



A G E N D A

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

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

THURSDAY

DECEMBER 5, 2013

4:00 P.M.

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

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 2013-14 ***
4. **Status Report of Measure A On-going Programs, 1st Quarter FY 2013-14 ***
5. **Cumulative FY 2013-14 Measure A Revenue Report ***
6. **FY 2012-13 Comprehensive Annual Financial Report ***
7. **Results of Independent Audit for FY 2012-13 ***
8. **Voter Opinion Research on Transportation Issues and Priorities in Sacramento County ***
9. **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 Norman Hom: 916-323-0894; norm@sacta.org*

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #3

Subject: Status Reports of Measure A Capital Projects, 1st Quarter FY 2013-14

Recommendation

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

Discussion

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective September 30, 2013. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2012) for all active capital projects. The summary sheet is current through Nov. 25, 2013.

Attachments

Staff Contact: Lisa Valine

SACRAMENTO TRANSPORTATION AUTHORITY
New Measure A Capital Projects - Series 2012
FY 13/14
Status through November 25, 2013

Sponsor	Project	Capital Project Allocation <small>(FY 09/10 thru FY 13/14)</small>	Total Expended	Balance Remaining	Project Phase
County	Hazel Ave: County Line to Folsom Blvd	18,473,497	18,193,470	280,027	Phase I - Complete Phase II - Final Design
	Hazel Ave: US Highway 50 to Folsom Blvd	1,520,000	-	1,520,000	In Design
	Watt Ave / US 50 Interchange	15,265,000	3,827,587	11,437,413	In Construction
Caltrans	US 50 Bus / Carpool Lanes - Phase I	26,858,000	25,141,743	1,716,257	In Construction
	US 50 Bus / Carpool Lanes - Phase II	2,845,000	390,506	2,454,494	Planning / Environmental
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I)	37,969,000	18,208,197	19,760,803	In Construction
	Cosumnes River Blvd (Freeport - Franklin & I-5 Interchg)	10,204,000	1,114,851	9,089,149	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	5,928,000	4,245,785	1,682,215	Complete
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	480,000	480,000	0	Complete
	Sunrise Blvd: Oak to Antelope	4,528,000	3,692,566	835,434	In Construction
Regional Transit	Downtown Natomas Airport - Green Line to the Airport	35,728,510	34,437,138	1,291,372	Phase I - Complete Phase II - Planning
	South Sacramento LRT Corridor Phase II	16,429,490	15,913,033	516,457	In Construction
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures & balance remaining include "Pay Go")</small>	9,527,546	7,841,648	1,685,898	Planning
		\$ 203,456,043	\$ 151,169,685	\$ 52,286,358	

New Measure A Project Status Report

Quarter Ending September 30, 2013

**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 30, 2013

Project Status:

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

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

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

Pedestrian and Bike Accommodation:

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

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

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 3,124,931.69
January – March 2010	\$ 2,596,808.27
April – June 2010	\$ 2,183,419.75
July – September 2010	\$ 3,782,589.02
October – December 2010	\$ 0.00
January – March 2011	\$ 0.00
April – June 2011	\$ 1,875,488.06
July – September 2011	\$ 0.00
October – December 2011	\$ 1,679,763.21
October – December 2012	\$ 1,165,974.69
January – March 2013	\$ 0.00
April – June 2013	\$ 1,728,497.27
July – September 2013	<u>\$ 55,998.46</u>
Total To Date	\$18,193,470.42

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2013	\$ 280,027.06

Estimated Project Completion Date:

The Phase 1 project was completed in October 2011. The Phase 2 project, widening from Curragh Downs Drive to Sunset Avenue, is expected to be complete in 2016. The Phase 3 project, widening from Sunset Avenue to Madison Avenue, is scheduled for completion in 2018.

Changes in Estimates since last report and reasons for changes:

On August 23, 2012, the Sacramento Transportation Authority (STA) Board approved a bond note in the amount of \$2,000,000 to cover ongoing design, rights-of-way, and construction costs for the subject project. In addition, there was an allocation from other project's 2009 bond notes in the amount of \$1,230,497.48 to cover costs on this project in order to meet the October 1, 2012 expenditure deadline for the 2009 Bond notes.

New Measure A Project Status Report

Quarter Ending September 30, 2013

Project: Hazel Avenue
US Highway 50 to Folsom Boulevard

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

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: October 30, 2013

Project Status:

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

Pedestrian and Bike Accommodation:

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

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

<u>Quarter – Year</u>		<u>Amount</u>
July – September 2012	\$	0.00
October – December 2012	\$	0.00
January – March 2013	\$	0.00
April – June 2013	\$	0.00

July – September 2013		\$	<u>0.00</u>
	Total To Date	\$	0.00

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2013	\$ 522,000.00
January – March 2014	\$ 522,000.00
April – June 2014	\$ 506,000.00
July – September 2014	\$ 506,000.00
October – December 2014	\$ 508,000.00
January – March 2015	\$ 522,000.00

Estimated Project Completion Date:

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

Changes in Estimates since last report and reasons for changes:

No changes in estimates.

New Measure A Project Status Report

Quarter Ending September 30, 2013

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 30, 2013

Project Status:

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 100% plans, specifications, and estimates (PS&E) were completed and have been approved by Caltrans. Right-of-Way certification is complete. The construction contract was awarded on September 25, 2012. The Highway 50 Community Enhancements, consisting of bicycle, pedestrian, and landscaping improvements, are included as part of the construction of the interchange. The construction is underway and anticipated to be completed by September 2014.

Pedestrian and Bike Accommodation:

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

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

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 13,887.60
January – March 2010	\$ 43,269.37
April – June 2010	\$ 41,973.42
July – September 2010	\$ 47,844.58
October – December 2010	\$ 283,726.35
January – March 2011	\$ 114,256.26
April – June 2011	\$ 29,328.41
July – September 2011	\$ 0.00
October – December 2011	\$ 0.00
January – March 2012	\$ 357,263.38
April – June 2012	\$ 519,802.67
July – September 2012	\$ 0.00
October – December 2012	\$ 52,829.08

January – March 2013	\$	0.00
April – June 2013	\$1,197,757.65	
July – September 2013	\$	0.00
Total To Date	\$2,701,938.77	

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2013	\$ 3,387,142.30
January – March 2014	\$ 969,731.55
April – June 2014	\$ 2,342,908.00
July – September 2014	\$ 2,342,908.00
October – December 2014	\$ 2,341,894.34

Estimated Project Completion Date: September 2014

Changes in Estimates since last report and reasons for changes:

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

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

New Measure A Project Status Report

Quarter Ending Sep 30, 2013

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

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

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

Project Manager: Samuel Jordan

Status Report Date: Sep 30, 2013

Project Status:

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

Future Work:

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

Pedestrian and Bike Accommodation:

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

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

- \$390,509.38

Estimated Drawn Down Schedule:

- Quarter ending Sep 30, 2013 - \$390,506.38

Estimated Project Completion Date:

Project will be finished in Dec 1, 2019

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

New Measure A Project Status Report

Quarter Ending Sep 30, 2013

Project: Interstate 80 Bus/Carpool Lanes

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

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

Project Manager: Jess Avila

Status Report Date: Oct 21, 2013

Project Status:

Plant establishment work continues within the project limits. Drainage work is essentially complete from Norwood Avenue to Del Paso Park OH structures. Streamwork continues at the NEMDC structure as well as finish work on the deck surface. Work continues on the Del Paso OH structures and the Rio Linda UC.

Future Work:

Construction paving work of the HOV will continue between Norwood Avenue and Del Paso Park OH structure. Restoration of the Rio Linda bike path is expected to be completed in late Oct 2013.

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 Dec 31, 2013 - \$0.0

Estimated Project Completion Date: *Nov 2015*

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

New Measure A Project Status Report

Quarter Ending: September 30, 2013

Project: Downtown Intermodal Station

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

Sponsoring Agency: City of Sacramento

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

Status Report Date: Oct 24, 2013

Project Status: Construction on \$67 million Phase 1, track relocation, is about 95 percent complete. The newly relocated track and platforms are in operation. Phase I includes coordination of construction of all necessary bridges and tunnels. The 5th and 6th Street bridge structures were completed in advance of track relocation. Construction on the \$10 million structural retrofit to the historic Sacramento Valley Depot is due for completion in August. The upgrade and reuse for the station will begin this fall, with a \$15 million federal TIGER grant for its construction matched with Measure A.

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

Actual Expenditures Incurred To Date (Total Project through end of quarter): To date, the City has requested and received reimbursements of \$18,208,196. Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

Estimated Drawn Down Schedule: Drawdowns are anticipated to average approximately \$600,000 per quarter, until 2014 when they will increase to approximately \$1-2 million per quarter.

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

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

New Measure A Project Status Report

Quarter Ending: September 30, 2013

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

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

Sponsoring Agency: City of Sacramento

Project Managers: Nader Kamal, Special Projects Engineer

Status Report Date: October 24, 2013

Project Status: Construction contract for project was awarded January 8, 2013. Construction has begun in March 2013.

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

Actual Expenditures Incurred To Date (Total Project through end of quarter): The City has incurred \$1,114,850.75 New Measure A expenditures as the contract was only recently awarded. Reimbursement requests will be coordinated with reimbursements for developer, state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

Estimated Draw Down Schedule: Drawdowns are anticipated to average approximately \$500,000 per quarter beginning Summer 2013.

Estimated Project Completion Date: Construction is expected to begin in March 2013 and be completed by Summer 2015.

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

New Measure A Project Status Report

Quarter Ending September 30, 2013

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 30, 2013

Project Status:

Phase II of this project has been split into two phases and are referred to as Phase II and Phase III at the City of Rancho Cordova. Phase II is fully funded with State and Federal Grants and local transportation funds. The construction of Phase II is complete.

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

These Phases are in final closeout with \$8,215.29 remaining which is encumbered in contracts. Any remaining funding will be applied to expenses incurred for Phase IV and will be billed for the quarter ending December 31, 2013.

Pedestrian and Bike Accommodation:

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

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

Billed and paid to date:	\$ 4,217,545.25
Outstanding invoice for Quarter Ended September 30, 2013	\$ <u>28,239.46</u>
Total Billed through September 30, 2013	\$ 4,245,784.71
Quarter Ending December 31, 2013	\$ 8,215.29
Total Bond Funding	<u>\$ 4,254,000.00</u>

New Measure A Project Status Report

Quarter Ending September 2013

Project:

Antelope Road—Roseville Road to Auburn

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

Sponsoring Agency: City of Citrus Heights

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

Status Report Date: October 31, 2013

Project Status:

Project is 100% complete. Accepted by Council June 2013, retention released to contractor July 2013.

Pedestrian and Bike Accommodation: This project included 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 - \$123,364.08

FY 12/13 – Quarter 1: \$81,463.97

FY 12/13 – Quarter 2: \$243,360.91

FY 12/13 – Quarter 3: \$2740.00 for outstanding right of way payments.

FY 12/13 – Quarter 4: No reportable (New Measure A) expenditures for 4th Quarter. Remaining work funded by old Measure A and local funds.

FY 13/14 – Quarter 1: Project complete. \$13,087 charged to project account for staff salaries associated with project (inspections).

Estimated Drawn Down Schedule:

Approximately \$13,000 remaining to draw down. Minor post project punch list items to clean up, will reflect in 1st quarter report.

Estimated Project Completion Date: Construction is complete.

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

New Measure A Project Status Report

Quarter Ending September 2013

Project: Sunrise Blvd – Oak to Antelope Road

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

Sponsoring Agency: City of Citrus Heights

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

Status Report Date: October 31, 2013

Project Status: Bids received June 2012, contract awarded to Teichert on June 14th. Construction began July 2012. Phase 1 complete and accepted by council in September 2013.

Pedestrian and Bike Accommodation: Project is complete streets. Project replaced existing curb, gutter and sidewalk with new vertical curb and wider, ADA compliant sidewalk, constructed infill curb, gutter and sidewalk where a section was missing, made minor pavement repairs and applied a 2 inch overlay over the entire street. The road was 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 was placed in crosswalks and in the two-way left-turn lane. The signalized intersections were 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 were also constructed.

Actual Expenditures Incurred To Date:

FY 10/11 - \$279,628.50
FY 11/12 – \$94,994.58
FY 12/13 – Quarter 1: \$1,011,603.72
FY 12/13 – Quarter 2: \$1,150,899.40
FY 12/13 – Quarter 3: \$540,703.94
FY 12/13 – Quarter 4: \$327,924.58
FY 13/14 – Quarter 1: \$286,810.94

Estimated Drawn Down Schedule: Construction of Phase 1 is substantially complete; project was presented to City Council for acceptance in September 2013. Minor incidentals to be addressed in 2nd quarter. Design of Phase 3A (Antelope to north city limits/west side) is near completion. Right of Way acquisition has begun with the intent to start construction in July 2014. Remaining balance of Sunrise funds to serve as match for HSIP grant to complete west side of Phase 3.

Estimated Project Completion Date: Phase 1 segment substantially complete; Phase 3A to be completed by early 2015.

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

New Measure A Project Status Report

Quarter Ending September 30, 2013

Project: Downtown Natomas Airport – Green Line to the Airport

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Jeffrey Damon

Status Report Date: October 14, 2013

Project Status:

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

- RT released the Consultant RFP and received three submittals on August 8th and held interviews on August 29th. Negotiations are presently underway with the #1 ranked firm and Board Action in October authorizing a contract is anticipated. NTP by mid-November for consultant services is anticipated. Key issues include coordination with City of Sacramento over the connectivity to and around the Sacramento Intermodal Transfer Facility (SITF) and the American River Bridge crossing (ARBX).
- RT Management coordinated with the City of Sacramento City Council and staff on the American River Bridge Crossing study completion.

Current Project Scope Identifies The Phases As Follows:

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

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

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

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

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

Significant Achievements:

2013

7/1/13 – 9/30/13

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

4/1/13 – 6/30/13

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

1/1/13 – 3/31/13

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

2012

10/1/12 – 12/31/12

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

7/1/12 – 9/30/12

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

2011

- 12/30/11: Draft Technical Reports prepared by DKS Associates on the travel model refinements and results submitted to RT for review
- 12/12/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 12/9/11: Meeting with SACOG regarding funding options and strategies with follow-on actions
- 11/14/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 11/5/11: Development of "Matrix of Environmental Issues Associated with Re-Starting the Green Line Draft EIS/R" and subsequent provision to SACOG

- 10/24/11: Development of DKS SOW for Travel Model Upgrades and Analysis and Contract
- 10/17/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 9/21/11: RT and DKS staff met with SACOG staff. The meeting resulted in general agreement on the model changes and the "next steps" as discussions between SACOG and FTA.
- 9/8/11 : Met with SACOG staff and discussed the pros and cons of streetcar technology application for the Green Line.
- 9/7/11: DKS prepared a working paper that details enhancements to the SACMET model, re-calibration efforts and the re-validation efforts completed.
- 4/1-30/11: Presentation of power point to SACOG.
- 3/1-31/11: Preparation of the "Streetcar for the Green Line?" paper and power point.
- 1/1-31/11: Meetings with SACOG to review their comments on the Transitional Analysis

2010

- 11/10/10: SACOG review of TA findings and recommendations
- 11/8/10; Presentation of TA findings and recommendations to RT Board of Directors
- 10/15/10: Final Draft Transitional Analysis Report completed
- 9/30/2010: Draft analysis results produced by HDR.
- 9/11/2010: Completed all public outreach activities including public safety workshop, community review (charrette), community outreach event at Celebrate Natomas.
- 8/20/2010: HDR completes deliverables on project cost reductions and design refinements that will be presented at community review (charrette).
- 7/26/2010: Amended HDR Contract to perform additional modeling
- 5/28/2010: Completed On-board survey in support of ridership estimation

2009

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

Upcoming Tasks:

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

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

Actual Expenditures Incurred To Date: \$479,704

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

Oct – Dec 2013	<u>\$10,320</u>
Jan – Mar 2014	<u>\$60,375</u>
Apr – Jun 2014	<u>\$64,400</u>
Jul – Sep 2014	<u>\$64,400</u>
Oct – Dec 2014	<u>\$64,400</u>
Jan – Mar 2015	<u>\$179,430</u>
Apr – Jun 2015	<u>\$217,327</u>
Jul – Sep 2015	<u>\$140,160</u>
Oct – Dec 2015	<u>\$87,600</u>
Jan – Mar 2016	<u>\$157,680</u>
Apr – Jun 2016	<u>\$157,680</u>
Jul – Sep 2016*	<u>\$87,600</u>
Total	<u>\$1,291,372</u>

****Revised termination date based on discussions with Brian Williams to extend agreement one year. New termination date to be extended to June 30, 2017.***

Estimated Project Completion Date: 2027

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

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

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

The schedule is now as follows:

- Through October 2013 complete negotiations on scope, schedule, budget refinements and prepare RT Issue Paper requesting approval of consultant contract
- By end of October 2013 RT Board action authorizing consultant contract
- Mid-November 2013 Notice-to-Proceed
- Begin technical work in mid to late November including multiple-day Kickoff Session reviewing the corridor, issues, etc.

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

New Measure A Project Status Report

Quarter Ending June 30, 2013

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

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Greg Gamble

Status Report Date: Final Report – Segment in Operation

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

Since NTP, the DB team has collaborated with RT staff to develop the design drawings and specifications. Locations of existing utilities have been confirmed by the DB team through potholing. The design and construction work has also been coordinated with the City of Sacramento Utilities and Transportation staff, as well as affected utility companies and stakeholders.

Design and construction efforts are essentially complete. **The Green Line to the River District project began revenue operation on June 15, 2012. All Green Line activities subsequent to the quarter ending September 30, 2012 are reported on the Downtown Natomas Airport – Green Line to Airport project summary.**

Significant Achievements:

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

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

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

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

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

April – June 2011 – Track, Ductbank, Traction Power and OCS work continued along the alignment. Contact wire has been installed on 7th, 8th and G Streets, Special Trackwork at 8th and H and 7th and H have been installed. Curb, gutter and sidewalk have been installed. Intermediate and final paving have been performed

January – March 2011 – Additional Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding on 7th between No. B and Richards Blvd. was completed. Special Trackwork installation began and cut-over planning was implemented for 3 cut-overs.

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

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

June 2010 Utility relocation work continued

May 2010 Major utility relocation work underway

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

Mar 2010 ESOCs started

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

Feb 2010 Intermediate design effort completed

Nov 2009: NTP issued

Oct 2009: Groundbreaking Ceremony

Sept 2009: DB contract was awarded to Stacy & Witbeck

Aug 2009: Three proposal were received

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

Apr 2009: RT Board certified FEIR

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

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

Nov 2008: Issued NOP for MOS-1 FEIR

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

Upcoming Work:

October – December – Complete punchlist work and Contract Closeout

Pedestrian and Bike Accommodation:

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

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

Swap: \$8,713,035

Total: \$42,670,469

Estimated Project Completion Date: 2012

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

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

New Measure A Project Status Report

Quarter Ending September 30, 2013

Project: South Sacramento Corridor Phase II

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: John Valsecchi , Ed Scofield

Status Report Date: As of 9/30/2013

Project Status:

The environmental document was finalized and submitted to FTA in October 2008 with a Record of Decision (ROD) issued December 18, 2008. A FONSI (Finding of No Significant Impact) was issued in October 2011 for modifications to the project. An amended Biological Opinion was issued by US Fish and Wildlife on December 16, 2011 which addresses construction activities in environmentally sensitive areas within the project.

Preliminary engineering was completed in May 2012, and final design in December 2012. RT and FTA executed a Full Funding Grant Agreement (FFGA) on Dec. 27, 2012. This commits FTA to fund \$135 million or one half of the \$270 million anticipated project cost. Of this amount, approximately \$75 million has already been awarded to RT, of which \$35 million is currently available.

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

The Cosumnes River College (CRC) Parking Facility is open for public access. The CRC bridge structure is complete and construction continues on the Morrison Creek bridge., An FTA Letter of No Prejudice (LONP) allowed these construction activities to start before the FFGA was executed. The balance of the construction effort is encompassed in the "Civil, Track, Structures, Stations, and Systems" (CTSSS) contract which was awarded in July 2013 and work has started. Utility relocation work continues. Manufacture of traction power substations (TPSS) is progressing. Some track has been purchased and delivered; the rest will be delivered in the future according to schedule. Access to all project affected real property is expected November 2013.

Pedestrian and Bike Accommodation:

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

Actual Expenditures Incurred To Date:

July 2009 – Sept 2013	\$ 15,913,033
Swap	\$ (8,713,035)
Total	\$ 7,199,998

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

Oct-Dec 2013 \$ 516,457

Total Actual + Estimated \$ 7,716,455

Estimated Project Completion Date: September 2015

Changes in Estimates since last report and reasons for changes:

All series 2012 New Measure A bonds funds are spent except for \$516,457 which is now anticipated to be spent in the Oct-Dec 2013. quarter only. The remaining Measure A will not be used as match for competitive Proposition 1B State and Local Partnership Program (SLPP) funds for the project. Instead, it will be applied as match for other project funding sources.

**New Measure A Project Status Report
Quarter Ending September, 2013**

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 2013

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

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

Actual Expenditures Incurred To-Date (Total Project through end of quarter – October 2009 through September 2013):

Measure A Bond Proceeds:	\$ 6,878,798.60
Measure A Pay-Go Proceeds:	<u>827,389.37</u>
TOTAL	\$7,706,187.97

Estimated Drawn Down Schedule: (October through December 2013)

Measure A Bond Proceeds:	\$ 389,716
Measure A Pay-Go Proceeds:	<u>47,051</u>
TOTAL	\$ 436,767

Estimated Project Completion Date: 2035

Changes in Estimates since last report and reasons for changes:
(July through September 2013)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 346,947
	Actual: \$ 275,614.53

Projected expenditures for professional consulting services were lower than anticipated.

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 41,165.00
	Actual: \$ 52,355.92

Projected expenditures for county allocated costs were higher than anticipated.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #4

Subject: Status Report of Measure A On-Going Programs, 1st Quarter FY 2013-14

Recommendation

Receive the Measure A on-going annual program status report for the quarter ended September 30, 2013.

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, 2013. The effected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

Attachments

Staff Contact: Lisa Valine

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

AS OF SEPTEMBER 30, 2013

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2012/13</i>	<i>1st Qtr 2014</i>	<i>Year to Date FY 13 & FY 14</i>	<i>1st Qtr 2014</i>	<i>Year to Date FY 13 & FY 14</i>	
Citrus Heights	\$ 2,244,784	\$ 497,515	\$ 2,742,299	\$ 278,294	\$ 278,294	\$ 2,464,005
Elk Grove	2,369,535	984,094	3,353,629	616,009	616,009	2,737,620
Folsom	902,934	495,691	1,398,625	212,500	212,500	1,186,125
Rancho Cordova	1,675,304	451,954	2,127,258	290,079	290,079	1,837,179
City of Sacramento	7,174,759	2,890,321	10,065,080	1,009,051	1,009,051	9,056,029
County of Sacramento	2,134,234	3,792,407	5,926,641	3,076,150	3,076,150	2,850,491
Isleton	142,066	10,061	152,127	135,000	135,000	17,127
Galt	2,484,563	251,483	2,736,046	52,215	52,215	2,683,831
SMAQMD	132,122	369,552	501,674	324,754	324,754	176,920
Paratransit	-	862,288	862,288	862,288	862,288	-
Sacramento Regional Parks	-	250,000	250,000	130,034	130,034	119,966
Regional Transit	-	8,499,693	8,499,693	8,499,693	8,499,693	-
Sub - Total	\$ 19,260,301	\$ 19,355,059	\$ 38,615,360	\$ 15,486,067	\$ 15,486,067	\$ 23,129,293
Neighborhood Shuttle	4,034,455	258,000	4,292,455	-	-	4,292,455
CTSA Set Aside	3,503,623	246,368	3,756,887	-	-	3,756,887
Total	\$ 26,798,379	\$ 19,859,427	\$ 46,664,702	\$ 15,486,067	\$ 15,486,067	\$ 31,178,635

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF SEPTEMBER 30, 2013

JURISDICTION	DISTRIBUTION			EXPENDITURES		REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through September 30, 2013</i>	<i>Total Funds Available through September 30, 2013</i>	<i>Total Expended through September 30, 2013</i>	<i>Remaining Balance through September 30, 2013</i>	
Citrus Heights						
<i>Traffic Control & Safety</i>	\$ 505,515	\$ 40,355	\$ 545,870	\$ 42,467	\$ 503,403	
<i>Safety, Streetscaping, Pedestrian</i>	614,816	53,608	668,424	4,812	663,612	
<i>Street & Road Maintenance</i>	1,124,453	403,552	1,528,005	231,016	1,296,989	
Total	\$ 2,244,784	\$ 497,515	\$ 2,742,299	\$ 278,294	\$ 2,464,005	
Elk Grove						
<i>Traffic Control & Safety</i>	\$ 141,084	\$ 79,823	\$ 220,907	\$ 10,374	\$ 210,533	
<i>Safety, Streetscaping, Pedestrian</i>	509,918	106,039	615,957	10,527	605,430	
<i>Street & Road Maintenance</i>	1,718,533	798,232	2,516,765	595,108	1,921,657	
Total	\$ 2,369,535	\$ 984,094	\$ 3,353,629	\$ 616,009	\$ 2,737,620	
Folsom						
<i>Traffic Control & Safety</i>	\$ 130,239	\$ 40,207	\$ 170,446	\$ 43,692	\$ 126,754	
<i>Safety, Streetscaping, Pedestrian</i>	61,185	53,412	114,597	25,312	89,286	
<i>Street & Road Maintenance</i>	711,510	402,072	1,113,582	143,497	970,085	
Total	\$ 902,934	\$ 495,691	\$ 1,398,625	\$ 212,500	\$ 1,186,125	
Rancho Cordova						
<i>Traffic Control & Safety</i>	\$ 321,899	\$ 36,660	\$ 358,559	\$ 27,100	\$ 331,459	
<i>Safety, Streetscaping, Pedestrian</i>	576,745	48,699	625,444	8,737	616,707	
<i>Street & Road Maintenance</i>	776,660	366,595	1,143,255	254,242	889,013	
Total	\$ 1,675,304	\$ 451,954	\$ 2,127,258	\$ 290,079	\$ 1,837,179	

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF SEPTEMBER 30, 2013

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through September 30, 2013</i>	<i>Total Funds Available through September 30, 2013</i>	<i>Total Expended through September 30, 2013</i>	<i>Remaining Balance through September 30, 2013</i>
Sacramento					
<i>Traffic Control & Safety</i>	\$ 2,310,503	\$ 234,444	\$ 2,544,947	\$ 259,459	\$ 2,285,488
<i>Safety, Streetscaping, Pedestrian</i>	2,470,504	311,440	2,781,944	80,298	2,701,646
<i>Street & Road Maintenance</i>	2,393,752	2,344,437	4,738,189	669,294	4,068,895
Total	\$ 7,174,759	\$ 2,890,321	\$ 10,065,080	\$ 1,009,051	\$ 9,056,029
County					
<i>Traffic Control & Safety</i>	\$ 1,794,784	\$ 307,615	\$ 2,102,399	\$ -	\$ 2,102,399
<i>Safety, Streetscaping, Pedestrian</i>	339,450	408,642	748,092	-	748,092
<i>Street & Road Maintenance</i>	-	3,076,150	3,076,150	3,076,150	-
Total	\$ 2,134,234	\$ 3,792,407	\$ 5,926,641	\$ 3,076,150	\$ 2,850,491
Isleton					
<i>Total Distribution/Expense</i>	\$ 142,066	\$ 10,061	\$ 152,127	\$ 135,000	\$ 17,127
Total	\$ 142,066	\$ 10,061	\$ 152,127	\$ 135,000	\$ 17,127
Galt					
<i>Total Distribution/Expense</i>	\$ 2,484,563	\$ 251,483	\$ 2,736,046	\$ 52,215	\$ 2,683,831
Total	\$ 2,484,563	\$ 251,483	\$ 2,736,046	\$ 52,215	\$ 2,683,831

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF SEPTEMBER 30, 2013

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through September 30, 2013</i>	<i>Total Funds Available through September 30, 2013</i>	<i>Total Expended through September 30, 2013</i>	<i>Remaining Balance through September 30, 2013</i>
SMAQMD					
<i>Total Distribution/Expense</i>	\$ 132,122	\$ 369,552	\$ 501,674	\$ 324,754	\$ 176,920
<i>Total</i>	<u>\$ 132,122</u>	<u>\$ 369,552</u>	<u>\$ 501,674</u>	<u>\$ 324,754</u>	<u>\$ 176,920</u>
Paratransit					
<i>Total Distribution/Expense</i>	\$ -	\$ 862,288	\$ 862,288	\$ 862,288	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 862,288</u>	<u>\$ 862,288</u>	<u>\$ 862,288</u>	<u>\$ -</u>
Sac Regional Parks					
<i>Total Distribution/Expense</i>	\$ -	\$ 250,000	\$ 250,000	\$ 130,034	\$ 119,966
<i>Total</i>	<u>\$ -</u>	<u>\$ 250,000</u>	<u>\$ 250,000</u>	<u>\$ 130,034</u>	<u>\$ 119,966</u>
Regional Transit					
<i>Total Distribution/Expense</i>	\$ -	\$ 8,499,693	\$ 8,499,693	\$ 8,499,693	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 8,499,693</u>	<u>\$ 8,499,693</u>	<u>\$ 8,499,693</u>	<u>\$ -</u>
Sub - Total	\$ 19,260,301	\$ 19,355,059	\$ 38,615,360	\$ 15,486,067	\$ 23,129,293

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF SEPTEMBER 30, 2013

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through September 30, 2013</i>	<i>Total Funds Available through September 30, 2013</i>	<i>Total Expended through September 30, 2013</i>	<i>Remaining Balance through September 30, 2013</i>
Neighborhood Shuttle					
<i>Total Distribution/Expense</i>	\$ 4,034,455	\$ 258,000	\$ 4,292,455	\$ -	\$ 4,292,455
<i>Total</i>	<u>\$ 4,034,455</u>	<u>\$ 258,000</u>	<u>\$ 4,292,455</u>	<u>\$ -</u>	<u>\$ 4,292,455</u>
CTSA Set Aside					
<i>Total Distribution/Expense</i>	\$ 3,503,623	\$ 253,264	\$ 3,756,887	\$ -	\$ 3,756,887
<i>Total</i>	<u>\$ 3,503,623</u>	<u>\$ 253,264</u>	<u>\$ 3,756,887</u>	<u>\$ -</u>	<u>\$ 3,756,887</u>
Grand Total	<u>\$ 26,798,379</u>	<u>\$ 19,866,323</u>	<u>\$ 46,664,702</u>	<u>\$ 15,486,067</u>	<u>\$ 31,178,635</u>

**ON-GOING MEASURE A - REMAINING FUNDS
AS OF SEPTEMBER 30, 2013**

JURISDICTION	TOTAL DISTRIBUTION					EXPENDITURES	REMAINING FUNDS	%	
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution	FY 2013/14 Distribution	Total Funds Distributed through 9/30/13	Total Expended 7/1/09 through 9/30/13	Remaining Balance through 9/30/13	REMAINING
Citrus Heights									
Traffic Control & Safety	\$ 135,123	\$ 140,683	\$ 146,637	\$ 153,678	\$ 40,355	\$ 616,476	\$ 113,074	\$ 503,403	81.7%
Safety, Streetscaping, Pedestrian	169,062	178,573	189,793	201,530	53,608	792,566	128,953	663,613	83.7%
Street & Road Maintenance	1,351,228	1,406,839	1,466,370	1,536,780	403,552	6,164,769	4,867,781	1,296,988	21.0%
Total	\$ 1,655,413	\$ 1,726,095	\$ 1,802,800	\$ 1,891,988	\$ 497,515	\$ 7,573,811	\$ 5,109,807	\$ 2,464,005	
Elk Grove									
Traffic Control & Safety	\$ 238,974	\$ 252,929	\$ 286,560	\$ 301,028	\$ 79,823	\$ 1,159,314	\$ 948,781	\$ 210,533	18.2%
Safety, Streetscaping, Pedestrian	298,999	321,049	370,900	394,762	106,039	1,491,749	886,319	605,430	40.6%
Street & Road Maintenance	2,389,743	2,529,293	2,865,599	3,010,270	798,232	11,593,137	9,671,479	1,921,657	16.6%
Total	\$ 2,927,716	\$ 3,103,271	\$ 3,523,059	\$ 3,706,060	\$ 984,094	\$ 14,244,200	\$ 11,506,579	\$ 2,737,620	
Folsom									
Traffic Control & Safety	\$ 132,833	\$ 135,902	\$ 147,711	\$ 154,804	\$ 40,207	\$ 611,457	\$ 484,703	\$ 126,754	20.7%
Safety, Streetscaping, Pedestrian	166,199	172,504	191,185	203,006	53,412	786,306	697,021	89,286	11.4%
Street & Road Maintenance	1,328,342	1,359,023	1,477,113	1,548,038	402,072	6,114,588	5,144,503	970,085	15.9%
Total	\$ 1,627,374	\$ 1,667,429	\$ 1,816,009	\$ 1,905,848	\$ 495,691	\$ 7,512,351	\$ 6,326,226	\$ 1,186,125	
Rancho Cordova									
Traffic Control & Safety	\$ 107,905	\$ 114,259	\$ 132,403	\$ 138,996	\$ 36,660	\$ 530,223	\$ 198,764	\$ 331,459	62.5%
Safety, Streetscaping, Pedestrian	135,007	145,031	171,372	182,278	48,699	682,387	65,680	616,707	90.4%
Street & Road Maintenance	1,079,038	1,142,586	1,324,030	1,389,965	366,595	5,302,214	4,413,201	889,013	16.8%
Total	\$ 1,321,950	\$ 1,401,876	\$ 1,627,805	\$ 1,711,239	\$ 451,954	\$ 6,514,824	\$ 4,677,645	\$ 1,837,179	

**ON-GOING MEASURE A - REMAINING FUNDS
AS OF SEPTEMBER 30, 2013**

JURISDICTION	TOTAL DISTRIBUTION					EXPENDITURES	REMAINING FUNDS	%	
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution	FY 2013/14 Distribution	Total Funds Distributed through 9/30/13	Total Expended 7/1/09 through 9/30/13	Remaining Balance through 9/30/13	REMAINING
Sacramento									
Traffic Control & Safety	\$ 775,310	\$ 815,414	\$ 854,577	\$ 894,431	\$ 234,444	\$ 3,574,176	\$ 1,313,639	\$ 2,285,488	63.9%
Safety, Streetscaping, Pedestrian	970,052	1,035,023	1,106,095	1,172,936	311,440	4,595,546	1,868,949	2,701,646	58.8%
Street & Road Maintenance	7,753,107	8,154,137	8,545,769	8,944,311	2,344,437	35,741,761	31,672,866	4,068,895	11.4%
Total	\$ 9,498,469	\$ 10,004,574	\$ 10,506,441	\$ 11,011,678	\$ 2,890,321	\$ 43,911,483	\$ 34,855,454	\$ 9,056,029	
County									
Traffic Control & Safety	\$ 1,016,644	\$ 1,057,521	\$ 1,117,772	\$ 1,171,678	\$ 307,615	\$ 4,671,230	\$ 2,568,832	\$ 2,102,399	45.0%
Safety, Streetscaping, Pedestrian	1,271,999	1,342,334	1,446,753	1,536,514	408,642	6,006,242	5,258,151	748,092	12.5%
Street & Road Maintenance	10,166,444	10,575,211	11,177,715	11,716,787	3,076,150	46,712,307	46,712,307	-	0.0%
Total	\$ 12,455,087	\$ 12,975,066	\$ 13,742,240	\$ 14,424,979	\$ 3,792,407	\$ 57,389,779	\$ 54,539,290	\$ 2,850,491	
Isleton									
Total Distribution/Expense	\$ 32,835	\$ 34,313	\$ 36,592	\$ 38,327	\$ 10,061	\$ 152,128	\$ 135,000	\$ 17,127	11.3%
Total	\$ 32,835	\$ 34,313	\$ 36,592	\$ 38,327	\$ 10,061	\$ 152,128	\$ 135,000	\$ 17,127	
Galt									
Total Distribution/Expense	\$ 820,800	\$ 857,824	\$ 914,734	\$ 958,170	\$ 251,483	\$ 3,803,011	\$ 1,119,180	\$ 2,683,831	70.6%
Total	\$ 820,800	\$ 857,824	\$ 914,734	\$ 958,170	\$ 251,483	\$ 3,803,011	\$ 1,119,180	\$ 2,683,831	
SMAQMD									
Total Distribution/Expense	\$ 1,203,395	\$ 1,258,355	\$ 1,342,830	\$ 1,407,308	\$ 369,552	\$ 5,581,440	\$ 5,404,520	\$ 176,920	3.2%
Total	\$ 1,203,395	\$ 1,258,355	\$ 1,342,830	\$ 1,407,308	\$ 369,552	\$ 5,581,440	\$ 5,404,520	\$ 176,920	
Paratransit									
Total Distribution/Expense	\$ 2,807,922	\$ 2,936,161	\$ 3,133,270	\$ 3,283,718	\$ 862,288	\$ 13,023,359	\$ 13,023,359	\$ -	0.0%

**ON-GOING MEASURE A - REMAINING FUNDS
AS OF SEPTEMBER 30, 2013**

JURISDICTION	TOTAL DISTRIBUTION					EXPENDITURES	REMAINING FUNDS	% REMAINING	
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution	FY 2013/14 Distribution	Total Funds Distributed through 9/30/13	Total Expended 7/1/09 through 9/30/13	Remaining Balance through 9/30/13	
Total	\$ 2,807,922	\$ 2,936,161	\$ 3,133,270	\$ 3,283,718	\$ 862,288	\$ 13,023,359	\$ 13,023,359	\$ -	
Sac Regional Parks									
Total Distribution/Expense	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 250,000	\$ 4,250,000	\$ 4,130,034	\$ 119,966	2.8%
Total	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 250,000	\$ 4,250,000	\$ 4,130,034	\$ 119,966	
Regional Transit									
Total Distribution/Expense	\$ 27,678,086	\$ 28,942,154	\$ 30,885,085	\$ 32,368,073	\$ 8,499,693	\$ 128,373,091	\$ 128,373,091	\$ -	0.0%
Total	\$ 27,678,086	\$ 28,942,154	\$ 30,885,085	\$ 32,368,073	\$ 8,499,693	\$ 128,373,091	\$ 128,373,091	\$ -	
Sub - Total	\$ 63,029,047	\$ 65,907,118	\$ 70,330,865	\$ 73,707,388	\$ 19,355,059	\$ 292,329,477	\$ 269,200,185	\$ 23,129,293	

**ON-GOING MEASURE A - REMAINING FUNDS
AS OF SEPTEMBER 30, 2013**

JURISDICTION	TOTAL DISTRIBUTION					EXPENDITURES	REMAINING FUNDS	%	
	FY 2009/10 Distribution	FY 2010/11 Distribution	FY 2011/12 Distribution	FY 2012/13 Distribution	FY 2013/14 Distribution	Total Funds Distributed through 9/30/13	Total Expended 7/1/09 through 9/30/13	Remaining Balance through 9/30/13	REMAINING
Neighborhood Shuttle									
<i>Total Distribution/Expense</i>	\$ 1,004,311	\$ 1,007,629	\$ 1,009,745	\$ 1,012,770	\$ 258,000	\$ 4,292,455	\$ -	\$ 4,292,455	100.0%
<i>Total</i>	<u>\$ 1,004,311</u>	<u>\$ 1,007,629</u>	<u>\$ 1,009,745</u>	<u>\$ 1,012,770</u>	<u>\$ 258,000</u>	<u>\$ 4,292,455</u>	<u>\$ -</u>	<u>\$ 4,292,455</u>	
CTSA Set Aside									
<i>Total Distribution/Expense</i>	\$ 806,076	\$ 845,090	\$ 903,332	\$ 949,125	\$ 253,264	\$ 3,756,887	\$ -	\$ 3,756,887	100.0%
<i>Total</i>	<u>\$ 806,076</u>	<u>\$ 845,090</u>	<u>\$ 903,332</u>	<u>\$ 949,125</u>	<u>\$ 253,264</u>	<u>\$ 3,756,887</u>	<u>\$ -</u>	<u>\$ 3,756,887</u>	
Grand Total	<u>\$ 64,839,434</u>	<u>\$ 67,759,837</u>	<u>\$ 72,243,942</u>	<u>\$ 75,669,283</u>	<u>\$ 19,866,323</u>	<u>\$ 300,378,819</u>	<u>\$ 269,200,185</u>	<u>\$ 31,178,635</u>	

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #5

Subject: Cumulative FY 2013-14 Measure A Revenue Report

Recommendation

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

Discussion

The monthly Measure A sales tax revenue and distribution report for November is attached. This report also provides cumulative revenue and distribution figures for the first five months of FY 2014. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping*, *Bike, Ped*, and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of November, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2013 Measure A distributions to date are shown in the middle column.

In summary, the November sales tax revenues were 4.9% above the same month last year, and cumulative sales tax revenues through the first five months of FY 2014 are running about 2.6% above the prior year.

Attachment

Staff Contact: Lisa Valine

Measure A Sales Tax Revenue & Distribution - November 2013

<u>Measure A</u>		2013/14	YTD thru Oct 13	Nov 13
Cumulative Measure A Gross Revenue		\$ 41,417,734	\$ 32,120,934	\$ 9,296,800
Isleton	0.04%	\$ 16,567	\$ 12,848	3,719
Galt	1.00%	\$ 414,177	\$ 321,209	92,968
Neighborhood Shuttle	\$ 1,000,000	\$ 416,667	\$ 333,333	83,334
Subtotal		\$ 40,570,323	\$ 31,453,543	\$ 9,116,779
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 416,667	\$ 333,333	83,334
Capital Projects	20.75%	\$ 8,418,342	\$ 6,526,610	1,891,732
		\$ 31,735,315	\$ 24,593,600	\$ 7,141,713

Program Administration	0.75%	\$ 304,277	\$ 235,902	68,372
SMAQMD	1.50%	\$ 608,555	\$ 471,803	136,752
Traffic Control & Safety	3.00%	\$ 1,217,110	\$ 943,606	273,504
Paratransit (CTSA)	3.50%	\$ 1,419,961	\$ 1,100,874	319,087
CTSA Set Aside	1.00%	\$ 405,703	\$ 314,535	91,168
Safety, Streetscaping				
Pedestrian & Bike Facilities	5.00%	\$ 1,611,849	\$ 1,239,344	372,505
Street & Road Maintenance	30.00%	\$ 12,171,097	\$ 9,436,063	2,735,034
SRTD	34.50%	\$ 13,996,762	\$ 10,851,472	3,145,290
		\$ -	\$ -	\$ -
Net Revenue	78.25%	\$ 31,735,315	\$ 24,593,600	\$ 7,141,713

<u>Traffic Control & Safety</u>		2013/14	2013/14	
Citrus Heights	5.46%	\$ 66,454	\$ 51,521	14,933
Elk Grove	10.80%	\$ 131,448	\$ 101,909	29,539
Folsom	5.44%	\$ 66,211	\$ 51,332	14,879
Rancho Cordova	4.96%	\$ 60,369	\$ 46,803	13,566
Sacramento	31.72%	\$ 386,067	\$ 299,312	86,755
County	41.62%	\$ 506,561	\$ 392,729	113,832
Total	100.0%	\$ 1,217,110	\$ 943,606	\$ 273,504

<u>Safety, Streetscaping, Pedestrian & Bike Facilities</u>		2013/14	2013/14	
Citrus Heights	5.46%	\$ 88,007	\$ 67,668	20,336
Elk Grove	10.80%	\$ 174,080	\$ 133,849	40,231
Folsom	5.44%	\$ 87,685	\$ 67,420	20,265
Rancho Cordova	4.96%	\$ 79,948	\$ 61,471	18,477
Sacramento	31.72%	\$ 511,279	\$ 393,120	118,159
County	41.62%	\$ 670,852	\$ 515,815	155,037
Total	100.0%	\$ 1,611,849	\$ 1,239,344	\$ 372,505

<u>Street & Road Maintenance</u>		2013/14	2013/14	
Citrus Heights	5.46%	\$ 664,542	\$ 515,209	149,333
Elk Grove	10.80%	\$ 1,314,478	\$ 1,019,095	295,383
Folsom	5.44%	\$ 662,108	\$ 513,322	148,786
Rancho Cordova	4.96%	\$ 603,686	\$ 468,029	135,657
Sacramento	31.72%	\$ 3,860,672	\$ 2,993,119	867,553
County	41.62%	\$ 5,065,611	\$ 3,927,289	1,138,322
Total	100.0%	\$ 12,171,097	\$ 9,436,063	\$ 2,735,034

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #6

Subject: FY 2012-13 Comprehensive Annual Financial Report

Recommendation

Receive and file the FY 2012-13 Comprehensive Annual Financial Report.

Discussion

The Comprehensive Annual Financial Report (CAFR) for fiscal year 2012-13 has been completed and is enclosed with the agenda packet for your information.

The CAFR's contents are similar to last year's CAFR with a couple of exceptions. The STA issued \$53 million in fixed rate bonds in July 2012, and Government Accounting Standards Board (GASB) 65 was implemented, which entailed a change in accounting principle, whereby all existing and future bond costs can no longer be amortized over the life of the bonds but now must be fully expensed in the year they were incurred. Staff will highlight both of these exceptions in the Basic Financial Statements and in the Notes to the Financial Statements during this review.

Please note the copy of the Certificate of Achievement for Excellence in Financial Reporting, which we were awarded for our FY 2011/12 CAFR. This is the eighteenth consecutive year in which we have received this award.

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

Enclosure

Staff Contact: Lisa Valine

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #7

Subject: Results of Independent Audit for FY 2012-13

Recommendation

Receive and file the attached audit reports for FY 2012-13, and direct staff to ensure correction of findings.

Discussion

The independent audit of the STA, SAVSA, and recipient entities for the fiscal year ended June 30, 2013, was completed in October. Our consulting auditors, *James Marta and Company*, prepared the report (attached). The first three pages of the report provide general information about the audit process while the remainder of the report describes the tasks that the auditors performed and details the findings from agreed-upon procedures performed on the Measure A (on-going and capital) and SAVSA entities.

There was one Measure A finding for Paratransit, Inc. this fiscal year and no current year SAVSA findings. The City of Galt, however, did not submit any SAVSA expenditure reports for FY 12-13, nor did it submit a corrected indirect cost rate sheet based on a finding from FY 11-12. In the prior year, there were two Measure A findings for the City of Folsom, but those findings were corrected and did not appear in this fiscal year. There were no findings for the other jurisdictions or for the STA and SAVSA administration. A listing of this year's findings, the auditor's recommendations, and the jurisdiction's response are attached.

Attachments

Staff Contact: Lisa Valine



James Marta & Company LLP
Certified Public Accountants

Accounting, Auditing, Consulting, and Tax

INDEPENDENT ACCOUNTANT'S REPORT
ON APPLYING AGREED-UPON PROCEDURES

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

We have performed the procedures enumerated in Attachment I, which were agreed to by the management of Sacramento Transportation Authority (the "Authority"), solely to assist you in (1) monitoring recipient compliance with applicable Memorandum of Understanding for Measure A funds between the Authority and the respective entity as it relates to the entity's allocation; and (2) monitoring applicable recipient compliance with the Abandoned Vehicle Abatement Handbook issued by the California Highway Patrol as it relates to the Sacramento Abandoned Vehicle Service Authority (SAVSA) for the year ended June 30, 2013. The Authority's management is responsible for monitoring the recipient entity's compliance with laws and regulations applicable to the requirements mentioned above. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in Attachment I either for the purpose for which this report has been requested or for any other purpose.

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

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

James Marta & Company LLP

James Marta & Company LLP
Certified Public Accountants
October 2, 2013

ATTACHMENT I

PROCEDURES PERFORMED

MEASURE A

At your request, we have performed certain procedures as of June 30, 2013 and for the year then ended with respect to recipient compliance with the applicable Memorandum of Understanding between the Authority and the respective recipient entities. Such procedures performed were as follows:

1. We read the recipient's accounting system narrative as it specifically relates to the accounting for, and control over, Measure A receipts and expenditures.
2. We read the recipient's indirect cost allocation methodology, if any.
3. We read the recipient's methodology for allocating and recording interest related to Measure A receipts and recomputed reported interest income for one quarter for the year ended June 30, 2013 based on the amount set forth in the supporting schedules provided by the recipient entities, if interest was allocated to Measure A funds.
4. You selected certain projects from the Original Measure A Status Report, Measure A Distributions/Expenditures On-going Annual Programs (New Measure A) Schedule and the Measure A Capital Projects Schedule for the fiscal year ended June 30, 2013 as follows:

On-going Measure A

County of Sacramento:

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

City of Elk Grove:

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

City of Folsom:

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

City of Sacramento:

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

Paratransit, Inc:

Senior and Disabled Transportation Services

Sacramento Metropolitan Air Quality Management District:

Transportation-Related Air Quality Program

Sacramento Regional Transit:

Transit Operations, Maintenance and Safety

PROCEDURES PERFORMED: MEASURE A (Continued)

Original Measure A

County of Sacramento
City of Sacramento

Measure A Capital Projects

Caltrans:
Highway 50 Bus / Carpool Lanes
County of Sacramento:
Hazel Avenue Widening
Watt Avenue/US 50 Interchange
South Watt / Elk Grove – Florin Road Improvements
City of Sacramento:
Downtown Intermodal Station
JPA Connector
I-5 / SR-99 / US50 Connector Project
Sacramento Regional Transit:
Light Rail Transit – Downtown-Natomas-Airport

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

- a. Obtained the Original Measure A Status Report, Distribution/Expenditures for On-going projects or the Measure A Capital Projects Schedule, as applicable for fiscal year ended June 30, 2013.
- b. From the detail of total project costs provided by the recipient entities, we haphazardly selected all or 10, whichever is less, expenditures for the fiscal year ended June 30, 2013, and agreed amounts to supporting documentation noting if the expenditure was consistent with the project descriptions in the Expenditure Plan, the on-going Measure A Memorandum of Understanding of the Five-year Expenditure Plans for New Measure A, as applicable.
- c. We agreed the amounts in the applicable schedules provided by the Authority for the fiscal year ended June 30, 2013 to the expenditure detail for the fiscal year ended June 30, 2013 provided by the recipient for the selected projects.

SAVSA

We have performed certain procedures as of June 30, 2013 and for the year then ended with respect to the applicable recipient's compliance with the Abandoned Vehicle Abatement Handbook (Handbook) as it relates to the Sacramento Abandoned Vehicle Service Authority (SAVSA) recipient entities. Such procedures were as follows:

1. We read the recipient's accounting system narrative as it specifically relates to the accounting for, and control over, abatement receipts and expenditures.
2. We read the recipient's indirect cost allocation methodology, if any.
3. We read the recipient's methodology for allocating and recording interest and recomputed reported interest income for the year ended June 30, 2013 based on the amount set forth in the supporting schedules provided by the recipient entities.
4. For the fiscal year ended June 30, 2013, you selected the following recipient entities for verification of abandoned vehicle abatement expenditures:

County of Sacramento
City of Sacramento

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

- a. Obtained the Expenditure Status Report for the fiscal year ended June 30, 2013.
- b. From the detail of total project costs provided by the recipient entities, we haphazardly selected all or 10 expenditures, whichever is less, for the fiscal year ended June 30, 2013 and agreed amounts to supporting documentation noting if the expenditure was consistent with the allowable expenditures stated in the Handbook.
- c. We agreed the amounts in the SAVSA Quarterly Status Report provided by the Authority for the fiscal year ended June 30, 2013 to the amounts in the Quarterly Status Report and supporting documentations for at least one haphazardly selected quarterly report provided by the recipient.

Current Year Findings

2013-01 Paratransit – On-Going Measure A

Overhead Costs

As part of our testing of Paratransit's Measure A On-Going expenditures, we evaluated Paratransit's method of allocating of its overhead expenditures to Measure A funds and found that the method appears reasonable.

A total of 4.51% of the July 2012 Office Supplies were allocated as Measure A expenses. From the July 2012 Office Supplies expenses, we selected one specific expenditure for further review. We found that Paratransit had purchased two blenders at a total cost of \$799.98 for its Wellness Program's "Smoothie Day". While we understand that overhead expenditures can cover a broad range of items, we question

whether the purchase of blenders constitutes an ordinary and necessary business cost that would be allocated to the Measure A program.

We recommend that the STA staff review the nature of this expense and consider based on the facts and circumstances whether the cost is ordinary and necessary as an allowable cost for funding under Measure A.

Prior Year Findings

2012-01 City of Folsom – Measure A

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

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

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

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

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

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

Recipient Response

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

Status: We found that in fiscal year 2013, interest was allocated to the New Measure A fund.

Prior Year Findings (continued)

2012-02 City of Folsom – Measure A

“Original” Measure A Expenditures

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

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

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

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

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

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

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

Prior Year Findings (continued)

2012-02 City of Folsom – Measure A (continued)

Recipient Response

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

Status: The City deducted \$3,844.62 from its 1st Quarter, fiscal year 2013 Original Measure A claim to account for the above unallowable costs. Fiscal year 2013 Original Measure A expenditures for the City of Folsom were not selected for testing for Sacramento Transportation Authority.

2012-03 City of Galt – SAVSA

1. Methodology for allocation of indirect costs

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

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

It is recommended that:

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

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

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

Prior Year Findings (continued)

2012-03 City of Galt – SAVSA (continued)

2. Application of Indirect Cost Rates

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

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

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

Status: Not known. The City of Galt did not report any SAVSA expenditures for fiscal year 2013 and, accordingly, no testing was performed.



paratransit
creating independence through smart transit **inc.**



September 5, 2013

Alana N Theiss, CPA
James Marta & Company LLP
701 Howe Avenue, Suite E3
Sacramento, CA 95825

Dear Ms. Theiss:

We disagree with the contention that \$40 allocated to Measure A for two Blendtec blenders was not an ordinary and necessary cost on the following grounds.

Paratransit, Inc.'s health and welfare costs have ballooned by more than 100% over the past decade and now stand between \$2-3 million. With the prevailing market conditions, we anticipate these cost will continue to increase by low double digits annually into the foreseeable future. Our best practices wellness program was developed in 2006, suspended in 2009 with the recession and reinstated once more in 2012. The intention of the wellness program was to progressively help minimize our huge employee medical costs and reduce costly absenteeism by promoting employee health and wellness. The program was patterned after best practice wellness programs across the country and because of it Paratransit was recognized this year by the Sacramento Business Journal as one of the regions healthiest employers. Because the increased wellness and employee participation, we anticipate a significant savings on our medical cost (through Kaiser) which will very likely exceed the cost of the wellness program.

The two high speed blenders in question have served around 7,000 whole fruit, super food and vegetable smoothies since they were purchased last year. The smoothies are an integral and successful part of our wellness program. They have promoted employee wellness, morale and contributed to the past and future reduction of an enormous and growing expenditure obligation: health and welfare costs; which we consider an ordinary and necessary cost. Paratransit has always prided itself on being a progressive and proactive business and our wellness program is yet another example of that culture.

We contend that our travel training is one of our responsibilities as CTSA which is listed as an eligible expenditure under the Measure A plan (last phrase of paragraph 2 under the Senior and Disabled Section). We have had travel training operating expenditures as part of our STA-approved expenditure plan since the inception of the Measure A



renewal. Following from that, we contend that the wellness expenditures are a necessary and allowable personnel/operating expenditure for travel training as we have recorded.

Respectfully Submitted,



Steve Robinson-Burmester
Chief Financial Officer

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

December 5, 2013
Item #8

Subject: Voter Opinion Research on Transportation Issues and Priorities in Sacramento County

Recommendation

Receive and file a summary report of voter opinion research on transportation issues and priorities recently conducted in Sacramento County.

Discussion

Earlier this year, the STA Board selected a consulting team led by *Smith, Watts, & Martinez, LLC* to conduct community outreach and voter opinion research on transportation needs in Sacramento County and to facilitate the preparation of a Countywide Expenditure Plan of high-priority transportation projects and services. The effort officially kicked off in May with the convening of a Professional Advisory Group of local transportation agency directors representing STA; Regional Transit; Paratransit, Inc.; Capital Southeast Connector Authority; County of Sacramento and the incorporated cities therein. This group has met monthly to advise the consulting team on the preparation of a draft Countywide transportation expenditure plan and related matters. The consulting team simultaneously conducted a series of interviews to solicit observations on transportation issues and priorities from local elected officials and community leaders.

At the end of October, the consulting team conducted a public opinion poll of Sacramento County voters. The poll was conducted via telephone survey of 800 “*high-propensity*” voters. It was designed to determine:

- Voter support for various types of transportation investments, including a test of specific projects.
- The general importance among voters of transportation investment relative to other significant public policy issues.
- The inclination of voters to approve another Countywide half-cent transportation sales tax.

At today’s Committee meeting, staff will present a summary report of the poll results. In short, a majority of those surveyed indicated support for a supplemental Countywide transportation sales tax, but the margin is far short of the two-thirds super-majority required to pass such a measure. The results suggest that STA and the Measure A entities need to be more proactive in publishing the accomplishments of the Measure A program and in explaining the need for enhanced investment in system maintenance and capital expansion.

Attachments

Staff Contact: Brian Williams



Poll Specifics

Pollster

Jim Moore, J. Moore Methods, Sacramento

Poll Methodology

- Sample Size 800 interviews, statistically representative of Sacramento County voters as to the key factors of place of residence, sex, age, political affiliation, income, etc.
- Poll conducted between October 25 and November 3, 2013. Average Interview was 23 minutes in length.
- Voters polled are very highly likely voters who are new registrants or who have voted in the last two General Elections. These voters tend to be a bit older and a bit more conservative than all registered voters.
- We have specifically asked for a separate crosstabulation of voters most likely to vote in a November 2014 versus a November 2016 election.

Initial Poll Results

1. Generally speaking, are you satisfied or dissatisfied with how ____ (a) _____ is performing their job ?

	SATI	DIS SATI	NO OPIN
* Caltrans.	54	19	27
* your local city government.	52	26	22
* Sacramento Regional Transit.	46	18	36
* the Sacramento County Board of Supervisors.	40	19	41
* the Sacramento Transportation Authority.	38	17	45

2a. Is ____ (a) _____ a high, medium or low priority local issue for you ?

	HIGH	MED	LOW	NO OPIN
* improving the local economy.	82	14	3	1
* reducing crime and gang activity.	81	14	4	1
* balancing local government budgets.	73	20	4	3
* improving local public schools.	68	20	9	3
* filling potholes and resurfacing local streets, roads and bridges.	60	34	6	0
* relieving traffic congestion.	53	33	13	1
* reducing air pollution that causes global warming.....	49	24	25	2
* improving the local transportation system by extending light rail transit.	43	30	22	5

Initial Poll Results (cont'd)

2b. Is _____(a)_____ a high, medium or low priority local issue for you ?	HIGH	MED	LOW	NO OPIN
*maintaining local streets, roads and bridges, including resurfacing and filling potholes.....	58	34	8	0 – 2013
	60	34	6	0 – 2012
*improving worn out roads, by resurfacing, installing new lighting, curbs, gutters, sidewalks, traffic lights and safer pedestrian and bike routes.....	55	34	10	1 – 2013
	44	36	19	1 – 2012
*relieving traffic congestion on State Routes 50 and 99, and on Interstate 5 and 80.....	48	36	14	2 – 2013
*relieving countrywide traffic congestion...	38	44	17	1 – 2013
	36	43	20	1 – 2012
*extending light rail services	36	35	26	3 – 2013
	38	31	29	2 – 2012
*improving local and regional bus services.	33	36	26	5 – 2013
	32	37	28	3 – 2012

4. Could you afford a half-cent increase in the local sales tax ?

	2013	2012
YES/CAN AFFORD.	66	69
NO/CANNOT AFFORD.	30	28
NO OPINION.	4	3

Initial Poll Results (cont'd)

5. The proposed ballot question reads as follows:

Shall Measure "A", the Sacramento County Transportation Plan, be implemented with a half-cent sales tax for 30 years that::

- gives top priority and reserves a majority of the funding for filling potholes, resurfacing, improving safety and upgrading maintenance on city streets, county roads and bridges;
- expands special transit services for seniors and disabled persons;
- constructs light rail from downtown to the Sacramento airport;
- constructs a new four lane road connecting State Route 50 in Folsom through Rancho Cordova to State Route 99 and Interstate 5 in Elk Grove to relieve congestion on State Routes 50 and 99;
- increases security and uniformed police officers on buses, light rail trains and transit stations;
- conducts annual independent audits to ensure funds are spent as mandated by voters.

5a. To implement this program, would you vote "yes" or "no" on this measure ?

	2013	2012
YES.	59	64
NO.	35	31
NO OPINION.	6	5

Initial Poll Results (cont'd)

6a. Would you give a high, medium or low priority to ___(a)_____?	HIGH	MED	LOW	NO OPIN
* requiring annual independent audits that would inform the public to ensure funds are spent as approved by voters.	72	17	9	2
* expanding special transit services for seniors who can no longer drive, as well as providing basic transit for disabled persons.	55	32	11	2
* fixing potholes and old bridges, resurfacing local roads and improving road safety.	54	37	9	0
* increasing security for those using Sacramento Regional Transit with more uniformed police officers, and installing better lighting and security cameras on buses, trains and at transit stations.....	51	31	15	3
* rebuilding the oldest worn out local roads by mandating a "complete streets" approach that resurfaces roads, fixes pedestrian and bicycle safety problems, and adds new lighting, curbs, gutters, sidewalks, improved traffic control and signing.....	41	41	17	1
* constructing a 4-lane road connecting Highway 50 in Folsom to Elk Grove, following Grant Line Road, connecting to Highway 99 and Interstate 5 in Elk Grove to bypass traffic congestion in the downtown central Sacramento area, relieving congestion on State Route 50 and 99.....	41	31	25	3
* extending light rail from downtown Sacramento to the Sacramento airport through the Natomas Town Center.....	39	29	29	3

Initial Poll Results (cont'd)

7a. As part of the new transportation sales tax measure a program of transportation improvements will be constructed in each local community in the County.

Would you give a high, medium or low priority to _____(a) _____?	HIGH	MED	LOW	NO OPIN
* reconstructing and improving the freeway to freeway interchange at the junction of Highway 50 and 99, and Business 80 in downtown Sacramento.....	48	29	22	1
* construction of the final phase of the downtown regional transportation terminal making it possible to walk to downtown Sacramento and Old Sacramento, which will connect by light rail transit and Amtrak to all areas of the Sacramento region and to the Bay Area.....	43	34	22	1
* widening and improving key arterial corridors throughout the County by resurfacing, and improving street lighting, pedestrians and bicycle safety, traffic lights, landscape and signing at Watt Avenue, Madison Avenue, the Jackson Highway, Elk Grove Boulevard, Hazel Avenue, Antelope Road, Arden Way, Folsom Boulevard, Florin Road, Greenback Lane, Fulton Avenue and Stockton Boulevard.	41	35	22	2
* constructing a new Rancho Cordova Parkway interchange on Highway 50 in the City of Rancho Cordova to reduce congestion on the Sunrise Boulevard Interchange.	37	33	27	3

Initial Poll Results (cont'd)

7a. (cont'd)

	HIGH	MED	LOW	NO OPIN
* constructing new bus and carpool lanes on Highway 50 from Watt Avenue into downtown Sacramento.....	34	32	33	1
* A new American River bridge crossing, connecting downtown Sacramento to the Natomas Town Center for use by the light rail transit line to the airport, and as a new local arterial connection for cars and trucks, bypassing congestion on Interstate 5.....	44	33	30	3
* improving Sunrise Boulevard and Folsom Boulevard in the City of Rancho Cordova.....	32	32	32	4
* a new streetcar system for local transit connecting the downtown regional terminal to the K Street Mall, Mid-Town Sacramento, Old Town Sacramento, and over the river to a streetcar coming from West Sacramento paid for by Yolo County residents.	29	34	34	3

7b. After hearing the project list, would you support or oppose increasing the Sacramento county sales tax by a half-cent for 30 years ?

SUPPORT.57

OPPOSE.40

NO OPINION.3

Initial Poll Results (cont'd)

d4. Do you use _____ (a) _____ at least twice a week on average?

YES

a1. I-5.....	35
s2 .I-80.....	49
a3. State Route 50.....	48
a4 .State Route 99.....	37
a5. Light Rail.....	8
a6. RT Buses.....	9
a7. Special Transit for seniors and disabled.....	4
 NONE OF THE ABOVE.....	 21

Initial Poll Results (cont'd)

	Cities						
	SACR	FOL-	CITR	ELK	RANC	UN-	
	<u>MNTO</u>	<u>SOM</u>	<u>HGHT</u>	<u>GROV</u>	<u>CORD</u>	<u>CORP</u>	
PERCENT TO WHOLE =	100	30	6	6	10	5	43

1. Generally speaking, are you satisfied or dissatisfied with how _____(a)_____ is performing their job ?

a3. the Sacramento Transportation Authority.

SATISFIED	48	44	26	36	34	34
DISSATISFIED	18	12	15	14	14	18
NO OPINION	34	44	59	50	52	48

2a. Is _____(a)_____ a high, medium or low priority local issue for you ?

a11. filling potholes and resurfacing local streets, roads and bridges.

HIGH	51	50	62	50	66	69
MED	40	41	38	43	21	27
LOW	9	9	0	7	14	4
NO OPINION	0	0	0	0	0	0

a12. relieving traffic congestion.

HIGH	47	50	53	52	41	60
MED	37	29	29	38	41	29
LOW	15	21	12	11	17	9
NO OPINION	1	0	6	0	0	2

Initial Poll Results (cont'd)

	SACR	FOL-	CITR	ELK	RANC	UN-
	<u>MNTO</u>	<u>SOM</u>	<u>HGHT</u>	<u>GROV</u>	<u>CORD</u>	<u>CORP</u>
PERCENT TO WHOLE = 100	30	6	6	10	5	43

a2. extending light rail services.

HIGH	41	15	29	32	28	37
MED	35	35	29	38	41	35
LOW	21	44	32	29	31	24
NO OPINION	2	6	9	2	0	4

a4. improving worn out roads, by resurfacing, installing new lighting, curbs, gutters, sidewalks, traffic lights and safer pedestrian and bike routes..

HIGH	56	38	56	54	69	55
MED	36	38	26	39	21	34
LOW	7	24	15	7	10	9
NO OPINION	1	0	3	0	0	2

4.. Could you afford a half-cent increase in the local sales tax?

YES	68	68	65	77	62	64
NO	29	29	26	16	34	33
NO OPINION	3	3	9	7	3	3

Initial Poll Results (cont'd)

5. The proposed ballot question reads as follows:

Shall Measure "A", the Sacramento County Transportation Plan, be implemented with a half-cent sales tax for 30 years that:

- gives top priority and reserves a majority of the funding for filling potholes, resurfacing, improving safety and upgrading maintenance on city streets, county roads and bridges;
- expands special transit services for seniors and disabled persons;
- constructs light rail from downtown to the Sacramento airport;
- constructs a new four lane road connecting State Route 50 in Folsom through Rancho Cordova to State Route 99 and Interstate 5 in Elk Grove to relieve congestion on State Routes 50 and 99;
- increases security and uniformed police officers on buses, light rail trains and transit stations;
- conducts annual independent audits to ensure funds are spent as mandated by voters.

	<u>Cities</u>						
	SACR	FOL-	CITR	ELK	RANC	UN-	
	<u>MNTO</u>	<u>SOM</u>	<u>HGHT</u>	<u>GROV</u>	<u>CORD</u>	<u>CORP</u>	
PERCENT TO WHOLE =	100	30	6	6	10	5	43

5a. To implement this program, would you vote "yes" or "no" on this measure ?

YES	67	47	53	61	59	58
NO	29	47	38	32	34	37
NO OPINION	5	8	9	7	7	5

Initial Poll Results (cont'd)

	<u>Cities</u>						
	<u>SACR</u>	<u>FOL-</u>	<u>CITR</u>	<u>ELK</u>	<u>RANC</u>	<u>UN-</u>	
	<u>MNTO</u>	<u>SOM</u>	<u>HGHT</u>	<u>GROV</u>	<u>CORD</u>	<u>CORP</u>	
PERCENT TO WHOLE =	100	30	6	6	10	5	43

6a. Would you give a high, medium or low priority to ___(a)_____?

a3. extending light rail from downtown Sacramento to the Sacramento airport through the Natomas Town Center.

HIGH	52	24	29	25	28	39
MED	26	32	35	39	45	27
LOW	21	38	32	34	28	30
NO OPINION	1	6	3	2	0	4

a4. increasing security for those using Sacramento Regional Transit with more uniformed police officers, and installing better lighting and security cameras on buses, trains and at transit stations.

HIGH	57	44	56	45	48	50
MED	30	29	29	29	34	33
LOW	11	24	15	25	17	14
NO OPINION	1	3	0	2	0	3

a5. constructing a 4-lane road connecting Highway 50 in Folsom to Elk Grove, following Grant Line Road, connecting to Highway 99 and Interstate 5 in Elk Grove to bypass traffic congestion in the downtown central Sacramento area, relieving congestion on State Routes 50 and 99.

HIGH	43	35	24	55	41	39
MED	35	21	29	29	31	31
LOW	20	41	38	16	24	26
NO OPINION	2	3	9	0	3	3

Initial Poll Results (cont'd)

		<u>Cities</u>					
	SACR	FOL-	CITR	ELK	RANC	UN-	
	<u>MNTO</u>	<u>SOM</u>	<u>HGHT</u>	<u>GROV</u>	<u>CORD</u>	<u>CORP</u>	
PERCENT TO WHOLE =	100	30	6	6	10	5	43

a6. requiring annual independent audits that would inform the public to ensure funds are spent as approved by voters.

HIGH	74	56	65	70	79	75
MED	17	38	18	20	10	16
LOW	8	6	18	11	10	7
NO OPINION	2	0	0	0	0	2

a9. rebuilding the oldest worn out local roads by mandating a "complete streets" approach that resurfaces roads, fixes pedestrian and bicycle safety problems, and adds new lighting, curbs, gutters, sidewalks, improved traffic control and signing.

HIGH	45	9	41	38	38	43
MED	40	62	38	45	52	38
LOW	13	29	21	18	10	16
NO OPINION	2	0	0	0	0	2