



A G E N D A

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

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

THURSDAY

DECEMBER 1, 2011

4:00 P.M.

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

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Status Report of Measure A Capital Projects, 1st Quarter FY 2011-12 ***
4. **Status Report of Measure A On-going Programs, 1st Quarter FY 2011-12 ***
5. **Cumulative FY 2011-12 Measure A Revenue Report ***
6. **Measure A Pavement & Bridge Maintenance Report for FY 2010 and FY 2011 ***
7. **FY 2010-11 Comprehensive Annual Financial Report ***
8. **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 Gloria Busby: 916-323-0897; gloria@sacta.org

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 1, 2011
Item #3

Subject: Status Reports of Measure A Capital Projects, 1st Quarter FY 2011-12

Recommendation

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

Discussion

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective September 30, 2011. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2009) for all active capital projects. The summary sheet is current through November 18.

Attachments

Staff Contact: *Lisa Chandler*

SACRAMENTO TRANSPORTATION AUTHORITY
New Measure A Capital Projects - Series 2009
FY 11/12
Status through 11/18/11

Sponsor	Project	Capital Project Allocation (FY 09/10 thru FY 11/12)	Total Expended through	Balance Remaining	Project Phase
	Hazel Ave: US 50 to Madison Ave	15,243,000	15,243,000	-	In Construction
	Madison Ave: Watt - Greenback Lane	492,000	458,415	33,585	Enviromental
	South Watt / Elk Grove-Florin Road	2,173,000	2,095,693	77,307	Design completed
	Watt Ave / US 50 Bus	2,577,000	574,286	2,002,714	EIR Completed
Caltrans	US 50 Bus / Carpool Lanes	25,758,000	18,420,273	7,337,727	In Construction
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I)	18,209,000	15,811,091	2,397,909	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	4,254,000	1,429,647	2,824,353	In Construction
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	480,000	15,984	464,016	In Design
	Sunrise Blvd: Placer County - Madison Ave	2,857,000	308,232	2,548,768	In Design
Galt	Central Galt Interchange	9,966,000	3,868,414	6,097,586	In Construction
Regional Transit	Downtown Natomas Airport LRT Ext	35,728,510	34,315,034	1,413,476	In Construction
	South Sacramento LRT Corridor Phase II	16,429,490	3,159,340	13,270,150	In Design
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures & balance remaining include "Pay Go")</small>	6,866,455	4,548,331	2,318,124	Planning
		\$ 146,102,455	\$ 105,299,902	\$ 40,802,553	

This report includes the reallocations per the 10/14/10 Board meeting

New Measure A Project Status Report

Quarter Ending September 30, 2011

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

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

Sponsoring Agency: County of Sacramento

Project Managers: Stephen White, Senior Civil Engineer

Status Report Date: October 28, 2011

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. The anticipated completion date for Phase 1 is October 2011.

Phase 2 will widen Hazel Avenue from four to six lanes between Curragh Downs Drive and Madison Avenue. Field surveys and preliminary design are complete and final design is underway. Right of way acquisition is proceeding for Phase 2. Approximately 34 out of 45 total purchase properties have been acquired. An additional 90 properties require partial acquisitions. This acquisition effort is expected to continue for approximately 3 more years.

Pedestrian and Bike Accommodation:

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

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

<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
Total To Date	\$13,563,236.79

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2011	\$ 839,881.60
January – March 2012	\$ 839,881.61

Estimated Project Completion Date:

October 2011 for a stretch between US Highway 50 and Curragh Downs Drive.

Changes in Estimates since last report and reasons for changes:

No major changes in draw down estimates. Completion date has slipped several months so final lift of pavement can be installed with more favorable temperatures.

New Measure A Project Status Report

Quarter Ending September 30, 2011

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

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

Sponsoring Agency: County of Sacramento

Project Managers: Stephen White, Senior Civil Engineer

Status Report Date: October 28, 2011

Project Status:

Project's inception date was July 2004. T.Y. Lin International was retained to prepare the Project Study Report which was completed on September 14, 2007. The study evaluated three proposed alignments and provided detailed cost estimates for each. The Project Study Report also provided detailed analysis of potential hazmat issues, traffic impacts, right of way requirements and utility impacts. The striping plan for the project was approved on December 12, 2009. Work on the CEQA environmental document is underway. The CEQA document is scheduled to be complete in late 2011.

Pedestrian and Bike Accommodation:

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

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

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2009	\$ 0.00
October – December 2009	\$ 91,661.28
January – March 2010	\$ 65,632.76
April – June 2010	\$ 47,121.16
July – September 2010	\$ 8,622.68
October – December 2010	\$ 154,275.75
January – March 2011	\$ 39,639.99
April – June 2011	\$ 38,374.45
July – September 2011	\$ 0.00
Total To Date	\$ 445,328.07

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2011	\$ 23,335.96
January – March 2012	\$ 23,335.97

Estimated Project Completion Date: To Be Determined

Changes in Estimates since last report and reasons for changes:

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

New Measure A Project Status Report

Quarter Ending September 30, 2011

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

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

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: October 28, 2011

Project Status:

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

Pedestrian and Bike Accommodation:

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

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

<u>Quarter – Year</u>	<u>Amount</u>
January – March 2010	\$ 4,787.48
April – June 2010	\$ 12,654.09
July – September 2010	\$ 833.30
October – December 2010	\$ 64,227.62
January – March 2011	\$ 4,839.95
April – June 2011	\$ 8,350.08
July – September 2011	\$ 0.00
Total To Date	\$ 95,692.52

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2011	\$2,038,653.74
January – March 2012	\$ 38,653.74

Estimated Project Completion Date: March 2012

Changes in Estimates since last report and reasons for changes:

The project consists of finishing a sound wall to fulfill environmental requires as per the environmental Negative Declaration Mitigation Report.

New Measure A Project Status Report

Quarter Ending September 30, 2011

Project: Watt Ave / US 50 Interchange

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

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: October 28, 2011

Project Status:

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 65% plans, specifications, and estimates (PS&E) were completed and delivered to Caltrans for review in October 2010. 100% Plans, Specifications and Estimates and Right-of-Way acquisitions are scheduled to be completed by October 2011 and December 2011, respectively. The start of construction is planned for May 2012.

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

Pedestrian and Bike Accommodation:

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

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

<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
Total To Date	\$ 574,285.99

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2011	\$1,001,357.00
January – March 2012	\$1,001,357.01

**Estimated Project Completion Date: January 2011 (Sound Wall)
December 2013 (Interchange)**

Changes in Estimates since last report and reasons for changes:

There were not changes since last report.

New Measure A Project Status Report

Quarter Ending 9-30-2011

Project: Highway 50 Bus/Carpool Lane and Community Enhancements

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

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

Project Managers: Jess Avila

Status Report Date: 10/1/11

Project Status:

- **Manlove Pedestrian Overcrossing (POC):**
 - Installed lighting.
- **White Rock Pedestrian Overcrossing:**
 - Installed lighting
- **West Citrus Overhead Widening:**
 - Completed polyester overlay.
- **Mather Field Road to Sunrise Boulevard outside widening:**
 - Installment of overhead structures within this limit continues and expected to be completed within the next two quarters.
 - Installment of drainage systems within this limit continues and expected to be completed within the next two quarters.
- **Watt Avenue to Bradshaw Road**
 - Placement of K-rail on the median is a continuous operation depending on work locations.
- **Sound Walls:**
 - Completed all the soundwalls within the project limits.
- **Median Work**
 - Paved the median between Watt Avenue and Bradshaw Road

Future Work:

- **Install remaining drainage systems between Watt Avenue and Bradshaw Road.**
- **Install remaining overhead sign structures between Watt Avenue and Bradshaw Road.**
- **Overlay eastbound Highway 50 with rubberized hot mix open graded AC.**

Pedestrian and Bike Accommodation:

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

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

- \$17,981,058.81

Estimated Drawn Down Schedule:

- Quarter ending 12/31/11 - \$3,000,000.00

Estimated Project Completion Date:

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

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

New Measure A Project Status Report

Quarter Ending 9-30-2011

Project: Interstate 80 Bus/Carpool Lanes

Design, engineering, environmental clearance, and Right-of-Way acquisition to add one westbound and one eastbound high occupancy vehicle lane in the existing median between Interstate 5 and the Capital City Freeway.

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

Project Managers: Jess Avila

Status Report Date: 10/1/11

Project Status:

- **Project was awarded on July 29, 2011**
- **Construction contract was approved on August 24, 2011**
- **Groundbreaking ceremony is scheduled on October 4, 2011**
- **Contractor installed construction area signs**

Future Work:

- **Within the project limits the contractor plans to start on the following activities:**
 - **Replace Concrete Pavement**
 - **Grind & Groove Existing PCCP**
 - **Install BMPs**
 - **Clear and grub for soundwall work**
 - **Install Phase 1 traffic re-alignment area signs and realign roadway**

Pedestrian and Bike Accommodation:

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

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

- **\$ 483,162.21 ✓**

Estimated Drawn Down Schedule:

- **Quarter ending 12/31/11 - \$ 0.0**

Estimated Project Completion Date: 11/30/2014

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

New Measure A Project Status Report

Quarter Ending: September 30, 2011

Project: Downtown Intermodal Station

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

Sponsoring Agency: City of Sacramento

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

Status Report Date: October 3, 2011

Project Status: Construction on \$67 million Phase 1, track relocation, is about 25 percent complete. 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. Soil remediation and construction of the tunnels is underway. The City has also commenced construction on the \$10 million structural retrofit to the historic Sacramento Valley Depot

The City is applying for federal funding to construct Phase 2, construction of the new Intermodal Station, and will have decision by March 2012.

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 \$15,811,091. Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

Estimated Drawn Down Schedule: Now that the construction contract has been awarded, drawdowns are anticipated to average approximately \$1.0 to \$2.0 million per quarter.

Estimated Project Completion Date: Phase 1 (Track Relocation) is scheduled to be completed in December 2012. 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 October 31, 2011

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

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

Sponsoring Agency: City of Rancho Cordova

Project Managers: Kathy Garcia

Status Report Date: October 31, 2011

Project Status:

Phase II of this project has been split into two phases and are referred to as Phase II and Phase II at the City of Rancho Cordova. Phase II is fully funded with State and Federal Grants and local transportation funds. Phase II is currently under construction. The construction of the storm drain infrastructure is near completion. The installation of the continuous sidewalk on the south side of Folsom Blvd. is underway along with the intersection improvements including signal upgrades and sidewalk ramps.

Phase III design has been complete and finalized. The City of Rancho Cordova received construction bids for the project on June 24, 2011. Construction began September 2011. Phase III will construct pedestrian and bicycle facilities and safety improvements between Mather Field Road and Road Beaudry Drive. Sidewalk installation on the south side of Folsom Blvd. will begin in November. Construction is anticipated to last approximately one year. All New Measure A Bond funds will be fully expended by October 1, 2012.

Pedestrian and Bike Accommodation:

Phase III 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:	\$1,321,523
Outstanding invoice for Quarter Ended June October. 31, 2011	<u>\$ 108,123</u>
Total Billed through October 31, 2011	\$1,429,646

Estimated Drawn Down Schedule:

Quarter Ending December 31, 2011	\$1,000,000
Quarter Ending March 31, 2012	\$ 500,000
Quarter Ending June 30, 2012	\$1,000,000
Quarter Ending September 30, 2012	\$ 324,354
Total Estimated Drawn Down	<u>\$2,824,354</u>
Total Bond Funding	<u>\$4,254,000</u>

Estimated Project Completion Date: Phase II – Fall 2012
Phase III – December 2012

New Measure A Project Status Report

Quarter Ending September 2011

Project: **Antelope Road—Roseville Road to Auburn**

Right of Way acquisition and construction of ADA and pedestrian safety components.

Sponsoring Agency: **City of Citrus Heights**

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

Status Report Date: October 28, 2011

Project Status:

Design contract awarded March 24, 2011 portion between I-80 and Auburn Blvd.

Design at approximately 70%. Discovery by survey showed the lot lines of the impacted parcels to be incorrect, therefore additional work will be needed to obtain rights of entry and easements. Construction delayed until spring 2012 to reduce impacts by weather. Amendment to contract has been approved to accommodate right of way acquisition needs.

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

Actual Expenditures Incurred To Date:

FY 10/11 - \$15,984.00

FY 11/12 - Quarter 1: \$0

Estimated Drawn Down Schedule:

\$45,000 total by end of 2nd quarter (December 2011).

Total: \$480,000, plus additional old measure a cap funds.

Estimated Project Completion Date: Complete close out by Fall 2012

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

New Measure A Project Status Report

Quarter Ending September 2011

Project: Sunrise Blvd – Oak to Antelope Road

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

Sponsoring Agency: City of Citrus Heights

Project Managers: Stuart Hodgkins, Principal Civil Engineer
916-727-4734, shodgkins@citrusheights.net;
Ikram Chaudry – Principal Civil Engineer
916-727-4901, ichaudry@citrusheights.net

Status Report Date: October 28, 2011

Project Status: Active – Design at 95% Complete (Oak to Antelope section). Per STA approval, design contract will include Phase 3 as well (Antelope to NCL). Total initial contract value at \$479,299; a change order and additional Amendment to the contract has been council approved, bringing the new contract value to \$540,096. The increase to the design contract will enable the consultant to incorporate additional drainage improvements to the phase 3 area, as well as facilitate completion of phase 1 design to enable submittal of the RFA (to construct) to Cal Trans by November.

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

Actual Expenditures Incurred To Date:

FY 10/11 - \$279,628.50

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

Estimated Drawn Down Schedule: Approximately \$ 85,000 total by December 2011 (for design of phase 1, phase 3 and salaries associated with project.

Estimated Project Completion Date: late Fall 2012/early 2013 for Phase 1 segment

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

New Measure A Project Status Report

Quarter Ending September 30, 2011

Project: Central Galt Interchange – Hwy 99 @ Boessow Road/C Street

Design, engineering, environmental clearance, Right of Way acquisition, and construction to replace and expand existing interchange.

Sponsoring Agency: City of Galt

Project Managers: Gregg Halladay, Director Public Works

Status Report Date: October 11, 2011

Project Status:

Start Date for Design -	November 2007, 100% PS&E to Caltrans on 7/28/09
Environmental Process -	Completed June 2007
Right-of-Way Acquisition -	Completed June 2010
Construction -	Began December 2010
Project Completion -	Planned for December 2012

Pedestrian and Bike Accommodation: This project includes installation of new bicycle lane, pedestrian crosswalks, pedestrian alert buttons, sidewalks, and ADA ramps.

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

July 2010 through June 2011	\$3,868,414.84
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Estimated Drawn Down Schedule:

Estimated Project Completion Date:

Quarter July 2011 to September 2011	1,059,322.64
Quarter October 2011 to December 2011	1,679,420.83
Quarter January 2012 to March 2012	1,679,420.69
Quarter April 2012 to June 2012	1,679,421.00
Total	6,097,585.16

Changes in Estimates since last report and reasons for changes:

(Change in draw down estimates or change in completion date.) The estimated draw-downs reported on the Status Report have been revised to reflect potential project delays. Funding contract has been extended through October 1, 2012 to account for delays in project completion. Total amount to be

drawn down based on funding is \$9,966,000. The estimated draw-downs for FY 2011-2012 are tentatively on schedule.

New Measure A Project Status Report

Quarter Ending September 30, 2011

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: September 30, 2011

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 has 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. Most design activities are complete and most construction activities are nearing completion.

Significant Achievements:

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 2011 - Testing, operating approvals, punch list

January – March 2012 – Train Testing, Revenue Operation, Contract Close-out.

Pedestrian and Bike Accommodation:

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

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

Estimated Project Completion Date: 2012

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

Design is essentially complete and construction is 95% complete. The T-9 development project has been delayed due to developer cashflow issues. Development of the station platform at T-9 (by developer) may impact the revenue operations date. The current revenue operations date is expected to be January 2012.

discussion with FTA, RT plans to proceed with an update of the Draft Environmental Impact Statement as the next step in the project.

RT also to meet with City of Sacramento DOT staff to discuss American River Bridge Crossing issues and efforts.

Current project scope identifies the phases as follows:

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

- Phase - 2 @ \$544.8M(YOE): From Richards to Natomas Town Center by 2018 - Included required vehicles and maintenance facility.

- Phase - 3 @ \$353M(YOE): From Natomas Town Center to the Airport full build by 2021.

Significant Achievements:

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

11/0/10: 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

10/15/2009: Initiate Charrette process for project design

10/12/09: Ground breaking on MOS-1

9/15/09: RT selected Design/build firm

6/20/09: RT issued final Request for Proposals

2/12/09: RT published Request for Qualifications to over 90 firms

12/10/08: Board approved Design/Build process for DNA MOS-1

11/12/08: Issued NOP for MOS-1 FEIR

10/30/08: Identified technology options for rolling stock

8/15 to 10/15/08: Refined MOS-1 alignment through meetings with stakeholders

- 8/5 to 8/8/08: Held Project Definition Workshop

- 7/31/08: Issued Notice to Proceed to HDR/Hoyt and Sharon Greene & Associates

- 7/16/08: Amended the Metropolitan Transportation Plan and the OWP

- 4/24/08: Selected Contractor for Transitional Analysis

Upcoming Tasks:

Schedule meeting with FTA and SACOG to discuss Transitional Study and model changes and next steps for Green Line.

Schedule meeting with City of Sacramento DOT staff to discuss American River Bridge Crossing issues and efforts.

Proceed with refined definition of MOS-2 and/or 3 of DNA.

Refine and update ridership and Transit oriented Development projections.

Complete capital and operating cost estimations for MOS 2 and/or 3 options.

Complete Transitional Analysis.

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

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

Actual Expenditures Incurred To Date: \$352,782

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

Oct – Dec 2011	<u>\$166,360</u>
Jan – Mar 2012	<u>\$423,978</u>
Apr – Jun 2012	<u>\$413,978</u>
Jul – Sep 2012	<u>\$413,978</u>
Total	\$1,418,294

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)

It is still uncertain whether all the Measure A Plan of Finance (POF) funds on the estimated draw down schedule will be able to be expended. Any POF funds not expended at the time the funding agreement is to expire, will be transferred to the "Green Line to the River District" part of the Green Line project for expenditure before the agreement expires.

New Measure A Project Status Report

Quarter Ending September 30, 2011

Project: Downtown Natomas Airport – Green Line

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: RoseMary Covington

Status Report Date: September 30, 2011

Project Status: As noted in the last update, staff members of SACOG inquired regarding the use of streetcar technology on the Green Line alignment as an alternative technology. RT staff and RT's Transitional Study consultant met with SACOG staff on September 8, 2011 and discussed the pros and cons of streetcar technology application for the Green Line. Based on the discussions, SACOG concurred that streetcar technology would not be a viable application in this corridor and that the "European-style Tram" technology envisioned would be.

SACOG's newest land use assumptions (dated August 17, 2011) predict a slightly lower growth pattern in the Green Line corridor than previous assumptions; but greater growth than earlier (early spring 2011) "revised" land use assumptions.

RT engaged DKS to review and update the SACOG SACMET model in terms of its transit forecasting and assignments. Earlier versions underestimated rail ridership which tends to have longer trip lengths and overestimated bus ridership which tends to have shorter trip lengths. DKS prepared a working paper dated September 7, 2011 that details enhancements to the SACMET model, re-calibration efforts and the re-validation efforts completed. The "enhancements" included: 1). Re-estimating the mode choice model with updated auto operating costs; 2). Updated (2008) transit and roadway networks; 3). Conversion to Viper PT software for improved transit path development for trips; 4). Adding a park & ride choice model (for when capacity is exceeded at a PNR location); and 5). Adding an LRT preference factor to account for the trip length issue noted previously.

Where the previous model forecasted transit trips closely (4% low compared to actual), there were large discrepancies between service types (i.e., LRT-20% low, Commuter-22% high, Downtown Circulator-120% high and Other Transit-15% low). The enhanced model remains approximately 4% low in transit forecasts compared to actuals, however, by transit type the forecasts are LRT-2% low; Commuter-3% high; Downtown Circulator-5% low and Other Transit 7% low). Overall the re-validation is significantly more reflective of actuals in terms of both transit usage by type and boardings by LRT station.

RT and DKS staff met with SACOG staff on September 21, 2011. The meeting resulted in general agreement on the model changes and the "next steps" as discussions between SACOG and FTA HQ and development of additional documentation work by DKS for use and discussion with FTA.

RT has been in discussion with SACOG and Caltrans regarding the availability of the STP/FTA funds programmed for this project. The status of these funds for use on further stages of the project has not yet been determined.

Based on discussions with SACOG and at the request of SACOG, a meeting is being scheduled for late November/early December to discuss the Transitional Study and the model changes with the FTA and SACOG. Also to be discussed are the next steps for the Green Line. Pending the

New Measure A Project Status Report

Quarter Ending September 30, 2011

Project: South Sacramento Corridor Phase II

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

Sponsoring Agency: Sacramento Regional Transit District

Project Managers: Jim Hecht, Ed Scofield

Status Report Date: As of 9/30/11, with October updates

Project Status:

The Public Hearing for the SDEIS/SDEIR was held on March 12, 2007. The public comment period ended April 3, 2007. The environmental document was finalized and submitted to FTA in October 2008 with a Record of Decision (ROD) issued December 18, 2008. Final submittal of the Preliminary Engineering (PE) in support of the SDEIS/SDEIR was done in August 2007. Previously, FTA had given direction to continue design work to advance the Preliminary Engineering further. RT awarded five Design Contracts to advance the PE: Civil and Track Design services (August 2008); Systems Design Services (November 2008), Aerial Structures (November 2008) and two separate Stations Design Services (March 2009). PE activities for Civil and Track Design and Systems Design are complete. Stations Design PE work is nearly complete. FTA has not authorized the project to enter final design (FD). Further design work will require FTA approval.

The Biological Opinion for the project was issued by the US Fish and Wildlife Service in April 2008. Capital costs for the project were revised from \$250 million to \$270 million following a formal risk assessment workshop conducted in June 2008. CPUC comments on proposed grade crossings have been addressed sufficiently to minimize cost variances associated with the grade crossings.

At this time FTA approved activities include the remainder of PE, Right of Way acquisitions, mitigation costs, utility relocation, and the construction of the Parking Facility Structure. Discussions with the Union Pacific Railroad have resulted in the need to redesign the track alignment for the northerly 0.75 miles of the project. Discussions with utility companies that are affected by the project continue. An environmental update to address minor project modifications that have occurred since the SDEIS/SDEIR was approved by FTA in October 2011. The next action is for FTA to authorize entry into the final design phase.

In February 2011 RT was notified the Project received an overall medium rating in the FY12 New Starts report, which enables RT to request entry into FD once all environmental work and all other FD requirements are complete. At the same time, President Obama's FY12 budget proposes \$50 million federal New Starts funding for the project. The FY13 New Starts submittal update was sent to FTA in September 2011.

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

Pedestrian and Bike Accommodation:

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

Actual Expenditures Incurred To Date:

FY 09/10	\$ 543,513
July 2010- June 2011	\$ 1,252,174
July-Sept 2011	\$ 1,052,905

Estimated Draw Down Schedule: for New Measure A Series 2009 Bonds:

Oct-Dec 2011	\$ 2,716,155
Jan-Mar 2012	\$ 2,155,768
April-June 2012	\$ 3,987,599
July-Sept 2012	\$ 4,921,376
Total	\$16,629,490

Estimated Project Completion Date: June 2015

Changes in Estimates since last report and reasons for changes:

Changes in estimates are due to caused by the environmental update, which was approved in October 2011. \$7.2 million POF funds will be spend in FY12 as match for SLPP funds, which have been allocated to the project earlier than anticipated. The current forecast is that all of the POF funds will be spent by September 2012.

Schedule Changes: The ROW and utility relocation phases were approved with the issuance of the ROD in December 2008. An environmental update was approved in October 2011 which will allow further progress in parts of these phases affected by the environmental update... The estimated RT Board approved project completion date (June 2015) assumes entry into FD in the near future.

**New Measure A Project Status Report
Quarter Ending September, 2011**

Project: Capital SouthEast Connector JPA

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

Sponsoring Agency: Capital SouthEast Connector JPA

Project Managers: Tom Zlotkowski

Status Report Date: October, 2011

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

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

Actual Expenditures Incurred To Date (Total Project through end of quarter - 10/09 through 9/11):

Measure A Bond Proceeds:	\$ 4,006,083.08
Measure A Pay-Go Proceeds:	<u>438,716.98</u>
TOTAL	\$ 4,444,800.06

Estimated Drawn Down Schedule: (October through December 2011)

Measure A Bond Proceeds:	\$ 210,647
Measure A Pay-Go Proceeds:	<u>36,296</u>
TOTAL	\$ 246,943

Estimated Project Completion Date: 2025

Changes in Estimates since last report and reasons for changes:
(July through September 2011)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 383,551
	Actual: \$ 272,336

Expenditures for professional consulting services were lower than anticipated.

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 42,487
	Actual: \$ 38,508

One month's lease payment did not post during this period

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 1, 2011
Item #4

Subject: Status Report of Measure A On-Going Programs, 1st Quarter FY 2011-12

Recommendation

Receive the Measure A on-going annual program status report for the quarter ended September 30, 2011.

Discussion

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

The status information attached hereto shows revenues and expenditures for on-going Measure A programs for the quarter ended September 30, 2011. The effected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

Attachments

Staff Contact: *Lisa Chandler*

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

AS OF SEPTEMBER 30, 2011

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	Unexpended FY 2011/12	1st Qtr 2012	Year to Date FY 11 & FY 12	1st Qtr 2012	Year to Date FY 11 & FY 12	
Citrus Heights	\$ 1,518,327	\$ 440,354	\$ 1,958,681	\$ 349,728	\$ 349,728	\$ 1,608,953
Elk Grove	688,279	860,548	1,548,827	356,840	356,840	1,191,987
Folsom	575,733	443,581	1,019,315	29,478	29,478	989,837
Rancho Cordova	1,593,476	397,610	1,991,086	178,629	178,629	1,812,457
City of Sacramento	5,488,006	2,566,321	8,054,327	1,476,018	1,476,018	6,578,309
County of Sacramento	1,315,764	3,356,702	4,672,467	3,235,522	3,235,522	1,436,945
Isleton	67,148	8,946	76,092	-	-	76,092
Galt	1,503,537	223,646	1,727,183	-	-	1,727,183
SMAQMD	531,127	328,228	859,355	231,019	231,019	628,336
Paratransit	-	765,866	765,866	765,866	765,866	-
Sacramento Regional Parks	26,566	250,000	276,566	145,404	145,404	131,162
Regional Transit	-	7,549,251	7,549,251	7,549,251	7,549,251	-
Sub - Total	\$ 13,307,963	\$ 17,191,053	\$ 30,499,016	\$ 14,317,755	\$ 14,317,755	\$ 16,181,261
Neighborhood Shuttle	2,011,940	250,000	2,261,940	-	-	2,261,940
CTSA Set Aside	1,651,166	218,819	1,869,985	-	-	1,869,985
Total	\$ 16,971,069	\$ 17,659,872	\$ 34,630,941	\$ 14,317,755	\$ 14,317,755	\$ 20,313,186

Reconciliation to GL / Acct 3700S

Less: FY 10/11 Unexpended funds (16,971,069)
Less: FY 11/12 Interest on Neighborhood Shuttle fund
Less: FY 11/12 Interest on CTSA Set Aside fund

Total Distributions for FY 11/12 Only - Per Gl (Acct 3700S) \$ 17,659,872

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 10/11 AND FY 11/12
AS OF SEPTEMBER 30, 2011

JURISDICTION	DISTRIBUTION			EXPENDITURES		REMAINING FUNDS	
	<i>Unexpended @ June 30, 2011</i>	<i>FY 2011/12 Distribution through September 30,2011</i>	<i>Total Funds Available through September 30,2011</i>	<i>Total Expended through September 30,2011</i>	<i>Remaining Balance through September 30,2011</i>		
Citrus Heights							
<i>Traffic Control & Safety</i>	\$ 248,038	\$ 35,843	\$ 283,881	\$ 4,546	\$ 279,335		
<i>Safety, Streetscaping, Pedestrian</i>	344,997	46,086	391,083	-	391,083		
<i>Street & Road Maintenance</i>	925,292	358,425	1,283,717	345,182	938,535		
Total	\$ 1,518,327	\$ 440,354	\$ 1,958,681	\$ 349,728	\$ 1,608,953		
Elk Grove							
<i>Traffic Control & Safety</i>	\$ 238,013	\$ 70,044	\$ 308,057	\$ 6,578	\$ 301,479		
<i>Safety, Streetscaping, Pedestrian</i>	321,154	90,065	411,219	22,783	388,436		
<i>Street & Road Maintenance</i>	129,112	700,439	829,551	327,479	502,072		
Total	\$ 688,279	\$ 860,548	\$ 1,548,827	\$ 356,840	\$ 1,191,987		
Folsom							
<i>Traffic Control & Safety</i>	\$ 1,292	\$ 36,105	\$ 37,397	-	\$ 37,397		
<i>Safety, Streetscaping, Pedestrian</i>	24,562	46,425	70,987	-	70,987		
<i>Street & Road Maintenance</i>	549,880	361,051	910,931	29,478	881,453		
Total	\$ 575,734	\$ 443,581	\$ 1,019,315	\$ 29,478	\$ 989,837		
Rancho Cordova							
<i>Traffic Control & Safety</i>	\$ 220,682	\$ 32,363	\$ 253,045	-	\$ 253,045		
<i>Safety, Streetscaping, Pedestrian</i>	280,038	41,614	321,652	2,415	319,237		
<i>Street & Road Maintenance</i>	1,092,756	323,633	1,416,389	176,214	1,240,175		
Total	\$ 1,593,476	\$ 397,610	\$ 1,991,086	\$ 178,629	\$ 1,812,457		

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 10/11 AND FY 11/12
AS OF SEPTEMBER 30, 2011

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2011</i>	<i>FY 2011/12 Distribution through September 30,2011</i>	<i>Total Funds Available through September 30,2011</i>	<i>Total Expended through September 30,2011</i>	<i>Remaining Balance through September 30,2011</i>
Sacramento					
<i>Traffic Control & Safety</i>	\$ 1,299,625	\$ 208,885	\$ 1,508,510	\$ 263,663	\$ 1,244,847
<i>Safety, Streetscaping, Pedestrian</i>	1,301,618	268,591	1,570,209	71,146	1,499,063
<i>Street & Road Maintenance</i>	2,886,763	2,088,845	4,975,608	1,141,209	3,834,399
Total	\$ 5,488,006	\$ 2,566,321	\$ 8,054,327	\$ 1,476,018	\$ 6,578,309
County					
<i>Traffic Control & Safety</i>	\$ 1,208,971	\$ 273,217	\$ 1,482,188	\$ 155,810	\$ 1,326,378
<i>Safety, Streetscaping, Pedestrian</i>	106,793	351,312	458,105	347,539	110,566
<i>Street & Road Maintenance</i>	-	2,732,173	2,732,173	2,732,173	-
Total	\$ 1,315,764	\$ 3,356,702	\$ 4,672,466	\$ 3,235,522	\$ 1,436,944
Isleton					
<i>Total Distribution/Expense</i>	\$ 67,148	\$ 8,946	\$ 76,094	\$ -	\$ 76,094
Total	\$ 67,148	\$ 8,946	\$ 76,094	\$ -	\$ 76,094
Galt					
<i>Total Distribution/Expense</i>	\$ 1,503,537	\$ 223,646	\$ 1,727,183	\$ -	\$ 1,727,183
Total	\$ 1,503,537	\$ 223,646	\$ 1,727,183	\$ -	\$ 1,727,183

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 10/11 AND FY 11/12
AS OF SEPTEMBER 30, 2011

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2011</i>	<i>FY 2011/12 Distribution through September 30,2011</i>	<i>Total Funds Available through September 30,2011</i>	<i>Total Expended through September 30,2011</i>	<i>Remaining Balance through September 30,2011</i>
SMAQMD					
<i>Total Distribution/Expense</i>	\$ 531,127	\$ 328,228	\$ 859,355	\$ 231,019	\$ 628,336
<i>Total</i>	<u>\$ 531,127</u>	<u>\$ 328,228</u>	<u>\$ 859,355</u>	<u>\$ 231,019</u>	<u>\$ 628,336</u>
Paratransit					
<i>Total Distribution/Expense</i>	\$ -	\$ 765,866	\$ 765,866	\$ 765,866	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 765,866</u>	<u>\$ 765,866</u>	<u>\$ 765,866</u>	<u>\$ -</u>
Sac Regional Parks					
<i>Total Distribution/Expense</i>	\$ 26,566	\$ 250,000	\$ 276,566	\$ 145,404	\$ 131,162
<i>Total</i>	<u>\$ 26,566</u>	<u>\$ 250,000</u>	<u>\$ 276,566</u>	<u>\$ 145,404</u>	<u>\$ 131,162</u>
Regional Transit					
<i>Total Distribution/Expense</i>	\$ -	\$ 7,549,251	\$ 7,549,251	\$ 7,549,251	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 7,549,251</u>	<u>\$ 7,549,251</u>	<u>\$ 7,549,251</u>	<u>\$ -</u>
Sub - Total	\$ 13,307,964	\$ 17,191,053	\$ 30,499,017	\$ 14,317,755	\$ 16,181,262

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 10/11 AND FY 11/12
AS OF SEPTEMBER 30, 2011

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2011</i>	<i>FY 2011/12 Distribution through September 30,2011</i>	<i>Total Funds Available through September 30,2011</i>	<i>Total Expended through September 30,2011</i>	<i>Remaining Balance through September 30,2011</i>
Neighborhood Shuttle					
<i>Total Distribution/Expense</i>	\$ 2,011,940	\$ 250,000	\$ 2,261,940	\$ -	\$ 2,261,940
<i>Total</i>	<u>\$ 2,011,940</u>	<u>\$ 250,000</u>	<u>\$ 2,261,940</u>	<u>\$ -</u>	<u>\$ 2,261,940</u>
CTSA Set Aside					
<i>Total Distribution/Expense</i>	\$ 1,651,166	\$ 218,819	\$ 1,869,985	\$ -	\$ 1,869,985
<i>Total</i>	<u>\$ 1,651,166</u>	<u>\$ 218,819</u>	<u>\$ 1,869,985</u>	<u>\$ -</u>	<u>\$ 1,869,985</u>
Grand Total	<u>\$ 16,971,070</u>	<u>\$ 17,659,872</u>	<u>\$ 34,630,942</u>	<u>\$ 14,317,755</u>	<u>\$ 20,313,186</u>

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 1, 2011
Item #5

Subject: Cumulative FY 2011-12 Measure A Revenue Report

Recommendation

Receive and file a summary report of cumulative FY 2011-12 Measure A sales tax revenues.

Discussion

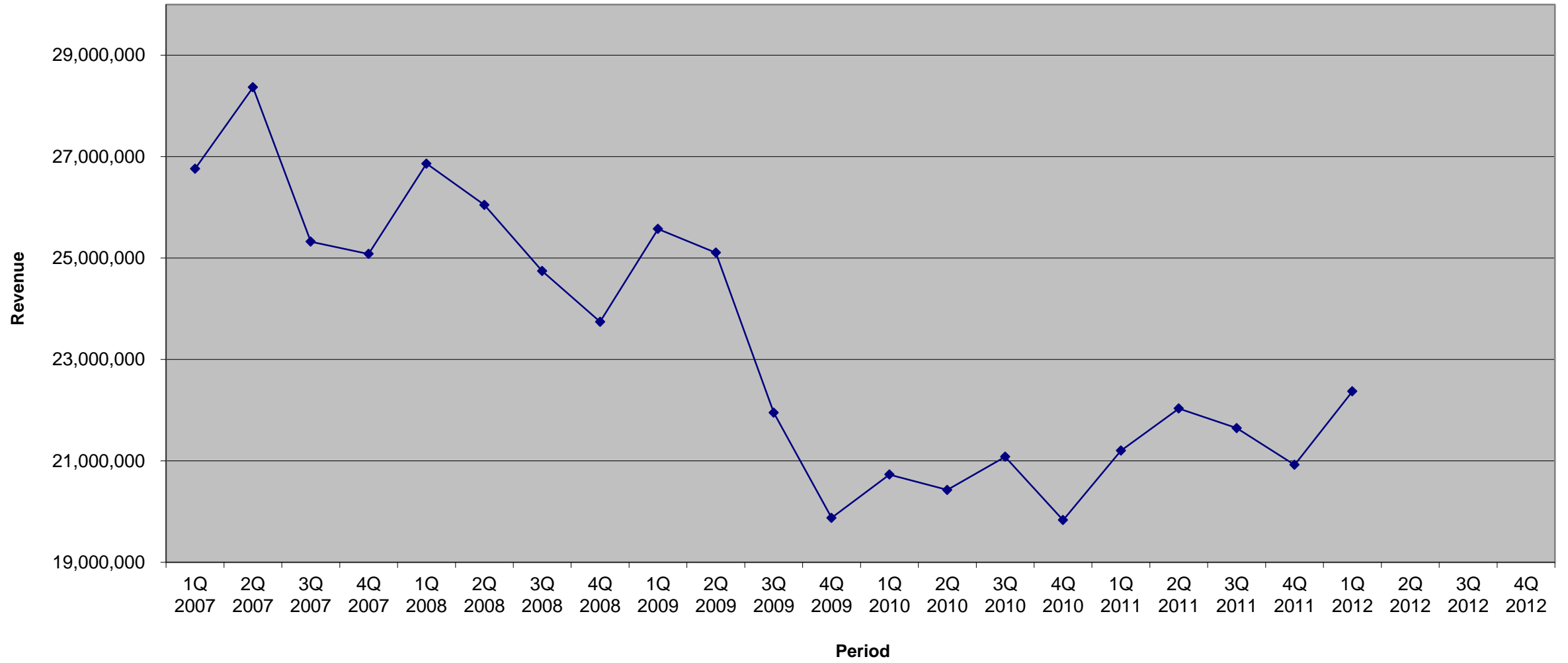
The monthly Measure A sales tax revenue and distribution report for November is attached. This report also provides cumulative revenue and distribution figures for the first 5 months of FY 2012. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping*, *Bike, Ped*, and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of November, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2012 Measure A distributions to date are shown in the middle column.

In summary, the November sales tax revenues were 3.2% above the same month last year, and cumulative sales tax revenues through the first five months of FY 2012 are running about 4.9% above the prior year.

Attachments

Staff Contact: Lisa Chandler

**Sacramento Transportation Authority
Sales Tax Revenue Comparison By Quarter
FY 2007 through 2012**



MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 1, 2011
Item #6

Subject: Measure A Pavement and Bridge Maintenance Report for FY 2010 and FY 2011

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 must 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 2009-10 and FY 2010-11 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
General Services Department
2009-11 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	PCI Before	PCI After
2010/2011 Road Resurfacing Program											
LITTLE RIVER COURT	INDIAN RIVER DRIVE	END	19	2010	355	30	10,650	2	Spot Repair/Slurry	34	80
MCCONNEL DRIVE	VILLA VIEW DRIVE	END (S)	19	2010	607	25	15,175	2	Spot Repair/Slurry	34	80
ALONDRA COURT	PATTON AVENUE	CUL-DE-SAC	19	2010	212	44	9,328	2	Spot Repair/Slurry	36	80
BROKEN ARROW COURT	INDIAN RIVER DRIVE	CUL-DE-SAC	19	2009	323	32	10,336	2	Spot Repair/Slurry	36	80
BROKEN BOW DRIVE	INDIAN RIVER DRIVE	PRETTY GIRL COURT	19	2010	855	28	23,940	2	Spot Repair/Slurry	36	80
FAST WATER COURT	BROKEN BOW DRIVE	END	19	2009	155	22	3,410	2	Spot Repair/Slurry	36	80
GREEN ASH COURT	LARWIN DRIVE	CUL-DE-SAC	19	2010	202	45	9,090	2	Spot Repair/Slurry	36	80
MING WAY	SAYONARA DRIVE	CUL-DE-SAC	19	2010	100	36	3,600	2	Spot Repair/Slurry	36	80
LIALANA WAY	SAYONARA DRIVE	CUL-DE-SAC	19	2010	120	45	5,400	2	Spot Repair/Slurry	36	80
PERDEZ COURT	PATTON AVENUE	CUL-DE-SAC	19	2010	210	46	9,660	2	Spot Repair/Slurry	36	80
SILK OAK COURT	NAVION DRIVE	END	19	2010	125	60	7,500	2	Spot Repair/Slurry	36	80
TWIN OAKS AVENUE	SUNRISE BOULEVARD	END	19	2010	2340	23	53,820	2	Spot Repair/Slurry	36	80
BLOSSOM HILL COURT	TWIN OAKS	END	19	2010	435	25	10,875	2	Spot Repair/Slurry	36	80
CESSNA DRIVE	CALVIN DRIVE	VOLTA WAY	19	2010	478	42	20,076	2	Spot Repair/Overlay	35	100
GLEN VALLEY CIRCLE	GLEN TREE DRIVE	GLEN TREE DRIVE	19	2010	975	26	25,350	2	Spot Repair/Overlay	35	100
TAROCCO WAY	TANGORS WAY	WOODMORE OAKS	19	2010	510	38	19,380	2	Spot Repair/Overlay	35	100
EVENING WAY	ROLLINGWOOD BLVD (E)	ROLLINGWOOD BLVD (W)	19	2010	1600	26	41,600	2	Spot Repair/Overlay	35	100
SOMERSWORTH DRIVE	COBALT WAY	VAN MAREN LANE	19	2010	1330	34	45,220	2	Spot Repair/Overlay	35	100
DOLAN WAY	CALVIN DRIVE	CESSNA DRIVE	19	2010	1485	26	38,610	2	Spot Repair/Overlay	35	100
PARKVALE WAY	TUPELO DRIVE	TUPELO DRIVE	19	2010	1160	26	30,160	2	Spot Repair/Overlay	36	100
OLD AUBURN ROAD	FAIR OAKS BLVD	WACHTEL WAY	16	2010	Varies	Varies	225,000	2	Spot Repair/Slurry	36	80
				Total Project Cost =		\$ 1,211,830.00		Measure A Contribution =		\$ 195,888.00	

**City of Citrus Heights
General Services Department
2009-11 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	PCI Before	PCI After
2009/2010 Road Resurfacing Program											
			19	2009			0	2	Spot Repair/Slurry	34	100
MARANTA COURT	SUNMIST WAY	END	19	2009	125	56	7,000	2	Spot Repair/Overlay	32	100
PACHECO WAY	HIGHLAND AVENUE	END	19	2009	2025	28	56,700	2	Spot Repair/Overlay	32	100
CRUTCHFIELD CT/PITALO WAY	WACHTEL WAY	END	19	2009	960	27	25,920	2	Spot Repair/Overlay	33	100
WESTCHESTER WAY	COBALT WAY	WINLOCK AVENUE	19	2009	2400	38	91,200	2	Spot Repair/Overlay	33	100
TWIN PARK DRIVE (100 ft only)	SUNBURST WAY	WONNER WAY	19	2009	100	38	3,800	2	Spot Repair/Overlay	34	100
BROCADE DRIVE	CALVIN DRIVE	END	19	2009	860	35	30,100	2	Spot Repair/Overlay	34	100
GIMBEL WAY	PIPPIN WAY	CASSINI WAY	19	2009	834	28	23,352	2	Spot Repair/Overlay	34	100
GRENOLA WAY	BARANGA DRIVE	WINLOCK AVENUE	19	2009	2130	30	63,900	2	Spot Repair/Overlay	34	100
CARMELWOOD DRIVE	SUMMERPLACE DRIVE	LICHEN DRIVE	19	2009	2425	35	84,875	2	Spot Repair/Overlay	34	100
			Total Project Cost =		\$ 788,139.00		Measure A Contribution =		\$788,139.00		
NOTES											
Year	Lane Mileage		Functional Class								
2009	477		06	Rural Minor Arterial							
2010	477		07	Rural Major Collector							
			08	Rural Minor Collector							
			09	Rural Local							
			16	Urban Minor Arterial							
			17	Urban Major Collector							
			19	Urban Local							

City of Elk Grove
Measure A Pavement and Bridge Maintenance Report, FY 2010 / FY 2011

On Street	From Street	To Street	Functional Class	Work Year	Length Ft.	Width Ft.	Total Sq. Ft.	Number of Lanes	Desc. Of Work	Total Cost	Meas. A Contribution	Pre-PCI	Post-PCI
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FY 2009/2010 Pavement Maintenance

Bull Mountain Cir	8277 to 8370		R	2010			812		4" Digout w/ T-Grind	\$6,269	\$6,269	81	81
Caribou Peak Way	8155 to 8266		R	2010			807		4" Digout w/T-Grind	\$6,230	\$6,230	81	81
Big Timber Dr	9497 to 9618		A	2010			3,208		4" Digout w/T-Grind	\$24,734	\$24,734	81	81
Whitelock Pkwy	w/leg Franklin High		A	2009	50	15	750		4" Digout w/T-Grind	\$8,070	\$8,070	83	83
Castleford Way	5512		R	2009	27	10	270		4" Digout w/T-Grind	\$4,989	\$4,989	81	81
Lismore Dr	9013		R	2010			774		4" Digout w/T-Grind	\$6,386	\$6,386	58	58
Sub Totals:										\$56,678	\$56,678		

FY 2009/2010 Bridge Maintenance

Lewis Stein	n/b & s/b 500' s/o W. Stockton		C	2010			5,904		Methacrylate deck	\$31,968	\$31,968	NA	NA
Sub Totals:										\$31,968	\$31,968		

FY 2010/2011 Pavement Maintenance

St Jude Ct			R	2010			700		4" Digout w/T-Grind	\$4,984	\$4,984	55	55
Hampton Oak Dr	E. Stockton Blvd	Canyon View Dr	R	2010			1,000LF		Crack Sealing	\$4,013	\$4,013	79	79
Valmar Ct			R	2010			697		6" Digout w/T-Grind	\$10,235	\$10,235	80	80
Harbour Point	at e/s of Maritime Dr		C	2010			432		1.5" Grind & Skin Patch	\$3,740	\$3,740	82	82
Foulks Ranch Dr	Laguna Park Dr	Elk Grove Blvd	C	2010			2,532		4" Digout w/T-Grind	\$11,648	\$11,648	56	56
Sub Totals:										\$34,620	\$34,620		

FY 2010/2011 Bridge Maintenance

NA										\$0	\$0	NA	NA
Sub Totals:										\$0	\$0		

	Year	Lane Miles
Street and Road System Lane Miles:	2009	1109
	2010	1112

Functional Class Key:

A	Arterial
C	Collector
R	Residential

Grand Totals: \$123,266 \$123,266

City of Folsom
Biennial Pavement Maintenance Report Utilizing Measure A Funding
July 1, 2009 - June 30, 2011

Segment ID	Street	Classification	Year of Work	Length	Width	Sq. Feet	Lanes	Treatment	Before PCI	After PCI	Total Cost	Measure A %
5336-1	HILLSWOOD DR, DEL NORTE VISTA WAY to SUN	Collector	FY2009-2010	1,939.03	30.00	58,170.90	2	Overlay	78.30	100.00	\$82,857.18	\$43,085.73
5337-1	HILLSWOOD DR, FOLSOM AUBURN RD to DEL NO	Collector	FY2009-2010	389.43	40.00	15,577.20	2	Overlay	78.30	100.00	\$22,187.77	\$11,537.64
4905-1	HILLSWOOD DR, SUNROCK DR to OAK AVENUE P	Collector	FY2009-2010	255.40	30.00	7,662.00	2	Overlay	78.30	100.00	\$10,913.56	\$5,675.05
4777-1	SANDSTONE CT, EOP to DEERWOOD WY	Secondary	FY2009-2010	249.67	40.00	9,986.80	2	Overlay	73.90	100.00	\$10,000.00	\$5,200.00
						Total SF						
						91,396.90						
8880-1	OAK AVENUE PKWY, E BIDWELL ST to S LEXIN	Arterial	FY2009-2010	1,058.52	104.00	110,086.08	6	Overlay	82.09	100.00	\$300,271.09	\$102,092.17
7342-1	OAK AVENUE PKWY, N LEXINGTON DR to BLUE	Arterial	FY2009-2010	1,541.32	80.00	123,305.60	6	Overlay	82.09	100.00	\$437,227.30	\$148,657.28
8408-1	OAK AVENUE PKWY, S LEXINGTON DR to N LEX	Arterial	FY2009-2010	2,249.23	80.00	179,938.40	8	Overlay	82.09	100.00	\$638,040.61	\$216,933.81
8451-1	S LEXINGTON DR, OAK AVENUE PKWY to DUXBU	Collector	FY2009-2010	871.02	40.00	34,840.80	2	Overlay	64.87	100.00	\$91,377.00	\$31,068.18
						Total SF						
						448,170.88						
3066-1	AMERICAN RIVER CANYON DR, AMERICAN RIVER	Collector	FY2010-2011	240.32	77.00	18,504.64	4	Slurry, Type II	81.47	95.00	\$8,813.42	\$4,582.98
5431-1	AMERICAN RIVER CANYON DR, BOULDER CANYON	Collector	FY2010-2011	568.01	77.00	43,736.77	4	Slurry, Type II	80.95	95.00	\$20,831.02	\$10,832.13
83808-1	AMERICAN RIVER CANYON DR, KATARINA LN to	Collector	FY2010-2011	193.64	77.00	14,910.28	4	Slurry, Type II	80.51	95.00	\$7,101.49	\$3,692.78
3192-1	AMERICAN RIVER CANYON DR, RIVER RIDGE WA	Collector	FY2010-2011	265.44	77.00	20,438.88	4	Slurry, Type II	82.26	95.00	\$9,734.66	\$5,062.03
5463-1	AMERICAN RIVER CANYON DR, WINDING CANYON	Collector	FY2010-2011	303.97	77.00	23,405.69	5	Slurry, Type II	80.43	95.00	\$11,147.70	\$5,796.80
11246-1	ASHCAT WAY, ASHCAT WAY to BALLAST WAY	Secondary	FY2010-2011	173.05	81.00	14,017.05	2	Slurry, Type II	82.09	95.00	\$6,676.06	\$3,471.55
11279-1	ASHCAT WAY, ASHCAT WAY to EOP	Secondary	FY2010-2011	92.60	90.00	8,334.00	2	Slurry, Type II	60.43	95.00	\$3,969.33	\$2,064.05
11231-1	ASHCAT WAY, BALLAST WAY to CONDUCTOR WAY	Secondary	FY2010-2011	772.59	30.00	23,177.70	2	Slurry, Type II	82.09	95.00	\$11,039.11	\$5,740.34
11382-1	ASHCAT WAY, FANTAGES WAY to ASHCAT WAY	Secondary	FY2010-2011	481.04	36.00	17,317.44	2	Slurry, Type II	88.83	95.00	\$8,247.98	\$4,288.95
1487-1	BALDWIN DAM RD, BALDWIN LAKE CIR to BALD	Collector	FY2010-2011	777.88	30.00	23,336.40	2	Slurry, Type II	65.33	95.00	\$11,114.70	\$5,779.64
2209-1	BALDWIN DAM RD, MOSSWOOD CIR to MOSSWOOD	Collector	FY2010-2011	541.09	30.00	16,232.70	2	Slurry, Type II	93.55	95.00	\$7,731.34	\$4,020.30
2013-1	BALDWIN DAM RD, MOSSWOOD CIR to SOUTHCRE	Collector	FY2010-2011	373.93	30.00	11,217.90	2	Slurry, Type II	61.81	95.00	\$5,342.88	\$2,778.30
4164-1	BALDWIN DAM RD, OAK AVE to SIMMONS WAY	Secondary	FY2010-2011	303.33	30.00	9,099.90	2	Slurry, Type II	93.74	95.00	\$4,334.12	\$2,253.74
3440-1	BALDWIN DAM RD, OAK AVENUE PKWY to VALLE	Collector	FY2010-2011	618.78	30.00	18,563.40	2	Slurry, Type II	60.93	95.00	\$8,841.41	\$4,597.53
1636-1	BALDWIN DAM RD, SOUTHCREEK CIR to BALDWI	Collector	FY2010-2011	507.21	30.00	15,216.30	2	Slurry, Type II	69.63	95.00	\$7,247.24	\$3,768.57
1877-1	BALDWIN DAM RD, SOUTHCREEK CIR to SOUTHC	Collector	FY2010-2011	765.75	30.00	22,972.50	2	Slurry, Type II	69.53	95.00	\$10,941.38	\$5,689.52
3108-1	BALDWIN DAM RD, VALLEY PINES DR to SWIFT	Collector	FY2010-2011	866.38	30.00	25,991.40	2	Slurry, Type II	72.25	95.00	\$12,379.23	\$6,437.20
11232-1	BALLAST WAY, ASHCAT WAY to RIGNEY CT	Secondary	FY2010-2011	665.84	80.00	53,267.20	2	Slurry, Type II	84.83	95.00	\$25,370.19	\$13,192.50
11022-1	BALLAST WAY, RIGNEY CT to CONDUCTOR WAY	Secondary	FY2010-2011	346.15	30.00	10,384.50	2	Slurry, Type II	77.85	95.00	\$4,945.95	\$2,571.89
11221-1	BAYLINE CIR, BEUTH CT to PERKINS STATION	Secondary	FY2010-2011	187.32	31.00	5,806.92	2	Slurry, Type II	82.09	95.00	\$2,765.73	\$1,438.18
11443-1	BAYLINE CIR, HESILER CT to KENNAR WAY	Secondary	FY2010-2011	332.54	31.00	10,308.74	2	Slurry, Type II	82.09	95.00	\$4,909.86	\$2,553.13
11161-1	BAYLINE CIR, KENNAR WAY to BEUTH CT	Secondary	FY2010-2011	258.37	31.00	8,009.47	2	Slurry, Type II	82.09	95.00	\$3,814.76	\$1,983.68
11530-1	BAYLINE CIR, KENNAR WAY to WHISTLE STOP	Secondary	FY2010-2011	1,906.15	31.00	59,090.65	2	Slurry, Type II	75.57	95.00	\$28,143.79	\$14,634.77
11338-1	BAYLINE CIR, PERKINS STATION WAY to HESI	Secondary	FY2010-2011	330.98	42.00	13,901.16	2	Slurry, Type II	80.46	95.00	\$6,620.87	\$3,442.85
11101-1	BAYLINE CIR, WHISTLE STOP WAY to KENNAR	Secondary	FY2010-2011	201.82	32.00	6,458.24	2	Slurry, Type II	83.72	95.00	\$3,075.94	\$1,599.49
9490-1	BENETO CT, LUNA CIR to EOP	Secondary	FY2010-2011	180.28	30.00	5,408.40	2	Slurry, Type II	75.65	95.00	\$2,575.92	\$1,339.48
2730-1	BERRY CREEK CT, BERRY CREEK DR to EOP	Secondary	FY2010-2011	174.32	30.00	5,229.60	2	Slurry, Type II	81.27	95.00	\$2,490.76	\$1,295.20
3546-1	BERRY CREEK DR, BERRY CREEK DR to BERRY	Collector	FY2010-2011	181.45	40.00	7,258.00	2	Slurry, Type II	75.34	95.00	\$3,456.85	\$1,797.56
3455-1	BERRY CREEK DR, BERRY CREEK DR to EOP	Collector	FY2010-2011	88.25	40.00	3,530.00	2	Slurry, Type II	78.30	95.00	\$1,681.27	\$874.26
3454-1	BERRY CREEK DR, BERRY CREEK DR to VALLEY	Collector	FY2010-2011	385.62	40.00	15,424.80	2	Slurry, Type II	66.93	95.00	\$7,346.55	\$3,820.21
3566-1	BERRY CREEK DR, EOP to BERRY CREEK DR	Collector	FY2010-2011	44.40	40.00	1,776.00	2	Slurry, Type II	75.16	95.00	\$845.88	\$439.86
3596-1	BERRY CREEK DR, FOLSOM AUBURN RD to BERR	Collector	FY2010-2011	283.25	40.00	11,330.00	2	Slurry, Type II	75.16	95.00	\$5,396.27	\$2,806.06

City of Folsom
Biennial Pavement Maintenance Report Utilizing Measure A Funding
July 1, 2009 - June 30, 2011

Segment ID	Street	Classification	Year of Work	Length	Width	Sq. Feet	Lanes	Treatment	Before PCI	After PCI	Total Cost	Measure A %
2929-1	BERRY CREEK DR, LAURELWOOD DR to BERRY C	Collector	FY2010-2011	521.22	30.00	15,636.60	2	Slurry, Type II	69.94	95.00	\$7,447.43	\$3,872.66
3240-1	BERRY CREEK DR, VALLEY PINES DR to LAURE	Collector	FY2010-2011	804.45	30.00	24,133.50	2	Slurry, Type II	81.27	95.00	\$11,494.34	\$5,977.06
11210-1	BEUTH CT, BAYLINE CIR to EOP	Secondary	FY2010-2011	126.68	30.00	3,800.40	2	Slurry, Type II	78.83	95.00	\$1,810.06	\$941.23
79241-1	BIDWELL ST, BIDWELL ST to FOLSOM BLVD	Collector	FY2010-2011	51.32	30.00	1,539.60	2	Slurry, Type II	82.35	95.00	\$733.28	\$381.31
7781-1	BIDWELL ST, EOP to SIBLEY ST	Collector	FY2010-2011	343.35	40.00	13,734.00	2	Slurry, Type II	90.40	95.00	\$6,541.25	\$3,401.45
7875-1	BIDWELL ST, ORANGE GROVE WAY SIBLEY ST A	Collector	FY2010-2011	140.30	30.00	4,209.00	2	Slurry, Type II	90.39	95.00	\$2,004.67	\$1,042.43
8019-1	BIDWELL ST, ORANGE GROVE WAY to OAKDALE	Collector	FY2010-2011	1,254.13	30.00	37,623.90	2	Slurry, Type II	90.39	95.00	\$17,919.57	\$9,318.18
79818-1	BIDWELL ST, READING ST to EOP	Collector	FY2010-2011	123.20	40.00	4,928.00	2	Slurry, Type II	90.39	95.00	\$2,347.12	\$1,220.50
7834-1	BIDWELL ST, SIBLEY ST to ORANGE GROVE WA	Collector	FY2010-2011	216.33	30.00	6,489.90	2	Slurry, Type II	90.39	95.00	\$3,091.02	\$1,607.33
9460-1	BIGGS CT, TECEIRA WAY to EOP	Secondary	FY2010-2011	382.28	35.00	13,379.80	2	Slurry, Type II	69.13	95.00	\$6,372.55	\$3,313.73
10213-1	BLUE RAVINE RD, PRAIRIE CITY RD to RUSSI	Arterial	FY2010-2011	1,356.63	75.00	101,747.25	4	Slurry, Type II	82.16	95.00	\$48,460.35	\$25,199.38
9964-1	BLUE RAVINE RD, RUSSI RD to RILEY ST	Arterial	FY2010-2011	2,682.24	60.00	160,934.40	4	Slurry, Type II	82.16	95.00	\$76,650.10	\$39,858.05
9319-1	BROWN DUVALL LN, CRUICKSHANK DR to HENRY	Secondary	FY2010-2011	1,039.81	30.00	31,194.30	2	Slurry, Type II	53.61	95.00	\$14,857.27	\$7,725.78
11440-1	CASELLA CT, ORANGE BLOSSOM CIR to EOP	Secondary	FY2010-2011	203.69	30.00	6,110.70	2	Slurry, Type II	77.21	95.00	\$2,910.41	\$1,513.42
10940-1	CASSIN CT, HOPFIELD DR to EOP	Secondary	FY2010-2011	499.05	30.00	14,971.50	2	Slurry, Type II	83.72	95.00	\$7,130.65	\$3,707.94
11060-1	CONDUCTOR WAY, ASHCAT WAY to BALLAST WAY	Secondary	FY2010-2011	413.78	30.00	12,413.40	2	Slurry, Type II	82.66	95.00	\$5,912.27	\$3,074.38
10948-1	CONDUCTOR WAY, BALLAST WAY to EOP	Secondary	FY2010-2011	291.61	30.00	8,748.30	2	Slurry, Type II	77.04	95.00	\$4,166.65	\$2,166.66
11173-1	CONDUCTOR WAY, TURN PIKE DR to ASHCAT WA	Secondary	FY2010-2011	272.47	35.00	9,536.45	2	Slurry, Type II	79.32	95.00	\$4,542.04	\$2,361.86
9190-1	CONERS CT, TECEIRA WAY to EOP	Secondary	FY2010-2011	139.05	30.00	4,171.50	2	Slurry, Type II	70.76	95.00	\$1,986.81	\$1,033.14
9379-1	CRUICKSHANK DR, DAVIES CT to LUNA CIR	Secondary	FY2010-2011	243.80	30.00	7,314.00	2	Slurry, Type II	77.28	95.00	\$3,483.52	\$1,811.43
9342-1	CRUICKSHANK DR, LUNA CIR to BROWN DUVALL	Secondary	FY2010-2011	259.15	30.00	7,774.50	2	Slurry, Type II	93.92	95.00	\$3,702.85	\$1,925.48
9542-1	CRUICKSHANK DR, LUNA CIR to DAVIES CT	Secondary	FY2010-2011	450.22	30.00	13,506.60	2	Slurry, Type II	75.65	95.00	\$6,432.95	\$3,345.13
9734-1	CRUICKSHANK DR, RILEY ST to LUNA CIR	Secondary	FY2010-2011	364.42	30.00	10,932.60	2	Slurry, Type II	77.28	95.00	\$5,207.00	\$2,707.64
9380-1	DAVIES CT, CRUICKSHANK DR to EOP	Secondary	FY2010-2011	106.17	30.00	3,185.10	2	Slurry, Type II	74.02	95.00	\$1,517.00	\$788.84
4938-1	DEERWOOD WAY, SUNROCK DR to SANDSTONE CT	Secondary	FY2010-2011	363.86	30.00	10,915.80	2	Slurry, Type II	93.33	95.00	\$5,199.00	\$2,703.48
11415-1	DEMURRAGE WAY, DEMURRAGE WAY to EOP	Secondary	FY2010-2011	63.06	30.00	1,891.80	2	Slurry, Type II	71.21	95.00	\$901.03	\$468.54
11674-1	DEMURRAGE WAY, DEMURRAGE WAY to JOHN HEN	Secondary	FY2010-2011	976.57	30.00	29,297.10	2	Slurry, Type II	82.10	95.00	\$13,953.67	\$7,255.91
11406-1	DEMURRAGE WAY, JOHN HENRY CIR to DEMURRA	Secondary	FY2010-2011	308.68	30.00	9,260.40	2	Slurry, Type II	78.84	95.00	\$4,410.56	\$2,293.49
10887-1	DONEGAN CT, ELKINS CIR to EOP	Secondary	FY2010-2011	321.51	30.00	9,645.30	2	Slurry, Type II	79.48	95.00	\$4,593.88	\$2,388.82
7164-1	E BIDWELL ST, COLOMA ST to RUMSEY WAY	Arterial	FY2010-2011	604.92	48.00	29,036.16	2	Slurry, Type II	92.62	95.00	\$13,829.39	\$7,191.28
7545-1	E BIDWELL ST, GLENN DR to WALES DR	Arterial	FY2010-2011	781.77	60.00	46,906.20	5	Slurry, Type II	73.72	95.00	\$22,340.56	\$11,617.09
7355-1	E BIDWELL ST, MARKET ST to GLENN DR	Arterial	FY2010-2011	619.62	60.00	37,177.20	5	Slurry, Type II	66.21	95.00	\$17,706.82	\$9,207.55
25587-1	E BIDWELL ST, ORCHARD DR to MONTROSE DR	Arterial	FY2010-2011	575.90	60.00	34,554.00	5	Slurry, Type II	68.10	95.00	\$16,457.44	\$8,557.87
7372-1	E BIDWELL ST, RILEY ST to COLOMA ST	Arterial	FY2010-2011	902.26	48.00	43,308.48	4	Slurry, Type II	69.11	95.00	\$20,627.03	\$10,726.06
7229-1	E BIDWELL ST, RUMSEY WAY to MARKET ST	Arterial	FY2010-2011	414.81	60.00	24,888.60	5	Slurry, Type II	73.72	95.00	\$11,853.98	\$6,164.07
25586-1	E BIDWELL ST, WALES DR to ORCHARD DR	Arterial	FY2010-2011	896.25	60.00	53,775.00	5	Slurry, Type II	39.96	95.00	\$25,612.05	\$13,318.26
10863-1	ELKINS CIR, DONEGAN CT to ELKINS CIR	Secondary	FY2010-2011	384.94	30.00	11,548.20	2	Slurry, Type II	80.95	95.00	\$5,500.20	\$2,860.10
11032-1	ELKINS CIR, ELKINS CIR to FAITHORNE LN	Secondary	FY2010-2011	1,484.52	32.00	47,504.64	2	Slurry, Type II	82.09	95.00	\$22,625.59	\$11,765.31
11009-1	ELKINS CIR, FAITHORNE LN to DONEGAN CT	Secondary	FY2010-2011	452.02	30.00	13,560.60	2	Slurry, Type II	80.05	95.00	\$6,458.67	\$3,358.51
10697-1	ELKINS CIR, TURN PIKE DR to ELKINS CIR	Secondary	FY2010-2011	403.47	31.00	12,507.57	2	Slurry, Type II	84.83	95.00	\$5,957.13	\$3,097.71
9764-1	EUER CT, HESSER CT to EOP	Secondary	FY2010-2011	410.28	30.00	12,308.40	2	Slurry, Type II	70.75	95.00	\$5,862.27	\$3,048.38
9751-1	EUER CT, LUNA CIR to HESSER CT	Secondary	FY2010-2011	250.02	30.00	7,500.60	2	Slurry, Type II	78.92	95.00	\$3,572.40	\$1,857.65
11745-1	FAHEY CT, ORANGE BLOSSOM CIR to EOP	Secondary	FY2010-2011	132.18	30.00	3,965.40	2	Slurry, Type II	82.10	95.00	\$1,888.65	\$982.10
11070-1	FAITHORNE LN, TURN PIKE DR to ELKINS CIR	Secondary	FY2010-2011	265.87	36.00	9,571.32	2	Slurry, Type II	80.62	95.00	\$4,558.64	\$2,370.49

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11473-1	FANTAGES WAY, ORANGE BLOSSOM CIR to TURN	Secondary	FY2010-2011	271.89	36.00	9,788.04	2	Slurry, Type II	94.50	95.00	\$4,661.86	\$2,424.17
11662-1	FANTAGES WAY, YANKTON ST to ORANGE BLOSS	Secondary	FY2010-2011	1,262.16	30.00	37,864.80	2	Slurry, Type II	75.57	95.00	\$18,034.31	\$9,377.84
9371-1	FARLEY CT, EOP to ROGERS CIR	Secondary	FY2010-2011	491.26	30.00	14,737.80	2	Slurry, Type II	82.17	95.00	\$7,019.34	\$3,650.06
2731-1	FITHIAN WAY, VAN WINKLE CT to BERRY CREE	Secondary	FY2010-2011	442.01	30.00	13,260.30	2	Slurry, Type II	79.95	95.00	\$6,315.64	\$3,284.13
6076-1	FLOWER DR, KERR CT to TALISMAN DR	Collector	FY2010-2011	288.19	40.00	11,527.60	2	Slurry, Type II	60.98	95.00	\$5,490.38	\$2,855.00
5989-1	FLOWER DR, WILLOW CREEK DR to KERR CT	Collector	FY2010-2011	542.00	40.00	21,680.00	2	Slurry, Type II	53.64	95.00	\$10,325.79	\$5,369.41
3646-1	FOXRIDGE DR, FOXRIDGE DR to EOP	Secondary	FY2010-2011	135.03	30.00	4,050.90	2	Slurry, Type II	71.55	95.00	\$1,929.37	\$1,003.27
3755-1	FOXRIDGE DR, FOXRIDGE DR to EOP	Secondary	FY2010-2011	99.75	30.00	2,992.50	2	Slurry, Type II	67.83	95.00	\$1,425.27	\$741.14
3741-1	FOXRIDGE DR, FOXRIDGE DR to FOXRIDGE DR	Secondary	FY2010-2011	185.54	36.00	6,679.44	2	Slurry, Type II	83.03	95.00	\$3,181.29	\$1,654.27
3640-1	FOXRIDGE DR, FOXRIDGE DR to OAK AVENUE P	Secondary	FY2010-2011	157.88	36.00	5,683.68	2	Slurry, Type II	92.90	95.00	\$2,707.03	\$1,407.66
4027-1	FOXRIDGE DR, SIMMONS WAY to FOXRIDGE DR	Secondary	FY2010-2011	624.25	36.00	22,473.00	2	Slurry, Type II	81.56	95.00	\$10,703.48	\$5,565.81
9349-1	FRAZER CT, TECEIRA WAY to EOP	Secondary	FY2010-2011	158.08	30.00	4,742.40	2	Slurry, Type II	93.92	95.00	\$2,258.72	\$1,174.53
4259-1	GAINSBOROUGH CIR, GAINSBOROUGH CIR to EO	Secondary	FY2010-2011	229.59	36.00	8,265.24	2	Slurry, Type II	82.44	95.00	\$3,936.58	\$2,047.02
4503-1	GAINSBOROUGH CIR, GAINSBOROUGH CIR to VA	Secondary	FY2010-2011	574.51	36.00	20,682.36	2	Slurry, Type II	81.48	95.00	\$9,850.63	\$5,122.33
4377-1	GAINSBOROUGH CIR, LIVE OAK CT to WOODVIE	Secondary	FY2010-2011	223.81	36.00	8,057.16	2	Slurry, Type II	82.51	95.00	\$3,837.48	\$1,995.49
4260-1	GAINSBOROUGH CIR, VALLEY OAK CT to GAINS	Secondary	FY2010-2011	243.44	36.00	8,763.84	2	Slurry, Type II	82.44	95.00	\$4,174.06	\$2,170.51
4506-1	GAINSBOROUGH CIR, VAN ELGORT CT to VISTA	Secondary	FY2010-2011	226.51	35.00	7,927.85	2	Slurry, Type II	83.61	95.00	\$3,775.89	\$1,963.46
4474-1	GAINSBOROUGH CIR, VISTA OAK DR to LIVE O	Secondary	FY2010-2011	286.24	36.00	10,304.64	2	Slurry, Type II	82.66	95.00	\$4,907.91	\$2,552.11
4255-1	GAINSBOROUGH CIR, WOODVIEW DR to VALLEY	Secondary	FY2010-2011	198.41	36.00	7,142.76	2	Slurry, Type II	82.44	95.00	\$3,401.97	\$1,769.02
8553-1	GLENN DR, GLENN DR to WHITING WAY	Collector	FY2010-2011	344.85	65.00	22,415.25	4	Slurry, Type II	86.76	95.00	\$10,675.97	\$5,551.51
8325-1	GLENN DR, RILEY ST to OXBUROUGH DR	Collector	FY2010-2011	1,476.56	65.00	95,976.40	4	Slurry, Type II	86.76	95.00	\$45,711.80	\$23,770.14
9018-1	GLENN DR, VIERRA CIR to SIBLEY ST	Collector	FY2010-2011	450.83	65.00	29,303.95	4	Slurry, Type II	86.76	95.00	\$13,956.93	\$7,257.61
8836-1	GLENN DR, WHITING WAY to VIERRA CIR	Collector	FY2010-2011	780.02	65.00	50,701.30	4	Slurry, Type II	86.76	95.00	\$24,148.10	\$12,557.01
4206-1	GRASSWOOD CT, WOODVIEW DR to EOP	Secondary	FY2010-2011	130.17	36.00	4,686.12	2	Slurry, Type II	77.80	95.00	\$2,231.91	\$1,160.59
9216-1	HENRY ST, BROWN DUVALL LN to ROGERS CIR	Secondary	FY2010-2011	119.88	30.00	3,596.40	2	Slurry, Type II	83.80	95.00	\$1,712.90	\$890.71
9570-1	HENRY ST, RILEY ST to ROGERS CIR	Secondary	FY2010-2011	296.84	40.00	11,873.60	2	Slurry, Type II	82.17	95.00	\$5,655.18	\$2,940.69
9454-1	HENRY ST, ROGERS CIR to BROWN DUVALL LN	Secondary	FY2010-2011	562.02	30.00	16,860.60	2	Slurry, Type II	82.17	95.00	\$8,030.39	\$4,175.81
9145-1	HENRY ST, ROGERS CIR to CHAFFIN CT	Secondary	FY2010-2011	300.01	30.00	9,000.30	2	Slurry, Type II	82.17	95.00	\$4,286.68	\$2,229.07
11337-1	HESILER CT, BAYLINE CIR to EOP	Secondary	FY2010-2011	100.10	42.00	4,204.20	2	Slurry, Type II	88.83	95.00	\$2,002.38	\$1,041.24
9774-1	HESSER CT, EUER CT to EOP	Secondary	FY2010-2011	57.98	30.00	1,739.40	2	Slurry, Type II	72.39	95.00	\$828.44	\$430.79
2837-1	HOLLYANN CT, EOP to INWOOD RD	Secondary	FY2010-2011	479.63	26.00	12,470.38	2	Slurry, Type II	80.21	95.00	\$5,939.41	\$3,088.49
10941-1	HOPFIELD DR, CASSIN CT to TURN PIKE DR	Secondary	FY2010-2011	275.52	40.00	11,020.80	2	Slurry, Type II	90.00	95.00	\$5,249.00	\$2,729.48
11013-1	HOPFIELD DR, TURN PIKE DR to CASSIN CT	Secondary	FY2010-2011	1,915.46	36.00	68,956.56	2	Slurry, Type II	73.94	95.00	\$32,842.74	\$17,078.23
36621-1	INWOOD RD, CEDAR CIR to VAN WINKLE CT	Collector	FY2010-2011	410.51	30.00	12,315.30	2	Slurry, Type II	88.12	95.00	\$5,865.55	\$3,050.09
2643-1	INWOOD RD, HOLLYANN CT to CEDAR CIR	Collector	FY2010-2011	582.51	36.00	20,970.36	2	Slurry, Type II	88.12	95.00	\$9,987.80	\$5,193.65
2637-1	INWOOD RD, ROBERTS RD to HOLLYANN CT	Secondary	FY2010-2011	582.00	29.00	16,878.00	2	Slurry, Type II	65.96	95.00	\$8,038.68	\$4,180.11
2645-1	INWOOD RD, VAN WINKLE CT to FOLSOM AUBUR	Collector	FY2010-2011	704.01	36.00	25,344.36	2	Slurry, Type II	72.22	95.00	\$12,071.05	\$6,276.95
11331-1	JOHN HENRY CIR, COUTS WAY to DEMURRAGE W	Secondary	FY2010-2011	141.39	30.00	4,241.70	2	Slurry, Type II	83.73	95.00	\$2,020.24	\$1,050.53
11296-1	JOHN HENRY CIR, DEMURRAGE WAY to JOHN HE	Secondary	FY2010-2011	258.89	30.00	7,766.70	2	Slurry, Type II	86.84	95.00	\$3,699.14	\$1,923.55
11753-1	JOHN HENRY CIR, JOHN HENRY CIR to TEDFOR	Secondary	FY2010-2011	1,770.46	36.00	63,736.56	2	Slurry, Type II	77.21	95.00	\$30,356.55	\$15,785.41
11754-1	JOHN HENRY CIR, TEDFORD CT to DEMURRAGE	Secondary	FY2010-2011	272.69	30.00	8,180.70	2	Slurry, Type II	83.73	95.00	\$3,896.32	\$2,026.09
11243-1	JOHN HENRY CIR, TURN PIKE DR to JOHN HEN	Secondary	FY2010-2011	260.00	36.00	9,360.00	2	Slurry, Type II	80.47	95.00	\$4,458.00	\$2,318.16
9339-1	KEMP CT, TECEIRA WAY to EOP	Secondary	FY2010-2011	432.78	28.00	12,117.84	2	Slurry, Type II	72.39	95.00	\$5,771.50	\$3,001.18
11442-1	KENMAR WAY, BAYLINE CIR to BAYLINE CIR	Secondary	FY2010-2011	1,063.99	31.00	32,983.69	2	Slurry, Type II	78.83	95.00	\$15,709.53	\$8,168.95

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6099-1	KERR CT, FLOWER DR to EOP	Secondary	FY2010-2011	393.04	30.00	11,791.20	2	Slurry, Type II	51.48	95.00	\$5,615.93	\$2,920.28
3178-1	LAURELWOOD DR, VALLEY PINES DR to BERRY	Secondary	FY2010-2011	1,096.89	30.00	32,906.70	2	Slurry, Type II	65.14	95.00	\$15,672.86	\$8,149.89
4391-1	LIVE OAK CT, GAINSBOROUGH CIR to EOP	Secondary	FY2010-2011	352.46	30.00	10,573.80	2	Slurry, Type II	82.51	95.00	\$5,036.11	\$2,618.78
9449-1	LUNA CIR, BENETO CT to CRUICKSHANK DR	Secondary	FY2010-2011	545.07	30.00	16,352.10	2	Slurry, Type II	74.02	95.00	\$7,788.21	\$4,049.87
9678-1	LUNA CIR, CRUICKSHANK DR to EUER CT	Secondary	FY2010-2011	831.98	30.00	24,959.40	2	Slurry, Type II	75.65	95.00	\$11,887.70	\$6,181.61
9677-1	LUNA CIR, EUER CT to BENETO CT	Secondary	FY2010-2011	1,224.29	30.00	36,728.70	2	Slurry, Type II	74.01	95.00	\$17,493.21	\$9,096.47
7189-1	MORMON ST, DECATUR ST to READING ST	Secondary	FY2010-2011	466.62	30.00	13,998.60	2	Slurry, Type II	93.46	95.00	\$6,667.28	\$3,466.98
7324-1	MORMON ST, READING ST to SIBLEY ST	Secondary	FY2010-2011	466.55	25.00	11,663.75	2	Slurry, Type II	20.25	95.00	\$5,555.23	\$2,888.72
4720-1	OAK AVE, BURMA RD to VISTA OAK DR	Collector	FY2010-2011	305.69	36.00	11,004.84	2	Slurry, Type II	92.43	95.00	\$5,241.40	\$2,725.53
5032-1	OAK AVE, FOLSOM AUBURN RD to BURMA RD	Collector	FY2010-2011	777.93	32.00	24,893.76	2	Slurry, Type II	85.00	95.00	\$11,856.44	\$6,165.35
4550-1	OAK AVE, VISTA OAK DR to BALDWIN DAM RD	Collector	FY2010-2011	1,144.66	36.00	41,207.76	2	Slurry, Type II	71.42	95.00	\$19,626.50	\$10,205.78
11508-1	ORANGE BLOSSOM CIR, BOXCAR WAY to YANKTO	Secondary	FY2010-2011	199.24	30.00	5,977.20	2	Slurry, Type II	70.68	95.00	\$2,846.83	\$1,480.35
11825-1	ORANGE BLOSSOM CIR, CASELLA CT to YANKTO	Secondary	FY2010-2011	1,286.90	30.00	38,607.00	2	Slurry, Type II	73.94	95.00	\$18,387.81	\$9,561.66
11715-1	ORANGE BLOSSOM CIR, FAHEY CT to BOXCAR W	Secondary	FY2010-2011	764.32	30.00	22,929.60	2	Slurry, Type II	77.21	95.00	\$10,920.95	\$5,678.89
11474-1	ORANGE BLOSSOM CIR, FANTAGES WAY to CASE	Secondary	FY2010-2011	283.48	30.00	8,504.40	2	Slurry, Type II	72.31	95.00	\$4,050.49	\$2,106.25
11509-1	ORANGE BLOSSOM CIR, VONNIE CT to FANTAGE	Secondary	FY2010-2011	234.69	30.00	7,040.70	2	Slurry, Type II	73.94	95.00	\$3,353.36	\$1,743.75
11910-1	ORANGE BLOSSOM CIR, YANKTON ST to FAHEY	Secondary	FY2010-2011	1,206.78	30.00	36,203.40	2	Slurry, Type II	77.21	95.00	\$17,243.02	\$8,966.37
11515-1	ORANGE BLOSSOM CIR, YANKTON ST to VONNIE	Secondary	FY2010-2011	308.55	30.00	9,256.50	2	Slurry, Type II	78.84	95.00	\$4,408.70	\$2,292.52
8034-1	ORANGE GROVE WAY, BIDWELL ST to EOP	Secondary	FY2010-2011	408.17	30.00	12,245.10	2	Slurry, Type II	53.97	95.00	\$5,832.12	\$3,032.70
11222-1	PERKINS STATION WAY, TURN PIKE DR to BAY	Secondary	FY2010-2011	344.29	31.00	10,672.99	2	Slurry, Type II	73.89	95.00	\$5,083.35	\$2,643.34
7484-1	READING ST, NATOMA ST PERSIFER ST ALY to	Secondary	FY2010-2011	183.20	35.00	6,412.00	2	Slurry, Type II	90.90	95.00	\$3,053.92	\$1,588.04
7397-1	READING ST, NATOMA ST to NATOMA ST PERSI	Secondary	FY2010-2011	183.10	35.00	6,408.50	2	Slurry, Type II	93.56	95.00	\$3,052.25	\$1,587.17
7647-1	READING ST, PERSIFER ST BIDWELL ST ALY t	Secondary	FY2010-2011	183.20	35.00	6,412.00	2	Slurry, Type II	10.00	95.00	\$3,053.92	\$1,588.04
7585-1	READING ST, PERSIFER ST to PERSIFER ST B	Secondary	FY2010-2011	183.20	35.00	6,412.00	2	Slurry, Type II	27.32	95.00	\$3,053.92	\$1,588.04
4779-1	REDROCK CT, DEERWOOD WAY to EOP	Secondary	FY2010-2011	235.62	30.00	7,068.60	2	Slurry, Type II	75.05	95.00	\$3,366.64	\$1,750.66
11033-1	RIGNEY CT, BALLAST WAY to EOP	Secondary	FY2010-2011	102.71	90.00	9,243.90	2	Slurry, Type II	74.47	95.00	\$4,402.70	\$2,289.40
7373-1	RILEY ST, BIDWELL ST to E BIDWELL ST	Collector	FY2010-2011	455.21	40.00	18,208.40	3	Slurry, Type II	88.92	95.00	\$8,672.33	\$4,509.61
7650-1	RILEY ST, E BIDWELL ST to LEMBI DR	Collector	FY2010-2011	694.11	60.00	41,646.60	4	Slurry, Type II	70.80	95.00	\$19,835.51	\$10,314.47
7910-1	RILEY ST, GLENN DR to WALES DR	Collector	FY2010-2011	839.29	60.00	50,357.40	5	Slurry, Type II	88.92	95.00	\$23,984.31	\$12,471.84
7750-1	RILEY ST, LEMBI DR to GLENN DR	Collector	FY2010-2011	1,430.45	60.00	85,827.00	5	Slurry, Type II	88.92	95.00	\$40,877.83	\$21,256.47
7056-1	RILEY ST, NATOMA ST PERSIFER ST ALY to P	Arterial	FY2010-2011	183.10	40.00	7,324.00	4	Slurry, Type II	87.15	95.00	\$3,488.29	\$1,813.91
6980-1	RILEY ST, NATOMA ST to NATOMA ST PERSIFE	Arterial	FY2010-2011	183.20	40.00	7,328.00	3	Slurry, Type II	87.15	95.00	\$3,490.19	\$1,814.90
25585-1	RILEY ST, ORCHARD DR to HAZELMERE DR	Collector	FY2010-2011	409.11	60.00	24,546.60	5	Slurry, Type II	87.15	95.00	\$11,691.10	\$6,079.37
7195-1	RILEY ST, PERSIFER ST BIDWELL ST ALY to	Arterial	FY2010-2011	186.33	50.00	9,316.50	3	Slurry, Type II	87.15	95.00	\$4,437.28	\$2,307.38
7134-1	RILEY ST, PERSIFER ST to PERSIFER ST BID	Arterial	FY2010-2011	184.01	50.00	9,200.50	3	Slurry, Type II	87.15	95.00	\$4,382.03	\$2,278.66
25584-1	RILEY ST, WALES DR to ORCHARD DR	Collector	FY2010-2011	774.10	60.00	46,446.00	5	Slurry, Type II	87.15	95.00	\$22,121.38	\$11,503.12
2841-1	ROBERTS RD, SUNNYWOOD LN to INWOOD RD	Secondary	FY2010-2011	491.50	26.00	12,779.00	2	Slurry, Type II	62.43	95.00	\$6,086.40	\$3,164.93
9335-1	ROGERS CIR, FARLEY CT to HENRY ST	Secondary	FY2010-2011	736.15	30.00	22,084.50	2	Slurry, Type II	82.17	95.00	\$10,518.44	\$5,469.59
9455-1	ROGERS CIR, HENRY ST to FARLEY CT	Secondary	FY2010-2011	681.08	30.00	20,432.40	2	Slurry, Type II	83.80	95.00	\$9,731.58	\$5,060.42
9582-1	RUSSI CT, TECEIRA WAY to EOP	Secondary	FY2010-2011	406.64	30.00	12,199.20	2	Slurry, Type II	74.02	95.00	\$5,810.26	\$3,021.33
5759-1	RUTH CT, EVELYN WAY to EOP	Secondary	FY2010-2011	245.19	30.00	7,355.70	2	Slurry, Type II	51.48	95.00	\$3,503.38	\$1,821.76
5769-1	RUTH CT, EVELYN WAY to EOP	Secondary	FY2010-2011	267.72	30.00	8,031.60	2	Slurry, Type II	51.48	95.00	\$3,825.30	\$1,989.16
79811-1	SIBLEY ST, NATOMA ST BIDWELL ST ALY to N	Collector	FY2010-2011	71.18	35.00	2,491.30	2	Slurry, Type II	87.22	95.00	\$1,186.56	\$617.01
7643-1	SIBLEY ST, NATOMA ST PERSIFER ST ALY to	Collector	FY2010-2011	183.10	35.00	6,408.50	2	Slurry, Type II	54.88	95.00	\$3,052.25	\$1,587.17

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7782-1	SIBLEY ST, PERSIFER ST BIDWELL ST ALY to	Collector	FY2010-2011	183.20	30.00	5,496.00	2	Slurry, Type II	52.59	95.00	\$2,617.64	\$1,361.17
7716-1	SIBLEY ST, PERSIFER ST to PERSIFER ST BI	Collector	FY2010-2011	183.20	30.00	5,496.00	2	Slurry, Type II	54.65	95.00	\$2,617.64	\$1,361.17
4028-1	SIMMONS WAY, BALDWIN DAM RD to FOXRIDGE	Secondary	FY2010-2011	270.07	36.00	9,722.52	2	Slurry, Type II	83.03	95.00	\$4,630.66	\$2,407.94
4029-1	SIMMONS WAY, FOXRIDGE DR to WOODVIEW DR	Secondary	FY2010-2011	560.09	36.00	20,163.24	2	Slurry, Type II	81.34	95.00	\$9,603.38	\$4,993.76
3932-1	SIMMONS WAY, WOODVIEW DR to EOP	Secondary	FY2010-2011	155.23	36.00	5,588.28	2	Slurry, Type II	82.51	95.00	\$2,661.60	\$1,384.03
2842-1	SUNNYWOOD LN, EOP to ROBERTS RD	Secondary	FY2010-2011	204.98	26.00	5,329.48	2	Slurry, Type II	80.65	95.00	\$2,538.33	\$1,319.93
2843-1	SUNNYWOOD LN, ROBERTS RD to EOP	Secondary	FY2010-2011	137.00	26.00	3,562.00	2	Slurry, Type II	79.85	95.00	\$1,696.52	\$882.19
4939-1	SUNROCK DR, DEERWOOD WAY to EOP	Secondary	FY2010-2011	367.71	30.00	11,031.30	2	Slurry, Type II	68.59	95.00	\$5,254.01	\$2,732.08
4953-1	SUNROCK DR, HILLSWOOD DR to DEERWOOD WAY	Secondary	FY2010-2011	609.69	30.00	18,290.70	2	Slurry, Type II	68.59	95.00	\$8,711.52	\$4,529.99
9420-1	TECEIRA WAY, BIGGS CT to FRAZER CT	Secondary	FY2010-2011	266.64	35.00	9,332.40	2	Slurry, Type II	94.00	95.00	\$4,444.85	\$2,311.32
9186-1	TECEIRA WAY, CONERS CT to CRUICKSHANK DR	Secondary	FY2010-2011	161.94	30.00	4,858.20	2	Slurry, Type II	78.92	95.00	\$2,313.87	\$1,203.21
9100-1	TECEIRA WAY, CRUICKSHANK DR to EOP	Secondary	FY2010-2011	125.29	30.00	3,758.70	2	Slurry, Type II	72.39	95.00	\$1,790.20	\$930.90
9343-1	TECEIRA WAY, FRAZER CT to KEMP CT	Secondary	FY2010-2011	150.07	30.00	4,502.10	2	Slurry, Type II	72.39	95.00	\$2,144.27	\$1,115.02
9273-1	TECEIRA WAY, KEMP CT to CONERS CT	Secondary	FY2010-2011	173.56	30.00	5,206.80	2	Slurry, Type II	74.02	95.00	\$2,479.90	\$1,289.55
9871-1	TECEIRA WAY, RILEY ST to RUSSI CT	Secondary	FY2010-2011	908.18	34.00	30,878.12	2	Slurry, Type II	69.13	95.00	\$14,706.68	\$7,647.47
9557-1	TECEIRA WAY, RUSSI CT to BIGGS CT	Secondary	FY2010-2011	367.46	30.00	11,023.80	2	Slurry, Type II	74.02	95.00	\$5,250.43	\$2,730.23
11815-1	TEDFORD CT, JOHN HENRY CIR to EOP	Secondary	FY2010-2011	159.96	30.00	4,798.80	2	Slurry, Type II	77.21	95.00	\$2,285.58	\$1,188.50
11250-1	TURN PIKE DR, CONDUCTOR WAY to COUTS WAY	Collector	FY2010-2011	462.05	49.00	22,640.45	2	Slurry, Type II	55.42	95.00	\$10,783.23	\$5,607.28
11377-1	TURN PIKE DR, COUTS WAY to BOXCAR WAY	Collector	FY2010-2011	405.45	49.00	19,867.05	2	Slurry, Type II	92.40	95.00	\$9,462.31	\$4,920.40
11123-1	TURN PIKE DR, FAITHORNE LN to PERKINS ST	Collector	FY2010-2011	236.00	49.00	11,564.00	2	Slurry, Type II	74.42	95.00	\$5,507.72	\$2,864.01
11383-1	TURN PIKE DR, FANTAGES WAY to NATOMA STA	Collector	FY2010-2011	517.37	49.00	25,351.13	2	Slurry, Type II	77.96	95.00	\$12,074.28	\$6,278.62
10881-1	TURN PIKE DR, HOPFIELD DR to HOPFIELD DR	Collector	FY2010-2011	550.26	49.00	26,962.74	2	Slurry, Type II	55.42	95.00	\$12,841.86	\$6,677.77
10984-1	TURN PIKE DR, HOPFIELD DR to WHISTLE STO	Collector	FY2010-2011	278.35	50.00	13,917.50	2	Slurry, Type II	67.08	95.00	\$6,628.65	\$3,446.90
11172-1	TURN PIKE DR, PERKINS STATION WAY to CON	Collector	FY2010-2011	279.32	49.00	13,686.68	2	Slurry, Type II	92.15	95.00	\$6,518.71	\$3,389.73
11069-1	TURN PIKE DR, WHISTLE STOP WAY to FAITHO	Collector	FY2010-2011	418.79	49.00	20,520.71	2	Slurry, Type II	74.42	95.00	\$9,773.64	\$5,082.29
4339-1	VALLEY OAK CT, GAINSBOROUGH CIR to EOP	Secondary	FY2010-2011	115.39	30.00	3,461.70	2	Slurry, Type II	81.56	95.00	\$1,648.74	\$857.35
4646-1	VAN ELGORT CT, GAINSBOROUGH CIR to EOP	Secondary	FY2010-2011	284.59	30.00	8,537.70	2	Slurry, Type II	80.31	95.00	\$4,066.35	\$2,114.50
2729-1	VAN WINKLE CT, INWOOD RD to FITHIAN WAY	Secondary	FY2010-2011	253.00	30.00	7,590.00	2	Slurry, Type II	75.98	95.00	\$3,614.98	\$1,879.79
4549-1	VISTA OAK DR, OAK AVE to GAINSBOROUGH CI	Collector	FY2010-2011	307.72	35.00	10,770.20	2	Slurry, Type II	80.28	95.00	\$5,129.65	\$2,667.42
11528-1	VONNIE CT, ORANGE BLOSSOM CIR to EOP	Secondary	FY2010-2011	84.26	54.00	4,550.04	2	Slurry, Type II	80.47	95.00	\$2,167.10	\$1,126.89
11056-1	WHISTLE STOP WAY, TURN PIKE DR to BAYLIN	Secondary	FY2010-2011	380.52	36.00	13,698.72	2	Slurry, Type II	82.09	95.00	\$6,524.45	\$3,392.71
4063-1	WOODVIEW CT, WOODVIEW DR to EOP	Secondary	FY2010-2011	399.68	36.00	14,388.48	2	Slurry, Type II	82.51	95.00	\$6,852.97	\$3,563.54
4256-1	WOODVIEW DR, GAINSBOROUGH CIR to GRASSWO	Secondary	FY2010-2011	203.94	35.00	7,137.90	2	Slurry, Type II	79.72	95.00	\$3,399.65	\$1,767.82
4189-1	WOODVIEW DR, GRASSWOOD CT to WOODVIEW CT	Secondary	FY2010-2011	306.54	36.00	11,035.44	2	Slurry, Type II	79.21	95.00	\$5,255.98	\$2,733.11
4064-1	WOODVIEW DR, WOODVIEW CT to SIMMONS WAY	Secondary	FY2010-2011	235.01	30.00	7,050.30	2	Slurry, Type II	83.54	95.00	\$3,357.93	\$1,746.12
11824-1	YANKTON ST, FANTAGES WAY to ORANGE BLOSS	Secondary	FY2010-2011	1,162.71	30.00	34,881.30	2	Slurry, Type II	82.10	95.00	\$16,613.32	\$8,638.93
11568-1	YANKTON ST, ORANGE BLOSSOM CIR to FANTAG	Secondary	FY2010-2011	225.73	30.00	6,771.90	2	Slurry, Type II	78.84	95.00	\$3,225.33	\$1,677.17
					Total SF	3,558,999.56						
3663-1	BLUE LAKE DR, BLUE LAKE DR to HUDSON WAY	Secondary	FY2010-2011	724.19	30.00	21,725.70	2	Overlay	65.09	100.00	\$43,320.68	\$43,320.68
3459-1	BLUE LAKE DR, CLIFTON CT to BLUE LAKE DR	Secondary	FY2010-2011	238.88	30.00	7,166.40	2	Overlay	93.68	100.00	\$14,289.68	\$14,289.68
3332-1	BLUE LAKE DR, VALLEY PINES DR to CLIFTON	Secondary	FY2010-2011	612.88	30.00	18,386.40	2	Overlay	64.98	100.00	\$36,662.17	\$36,662.17
3774-1	CHELSEA CT, EOP to EOP	Secondary	FY2010-2011	233.13	30.00	6,993.90	2	Overlay	64.27	100.00	\$13,945.72	\$13,945.72
3662-1	HUDSON WAY, EOP to BLUE LAKE DR	Secondary	FY2010-2011	352.14	30.00	10,564.20	2	Overlay	65.09	100.00	\$21,064.84	\$21,064.84

City of Folsom
 Biennial Pavement Maintenance Report Utilizing Measure A Funding
 July 1, 2009 - June 30, 2011

<u>Segment ID</u>	<u>Street</u>	<u>Classification</u>	<u>Year of Work</u>	<u>Length</u>	<u>Width</u>	<u>Sq. Feet</u>	<u>Lanes</u>	<u>Treatment</u>	<u>Before PCI</u>	<u>After PCI</u>	<u>Total Cost</u>	<u>Measure A %</u>
3216-1	OAKPLACE, EOP to EOP	Secondary	FY2010-2011	331.97	30.00	9,959.10	2	Overlay	64.43	100.00	\$19,858.28	\$19,858.28
3436-1	OAKPLACE, EOP to EOP	Secondary	FY2010-2011	704.59	30.00	21,137.70	2	Overlay	64.54	100.00	\$42,148.22	\$42,148.22
4167-1	PINE VIEW DR, EOP to EOP	Secondary	FY2010-2011	247.12	35.00	8,649.20	2	Overlay	64.16	100.00	\$14,782.59	\$14,782.59
4065-1	PINE VIEW DR, PINE VIEW DR to VALLEY PIN	Secondary	FY2010-2011	1,823.16	35.00	63,810.60	2	Overlay	63.39	100.00	\$109,060.50	\$109,060.50
4066-1	PINEGROVE WAY, PINE VIEW DR to CHELSEA C	Secondary	FY2010-2011	844.38	30.00	25,331.40	2	Overlay	63.94	100.00	\$50,510.38	\$50,510.38
					Total SF	193,724.60						

City of Galt - Pavement Management System
July 1, 2009 to June 30, 2011

Street Name	Beginning Location	Ending Location	Functional Classification	Construction Year	Length	Width	Area	# lanes	Type Maintenance	Cost	Measure A Contribution	Before PCI	After PCI
										Maintenance Improvement			
C Street	St Hwy 99	Lincoln Way	Aterial	1950	2,190	61	133,590	2	Overlay	\$206,616	\$1,270	50	92
Elm Ave	Lincoln Way	Industrial	Aterial	1950	1,629	43	70,047	2	Overlay	\$108,342	\$666	50	93
New Hope Road	1st Street	City Limits	Aterial	1950	1,280	63	80,640	2	Overlay	\$124,743	\$767	50	92

Pavement and Bridge Maintenance Report

The City of Rancho Cordova uses Gas Tax funds for its street rehabilitation projects. Measure A Maintenance funds are used for general maintenance activities. The table below shows the amount of New Measure A Maintenance funds that were used each fiscal year.

New Measure A Maintenance Expenditures		
Activity Type	09-10	10-11
Contract Management	\$ 31,152.82	\$ 117,403.57
Traffic Signal Maintenance	\$ 112,427.46	\$ 395,241.03
Traffic Operations	\$ 12,661.31	\$ 33,281.68
Signs & Marking Maintenance	\$ 15,316.34	\$ 16,360.14
Pavement Maintenance	\$ 30,854.91	\$ 71,096.92
Landscape Maintenance	\$ 95,683.20	\$ 125,161.35
Bridge Maintenance	\$ 9,656.76	\$ 16,284.99
Hazardous Waste Response	\$ 9,900.21	\$ 55,726.54
Total:	\$ 317,653.01	\$ 830,556.22

The table below shows the various types of pavement maintenance, the location, and quantity. Most of fiscal year 09/10 was paid for by Old Measure A funds. I was unable to differentiate which pavement maintenance activities were old versus new measure A so the table below shows all activities.

Pavement Maintenance 09-10				
Activity Type	Location	Quantity	Unit	Cost
Pothole Patching		1386.5	SF	\$26,589.10
Skin Patching	Chase Dr	82	SF	\$1,041.56
	Sunrise Blvd	38	SF	\$2,036.05
	Douglas Rd	140	SF	\$1,097.20
	Grant Line Rd	230	SF	\$4,684.52
Curb/Gutter/Sidewalk Repair		56	SF	\$3,928.96
Sidewalk Grinder Repair		40	SF	\$2,125.38
Base Repair	Cordova Ln	4	SF	\$466.42
Ditch Cleaning		1800	FT	\$13,753.86
Crack Sealing	Sunrise Blvd	7.35	MIL	\$48,983.01
Total:				\$104,706.06

The table below shows the various types of pavement maintenance, the location, and quantity. The quantity of base repair on Hirschfield Way was not reported since it was an emergency repair. The work on Mather Field Road was likely charged to International Drive. Miscellaneous repairs include minor activities like guardrail repair.

Pavement Maintenance 10-11				
Activity Type	Location	Quantity	Unit	Cost
Pothole Patching		2067	SF	\$46,484.75
Skin Patching	Folsom Blvd	78	SF	\$1,081.30
	Rockingham Rd	146	SF	\$2,676.18
	Mather Field Rd	12	SF	\$0.00
	International Dr	156	SF	\$2,190.96
	Sunrise Blvd	45	SF	\$2,994.45
Curb/Gutter/Sidewalk Repair		19	SF	\$1,552.97
Sidewalk Grinder Repair		1	SF	\$192.56
Base Repair	Hirschfield Way	0	SF	\$6,291.02
Ditch Cleaning		26400	FT	\$1,424.85
Retaining Wall Repair		547	FT	\$3,528.53
Miscellaneous Repairs				\$2,679.35
Total:				\$71,096.92

City of Sacramento
Department of Transportation - Street Services Division
Measure A Pavement Maintenance Funding
Biennial Report to the Sacramento Transportation Authority
FY2009/2010 & FY2010/2011

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 \$88 million. The City of Sacramento has set a goal to maintain the average pavement quality index of 72 within the City's network system.

FY2009/2010 Activities

The Advanced Planning section prepared the 2009 resurfacing programs which included city funded overlay, federal funded overlay and the street seal resurfacing projects which totaled \$6,309,197. These projects were delivered using a combination of Gas Tax, Federal and TCRF funds.

No Measure A funds were expended for the delivery or construction of these resurfacing projects. Measure A funds were used for operations budget only.

FY2010/2011 Activities

The Advanced Planning section prepared the 2010 resurfacing programs which included: city funded overlay, federal funded overlay, and street seal resurfacing projects which totaled \$6,937,316. These projects were delivered using a combination of Gas Tax, Federal and TCRF funds.

No Measure A funds were expended for the delivery or construction of these resurfacing projects. Measure A funds were used for the operations budget only.

Funding

	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY 2009/2010	\$1,528,915	78%	\$440,957	22%	\$1,969,872
FY2010/2011	\$1,034,351	81%	\$815,521	19%	\$1,849,872

PAVEMENT MAINTENANCE ORG 15001631

The Pavement Maintenance section maintains the City’s 3,040 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

	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY 2009/2010	\$5,268,587	76%	\$1,678,541	24%	\$6,947,128
FY2010/2011	\$4,862,539	73%	\$1,806,771	27%	\$6,669,310

Attachment 4 and **Attachment 5** show the Measure A pavement preparation work that was completed during FY2009-FY2011

CONCRETE MAINTENANCE**ORG 151641**

Sacramento has approximately 2,200 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

	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY 2009/2010	\$1,065,741	16%	\$5,467,432	84%	\$6,533,173
FY2010/2011	\$1,085,735	21%	\$4,166,279	79%	\$5,252,014

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 3,040 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 additional badly needed construction materials and paint supplies.

Funding

	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY 2009/2010	\$278,754	12%	\$2,063,167	88%	\$2,341,921
FY2010/2011	-	-	-	-	-

TRAFFIC SIGNALS & LIGHTING **ORG 15001691**

Traffic Signals & Lighting is responsible for maintaining 789 signalized intersections within the City of Sacramento's street network system. The Measure A Funding allowed this section to purchase badly needed materials, electrical supplies and equipment that has either failed or exceeded its useful life.

Funding

	Measure A		Other Funding Sources		Total Operating Budget Cost
	Amount	% Total	Amount	% Total	
FY 2009/2010	-	-	-	-	-
FY2010/2011	\$674,233	37%	\$1,148,133	63%	\$1,822,366

ATTACHMENTS

Attachment 1

MEASURE A FUNDING FY2009 - 2011

		Fiscal Year	
		2009 / 2010	2010 / 2011
Org Unit	Description	\$ 8,796,241	\$ 7,211,604
15001621	Advance Plng & Admin	\$ 1,528,915	\$ 1,034,351
15001631	Pavement	\$ 5,268,587	\$ 4,862,539
15001641	Concrete	\$ 1,065,741	\$ 1,085,735
15001661	Signs/Marking	\$ 278,754	-
15001691	Traffic Signals & Lighting	-	\$ 624,233
	<i>STA Board Deduction</i>	\$ (211,010)	-
	Subtotal Operations	\$ 7,930,987	\$ 7,606,858

		Fiscal Year	
		2009 / 2010	2009 / 2010
CIP	Description		
R15100800	Pavement Mgmt	\$ 50,000	\$ 50,000
R15102000	St Overlay Seals	\$ 50,000	-
R15102200	Bridge Maint Program	\$ 25,000	\$ 25,000
R15102300	Bridge Const & Maint	\$ 50,000	-
R15102800	Work Management	\$ 60,000	\$ 60,000
R15112000	Overlays / Seals	-	\$ 50,000
T15112300	Bridge Const & Maint	-	\$ 50,000
	Subtotal CIP	\$ 235,000	\$ 235,000
	Funds Carry Over For Fiscal Year	-	\$ 630,254
	Total Received	\$ 8,796,241	\$ 7,841,858
	Total Distributions	\$ 8,165,987	\$ 7,841,858
	Difference To Carry Over	\$ 630,254	-

Attachment 2**Pavement Maintenance Measure A Expenditure**

Activity	FY2009/2010			FY2010/2011		
	Quantity	Unit	Cost	Quantity	Unit	Cost
Asphalt Saw Cutting	-		-	25,804	l.f.	\$53,161
Box Paving	75,908	sq. ft.	\$63,532	130,751	sq. ft.	\$207,076
Crack Sealing	2,648	l.f.	\$157,698	4,197	l.f.	\$124,002
Crown Pass Paving	29,276	sq. ft.	\$16,577	-		-
Culvert Installations	4,718	ea	\$56,928	1,398	ea	\$20,043
Debris Removal	116,409	l.f.	\$206,036	138,672	l.f.	\$198,187
Demolition	36,923	sq. ft.	\$696,019	38,307	sq. ft.	\$627,977
Forming	11,903	l.f.	\$308,365	10,042	l.f.	\$304,723
Full Depth Grind (Heavy)	-		-	108,491	sq. ft.	\$263,899
Full Depth Grind (Light)	9,651	sq. ft.	\$56,235	20,990	sq. ft.	\$138,747
Full Depth Grind (Medium)	40,376	sq. ft.	\$107,248	-		-
Inspection & Oversight	6,378	ea	\$114,229	3,950	ea	\$114,691
Miscellaneous Paving	184,412	sq. ft.	\$1,161,434	118,867	sq. ft.	\$957,435
Mowing	29,279	l.f.	\$17,092	13,224	l.f.	\$10,320
Pave Back to New C&G	133,280	l.f.	\$673,816	80,064	l.f.	\$463,799
Pavement Base Repair	354,830	sq. ft.	\$1,483,056	350,487	sq. ft.	\$1,531,376
Pothole Repair	12,654	ea	\$311,191	13,923	ea	\$372,003
Pour & Finish	272,099	sq. ft.	\$618,174	216,056	sq. ft.	\$536,094
Rideability Pass Paving	69,750	sq. ft.	\$57,873	70,880	sq. ft.	\$53,333
Shoulder Grading/Paving	134,114	l.f.	\$186,323	118,083	l.f.	\$200,814
Sidewalk Patching	1,746	ea	\$46,033	1,619	ea	\$93,480
Skin Patching	81,068	sq. ft.	\$212,027	52,463	l.f.	\$121,156
Tree Root Removal	2,206	sq. ft.	\$15,597	-		-
Trench Paving	68,770	sq. ft.	\$381,645	49,280	sq. ft.	\$256,901
Total Measure A Expenditure			\$6,947,128			\$6,649,217

Attachment 3

Concrete Maintenance Measure A Expenditure

Activity	FY2009/2010			FY2010/2011		
	Quantity	Unit	Cost	Quantity	Unit	Cost
Concrete Surface Repair/Replace	140	w.o.	\$1,126,452	338	w.o.	\$1,022,473
Concrete Curb Ramps	434	ea	\$2,645,576	223	ea	\$756,218
Curb & Gutter	856	w.o.	\$582,669	919	w.o.	\$1,582,837
Utility Cuts	515	w.o.	\$397,253	483	w.o.	\$289,829
Concrete Bus Pads	8	w.o.	\$33,280	9	w.o.	\$20,961
Sidewalk Repair/Replace	1,503	w.o.	\$1,732,825	1,587	w.o.	\$1,543,965
Repair Concrete Alleys	9	w.o.	\$15,118	12	w.o.	\$4,825
City Signals				1	w.o.	\$30,906
Total Measure A Expenditure			\$6,533,173			\$5,252,014

Attachment 4

FY2009-2010 MEASURE A PAVEMENT MAINTENANCE PREPARATION

Constructuon Year	WO Description	Street	Limits	Fun. Class	Length (ft)	Width(ft)	Sq Yds	Lanes	Last Rehab	Total Cost \$	Before PQI	After PQI
FY 2010	9th Ave FY 2010 CIP	9th Ave	65th St 0 San Joaquin St	Residential	1580	27	4,740	2	Rubber Cape	\$43,220	55	85
FY 2010	Pebblewood / Truxel / W El Camino / Fairweather Area	Various Streets	Residential bounded by San Juan to the North, W El Camino to the South, Truxel to the West, Fairweather to the East	Residential			263,523	2	Rubber Cape / Slurry	\$592,233	55	85
FY 2010	Valley Hi Area	Valley Hi Dr	Center Pky - Mack Rd	Collector	6500	60	43,333	4	Micro	\$10,701	60	90
FY 2010	Arterial CIP	Various Streets	Various Arterial Streets	Arterial			465,000	4	Rubberized Overlay	\$4,581	60	95
FY 2010	13th St & 43rd Ave CIP area	Various Streets	Residential bounded by 35th Ave to the North, 43rd Ave to the South, S Land Park Dr to the West, Park Village St to the East	Residential			78,450	2	Micro / Slurry	\$56,129	60	90
FY 2010	Alma Vista Way CIP area	Various Streets	Residential area bounded by Florin Rd to the North, Meadowview Rd to the South, I-5 to the West, Freeport Blvd to the East	Residential			83,300	2	Rubber Cape	\$121,707	55	85
FY 2010	Gloria Dr CIP	Gloria Dr	Florin Rd - 43rd Ave	Collector	8200	60	54,667	2	Micro	\$20,953	60	90
FY 2010	South Land Park Dr CIP	S Land Park Dr	Willow Lake Way - 13th St	Collector	3350	35	13,028	2	Micro	\$3,779	60	90
FY 2010	Riverside Bl CIP	Riverside Blvd	Deer River Way - Florin Rd	Collector	6900	32	24,533	4	Rubberized Overlay	\$18,271	55	95

FY2009-2010 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
FY 2010	Encinal Ave CIP	Various Streets	Residential area bounded by Encinal Ave to the North, 47th Ave to the South, 24th St to the West, 27th St to the East	Residential			51,900	2	Slurry	\$4,704	63	90
FY 2010	Valley Hi Dr CIP Area	Various Streets	Residential area bounded by Valley Hi Dr to the North, Cosumnes River Blvd to the South, Franciscan Way to the West, Center Pkwy to the East	Residential			12,900	2	Rubber Cape	\$8,447	55	85
FY 2010	Shasta Ave CIP area	Shasta Ave	7900 Shasta Ave - 7540 Shasta Ave	Residential	2800	26	8,089	2	Overlay	\$9,803	55	95
FY 2010	Natomas / Del Paso Rd / Club Center Area	Various Streets	Residential area bounded by Club Center Dr to the North, Del Paso Rd to the South, Natomas Blvd to the West, City Limit to the East	Residential			233,200	2	Slurry	\$3,632	63	90
FY 2010	13 St CIP	13th St	P St to N St	Local	850	45	18,950	2	Rubberized Overlay / Rubber Cape	\$8,837	55	95
FY2009-FY2010 Total Cost										\$906,995		

FY2010-2011 MEASURE A PAVEMENT MAINTENANCE PREPARATION

Constructuon Year	WO Description	Street	Limits	Fun. Class	Length (ft)	Width(ft)	Sq Yds	Lanes	Last Rehab	Total Cost \$	Before PQI	After PQI
FY 2011	Blumenfeld / Tribute / Fee Dr	Various Streets	Various streets bounded by Arden Way to the North, Tribute Rd to the West & South, 80 to the West	Industrial			40,200	2	Rubber Cape	\$167,432	55	85
FY 2011	12th Ave BTWN MLK & Hwy 99	12th Ave	MLK - 99	Arterial	3,200	34	12,089	2	Microsurface	\$67,946	60	90
FY 2011	South Land Park Drive CIP	South Land Park	35th Ave - Moss Dr	Collector	2,700	45	13,500	2	Microsurface	\$49,504	60	90
FY 2011	Stockton Blvd CIP	Stockton Blvd	4th Ave - Miller Way	Arterial	3,500	47	18,278	4	Bonded Wearing Course	\$60,637	60	95
FY 2011	J St CIP	J St	10th St - 13th St	Arterial	1,290	44	6,307	3	Microsurface	\$29,969	60	90
FY 2011	8th St CIP	8th St	P St - K St	Arterial	2,130	31	7,337	3	Bonded Wearing Course	\$85,493	55	95
FY 2011	Pocket Area CIP	Havenside Dr	Florin Rd - Gloria Dr	Collector	3,300	35	12,833	2	Rubberized Overlay	\$61,603	55	95
FY 2011	Del Paso Blvd Btwn El Camino & Marysville Blvd	Del Paso Blvd	El Camino Ave - Marysville Blvd	Arterial	3,800	83	35,044	4	Rubberized Overlay	\$15,082	55	95
FY 2011	Lake Park Dr CIP area	Various Streets	Residential area bounded by Gloria Dr to the North, Freehaven Dr to the South, Greenhaven to the West, South Land Park Dr to the East	Residential			34,900	2	Rubber Cape	\$167,105	55	90
FY 2011	Encinal Ave CIP	Various Streets	Residential area bounded by Encinal Ave to the North, 47th Ave to the South, 24th St to the West, 27th St to the East	Residential			51,900	2	Slurry	\$46,897	63	90

FY2010-2011 MEASURE A PAVEMENT MAINTENANCE PREPARATION

Constructuon Year	WO Description	Street	Limits	Fun. Class	Length (ft)	Width(ft)	Sq Yds	Lanes	Last Rehab	Total Cost \$	Before PQI	After PQI
FY 2011	Pinell St / Bell Ave Area	Bell Ave & Pinell St		Residential			20,000	3	Bonded Wearing Course	\$176,323	55	95
FY 2011	Inspecting Seal Areas North & South									\$7,415		
FY2010-FY2011 Total Cost										\$935,407		

**Sacramento County Department of Transportation
Operations and Maintenance - 2009-11 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 \$	Measure A Contribution	PCI Before	PCI After
FY 9/10 - PAVEMENT MAINTENANCE													
SOUTH													
Alta Mesa Rd	n/o Rising Road	Welch Road	7	2010	5764	22	126,808	2	2" Spot Pave	\$254,000	\$63,500	40	100
Pringle Ave	Christensen Rd	Sargent Road	9	2010	5332	22	117,304	2	2" Spot Pave	\$235,000	\$58,750	40	100
Wilton Road	Green Road	Deer Creek Bridge	7	2010	5206	30	156,180	2	2" Spot Pave	\$313,000	\$78,250	41	100
Meta Ct	Haycock		9	2009	1300	21	27,300	2	2" Spot Pave	\$55,000	\$13,750	34	100
Dillard Road	Alta Mesa Road	Wilton Road	7	2010	3847	23	88,481	2	2" Spot Pave	\$177,000	\$44,250	50	100
South Lincoln	Widen Bike lane	Kost Rd	19	2009	1000	5	11,430	2	pave	\$23,000	\$5,750	70	100
Sherman Island Rd	Hwy 160	Rd.	9	2010	3750	22	82,500	2	2" Spot Pave	\$165,000	\$41,250	34	100
Arno Rd.	Hwy 99	McKenzie Rd	8	2010	5466	22	120,252	2	2" Spot Pave	\$241,000	\$60,250	38	100
Excelsior Rd	Spiva Rd.	Dierks	8	2010	2068	22	45,496	2	2" Spot Pave	\$91,000	\$22,750	46	100
Excelsior Rd	Stallion	Silent Wings	8	2010	1250	22	27,500	2	2" Spot Pave	\$55,000	\$13,750	46	100
									TOTAL =	\$1,609,000	\$402,250		
NORTH													
Garden Hwy	Powerline Road	Elverta Road	9	2010	1320	24	31,680	2	2" Spot Pave	\$64,000	\$16,000	33	100
Garden Hwy	Powerline Road	Elverta Road	9	2010	1320	24	31,680	2	2" Spot Pave	\$64,000	\$16,000	33	100
Powerline Road	Bayou Road	Garden Hwy	8	2010	2000	20	40,000	2	2" Spot Pave	\$80,000	\$20,000	63	100
Chesney Way	Q Street	North End	19	2010	600	19	11,400	2	2" Spot Pave	\$23,000	\$5,750	30	100
Elwyn	Rio Linda Bl	North	17	2010	3300	22	72,600	2	2" Spot Pave	\$146,000	\$36,500	33	100
Lilac Lane	6th	Rio Linda Bl	19	2010	1320	28	36,960	2	2" Spot Pave	\$74,000	\$18,500	22	100
U Street	W 6th	2nd Street	17	2010	3950	18	71,100	2	2" Spot Pave	\$143,000	\$35,750	38	100
Q Street	Marysville	2nd Street	17	2010	3770	19	71,630	2	2" Spot Pave	\$144,000	\$36,000	32	100
Tioga Way	Fulton Ave	Lacy Lane	19	2010	2270	20	45,400	2	2" Spot Pave	\$91,000	\$22,750	41	100
Wright	Edison Ave	Marconi	19	2010	4200	22	92,400	2	2" Spot Pave	\$185,000	\$46,250	59	100
Bonnie	Arden Way	Armstrong Dr	19	2010	1415	25	35,375	2	2" Spot Pave	\$71,000	\$17,750	29	100
Echo Way	Fulton Ave	Shasta Way	19	2010	1600	18	28,800	2	2" Spot Pave	\$58,000	\$14,500	52	100
Lemon St	Pennsylvania Ave	New York Ave	19	2010	872	22	19,184	2	2" Spot Pave	\$39,000	\$9,750	32	100

**Sacramento County Department of Transportation
Operations and Maintenance - 2009-11 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 \$	Measure A Contribution	PCI Before	PCI After
Elm Av	Hazel Ave	East 1,500'	7	2010	1500	42	63,000	2	2" Spot Pave	\$126,000	\$31,500	61	100
Central Ave	Beech Ave	Hazel Ave	7	2010	638	40	25,520	2	2" Spot Pave	\$52,000	\$13,000	44	100
Fortuna Way	Hazel Ave	East End	19	2010	660	21	13,860	2	2" Spot Pave	\$28,000	\$7,000	43	100
									TOTAL =	\$1,388,000	\$347,000		
FY 09/10 - BRIDGE MAINTENANCE													
Dillard Road	0.1 mi S/O Jackson Road (SR 16)		7	2009	406	24	9,744	2	Place Rip-Rap Rocks around Pier No.3	\$75,000	\$18,750	N/A	N/A
Riza Avenue Bridge	connecting 53rd Ave w/ Riza Ave		19	2009	100	5	500	N/A	Remove & Replace timber components of the deck and sub-structure.	\$50,000	\$12,500	N/A	N/A
Twin Cities Bridge	2.0 mi E/O River Road		7	2010	186	22	4,100	2	Remove and Replace all the metal panels.	\$100,000	\$25,000	N/A	N/A
McKenzie Road	0.5 mi S/O Arno Road		9	2009	19	24	480	2	Remove and Replace the timber bridge	\$75,000	\$18,750	N/A	N/A
Walnut Grove Bridge	in Walnut Grove		7	2009	300	27	8,100	2	Remove and replace the existing generator	\$60,000	\$15,000	N/A	N/A
Miller Ferry Bridge	4.3 mi W/O I-5 on Walnut Grove-Thornton Road		19	2010	235	24	5,570	2	Provide Mechanical and electrical support to San Joaquin County	\$20,000	\$5,000	N/A	N/A
Old Pedestrian Bridge Fair Oaks Blvd.	0.3 mi E/O Sunrise Blvd parallel to Sunrise Bridge		N/A	2010	400	18	7,200	N/A	Assist County Parks to repair the existing deck	\$12,000	\$3,000	N/A	N/A
									TOTAL =	\$392,000	\$98,000		

**Sacramento County Department of Transportation
Operations and Maintenance - 2009-11 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 \$	Measure A Contribution	PCI Before	PCI After
FY 10/11 - PAVEMENT MAINTENANCE													
SOUTH													
Frasinetti Rd	Florin Rd	South End	19	2010	2,400	24	57,600	2	2" Spot Pave	\$116,000	\$29,000	38	100
Pomegranate Ave	Sachi Way	Prep-(Speed tables)	19	2010	500	21	10,500	2	2" Spot Pave	\$21,000	\$5,250	52	100
Victory Lane	e/o Stockton Blvd	Prep-(Speed tables)	19	2010	350	21	7,350	2	2" Spot Pave	\$15,000	\$3,750	38	100
A.R. Bike Trail (Parks)	w/o Howe Ave	Watt Ave	N/A	2010	8,500	12	102,000	2	2" Spot Pave	\$204,000	\$51,000	N/A	N/A
Gold Country Blvd	Gold Flat Dr	Eureka Canal Dr	16	2010	2,000	11	22,000	2	4" Base Grind	\$44,000	\$11,000	64	100
Tyler Island Br Rd	Tyler Island Rd	River Road	09	2010	3,800	21	79,800	2	2" Spot Pave	\$160,000	\$40,000	22	100
Conley Road	Cherokee Road	Twin Cities Rd	09	2010	5,280	22	116,160	2	2" Spot Pave	\$233,000	\$58,250	40	100
River Road	Vorden Road	Russell Road	08	2010	5,200	22	114,400	2	2" Spot Pave	\$229,000	\$57,250	50	100
Twin Cities Road	W/O Pelandini Rd	Bruceville Rd	07	2011	7,860	24	188,640	2	2" Spot Pave	\$378,000	\$94,500	43	100
Scott Rd	Whiterock Rd	go South 6000'	07	2011	2,400	22	26,400	2	2" Spot Pave	\$53,000	\$13,250	55	100
Kiefer Landfill (WM)	Scale House	Green Waste Pad	N/A	2010	2,300	Varies	26,000	2	2" Spot Pave	\$52,000	\$13,000	N/A	N/A
Mather Blvd (SRCSD)	e/o Femoyer St		19	2010	600	22	13,200	2	2" Spot Pave	\$27,000	\$6,750	N/A	N/A
Franklin Blvd Bridge	n/o Desmond		7	2010	600	22	13,200	2	2" Spot Pave	\$27,000	\$6,750	N/A	N/A
Twin Cities Road	2.0 mi E/O River Road		7	2010	400	21	8,400	2	2" Spot Pave	\$17,000	\$4,250	N/A	N/A
									TOTAL =	\$1,576,000	\$394,000		
NORTH													
Garden Hwy	Powerline Road	Elverta Road	9	2010	4,217	24	101,200	2	2" Spot Pave	\$203,000	\$50,750	33	100
Garden Hwy	Powerline Road	Elverta Road	9	2010	2,000	24	48,000	2	2" Spot Pave	\$96,000	\$24,000	33	100
Powerline Road	n/o Del Paso Road	Bayou Road	8	2010	1,800	20	40,000	2	2" Spot Pave	\$80,000	\$20,000	63	100
Elverta Road	Powerline Road	east 1500'	8	2010	1,700	30	33,000	2	2" Spot Pave	\$66,000	\$16,500	61	100
Elverta Road	4000' e/o Powerline	east 1500'	8	2010	500	30	34,000	2	2" Spot Pave	\$68,000	\$17,000	61	100
N Street	Rio Linda Bl	6th Ave	19	2010	950	25	23,750	2	2" Spot Pave	\$48,000	\$12,000	40	100
U Street	e/o 2nd Street	Rio Linda Blvd	17	2010	2,900	20	58,000	2	2" Spot Pave	\$116,000	\$29,000	35	100
Q Street	e/o 2nd Street	Rio Linda Blvd	17	2010	1,240	33	43,400	2	2" Spot Pave	\$87,000	\$21,750	29	100
Cosmos Av	Crocker Road	Larch Ave	19	2010	850	22	20,188	2	2" Spot Pave	\$41,000	\$10,250	57	100

**Sacramento County Department of Transportation
Operations and Maintenance - 2009-11 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 \$	Measure A Contribution	PCI Before	PCI After
Brookside Way	Grant Ave	s/end	19	2010	850	26	22,100	2	2" Spot Pave	\$45,000	\$11,250	23	100
Mapel Lane	Barrett Road	Linda Way	19	2010	1,250	22	27,500	2	2" Spot Pave	\$55,000	\$13,750	30	100
Marshall Ave	Fair Oaks Blvd	address 4112	17	2010	700	22	15,400	2	2" Spot Pave	\$31,000	\$7,750	35	100
La Colina	Marconi Ave	Garfield Ave	19	2010	910	26	23,660	2	2" Spot Pave	\$48,000	\$12,000	23	100
Gunn Road	Marconi Ave	Kenneth Ave	19	2010	750	26	19,500	2	2" Spot Pave	\$39,000	\$9,750	30	100
Champlain Lane	Fair Oaks Blvd	END	19	2010	700	26	18,200	2	2" Spot Pave	\$37,000	\$9,250	43	100
Pennsylvania Ave	Fair Oaks Blvd	North 1292'	19	2010	1,292	26	33,592	2	2" Spot Pave	\$68,000	\$17,000	30	100
Pennsylvania Ave	Fair Oaks Blvd	Magnolia Ave	19	2010	600	20	12,000	2	2" Spot Pave	\$24,000	\$6,000	30	100
New York Ave	Fair Oaks Blvd	Winding Way	19	2010	1,770	30	38,392	2	2" Spot Pave	\$77,000	\$19,250	25	100
New York Ave	Fair Oaks Blvd	Magnolia Ave	19	2010	850	35	29,750	2	2" Spot Pave	\$60,000	\$15,000	25	100
Olive Grove Dr	Elm Ave	s/end	19	2010	650	22	14,300	2	2" Spot Pave	\$29,000	\$7,250	56	100
Heritage Oak Ct	Elm Ave	n/end	19	2010	225	24	5,400	2	2" Spot Pave	\$11,000	\$2,750	19	100
									TOTAL =	1,329,000	332,250		
FY 10/11 - BRIDGE MAINTENANCE													
Vorden Road	0.5 mi E/O River Road		19	2011	100	28	2,800	2	Remove & Replace Culvert and Guardrail	\$300,000	\$75,000	N/A	N/A
Tyler Island Road	0.7 mi E/O River Road (SR 160)		19	2010	192	24	4,610	2	Install Reinforce Concrete Floodwall	\$200,000	\$50,000	N/A	N/A
Tyler Island Road	0.7 mi E/O River Road (SR 160)		19	2010	192	24	4,610	2	Install Two New Bents & Place Rip-Rap Rocks at Abutment No.1	\$80,000	\$20,000	N/A	N/A
Tyler Island Road	0.7 mi E/O River Road (SR 160)		19	2010	192	24	4,610	2	Install I-Beam under the Gate Platform	\$20,000	\$5,000	N/A	N/A
McKenzie Road	0.9 mi S/O Arno Road		19	2010	210	20	4,200	2	Replace a Bent Cap & Install a False Bent	\$100,000	\$25,000	N/A	N/A

**Sacramento County Department of Transportation
Operations and Maintenance - 2009-11 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 \$	Measure A Contribution	PCI Before	PCI After
Franklin Road	1.8 mi N/O San Jaquin County Line		7	2010	495	24	11,880	2	Remove AC & Repair Deck & Place New AC	\$87,000	\$21,750	N/A	N/A
Clay Station Road	3.5 mi N/O Twin Cities Rd (SR 104)		7	2011	130	36	4,680	2	Replace a Bent Cap & Install a False Bent	\$30,000	\$7,500	N/A	N/A
Walnut Grove-Thornton Bridge	4.3 mi W/O I-5 on Walnut Grove - Thornton Road		7	2011	232	24	5,570	2	Provide Mechanical and Electrical Support to San Joaquin County	\$20,000	\$5,000	N/A	N/A
Sutter Slough Bridge	Hwy 160	Yolo County Line	7	2010	190	26	4,940	2	Repair Deck	\$15,000	\$3,750	N/A	N/A
Freeport Blvd. Bridge	Hwy 160	Yolo County Line	7	2010	230	26	5,980	2	Repair Rub Rails	\$15,000	\$3,750	N/A	N/A
									TOTAL =	\$867,000	\$216,750		
NOTES													
Year	Lane Mileage		Functional Class										
2009	5,454		06	Rural Minor Arterial									
2010	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

December 1, 2011
Item #7

Subject: FY 2011-12 Comprehensive Annual Financial Report

Recommendation

Receive and file.

Discussion

The Comprehensive Annual Financial Report (CAFR) for fiscal year 2010/11 has been completed and is enclosed with the agenda packet for your information. The CAFR's contents are similar to last year's report with the exception that additional disclosure was required in the *Notes to the Basic Financial Statements (Note 9)* related to the presentation of fund balance classifications per Government Accounting Standards Board (GASB) Statement No. 54 "Fund Balance Reporting and Governmental Fund Type Definitions." This GASB requirement became effective in July 2010.

Of particular importance in the CAFR is the Financial Section which includes the Independent Auditor's Report. This report attests that the financial statements are presented fairly in accordance with generally accepted accounting principles. Please note the copy of the Certificate of Achievement for Excellence in Financial Reporting, which we were awarded for our FY 2010/11 CAFR. This is the sixteenth consecutive year in which STA have received this award.

Enclosure

Staff Contact: Brian Williams