

**City of Ridgecrest Measure L Citizen's Oversight Committee**  
**Annual Report for Fiscal Year 2014-2015**

**July 6, 2016**

## Executive Summary

A Measure L Citizens' Oversight Committee report is required to be generated annually to provide the findings of both the use of the voter approved Measure L revenues paid into the General Fund and the Ridgecrest annual financial report. The requirement is defined by the City of Ridgecrest Code of Ordinance 12-02 Chapter 3 Article 2[1].

The Fiscal Year 2014-2015 report is the third annual report prepared by the Measure L Citizens' Oversight Committee (MLCOC).

Measure L was approved for a ¾ cent sales tax, for five (5) years, by the voters on the June 5, 2012 election.

Measure L was initiated when Ridgecrest City Council declared fiscal emergency on January 11, 2012 when “like many other California cities, Ridgecrest is in a serious financial position as Sacramento continues to seize our local funds, to fix their (California) budget mess.” Ridgecrest had lost more than \$3 million tax revenue between the Fiscal Years 2010-2011 and Fiscal Year 2011-2012.

The information communicated with door hangers, the Ridgecrest City Manager Measure L information flyer, and Resolution 12-10 for a June 5, 2012 election is reflecting the balance between police and street services. (Figure.1 Measure L information flyer)

**Measure L ballot to be voted on June 5, 2012. Measure L will “established a locally-controlled source of revenue for community’s services”.**

Service priorities to be maintained by Measure L:

- Police officers & neighborhood police patrols
  - City streets & pothole repair
  - 9-1-1 emergency response times
- Anti-gang programs that keep youth off the streets
  - Crime prevention & investigation

Figure1. Measure L information flyer [2]

Measure L generated \$2,613,889 in Fiscal Year 2014-2015, which ended June 30<sup>th</sup>, 2015. The year had Measure L carryover fund of \$400,313 from the prior year. [3] Ridgecrest Finance Department reported MLCOC agenda for Sept 14, 2015.

Measure L expenditures for the Fiscal Year 2014-2015 was \$1,913,281. The Police Department (public safety) expended \$1,404,207. Public Works Street Maintenance & Construction expenditure was \$509,074 with an additional obligation of \$295,226. The remaining balance of the Measure L funds for Fiscal Year 2014-2015 and the prior year carryover was \$805,695 to be brought forward to Fiscal Year 2015-2016. A statement from the Financial Director has been provided to explain Measure L carryover and that the negative balance against the end of year General Fund is not incompatible. [4] MLCOC March 14, 2016 Agenda. (Table ES-1 Measure L Fiscal Year 2014-2015 Balance Sheet)

<b>Carry Over From Prior Years: Measure L</b>	<b>\$ 400,313</b>
<b>Revenue Fiscal Year 2014-2015: Measure L</b>	<b>\$ 2,613,889</b>
<b>Expenditures Fiscal Year 2014-2015: Measure L</b>	<b>\$ 2,208,507</b>
Public Safety	\$ 1,404,207
Public Works	\$ 804,300
Expended	\$ 509,074
Encumbrances	\$ 295,226
<b>Revenue over(under) expenditures- General Fund</b>	<b>\$ 805,695</b>

Table ES-1 Measure L Fiscal Year 2014-2015 Balance Sheet

Fiscal year 2014-2015 revenue of \$2,613,889 was greater than the budget of \$2,500,000.

The budget of Public Safety was \$1,277,257. The budget for Public Works was \$520,362.

The Police Department expended Fiscal Year 2014-2015 Measure L funds predominantly on the salaries for 13 employees maintaining the number of officers to 32. The Police Department also managed a 50 volunteer PACT organization for the year.

The Public Works Department expended Measure L funding for Street Maintenance and Construction including 3 streets completely funded by Measure L and numerous other streets that were partially funded by Measure L purchase of raw street material.

The Fiscal Year 2014-2015 funded expenditures for police and street maintenance were consistent with the previous fiscal year. Measure L fund is being planned to be a potential continuing funding source for Ridgecrest community services.

Fiscal Year 2014-2015 was the third of five years of Measure L funding. The Measure L revenue and expenditures for the three years annual are provided in Table ES2.

	Fiscal Year	2012-2013	2013-2014	2014-2015
Carry Over From Prior Years: Measure L			\$ 316,758	\$ 400,313
<b>Revenue</b>		\$ 1,499,559	\$ 2,510,692	\$ 2,613,889
<b>Expenditures</b>		\$ 1,182,801	\$ 2,427,137	\$ 2,208,507
Public Safety		\$ 809,423	\$ 1,347,490	\$ 1,404,207
Public Works		\$ 357,994	\$ 1,079,647	\$ 804,300
Measure L accounting implementation		\$ 15,384		
<b>Revenue over(under) expenditures- General Fund</b>		\$ 316,758	\$ 400,313	\$ 805,695

Table ES2. Measure L Revenue and Expenditure

Fiscal 2015-2016 planning is for revenue of \$2,600,000. The funding plan is for 15 police officers/dispatcher/2 record clerks/1 code enforcement officer [4]. The funding for street maintenance includes 18 streets to be completed during the 2016 paving season. (MLCOC agenda Feb 8, 2016 [4])

## **Summary Findings:**

Measure L funds were allocated entirely to Public Safety and Public Works for the Fiscal Year 2014-2015 consistent with the prior Measure L funded years.

During Fiscal Year 2014-2015, Measure L revenue was planned to contribute 18.5% of the \$14.1M General Fund Revenue, an increase from 14.6% during Fiscal Year 2012-2013. Measure L is a stable and predictable funding source that has supported continuing city operations. The local sales tax has been particularly beneficial, mitigating the impact of other city operations revenue when the state of California withdrew other General Fund Revenue to include Redevelopment Agency resources.

Street repair for the 4 lane arterials of Ridgecrest are expected to be completed during 2016 (Gateway Street). Prior to Measure L funding, street repair was predominantly pothole repairs.

Annual spending on streets maintenance is less than \$1.5M over 15 years as recommended to achieve overall improvement of the street network (reference Public Works' Pavement Management System study dated June 1, 2011 by Willdan Engineering page 5 [5]).

Measure L is used to pay close to half of the police officers for Fiscal Year 2014-2015 which implies that the city assumes renewal of the sales tax in order to provide public safety services to property crimes violent crimes, and the service calls. The approval of AB109 (an early prisoners release program) and Prop 47 (reducing felony crimes to misdemeanors) are factors in the changing safety environment and increasing police workload.

In the near future TAB funding for street work will end. Measure L funding may essentially be the only major source for any street services, including Measure L matching funding qualifications. A decision to not extend the local sales tax measure would result in a significant impact of police services and street maintenance capability. Without an extended local sales tax approval by the voters, the city police force would not be able to retain the current size of the police force and the rate of street repairs would dramatically curtail.

**Recommendations:**

The tracking of Measure L expenditures has improved. The funds are clear as to how they have been expended. While streets maintenance and the Police Department staffing levels are unsustainable without Measure L Funds, it is critical that the City Council put another tax initiative on the ballot which sustains funding of Public Safety and Public Works.

It is also recommended that the \$805,695 of carryover be used solely on street maintenance and repair and that Measure L Funds be used to maintain the current level of Police Department staffing/services.

The Engineering Division has been applying for Federal and State funding. It is recommended that a budget is set aside from Measure L to ensure that matching funds, which are required, are available to ensure community projects can be completed with any grants received by the City.

The expected updated 2016 report of Pavement Management System shall provide the City Council recommended levels of street repair planning which would achieve acceptable overall street condition level within 10-15 years. City Council support to executing to the report plan is recommended, notwithstanding the decision for a continued local sales tax.

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## 1. INTRODUCTION

### 1.1 What is Measure L?

The Measure L is a local sales tax measure voted on June 5, 2012 for the City of Ridgecrest, CA to adopt a 0.75% general sales tax 02 [6].

Measure L was initiated when Ridgecrest City Council declared fiscal emergency on January 11, 2012 when “like many other California cities, Ridgecrest is in a serious financial position as Sacramento continues to seize our local funds, to fix their (California) budget mess.” Ridgecrest had lost more than \$3 million tax revenue between the Fiscal Years 2010-2011 and Fiscal Year 2011-2012.

The information communicated with door hangers and the Ridgecrest City Manager Measure L information flyer, and Resolution 12-10 for a June 5, 2012 election is reflecting the balance between police and street services.

**Measure L ballot to be voted on June 5, 2012. Measure L will “established a locally-controlled source of revenue for community’s services”.**

Service priorities to be maintained by Measure L:

- Police officers & neighborhood police patrols
  - City streets & pothole repair
  - 9-1-1 emergency response times
- Anti-gang programs that keep youth off the streets
  - Crime prevention & investigation

Table 1. Measure L information flyer [2] 2012 door hangers and the Ridgecrest City Manager Measure L information flyer, and Resolution 12-10 for a June 5, 2012 election

The ballot question is shown below [7].

**The question on the ballot:**

**Measure L:** Ridgecrest Public Safety/Essential City Services Measure. To help prevent additional cuts and maintain City of Ridgecrest services, including: city streets and pothole repair; police officers and neighborhood police patrols; 9-1-1 emergency response times; and crime prevention and investigation; and other city services, shall the City of Ridgecrest enact a 3/4 cent sales tax, for five (5) years, requiring a citizen's oversight committee, annual independent audits, with all funds for City of Ridgecrest services only, no funds for Sacramento?

—Balletopedia Website

The citizens of Ridgecrest voted in favor of Measure L ballot which was adopted as Ordinance 12-02[7], which added Chapter 3, Article 2, to the Ridgecrest Municipal Code [1].

Measure L created a General Fund tax. General Fund tax has no legal obligation to be allocated to any specific department. However, Measure L was approved based on retaining cities services for police and streets.

Voters will have the option to renew Measure L or cancel the tax after 5 years. Measure L sales tax expires on Sept 30, 2017.

## 1.2 Measure L Citizen’s Oversight Committee

The Measure L Citizen’s Oversight Committee (Committee) was established by Municipal Code Chapter 3 Section 2.113.

The three duties of the Committee are listed in Chapter 3 Section 2.117 of the Ridgecrest Municipal Code. The Committee is charged with overseeing the use of Measure L funds and providing an annual report of its findings to the public.

(a) The committee is charged with the following responsibilities:

(1) Reviewing all appropriations of revenues received by the City from the sales and use taxes imposed pursuant to the provisions of this chapter to determine whether such funds are to be used as provided for in this chapter and the voter-approved measure that adopted this chapter;

(2) Reviewing the audit prepared by an independent auditor retained by the City to perform the City's Comprehensive Annual Financial Report to determine whether such funds have been spent as provided for in this chapter and the voter approved measure; and

(3) Prepare and issue the committee's own annual report setting forth their findings in regard to the foregoing

.—Ridgecrest Municipal Code Chapter 3 Section 2.117

## 1.3 Tracking Measure L Funds

As a General Fund Tax, all Measure L funds are initially deposited in the General Fund. Measure L funds are tracked to provide visibility within the financial system. Public Safety (Police) and Public Works (street maintenance) expenditures from Measure L funding have unique tracking accounts. Public Safety has included expenditures for equipment and labor. Public Works expenditures include labor, material, and contract services.

For Public Works, Measure L has provided (Public Work Fund 18) seed funds to qualify for Federal matching funds for Capital Improvement projects. During Fiscal Year 2013-2014, a Federal matching fund of 10:1 was achieved. The Federal funding of 10 dollars was matched for every (Measure L) single dollar allocated to qualified projects.

## 1.4 Source of Report Data

The financial data is directly from the City of Ridgecrest Comprehensive Annual Financial Report (CAFR) or the City of Ridgecrest Finance Department. The CAFR for a given Fiscal Year is delivered approximately January 1<sup>st</sup> after the end of the city fiscal year ending June 30. The CAFR report includes the results of the independent audit [8].

The audit report continues to recognize that Measure L funding was a significant and positive impact on the operation of the city.

## 1.5 Revenue Funding

The tax revenue for the years prior to Measure L peaked at \$15.72M in Fiscal Year 2008-2009. During the year prior to any Measure L funding, Fiscal Year 2011-2012, the total tax revenue was \$12.06M. This was a decrease of \$3.05M or 78.9% of the previous year revenue. Additional tax revenue funding reduction was forewarned for the next year.

Measure L was initiated when Ridgecrest City Council declared fiscal emergency on January 11, 2012 when “like many other California cities, Ridgecrest is in a serious financial position as Sacramento continues to seize our local funds, to fix their (California) budget mess.”

During Fiscal Year 2012-2013, there was Measure L funding. The Measure L funding did not offset further decreases of total tax revenue. The Redevelopment Agency (RDA) was dissolved by the state government as of Feb 1, 2012. The dissolution of RDA was a known reality prior to the decision for a Measure L ballot. Fiscal Year 2012-2013 tax revenue was \$10.28M; \$1.78M less or 82.2% of the previous year.

Between Fiscal Years 2009-2010 and 2012-13, there was a loss of nearly \$7M or 53.5% of other tax revenue.

The Total Tax Revenue is provided in Figure 1. (Tax Revenue Fiscal Years 2008-2013) CAFR report Schedule 5 Government Activities Tax Revenue [8].

Fiscal Year	Total Tax Revenue	Sales Tax	Other Tax Revenue
2008-2009	\$ 15.72	\$ 3.30	\$ 12.42
2009-2010	\$ 15.42	\$ 2.86	\$ 12.56
2010-2011	\$ 15.11	\$ 3.02	\$ 12.09
2011-2012	\$ 12.06	\$ 3.17	\$ 8.89
2012-2013	\$ 10.28	\$ 4.44	\$ 5.84

Figure 1. Tax Revenue Fiscal Years 2008-2013

The passage of Measure L had a positive partial impact to mitigate the loss of other tax revenue reduction of funding. The total tax revenue reduction between Fiscal Year 2008-2009 and the first year of Measure L funding was \$5.42M or a 34.6% loss of funding.

During Fiscal Year 2014-2015, Measure L revenue was planned to contribute 18.5% of the \$14.1M General Fund Revenue, an increase from 14.6% during Fiscal Year 2012-2013. Measure L is a stable and predictable funding source that has supported continuing city operations. The local sales tax has been particularly beneficial and mitigated the impact of loss of city operations when the State of California withdrew other General Fund Revenue to include Redevelopment Agency.

## **1.6 Fiscal Year vs. Paving Season**

The City of Ridgecrest Fiscal Year begins July 1<sup>st</sup> and ends June 30<sup>th</sup>. The paving year, however, runs approximately from April through October. Consequently, paving contracts often overlap fiscal years and final expenditures are subject to adjustment in the subsequent year CAFR.

## **1.7 Previous Reports**

There are two previous MLCOC annual reports containing specific summaries of the Measure L revenues and expenditures. [9, 10]

The Committee's first annual report [8] contains additional detail regarding the financial history of the City of Ridgecrest from Fiscal Year 2001-2002 through Fiscal Year 2012-2013.

## **2. SUMMARY OF REVENUE AND USAGE OF MEASURE L FUNDS**

Measure L revenues by month are included in the chart below. This data is directly from the Ridgecrest Finance Department financial management system database. The chart is comprehensive, starting with the revenue received in December 2012. This chart is to show historical as well as 2014-15 revenues to allow for complete understanding of all Measure L revenues through the 2014-15 reporting period. Sales and Use Tax revenue distributions to local agencies follow a delayed schedule. Payments for a three-month quarter are made in three monthly installments plus a true-up payment in the fourth month. So for the Second quarter April-May-June, the payments are made in June (30% of estimate), July (30% of estimate), and August (40% of estimate) with a true-up based on actuals in September.

MONTH	FISCAL YEAR		
	2012-2013	2013-2014	2014-2015
July	-----	-----	-----
August	-----	-----	-----
September	-----	288,764.86	265,913.50
October	-----	152,500.00	165,900.00
November	-----	203,300.00	221,200.00
December	161,070.91	238,777.10	263,870.71
January	149,400.00	143,400.00	171,900.00
February	199,200.00	191,200.00	229,200.00
March	134,894.93	295,039.86	256,931.31
April	134,700.00	153,000.00	164,300.00
May	179,600.00	204,000.00	219,000.00
June	540,693.89	640,709.70	655,673.64
TOTALS:	1,499,599.73	2,510,691.52	2,613,889.16

Though revenue collection began in October of 2012, the first receipts were received in December due to the delayed distribution schedule. The funds received in July and August for transactions that occurred in May and June are included in June, which is the final month of the fiscal year. This occurs because of the Modified Accrual method used by the Ridgecrest Finance Department.

Measure L Usage:

A summary of Measure L income, expenditure, and carryover is included in the following chart. Detailed expenditures for the 2014-15 fiscal years shall be detailed later. This report shall look historically at numbers from the 2012-13 fiscal years as reporting needs to be clarified and differences in some numbers need to be explained in more detail for complete objectivity and clarity.

<b>1ST YEAR</b>	<b>ORIGINAL BUDGET</b>	<b>ADJUSTED BUDGET</b>	<b>FY 2012-2013 ACTUALS</b>
SALES TAX - MEASURE L	\$ 1,135,000	\$ 1,135,000	\$ 1,499,560
EXPENDITURES:			
POLICE DEPARTMENT	534,800	885,981	809,424
BOE IMPLEMENTATION 1-TIME COST		15,384	15,384
STREETS CONSTRUCTION	-	-	-
STREETS MAINTENANCE	600,200	233,635	357,994
TOTAL EXPENDITURES	1,135,000	1,135,000	1,182,802
REVENUE OVER EXPENDITURE	\$ -	\$ -	\$ 316,758
AMOUNT TO CARRY OVER TO FY 2014			\$ 316,758
<b>2ND YEAR</b>	<b>ORIGINAL BUDGET</b>	<b>ADJUSTED BUDGET</b>	<b>FY 2013-2014 ACTUALS</b>
PRIOR YEAR CARRY OVER			\$ 316,758
SALES TAX - MEASURE L	\$ 1,800,000	\$ 2,400,000	\$ 2,510,692
EXPENDITURES:			
POLICE DEPARTMENT	1,000,000	1,025,829	1,347,490
ENGINEERING	189,672	92,381	-
STREETS CONSTRUCTION	-	413,289	413,289
STREETS MAINTENANCE	610,328	894,330	666,358
TOTAL EXPENDITURES	1,800,000	2,425,829	2,427,137
REVENUE OVER EXPENDITURE	\$ -	\$ (25,829)	\$ 83,555
AMOUNT TO CARRY OVER TO FY 2015			\$ 400,313
<b>3RD YEAR</b>	<b>ORIGINAL BUDGET</b>	<b>ADJUSTED BUDGET</b>	<b>FY 2014-2015 ACTUALS</b>
PRIOR YEAR CARRY OVER			\$ 400,313
SALES TAX - MEASURE L	\$ 2,500,000	\$ 2,500,000	\$ 2,613,889
EXPENDITURES:			
POLICE DEPARTMENT	1,265,322	1,276,752	1,404,207
ENGINEERING	-	230,000	78,178
STREETS CONSTRUCTION		202,637	
STREETS MAINTENANCE	-	1,107,725	430,896
TOTAL EXPENDITURES	1,265,322	2,817,114	1,913,281
REVENUE OVER EXPENDITURE	\$ 1,234,678	\$ (317,114)	\$ 700,608
AMOUNT TO CARRY OVER TO FY 2016			\$ 1,100,921
LESS ENCUMBRANCES FOR STREET EXP IN FY2016			(295,226)
UNENCUMBERED CARRYOVER			805,695

The original budget and adjusted budget are provided in the above table. The original budget is the budget as approved by council at the beginning of the fiscal year and entered into the financial system. Council or staff within an approved authority limit and following the budget amendment process can modify and change the budget during the year for different needs and reasons. This becomes the adjusted budget or current budget.

For the Fiscal Year 2014-2015, there is an unencumbered carryover of \$805,695. The plan for the street maintenance would have expended most of the carry over except for the expense of some street projects that were covered with TAB funding. The administrative decision to use TAB funding during 2015 to partially pay for the year's street projects ensured that the city could maximize the total funding revenue available. Carryover Measure L funding was not subjected to expiration and would be available during the next year.

The resulting carryover of \$805,695 is specifically reflected in the financial accounting records.

A comparison of Measure L carryover and year end General Fund negative balance was reviewed for clarity. The 2015 General Fund negative balance reported in the annual financial report is not an indication that a Measure L carryover does not exist. A negative General Fund balance at the end of year report is only a specific instance, reflecting GAAP (general accepted accounting principles) in the CAFR. The annual CAFR required that all debts be placed as a debt in its' entirety. Outstanding liabilities are in fact paid over time while the General Fund in the CAFR shows a deficit balance, as if all debt were due immediately.

When the newly purchased financial system is operational, improvement of accounting procedures and processes improve the availability expenditures and their funding sources through the "Project Budget Worksheet".

### **3. PUBLIC SAFETY SECTION**

Measure L was enacted in 2012 in response to a fiscal emergency. The City of Ridgecrest was forced to cut \$3.05 million in spending and reduce the city's workforce by 17% because the State of California required additional revenue. As a community, five priorities were voted in with Measure L. Four of those priorities center on safety and include Police Officers, 9-1-1 emergency response times, Anti-gang programs that keep youth off of the streets, and Crime prevention and Investigation.

\$1.4 million in funding was spent on the Police Department during the FY14-15 reporting period for Measure L. This paid labor for twelve (12) officers, one (1) dispatcher, two (2) record clerks and one (1) code enforcement officer. Measure L ensures the Police Department stays close to fully staffed levels that maintain public safety and other Measure L priorities. This brings the Police Department staffing to 1.07 officers per 1,000 citizens. Measure L also fiscally supports the Traffic Unit which focuses on traffic enforcement and DUI patrols; School Resource Officer Program that engages our youth on early intervention to drop juvenile crime; and Code Enforcement to deal with parking issues, nuisance abatement and graffiti.

**Ridgecrest Crime Statistics (Calendar Year)**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Officers Onboard</b>	33	35	34	31	31	32	32
<b>Violent Crimes</b>							
Homicide	0	3	1	2	4	0	1
Robbery	10	12	15	16	26	13	19
Rape	15	12	11	3	9	9	15
Assault	346	334	337	363	385	331	332
<b>Property Crimes</b>							
Burglary	170	210	192	236	214	139	160
Theft	335	348	292	326	313	272	372
Auto Theft	42	53	37	41	45	59	51
Arson	15	21	14	3	10	5	8
<b>Total Crime</b>	<b>933</b>	<b>993</b>	<b>899</b>	<b>990</b>	<b>997</b>	<b>828</b>	<b>962</b>
<b>Difference by %</b>		<b>6%</b>	<b>-9%</b>	<b>10%</b>	<b>1%</b>	<b>-17%</b>	<b>15%</b>

Measure L funding has helped the Police Department replenish its dilapidated fleet since it was voted in by the citizens of Ridgecrest. Prior to Measure L funds, the Police Department went two (2) budget cycles without purchasing new patrol vehicles. The vehicles needed constant repair and were often in the shop more than they were on the road. The vehicles were old and some had in excess of 150,000 miles. Vehicles were not purchased in FY14-15.

The purchase of new vehicles with Measure L Funding has allowed the Police Department to ease the burden on its old fleet. The new vehicles are under warranty for 8 years 140,000 miles and are repaired at the local dealership, which increases the ability to repair and maintain the older vehicles. By obtaining vehicles under Measure L Funds the Police Department is able to assign most officers to a single vehicle, which spreads out the Department's overall mileage to several vehicles instead of just a few. Having the ability to assign one officer to one vehicle will extend the service life of the fleet.

During this reporting period, the Police Department began using local repair facilities to repair fleet vehicles. The City Corporation Yard is now only responsible for fuel and tires for the Police Department's fleet. This allows the Police Department to get the best possible price for repairs. In FY15 the Police Department's budget for fleet maintenance was over \$270,000. This year the Police Department budgeted \$170,000 for vehicle maintenance and we are currently on track to come in under budget.

The reality is Measure L Funds allow a sufficient number of officers to protect our citizens. Currently, officers are available to respond to an emergency call and citizens can rely on their quick responsiveness. Because of Measure L funds, this community trusts and has confidence in the safety and security of this City.

#### **4. PUBLIC WORKS/STREETS**

Measure L funding was enacted with five priorities for the City of Ridgecrest. Of those priorities, four were for public safety and one was for city street maintenance and repair. During this reporting period, \$430K was expended on street maintenance and \$78K was expended on engineering services. The engineering services included designs for road work and environmental reporting that is required by the State of California. Engineering funds were spent on designs for the Drummond Widening Project between Downs Avenue and Inyo Street; and installing signs and pavement markings for the project named "12 Intersection Signage and Striping". Construction funds were executed for completing several projects that had been designed and awarded in previous reporting periods and awarding others. Those contract awards will be executed during FY15-16 reporting period.

The Engineering Division continues to actively seek federal and state grant funding throughout the year to help with Capital Improvement Projects. All grant funding requires a matching amount for each project. State and Federal funds are given in the amount of 88.17% with the City matching these funds at 11.83%. Measure L Funds in FY 13/14 matched funds in the amount of \$353,708.00 for various projects within our community with the State and Federal funding contributing \$3,270,116.00.

The City created efficiency by hiring an in-house engineer instead of contracting out the work. During this reporting period, the engineer worked one thousand three hundred thirty-two (1332) hours. Measure L contributed to the salary and benefits in the amount of Forty-Six Thousand Four Hundred and Twenty-four Dollars (\$46,424.00) for those hours worked. Comparing the employee's salary per hour (\$34.85) to a contractor firm (at the same skill level) the average cost of a consultant would be one hundred dollars (\$100.00) per hour. If the consultant worked those 1332 hours, the City's cost would have been One Hundred Thirty-three Thousand Two Hundred Dollars (\$133,200.00). The cost savings between having a new engineer and using a consultant was \$133,200.00 minus the contribution from Measure L Funds of \$46,424.00 which comes out to be \$86,776. The engineer currently works on traffic studies, plan checks, inspections of road projects, and design using AutoCAD.

It is important to note that in previous years, Measure L has been used to fund the purchase of a crack filling machine, a new roller, materials to prep the roadways and a road maintenance worker. This reporting period, the funds were used on labor and materials to use the previously procured equipment and repair many of our roads.

A street crew in the Street Department consists of five (5) workers and maintaining this consistency is important to continue with the repair and maintenance of our streets within our community. Measure L Funds currently fund one full time street maintenance worker.

Pavement preservation is not new and is a major focus of Measure L funding. It is applying the right treatment on the right road at the right time to extend the service life of the pavement. When done correctly, it eventually reduces cost of reconstruction projects and traffic disruptions. Now that equipment has been purchased and Public Works employees have been trained appropriately, the City can provide the public with improved pavements and safety.

The City has been very strategic in the thought process of which streets to preserve and maintain. Present funding is inadequate to allow pavement repairs to keep up with the rate of deterioration. Surface deterioration has advanced to the point of needing costly reconstruction and is the result of deferred maintenance for several years. Some streets with low traffic volume do not get the same attention as roads with high traffic. The City has implemented a strategy of prioritizing streets with high traffic volume and the available budget. It is a slow process, but the road systems will eventually be improved by maximizing the life of pavement by protecting it with regular applications of preservation methods.

Street repair for the four (4) lane arteries in Ridgecrest are expected to be completed during 2016 (Gateway Street). Measure L funding street repair was predominantly maintenance.

For Public Works, Measure L has provided (Public Works Fund 18) seed funds to qualify for Federal matching funds for Capital Improvement projects. During Fiscal Year 2013-2014, a Federal matching fund of 10:1 was achieved. The Federal funding of 10 funds was matched for every (Measure L) single dollar allocated to qualified projects.

### **Measure L Expenditures FY14-15**

#### **Materials**

Low Tack for Rubberized Crack Filling Machine  
Oil  
Sand  
Paint

#### **Equipment**

Roller

#### **Streets Paved**

Gold Canyon: Cashmere to Pierce School  
Upjohn: Westbound Forest Knoll to Sunland  
Upjohn: Desert Candles to Karin  
Upjohn: Eastbound Silver Ridge to Holly Canyon  
Fountain: Upjohn to Church  
Drummond: Inyo to Downs

#### **Design**

Expanded the project limits on 12 intersections at various locations  
Drummond Avenue: Downs to Inyo (Right of Way and Environmental Documents)

#### **Prepped Street Surfaces**

Downs: Ridgecrest Blvd to Las Flores

Downs: Las Flores to Drummond

Las Flores: Downs to Norma

Upjohn: Mahan to Downs

Upjohn: Mahan to Guam

Downs: Bowman to Upjohn

Dolphin: Mahan to Downs

Norma: Drummond to Inyokern

Eastbound Ward: Mahan to Downs

Las Flores: Mahan to Downs

Mahan: Ridgecrest Blvd to Ward

## **5. SUMMARY**

Measure L funds were allocated entirely to Public Safety and Public Works for the Fiscal Year 2014-2015 which maintains consistency with the prior Measure L funded years.

During Fiscal Year 2014-2015, Measure L revenue was planned to contribute 18.5% of the \$14.1M General Fund Revenue, an increase from 14.6% during Fiscal Year 2012-2013. Measure L is a stable and predictable funding source that has supported continuing city operations. The local sales tax has been particularly beneficial and mitigated the impact of loss of city operations when the State of California withdraw other General Fund Revenue to include Redevelopment Agency.

Street repair for the 4 lane arterials of Ridgecrest are expected to be completed during 2016 (Gateway Street). Prior to Measure L funding, street repair was predominantly pothole repairs.

Annual spending on streets maintenance is less than \$1.5M over 15 years recommended to achieve overall improvement of the street network. (reference Public Works' Pavement Management System study dated June 1, 2011 by Willdan Engineering page 5 [5]).

Measure L is used to pay close to half of its police officers for Fiscal Year 2014-2015 implies that the city assumes renewal of the sales tax in order to provide public safety services to property crimes, violent crimes, and the service calls. The approval of AB109 (an early prisoners release program) and Prop 47 (reducing felony crimes to misdemeanors) are factors in the changing safety environment and police workload.

In the near future TAB funding for street work will end. Measure L funding may essentially be the only major source for any street services, including Measure L matching funding qualifications. A decision to not extend the local sales tax measure would result in a significant impact of police services and street maintenance capability. Without an extended local sales tax approval by the voters, the city police force would not be able to retain the current size of police force and the rate of street repairs would dramatically curtail.

## **6. MEASURE L RECOMMENDATION**

The tracking of Measure L expenditures has improved. The funds are clear as to how they have been expended. While streets maintenance and the Police Department staffing levels are unsustainable without Measure L Funds, it is critical that the City Council put another tax initiative on the ballot which sustains funding of Public Safety and Public Works.

It is also recommended that the \$805,695 of carryover be used solely on street maintenance and repair and that Measure L Funds be used to maintain the current level of Police Department staffing/services.

The Engineering Division has been applying for Federal and State funding. It is recommended that a budget is set aside from Measure L to ensure that matching funds, which are required, are available to ensure community projects can be completed with any grants received by the City.

The expected updated 2016 report of Pavement Management System shall provide the City Council recommended levels of street repair planning which would achieve acceptable overall street condition level within 10-15 years. City Council support to executing to the report plan is recommended, notwithstanding the decision for a continued local sales tax.

## **7. REFERENCES**

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