Sacramento County are abated using SAVSA funding

SAVSA funding allows local entities to pay for vehicle abatement activities which remove abandoned vehicles from local streets and private property. Each participating entity has adopted an ordinance which establishes procedures for the abatement, removal, and disposal of abandoned vehicles. Local entities take abandoned vehicle reports, follow specific procedures for the enforcement of abandoned vehicle ordinances, and contract with private tow companies for the subsequent removal of abandoned vehicles.

Program Objectives

- Assist local entities to implement their Abandoned Vehicle Abatement Plans by providing funding and ensuring compliance with abandoned vehicle abatement legislation
- Promote public accountability and transparency
- Assist in the cooperation and understanding of vehicle abatement strategies of all SAVSA entities to ensure the maximum amount of abatement with the funds available



Resources and Appropriations

Staffing Levels

SAVSA has no staff. SAVSA reimburses the STA General Fund at 15 percent for the Administrative Services Officer III who administers the program and 5 percent for the Accounting Manager for accounting/audit related duties.

Appropriations/Program Variance Analysis

Table 13. Summary of Appropriation Levels for SAVSA

Item	FY 2012-13 Actual	FY 2013-14 Budget	FY 2014-15 Budget	FY 2013-14 Difference	Percent Change
Contribution to SAVSA Entities	\$1,089,747	\$1,101,000	\$1,143,000	\$42,000	3.81%
Transfer to STA General Fund	\$33,958	\$34,000	\$34,000	—	—

Estimated Revenues and Appropriations

Table 14. Summary of Estimated Revenues and Appropriations for SAVSA

Estimated Revenues		Appropriations	
Beginning Fund Balance	\$133,817	SAVSA Allocations	\$1,143,000
Vehicle License Fees	\$1,100,000	STA General Fund	\$34,000
Interest	\$1,000	Estimated Ending Fund Balance	\$57,817
TOTAL	\$1,234,817	TOTAL	\$1,234,817

The SAVSA program is completely funded by the vehicle registration surcharge. Approximately 97 percent of the \$1,100,000 collected in fees is distributed to SAVSA entities to fund their abandoned vehicle programs. Distributions to entities are based 50% on population and 50% on the number of abatements performed during each calendar quarter. The remainder is used to reimburse STA for administrative services.



Operating Detail

Table 15. Operating Detail for SAVSA for Fiscal Year 2014-15

Item	Amount
Beginning Fund Balance Available	\$133,817
Available Revenues	
Vehicle License Fees	1,100,000
Interest	1,000
Total Revenues	1,101,000
Total Estimated Available Funds	1,234,817
Appropriations	
<u>Contributions to SAVSA Entities</u>	
• County of Sacramento	302,000
• City of Sacramento	504,000
• City of Galt	80,000
• City of Folsom	42,000
• City of Isleton	—
• City of Elk Grove	148,000
• City of Citrus Heights	67,000
Total Contributions to SAVSA Entities	1,143,000
Total Appropriations	1,143,000
Transfer to STA General Fund (for SAVSA administration)	34,000
Estimated Ending Available Fund Balance	\$57,817



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from the previous fiscal year, available to fund current year operations
- **Vehicle License Fees.** Anticipated revenue from the \$1 vehicle registration fee
- **Contributions to SAVSA Entities.** Estimated disbursements to the County of Sacramento and the Cities of Sacramento, Isleton, Folsom, Galt, Elk Grove, Rancho Cordova and Citrus Heights based 50% on their proportionate share of vehicle abatements and 50% on their relative population
- **Transfer to STA General Fund.** Reimbursement for 15 percent FTE Administrative Services Officer III for administering the SAVSA program and 5 percent FTE Accounting Manager for accounting/audit related costs



5. Appendix: Measure A Project & Program Allocations by Entity

City of Citrus Heights

The City of Citrus Heights FY 2014/15 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. There is no capital allocation for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$169,824
- Safety, Streetscaping, Pedestrian & Bike Facilities.....\$228,536
- Street and Road Maintenance\$1,698,244

Total \$2,096,604

City of Elk Grove

The City of Elk Grove FY 2014/15 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. Currently, there are no Measure A capital projects for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$336,651
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$453,038
- Street and Road Maintenance\$3,366,513

Total \$4,156,202



City of Folsom

The City of Folsom’s FY 2014/15 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. Currently, there are no Measure A capital projects for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$169,636
- Safety, Streetscaping, Pedestrian & Bike Facilities.....\$228,282
- Street and Road Maintenance\$1,696,359

Total \$2,094,277

City of Galt

The City of Galt’s FY 2014/15 Measure A On Going Annual Program allocation will be expended for street and road maintenance and operations for a total of \$1,059,607. Currently, there are no Measure A capital projects for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Street and Road Maintenance\$1,059,607

Total \$1,059,607

City of Isleton

The City of Isleton’s FY 2014/15 Measure A On-Going Annual program allocation is \$42,384. The allocation amount is earmarked for street and road maintenance and operations. Currently, there are no Measure A capital projects for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Street and Road Maintenance\$42,384

Total \$42,384



City of Rancho Cordova

The City of Rancho Cordova FY 2014/15 Measure A On-Going Annual program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. The FY 2014/15 capital allocation is \$1,674,000

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$154,602
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$208,051
- Street and Road Maintenance\$1,546,021

Total \$1,908,674

Allocation Amounts—Measure A Capital Projects

- Folsom Blvd Streetscape – Phase II.....\$1,674,000

Total \$1,674,000

City of Sacramento

The City of Sacramento’s FY 2014/15 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. There is no capital allocation for FY 2014/15.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$988,398
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$1,330,104
- Street and Road Maintenance\$9,883,978

Total \$12,202,480



County of Sacramento

The County of Sacramento’s FY 2014/15 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. The FY 2014/15 Measure A capital allocations are \$1,500,000 for Hazel Ave: US 50 – Madison Ave and \$1,566,000 for Hazel Ave: US 50 – Folsom Blvd.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$1,296,648
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$1,744,923
- Street and Road Maintenance \$12,966,484

Total \$16,008,055

Allocation Amounts—Measure A Capital Projects

- Hazel Ave: US 50 – Madison Ave\$1,500,000
- Hazel Ave: US 50 – Folsom Blvd\$1,566,000

Total \$3,066,000

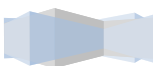
Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District's FY 2014/15 Measure A On-Going Annual program allocation is \$1,557,880 and will be expended for air quality monitoring, public education and mobile source programs.

Allocation Amounts—Measure A On-Going Annual Program

- Air Quality Monitoring, Planning, and Rule Development
- Public Education, Outreach and Information
- Mobile Source Programs

Total \$1,557,880



Paratransit, Inc.

Paratransit, Inc. is the designated Consolidated Transportation Services Agency (CTSA) for Sacramento County. The FY 2014/15 Measure A On-Going Annual Program allocation will be used to support the provision of Elderly and Handicapped Transportation (EHT) services in the urbanized portion of Sacramento County.

Allocation Amounts—Measure A On-Going Annual Program

- Operating Expenses\$3,635,053
- CTSA Set Aside\$1,038,587

Total \$4,673,640

Regional Transit

Regional Transit’s FY 2014/15 Measure A On-Going Annual Program allocation will be expended for operations support. There is no new capital allocation for FY 14/15.*

Allocation Amounts—Measure A On-Going Annual Program

- Operating Support \$35,831,238

Total \$35,831,238

Allocation Amounts—Measure A Capital Projects

- Downtown Natomas Airport LRT Extension*\$979,000

Total \$979,000

*Measure A Capital Allocation of \$979,000 is an extension of a prior year allocation.

Sacramento County Regional Parks

The Sacramento County Regional Park's FY 2014/15 Measure A On-Going Annual Program allocation of \$1,000,000 will be expended for maintenance, operations, and improvements to the paved bikeway network within the county managed portion of the American River Parkway.

Allocation Amounts—Measure A On-Going Annual Program

Total \$1,000,000



Neighborhood Shuttle

The Neighborhood Shuttle program’s FY 2014/15 Measure A On-Going Annual Program allocation will be \$1,000,000.

Allocation Amounts—Measure A On-Going Annual Program

- Neighborhood Shuttle\$1,000,000
- \$1,000,000**

California Dept of Transportation (Caltrans)

The California Department of Transportation's (Caltrans) FY 2014/15 Measure A capital allocation for the US 50 Bus / Carpool Lanes is \$5,034,000.

Allocation Amounts—Measure A Capital Projects

- US 50 Bus / Carpool Lanes & Community Enhancement (I) (Sunrise – Watt)\$2,328,000
- US 50 Bus / Carpool Lanes & Community Enhancement (II) (Watt – SR99)\$2,706,000

Total \$5,034,000

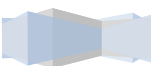
Connector JPA (Capital Southeast Connector Authority)

The Connector JPA's FY 2014/15 Measure A capital allocation is \$1,415,000.

Allocation Amounts—Measure A Capital Projects

- I-5 / SR99 US 50 Connector.....\$1,415,000

Total \$1,415,000



MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #8

Subject: Contract for Independent Auditing Services, FY 2013-14

Recommendation

1. Recommend that the auditing firms identified on page 2 be certified as responsive and qualified to perform the tasks set forth in the Request for Proposals for Independent Auditing Services (2/14/14).
2. Recommend that the STA Board authorize staff to execute the attached contract with the preferred auditing firm, **Macias Gini & O'Connell**.

Discussion

On February 13, the STA Board authorized distribution of a Request for Proposals (RFP) for independent auditing services. The RFP asked interested auditing firms to submit proposals for performing the following key tasks:

- Prepare the FY 2014 financial statement audit of the STA and SAVSA
- Perform compliance audits of the Measure A and SAVSA entities for FY 2014

Ten proposals were submitted prior to the May 1, 2014 due date. The following table identifies the proposers and their associated fee rates:

Auditing Firm	Fee – 1 st year	Fee – 3 years
Brown Armstrong Accountancy Corp	\$59,300	\$177,900
CohnReznick, LLP	\$48,000*	---
Crowe Horwath, LLP	\$48,000	\$146,000
Gilbert Associates, Inc.	\$55,000	---
JJACPA, Inc.	\$44,000	\$126,517
Lance, Soll, & Lunghard, LLP	\$45,000	\$139,200
Macias Gini & O'Connell	\$48,380	\$145,140
Pun & McGeady, LLP	\$49,500	\$153,000
Richardson & Company	\$49,900	\$151,950
Vavrinek, Trine, Day & Company, LLP	\$54,300	\$162,900

* plus expenses

One proposal was submitted after the due date, and was not reviewed.

The proposals were evaluated according to the following criteria:

- Methodology and services provided relative to the proposed fee and assumed risk
- Proposer's demonstrated understanding of the STA, SAVSA, Measure A, and the requirements of this engagement
- Experience of proposed staff in auditing and advising public agencies similar to the STA
- Fee proposal

After reviewing each proposal, staff recommends that the following audit firms be certified as responsive to the RFP and most qualified to perform the key tasks associated with this project:

- Brown Armstrong Accountancy Group
- Gilbert Associates.
- Macias, Gini & O'Connell
- Pun & McGeady
- Richardson & Company
- Vavrinek, Trine, Day & Company

Upon final evaluation of the "qualified" proposals, staff recommends that **Macias, Gini & O'Connell (MGO)** be selected as the preferred contractor. **MGO** submitted the lowest qualified fee proposal. The audit team specializes in local government, and has experience with local transportation agencies. It also has broad exposure to tax revenue bonds and associated financial instruments. **MGO** is committed to ensuring that the STA continues to qualify for the GFOA Certificate of Achievement for Excellence in Financial Reporting.

Staff recommends that the Executive Director be authorized to execute the attached contract with **Macias, Gini & O'Connell**. It covers the financial statement audit for the STA and SAVSA as well as the compliance audits for on-going Measure A, capital Measure A, and SAVSA entities for FY 2014. Your Board may extend the contract term for up to two years (in single-year increments) based on satisfactory performance and confirmation of a mutually agreed bid price. The cumulative FY 2014 fee payment will not exceed \$48,380.

Attachment

C: Ryan Nielsen – Brown Armstrong Accountancy Corp.
Jeffrey Jensen – Crowe Horwath, LLP
Stephen Shumrak – CohnReznick, LLP
Peggy Vande Vooren – Gilbert Associates, Inc.
Joseph Arch – JJACPA, Inc.
Bryan Gruber – Lance, Soll & Lunghard, LLP
Richard Green – Macias Gini & O'Connell
Kenneth Pun – Pun & McGeady, LLP
Ingrid Sheipline – Richardson & Company
David Showalter – Vavrinek, Trine, Day & Company, LLP
Brainard Simpson – Simpson & Simpson

Staff Contact: Lisa Valine

SACRAMENTO TRANSPORTATION AUTHORITY

AUDITOR SERVICES AGREEMENT

THIS AGREEMENT is made at Sacramento, California, as of June 12, 2014 by and between the Sacramento Transportation Authority (“STA”), a local transportation authority formed pursuant to California Public Utilities Code section 180000 et seq. and Macias Gini & O’Connell, LLP (“Auditor”), a California partnership.

RECITALS

WHEREAS, STA is required under California Public Utilities Code section 180105(c) to “cause a postaudit of the financial transactions and records of the authority to be made at least annually by a certified public accountant”;

WHEREAS, the STA Board of Directors desires to retain a qualified auditor to perform a review of STA’s financial records for the purpose of rendering an opinion and making recommendations on the adequacy of the STA’s internal controls and financial reporting and compliance with applicable laws and regulations;

WHEREAS, Auditor possesses the experience, knowledge and qualifications necessary to perform, prepare and deliver a quality audit that will objectively evaluate the fair presentation of the financial statements and the internal control over financial reporting;

WHEREAS, STA is authorized to enter into such an agreement pursuant to California Public Utilities Code section 180152.

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, STA and Auditor agree as follows:

1. **Services.** Subject to the terms and conditions set forth in this Agreement, Auditor shall provide to STA the services described in Exhibit A. Auditor shall provide said services at

the time, place, and in the manner specified in Exhibit A. The Auditor shall not be compensated for services outside the scope of Exhibit A unless prior to the commencement of such services: (a) Auditor notifies the STA that such service is deemed an additional service and Auditor estimates the additional compensation required for this activity; and (b) the STA, after notice, approves the additional service and amount of compensation therefor.

2. **Payment.** STA shall pay Auditor for services rendered pursuant to this Agreement at the times and in the manner set forth in Exhibit B. The payments specified in Exhibit B shall be the only payments to be made to Auditor for services rendered pursuant to this Agreement unless, pursuant to paragraph 1 above, STA approves additional compensation for additional services. Auditor shall submit all billings for said services to STA in the manner specified in Exhibit B; or, if no manner be specified in Exhibit B, then according to the usual and customary procedures and practices which Auditor uses for billing clients similar to STA.

3. **Facilities and Equipment.** Except as set forth in Exhibit C, Auditor shall, at its sole cost and expense, furnish all facilities and equipment which may be required for furnishing services pursuant to this Agreement. STA shall furnish to Auditor only the facilities and equipment listed in Exhibit C according to the terms and conditions set forth in Exhibit C.

4. **General Provisions.** The general provisions set forth in Exhibit D, which include insurance requirements, are part of this Agreement. In the event of any inconsistency between said general provisions and any other terms or conditions of this Agreement, this Agreement shall control over the general provisions.

5. **STA Representative.** The STA Representative specified in Exhibit A, or the representative's designee, shall administer this Agreement for the STA.

6. **Exhibits.** All exhibits referred to herein are attached hereto and are by reference incorporated herein.

Executed as of the day first above stated.

Sacramento Transportation Authority

Macias Gini & O'Connell, LLP

Brian A. Williams
Executive Director

Richard Green
Partner

Approved As To Form:

General Counsel

Attachments:

- Exhibit A - Representatives and Services to be Provided
- Exhibit B - Fee Schedule and Manner of Payment
- Exhibit C - Facilities and Equipment to be provided by STA
- Exhibit D - General Provisions

SACRAMENTO TRANSPORTATION AUTHORITY

EXHIBIT A

AUDITOR SERVICES AGREEMENT

REPRESENTATIVES AND SERVICES TO BE PROVIDED

1. **Representatives:**

The STA Representative for this Agreement is:

Lisa Valine Accounting Manager (916) 323-0080

All Auditor's questions pertaining to this agreement will be referred to the above named person or the representative's designee.

The Auditor's Representative for this Agreement is:

Richard Green Partner (916) 642-7046

All STA questions pertaining to this Agreement will be referred to the above named person. All correspondence to the STA will be addressed to:

Sacramento Transportation Authority
431 I Street, Suite 106
Sacramento, CA 95814
Attn: Lisa Valine, Accounting Manager
lisa@sacta.org

2. **Services to be provided:**

The Auditor shall make an examination of the financial statements of the STA and Sacramento Abandoned Vehicle Service Authority ("SAVSA") for the fiscal year ended June 30, 2014. The examination shall be made in accordance with generally accepted auditing standards, and will include all procedures necessary for the rendition of an opinion regarding the accuracy and completeness of the presentation of the financial statements in accordance with generally accepted accounting principles.

The examination shall also include a determination of compliance with the terms and definitions of the applicable laws, rules and/or regulations of Public Utilities Code Division 19, the Measure A Ordinance and Expenditure Plan, the California Vehicle Code Section 22710, and all applicable contracts.

A representative examination of the Measure A entities and the SAVSA entities will be made to ensure compliance with applicable laws and with their Measure A and SAVSA contracts with STA. The examination will include:

- a. a study and evaluation of each entity's system of internal control;
- b. a proper test of each entity's accounting records and other financial records;
- c. a review of each entity's accounting system in operation.

It is recognized that STA has the responsibility for the proper recording of transactions in the books of account, for the safeguarding of assets, and for the substantial accuracy of the financial statements. Such statements are the representations of STA and will be typed in final form by the STA.

The objective of the audit is the expression of an independent opinion on the STA and SAVSA financial statements—per auditing standards established by the American Institute of Certified Public Accountants—to conclude that the financial statements are fairly presented in accordance with generally accepted accounting principles. In conjunction with the audit, Auditor will evaluate STA's internal control over financial reporting for the purpose of expressing an opinion on the financial statements. Any internal control or other financial reporting issues noted during the audit will be communicated to the STA's management and governing board. The ability of Auditor to express that opinion will be dependent on the facts and circumstances on the date of that opinion. If the opinion is other than unqualified, the reasons therefore will be fully disclosed.

Audit work will begin in August 2014. Two draft copies of the combined audit reports, internal control reports, management letters, and agreed-upon-procedures reports for each Measure A and SAVSA entity are required by November 14, 2014. Three copies of the final reports shall be delivered to the STA no later than November 21, 2014. These due dates may be extended only upon mutual consent of both STA's and Auditor's representatives.

SACRAMENTO TRANSPORTATION AUTHORITY

EXHIBIT B

AUDITOR SERVICES AGREEMENT

FEE SCHEDULE AND MANNER OF PAYMENT

STA shall pay Auditor for services rendered pursuant to this Agreement a total sum, based on actual time, not to exceed \$48,380. Auditor may submit progress billings not more often than monthly based on actual time incurred at the following hourly rates:

Client Service Partner	\$390.00
Technical Review Partner	\$390.00
EDP/IT Consultant	\$325.00
Engagement Director	\$310.00
Senior Associate	\$140.00
Associate	\$115.00
Administrative Support	\$ 85.00

STA shall make no payment for extra, further or additional services or expenses pursuant to this Agreement unless such services or expenses and the price thereof are agreed to in advance and such agreement is prepared in writing and executed by Auditor and STA.

Request for payment to Auditor shall be sent to:

Sacramento Transportation Authority
431 I Street, Suite 106
Sacramento, CA 95814
Attn: Lisa Valine, Accounting Manager
lisa@sacta.org

SACRAMENTO TRANSPORTATION AUTHORITY

EXHIBIT C

AUDITOR SERVICES AGREEMENT

FACILITIES AND EQUIPMENT TO BE PROVIDED BY STA

STA shall furnish facilities and equipment as may be required for Auditor's use in quality, quantity, and location as STA, in its sole discretion, determines to be appropriate. Such facilities may include a desk(s) or table(s), private workspace, office supplies and equipment, and telephone.

Except as previously set forth, Auditor shall, at his/her sole cost and expense, furnish all other facilities and equipment which may be required to provide services pursuant to this Agreement.

SACRAMENTO TRANSPORTATION AUTHORITY

EXHIBIT D

AUDITOR SERVICES AGREEMENT

GENERAL PROVISIONS

1. **Independent Contractor.** At all times during the term of this Contract, Auditor shall be an independent Contractor and shall not be an employee of the STA. STA shall have the right to control Auditor only insofar as the results of Auditor's services rendered pursuant to this Contract; however, STA shall not have the right to control the means by which Auditor accomplishes services rendered pursuant to this Agreement.

Auditor acknowledges and agrees that Auditor is not entitled to receive any STA employee benefits, including but not limited to, medical, dental, and retirement benefits, life and disability insurance, sick leave or any other similar benefits provided to STA employees.

2. **Licenses; Permits; Etc.** Auditor represents and warrants to STA that Auditor has all licenses, permits, qualifications and approvals of whatsoever nature which are legally required for Auditor to practice its profession. Auditor represents and warrants to STA that Auditor shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement any licenses, permits, and approvals which are legally required for Auditor to practice its profession.

3. **Time.** Auditor shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary for satisfactory performance of Auditor's obligations under this Agreement. Neither party shall be considered in default of this Agreement to the extent performance is prevented or delayed by any cause, present or future, which is beyond the reasonable control of the party.

It is the intent of the Auditor and STA to issue the draft audit reports of the STA, SAVSA, and agreed upon procedures of Measure A and SAVSA entities no later than November 14, 2014. It is the intent of the Auditor and STA that final reports and agreed upon procedures be issued by November 21, 2014.

4. **Auditor Not Agent.** Except as STA may specify in writing, Auditor shall have no authority, express or implied, to act on behalf of STA in any capacity whatsoever as an agent. Auditor shall have no authority, express or implied, pursuant to this Agreement to bind STA to any obligation whatsoever.

5. **Assignment Prohibited.** No party to this Agreement may assign any right or obligation pursuant to this Agreement. Any attempted or purported assignment of any right or obligation pursuant to this Agreement shall be void and of no effect.

6. **Personnel.** Auditor shall assign only competent personnel to perform services pursuant to this Agreement. In the event that STA, in its sole discretion, at any time during the term of this Agreement, desires the removal of any person or persons assigned by Auditor to perform services pursuant to this Agreement, Auditor shall remove any such person immediately upon receiving notice from STA of the desire of STA for the removal of such person or persons.

7. **Standard of Performance.** Auditor shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in California. All products that Auditor delivers to STA pursuant to this Agreement shall be prepared in a professional manner and conform to the standards of quality normally observed by a person practicing in Auditor's profession.

8. **Termination.** STA shall have the right to terminate this Agreement for convenience at any time by giving written notice of such termination to Auditor. In the event STA gives such notice of termination, Auditor shall immediately cease rendering services pursuant to this Agreement.

In the event STA terminates this Agreement:

(1) Auditor shall deliver copies of all writings prepared by it pursuant to this Agreement. The term "writings" shall be construed to mean and include:

handwriting, typewriting, printing, photocopying, photographing, and every other means of recording upon any tangible thing any form of communication or representation including letters, works, pictures, drawings, sounds, symbols, or combinations thereof.

(2) STA shall have full ownership and control of all such writings delivered by Auditor pursuant to this Agreement.

(3) STA shall pay Auditor the reasonable value of services rendered by Auditor pursuant to this Agreement; provided, however, STA shall not in any manner be liable for lost profits which might have been made by Auditor had Auditor completed the services required by this Agreement. In this regard, Auditor shall furnish to STA such financial information as in the judgment of the STA Representative is necessary to determine the reasonable value of the services rendered by Auditor. In the event of a dispute as to the reasonable value of the services rendered by Auditor, the decisions of the Executive Director of the STA shall be final. The foregoing is cumulative and does not affect any right or remedy which STA may have in law or equity.

Termination for Cause: STA shall have the right to terminate this Agreement in the event of a material breach by Auditor. In the event of such termination, STA shall provide written notice to Auditor, at which time Auditor shall immediately cease rendering services under this

Agreement. STA shall not be required to make payment or compensation to Auditor in the event of a material breach of the terms of this Agreement.

9. **Equal Employment Opportunity.** During the performance of this agreement, Auditor, for itself and successors in interest, agrees as follows:

- A. **Compliance with Regulations:** Auditor shall comply with the Executive Order 11246 entitled "Equal Employment Opportunity", as amended by Executive Order 11375, and as supplemented in Department of Labor regulations (41 CFR Part 60), hereinafter referred to as the "Regulations".
- B. **Nondiscrimination:** Auditor, with regard to the work performed by it after award and prior to completion of the work pursuant to this Agreement, shall not discriminate on the ground of race, color, religion, sex, national origin, age, marital status, physical handicap or sexual preference in the selection and retention of subcontractors, including procurements of materials and leases of equipment. Auditor shall not participate either directly or indirectly in discrimination prohibited by the Regulations.
- C. **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiations made by Auditor for work to be performed under any subcontract, including procurement of materials or equipment, each potential subcontractor or supplier shall be notified by Auditor of Auditor's obligation under this Agreement and the Regulation relative to nondiscrimination on the ground of race, color, religion, sex, national origin, age, marital status, physical handicap or sexual preference.
- D. **Information and Reports:** Auditor shall provide all existing information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the STA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of Auditor is in the exclusive possession of another who fails or refuses to furnish this information, Auditor shall so certify to the STA, and shall set forth what efforts it has made to obtain the information.
- E. **Sanctions for Noncompliance:** In the event of noncompliance by Auditor with the nondiscrimination provisions of this Agreement, the STA shall impose such contract sanctions as it may determine to be appropriate including, but not limited to:
 - (1) Withholding of payments to Auditor under contract until Auditor complies;
 - (2) Cancellation, termination, or suspension of the Agreement, in whole or in part.

- F. **Incorporation of Provisions:** Auditor shall include provisions of Paragraphs A through E above in every subcontract, including procurements of materials and leases of equipment, unless exempted by Regulations, order, or instructions issued pursuant thereto. Auditor shall take such action with respect to any subcontract or procurement as the STA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event Auditor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Auditor may request that STA enter such litigation to protect the interests of STA.

10. **Insurance Requirements.** During the duration of this Agreement, Auditor shall maintain the following noted insurance:

- Broad Form Comprehensive Liability
- Business Auto Liability
- Workers' Compensation & Employers' Liability
- Professional Liability (Errors and Omissions)

A. **Minimum Scope of Insurance**

Coverage shall be at least as broad as:

- (1) Broad Form Comprehensive General Liability;
- (2) Automobile Liability, code 1 "any auto";
- (3) Workers' Compensation as required by the Labor Code of the State of California, and Employers' Liability Insurance;
- (4) Professional Liability (Errors and Omissions) insurance against loss due to error, omissions, or malpractice.

B. **Minimum Limits of Insurance.**

Auditor shall maintain limits no less than:

- (1) Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury and property damage.
- (2) Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.

- (3) Workers' Compensation and Employers' Liability: Workers' compensation limits as required by the Labor Code of the State of California.
- (4) Professional Liability (Errors and Omissions): \$1,000,000 combined single limit per occurrence.

C. **Deductibles and Self-Insurance Retentions.**

Any deductibles or self-insured retentions must be declared to and approved by the STA.

D. **Other Insurance Provisions.**

The policies are to contain, or be endorsed to contain, the following provisions:

(1) General Liability and Automobile Liability Coverages

- a. The STA, its officials, employees and volunteers are to be covered as insured as respects: liability arising out of activities performed by or on behalf of the Auditor; products and completed operations of the Auditor; premises owned, leased or used by the Auditor; or automobiles owned, leased, hired or borrowed by the Auditor. The coverage shall contain no special limitations on the scope of protection afforded to the STA, its officials, employees or volunteers.
- b. The Auditor's insurance coverage shall be primary insurance as respects the STA, its officials, employees and volunteers. Any insurance or self-insurance maintained by the STA, its officials, employees, or volunteers shall be in excess of Auditor's insurance and shall not contribute with it.
- c. Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the STA, its officials, employees, or volunteers.
- d. Coverage shall state that Auditor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respects to the limits of the insurer's liability.

(2) Workers' Compensation and Employers' Liability Coverages

The insurer shall agree to waive all rights of subrogation against the STA, its officials, employees and volunteers for losses arising from work performed by Auditor for the STA. This requirement may, however, be waived in individual cases at the discretion of the STA.

(3) All Coverages

Each insurance policy required by this Agreement shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits without thirty (30) days prior written notice by certified mail, return receipt requested, given to the STA.

E. **Acceptability of Insurers.**

Insurance is to be placed with insurers with a Bests' rating of no less than A:XIII. This requirement may, however, be waived in individual cases, provided, however, that in no event will a carrier with a rating below A:X be acceptable.

F. **Verification of Coverage.**

Auditor shall furnish the STA with certificates of insurance and with original endorsements effecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by the insurer to bind coverage on its behalf. The certificates and endorsements are to be on forms acceptable to the STA and are to be forwarded to the STA Representative named in Exhibit A

G. **Payment Withhold.**

The STA will withhold payments to Auditor if certificates of insurance and endorsements required in Paragraph F above have not been provided.

11. **Access and Retention of Audit Working Papers.**

Upon authorization from the STA Representative, Auditor shall provide for access to the audit working papers to the STA staff, STA Governing Board or its designee, other government audit staff, Federal Government Accounting Office, and those specifically authorized by the STA Representative. Auditor shall provide for the retention of the audit working papers for at least three years after the date of the audit reports, or longer if requested by the STA staff or Governing Board.

12. **Disclosure of Lobbying Activities**

Auditor certifies, by signing this contract, to the best of its knowledge, that:

(A) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation,

renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(B) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" in accordance with its instructions.

13. **Indemnification.**

For professional services provided under this Agreement, Auditor shall indemnify, defend, and hold harmless the STA, its Governing Board, officers, directors, agents, employees, and volunteers from and against any and all claims, demands, actions, losses, liabilities, damages and costs, including reasonable attorneys' fees, arising out of or resulting from the negligent performance of the professional services under this Agreement.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 29, 2014
Item #9

Subject: Overview and Update of the Measure A Debt Portfolio

Recommendation

Receive and file an overview presentation on the Measure A debt portfolio.

Discussion

Between 2006 and 2009, the STA issued \$318.3 million dollars of variable-rate sales tax revenue bonds to accelerate delivery of the Measure A capital program. All of the associated bond proceeds have been expended. The aggressive initial debt program has resulted in the completion or pending completion of the following capital projects:

County: **Bradshaw Road (Ph. 1: Bradshaw-Florin)**
County: **Hazel Avenue (Ph. 1: US 50-Curragh Downs)**
Caltrans: **US 50 bus/carpool lanes (Sunrise-Watt)**
Caltrans: **I/80 bus/carpool lanes (I/5-Capital City Freeway)**
Sacramento: **Downtown Intermodal Station (ROW & Ph. 1)**
Rancho Cordova: **Sunrise Blvd (Ph. 1: International Dr. ext.)**
Rancho Cordova: **Folsom Boulevard Streetscape (Ph. 1&2)**

Citrus Heights: **Sunrise Blvd (Ph. 1: Oak-Antelope)**
Elk Grove: **Grantline Road/SR99 interchange**
Elk Grove: **Sheldon Road/SR99 interchange**
Folsom: **Folsom Lake Crossing**
Galt: **Central Galt interchange**
Regional Transit: **Light Rail ext. (Downtown-Richards)**
Regional Transit: **Light Rail ext. (Meadowview-CRC)**

In 2012, the STA issued another \$53.4 million of fixed-rate mid-term (10-year) sales tax revenue bonds. Investors paid a premium on the transaction, so total net bond proceeds from this issue were \$64.5 million. These funds have allowed construction to begin or continue on several additional important Measure A capital projects:

- County: **Watt Avenue/US 50 interchange**
- Sacramento: **Cosumnes River Boulevard extension & I-5 interchange**
- Sacramento: **Downtown Intermodal Station (II)**
- Rancho Cordova: **Sunrise Boulevard (Ph. 2: Gold Country-Jackson)**

Some of these bond proceeds are also being used to accommodate project delivery work:

- County: **Hazel Avenue/US50 interchange**
- Caltrans: **US 50 bus/carpool lanes (Watt-SR99)**
- CSCA: **Capital Southeast Connector**

The initial \$318.3 million in bonds were issued in three equal series of \$106.1 million each (Series 2009 A-B-C). These are Variable Rate Demand Bonds (VRDBs) for which the interest rate re-sets every week; but they are supported by interest rate swaps that ensure that the affective interest rate during the 30-year term will approximate 3.71%. STA pays an additional 0.1% for weekly re-marketing services. Each of the three series is also supported by a Standby Bond Purchase Agreement (SBPA). SBPAs are a form of liquidity in which the provider promises to purchase and hold the bonds if they are not sold to investors during the normal remarketing process. Without such liquidity protection, a failure to re-market the bonds would require the STA to buy them back from the investors. The blended cost of the SBPAs—“liquidity rate”—is 0.57%. As such, the all-in annual interest rate for the \$318.3 million of “variable” rate bonds is currently 4.38%.

The SBPA for the Series 2009(A) is with Wells Fargo, and has a contracted liquidity rate of 0.55%. This liquidity facility expires on September 22, 2014. A replacement SBPA or

alternative liquidity arrangement for Series 2009(A) must be negotiated prior to that date. In coordination with our consulting financial advisors (PFM, Inc.), staff determined that the most cost-effective course of action is to either extend/replace the existing liquidity facility or offer the associated Series 2009A bonds for direct purchase by an investment bank.

On May 1, staff distributed a ***Request for Fee Quotations & Firm Qualifications for a Replacement Standby Bond Purchase Agreement and/or Direct Purchase of Indexed Bonds*** to investment banks in our underwriting pool and to other known liquidity providers. We received eight proposals by the May 20 due date. Those proposals were still being reviewed at the time the ITOC agenda packet was distributed. At today's meeting, staff will present an overview of the STA's current debt portfolio and liquidity replacement need, along with a preliminary recommendation regarding the expiring Series 2009(A) liquidity facility. At its June 12 meeting, staff will formally recommend that the STA Board approve the documentation required to either replace the existing SBPA or to offer the Series 2009A bonds for direct purchase.

Staff Contact: Brian Williams