

**Public Safety General Obligation Bond
Independent Citizen Committee**

2014 REPORT TO COUNCIL



The new Emergency Coordination Center (ECC) building

PART I – Public Safety General Obligation Bond

Background

On July 15, 2010, City Council approved Resolution #36800 to refer a measure to Portland voters authorizing the issuance of general obligation (GO) bonds up to the amount of \$72,400,000. These bonds are intended to provide funding to replace aging fire and emergency response vehicles, to finance the construction of a fire station and an emergency response center, and to provide funding for a public safety emergency radio system. On November 2, 2010, voters approved the public safety GO bond measure, titled Measure 26-117.

As part of Measure 26-117, the City provided a public safety general obligation bond proposal, which summarized the key elements for the four projects: apparatus replacement, fire station construction, emergency response center, and the Public Safety Emergency Radio System Replacement. The proposal also provided information on the financing plan and estimated taxpayer impacts.

Bond Issuance and Management

Measure 26-117 contained language that stipulated the conditions under which the City could issue bonds and manage bond proceeds:

The Council is authorized to issue bonds on or after January 1, 2011, in the aggregate amount not to exceed \$72,400,000, which shall be general obligations of the City. The bonds may be issued in one or more series.

Exhibit A

The proceeds of such bonds shall be placed in a special fund to be established by the Council, and shall be used for capital construction, improvements and costs, which consist of:

- Providing fire and emergency response vehicles that are needed to maintain existing service levels and replace aging fire and emergency response vehicles including a minimum of four rapid response emergency medical vehicles;
- Providing funds for replacement of the City's obsolete public safety emergency radio system; providing a fire station and related facilities; and providing an emergency response center.

If the bonds are to be issued in more than one series, prior to the issuance of any bonds subsequent to the first offering, the Chief Administrative Officer of the City shall present to Council a report on the bond expenditures to date and a listing of any savings that have occurred due to lower than expected construction costs and/or apparatus replacement prices.

Prior to the second and/or third series of bonds being issued, the Chief Administrative Officer shall present to Council the bond expenditures to date and a listing of any savings that have occurred due to lower than expected construction costs and/or apparatus replacement prices so that if the City Council agrees, the dollar amount of the second or third series of bonds issued would be reduced by an amount equal to the savings accrued during expenditures of the prior bond issuance(s).

Public Safety GO Bond Fund Activity as of June 2014

Bond Sales – Actual and Planned

The program had its first debt sale in May 2011 of \$25,835,000 (producing \$26,662,244 to be spent on bond program expenditures) and had its second sale in March 2014 of \$22,670,000 (producing \$24,941,394 for bond program expenditures). The program is projected to have its third and final debt sale in the Spring or Summer of 2015. Total bonding authority approved by the voters is \$72,400,000.

The third and final debt sale will be sized to reflect the amount needed to complete the program and will remain within the total maximum bonding authority. Spending on the program is projected to be completed in FY 2016-17.

Financial Status: Revenues and Expenses – Budget vs. Actual

The following report shows the original and current budgets for the program and life to date actual expenses and revenues through June 2014.

Public Safety GO Bond Program
 Financial Status: Revenues and Expenses – Budget vs. Actual

	Original budget	Current budget	Life to date actuals through June 2014	Balance
Requirements				
Fire Station 21	\$7,900,000	\$11,924,553	\$7,551,225	\$4,373,328
Fire Apparatus	\$19,800,000	\$20,530,878	\$7,222,468	\$13,308,410
Emergency Coordinations Center	\$19,848,543	\$19,848,543	\$19,631,571	\$216,972
Public Safety Emergency Radio System	\$52,096,007	\$52,096,007	\$24,640,444	\$27,455,563
Program Admin costs	\$625,000	\$625,000	\$73,621	\$551,379
Fire project management	\$575,000	\$250,000	\$0	\$250,000
Bond issuance costs	\$560,000	\$560,000	\$439,873	\$120,127
Program contingency	\$0	\$0	\$0	\$0
TOTALS	\$101,404,550	\$105,834,981	\$59,559,202	\$46,275,779
Resources				
Other cash for Public Safety Emergency Radio System	\$3,156,007	\$3,156,007	\$3,156,007	\$0
Public Safety Emergency Radio System replacement monies	\$10,000,000	\$10,000,000	\$10,000,000	\$0
GO bond proceeds (2010)	\$72,400,000	\$72,400,000	\$51,603,638	\$20,796,362
GO bond proceeds (1998)	\$0	\$1,620,000	\$1,620,000	\$0
Grants	\$0	\$2,110,000	\$2,110,291	(\$291)
Property sales	\$0	\$696,461	\$701,755	(\$5,294)
Miscellaneous	\$0	\$3,970	\$6,362	(\$2,392)
Water and Facilities Services resources for	\$15,848,543	\$15,848,543	\$15,631,571	\$216,972
Interest earnings	\$0	\$0	\$440,823	(\$440,823)
Total resources	\$101,404,550	\$105,834,981	\$85,270,447	\$20,564,534

PART II – GO Bond Independent Citizen Committee

Council Resolution #36900 stated that:

Portland's taxpayers expect transparency and accountability in the use of these funds and this will be achieved in part through the appointment of a five member independent citizen committee comprised of each City Council member's appointee that would report annually to the City Council and quarterly to the City's Chief Administrative Officer.

Measure 26-117 also contained language directing the creation of an independent citizen oversight committee:

The Council shall also appoint a five-member citizen committee with relevant expertise to review bond expenditures and provide annual reports to Council on whether such expenditures adhere to voter-approved uses. Each Council member shall recommend one member to serve on the citizen committee.

The following citizens have been appointed by City Council as the current members of the Public Safety GO Bond Independent Citizen Committee (ICC):

<u>Appointed By:</u>	<u>Member:</u>
Former Mayor Adams	Kirk Hall, Chair
Commissioner Fish	Mick Seidl
Commissioner Fritz	Vacant
Former Commissioner Leonard	Nicolette Johnson
Commissioner Saltzman	Vacant

Structure of the Independent Citizen Committee

The December 20, 2010 memo from former CAO Ken Rust and former Chief John Klum outlined the oversight structure of the ICC which included:

- Quarterly meetings until bond proceeds are expended
- Review of project status and financial reports
- Review of GO Bond fund financial reports
- Quarterly reports to the Chief Administrative Officer
- Annual reports to City Council

The ICC has met quarterly since it was established. In 2013, the ICC met February 6, May 1, August 28, and November 21. In 2014, the ICC met February 13, May 7, August 14, and November 13.

Structure of Project Oversight Committees (POCs)

The December 2010 memo also outlined the creation of POCs for the four GO Bond-funded projects and the role of those POCs:

- Oversight of individual projects
- Quarterly reports to ICC
- POC representatives attend quarterly ICC meetings

PART III – ICC Assessment and Comments

As previously noted, the ICC held quarterly public meetings with City staff responsible for each project funded by the Public Safety GO Bond to review the progress of each project. In addition, each project received guidance and input from project oversight committees.

The members of the ICC found the information provided by City staff to be comprehensive, timely, and informative. Staff members have been responsive to ICC questions, and have supplemented their regular presentations with additional information upon request. ICC members also provided City staff with various ideas and suggestions concerning the projects, to which City staff were responsive. The relationship between the ICC and City staff has been collaborative and productive.

The ICC does not provide either a financial or performance auditing function, and can only proceed with the information presented to it at its quarterly meetings. With this observation, ICC members believe they have been kept fully informed by City staff, and are satisfied with the quality and presentation of information presented regarding the projects.

Based on the information presented to the ICC, it appears that the projects funded by the Public Safety GO Bond are consistent with the voter-approved purposes of the GO Bond, and that expenditures to date have also been appropriate. It also appears that execution of the projects to date have been professional and appropriate, and were designed to meet the purposes of the GO Bond in an economical fashion. It appears to the ICC that the projects are generally on track to meet their projected budgets and timelines.

Overall, the ICC members have been impressed with the focus and professionalism of the City staff responsible for executing these projects, and appreciate the courtesy and responsiveness the ICC has received to date.

PART IV – GO Bond-Funded Project Summaries

Apparatus Replacement

Major Accomplishments in FY 2013-14

In November 2013, the approval to use existing government contracts to purchase new tractor-drawn tiller trucks and new rehab/air/light apparatus was granted. The contracts were with the Seattle Fire Department and Tualatin Valley Fire & Rescue. Each entity entered into these contracts after a competitive request for proposal (RFP) process. This method saved approximately six months in acquisition process time.

Approval was granted from Fire Chief Janssens to move ahead with the acquisition of three ladder trucks and two rehab trucks and, in February 2014, approval to purchase was granted.

In August 2014, three ladder trucks were ordered and two new rehab/air/light unit specifications were finalized. Three responses to the Request for Information (RFI), submitted in February 2014, were received from manufacturers of fire engines. These responses were evaluated for possible integration into new specifications of PF&R's next fire engines to be purchased with GO bond funds.

In August 2013, the Quint pilot project was proposed. By November, the project began evaluating the needs of Portland Fire & Rescue (PF&R). In February 2014, the Quints had been leased, were in service, and were being evaluated by PF&R. By May 2014, the decision was made to make a purchase of one or both of the Quints. By August, after an internal operational evaluation of the benefits and costs of using these apparatus, the decision was made to purchase one of the two leased vehicles and order a second custom made.

In August 2014, progress continued on the construction of the two fireboats. The contract delivery date of October 15, 2014 was extended to allow additional time for completion. One fireboat is currently being painted and the other fireboat is undergoing sea trials. The contract was extended to allow ample time for full project completion.

Critical Issues and Risks Encountered in FY 2013-14

In May 2014, slight risks were identified with delays in the acquisition process based solely on internal timelines required for Council approvals.

Status of Project Schedule

The initial project schedule is currently on track. The budget was adjusted to include the purchase of the Quints.

Project Scope

The fire apparatus replacement project remains within its scope.

Upcoming Milestones

As of August 2014, approved apparatus were ordered, and work continues on evaluating the type and configuration of apparatus needs.

Projected Date of Completion

December 2016 (Date is dependent upon pending vendor selection)

Fire Station 21

Major Accomplishments in FY 2013-14

The sale of the surplus property on Barbur Blvd. closed September 27, 2013, netting proceeds of \$308,910 to be added to the Station 21 budget. The sale of the Beaverton Hillsdale Hwy. property closed on November 7, 2014 allowing \$377,845 to be available to the project.

In November 2013, the \$6,010,828 GMP was agreed on after the project team engaged in another value engineering effort. It was realized that any savings came at the cost of reduced project quality and scope. A catwalk was thus added back to the project.

Additional funds from the bond's apparatus budget were identified to close the funding gap. Interest earnings from PF&R's portion of bond funds is expected to be adequate to reimburse the apparatus budget when those funds are needed.

The second Land Use Review application of the upland stations was approved. Permits for demolition and early site work were soon issued and demolition was completed.

David Franklin, the selected artist for the Regional Arts & Culture Council (RACC) required artwork received approval from the project's evaluation committee on the catwalk screen design. Funds were available after fabrication and installation of the screen, and it was decided to add a wood carved piece for the meeting room, and art for the gate separating the boathouse zone from the rest of the dock. By February 2014, the RACC art concept proposal was approved. The artist, David Franklin, began working directly with Skanska and the design team on installation methods and coordination.

Upland station contract documentation was completed and submitted for permitting. By February 2014, the permit was imminent pending final check sheets from the Bureau of Development Services (BDS).

The boathouse was delivered and installed to the pilings on December 16th. Completion of boathouse electrical and lighting was underway by February 2014. The building permit was issued February 19, 2014.

By May 2014, Hayward Baker completed the ground stabilization work on schedule, despite work delays due to inclement weather and equipment failures. As of May 2014, the project is on track for LEED Gold Certification including a pilot innovation credit for bird-friendly design.

The building was "topped out" on July 1, 2014. A beam signed by several members of the project team and the ironworkers on-site was erected and installed at the highest (structural) point of the building. By August 2014, the demolition permit was closed out.

As of August 2014, the project remained on schedule with construction at 57 percent complete. Substantial completion, which results in a certificate of occupancy, was scheduled for November 21, 2014.

Exhibit A

By August 2014, five change orders had only increased the guaranteed maximum price/construction contract by three percent. The majority of those change orders are attributable to plan review requirements from the City.

Critical Issues and Risks Encountered in FY 2013-14

In November 2013, the project was on track for LEED Gold, though with only a small point cushion. By the end of May 2014, 43 design credits were submitted to the LEED review organization. Of them, 22 were returned listed as “pending,” and additional information was requested. Although this type of request is not unusual, the total number of credits that will be approved is still uncertain.

Additional asbestos was located during demolition, requiring a change order of approximately \$17,000.

A homeless encampment occupied the sidewalk south of SE Madison St. The sidewalk served as the safe pedestrian and bicycle traffic route during construction. Pedestrian and bicycle traffic were forced into the street where construction vehicles were entering the site. Skanska and their subcontractors escorted vehicles to avoid collisions.

Air bubbles and oil substance were noted in the water during compaction grouting. Shannon & Williams conducted tests to confirm the substance was creosote residue from removed piles. Absorbent booms were installed and the area was monitored.

In February 2014, the project contingency held by the City was \$1,116,000. It covered special inspections and materials testing, potential contaminated soil removal and unknown soil conditions, owner-requested changes or delays, and delays caused by weather and/or high water.

Also in February, Haywood Baker experienced drilling and grout pump equipment problems. Work hours were expanded to 16 hours/day and then 24hour/day to maintain schedule. This caused the geotechnical engineer to require an additional fee request of 53.6 percent from the original proposal estimate. The additional fee avoided a potential site shut down for an indefinite period of time.

Permitting for the station structure was needed prior to subcontractors issuing submittals/pricing and obtaining trade permits. This had the potential to impact the schedule.

In May 2014, our largest change order to date occurred, due to a City requirement for redesign of the entrance bridge to the station. This additional work generated a change order in the amount of \$84,700. Fortunately, this increase was off-set by a credit to the project of \$83,500, as less grout was used in the soil stabilization effort than anticipated in the GMP.

In August 2014, a Corps of Engineers (COE) inspection on the performance of the turbidity curtain was completed. Finding no violations, the COE inspector requested that Skanska more frequently clear the debris from the curtain. No report was filed. Since then, debris curtains were also installed on the building, conforming to the implementation plan submitted during permitting.

Status of Project Schedule

The project continues to remain on schedule.

Exhibit A

Project Scope

The project remains within its scope.

Upcoming Milestones

By the end of August 2014, the exterior of the building was enclosed. The metal panel system, the dark brick veneer, and the roofing system were also installed.

Work was estimated to be 90 percent complete by mid-October 2014.

Projected Date of Completion

November 2014

Public Safety Emergency Radio System Replacement

Major Accomplishments in FY 2013-14

The emergency radio system replacement contract was placed before Council on October 9, 2013 and was approved unanimously. The contract negotiation process took longer than was originally estimated, but did not change the original completion schedule of the project. Project completion will take place in two phases:

- Phase I, initial build and frequency installations at sites, is scheduled for June of 2015.
- Phase II, total build-out and system acceptance including coverage, is scheduled for an end date of June 2016.

Contract authorization was \$18.3 million, with approximately \$12 million dedicated to the infrastructure, and approximately \$6.3 million dedicated to maintenance and long-term sustainability.

During contract negotiations, the City was able to negotiate a significant discount on a long term sustainability plan from Motorola, known as a System Upgrade Agreement (SUA II). The City chose to “prepay” the 10-year cost of this agreement prior to the end of 2013. A proportional re-imburement was negotiated to allow recovery of any unused SUA maintenance funds, should the City choose at an earlier date to discontinue the SUA II agreement.

A project kick-off meeting was held on November 14, 2013, and with this meeting the DDR process began. This process took approximately six months to be completed.

During the DDR process, the Bureau of Technology Services (BTS) Communications completed a detailed “ground” radio coverage study, and continued to work on the “in-building” coverage analysis. This was completed and will be used to verify coverage at the end of the project build, and to assess what else may be required for in-building coverage.

The project remained within expected budget norms. Three change-order documents were created due to DDR discussions and a need for further long-term maintenance and testing. At this time, the overall contract project cost has been reduced from the initial \$18.3 million to approximately \$17.3 million.

In the fall of 2013, subscriber unit purchases were explored and a current contract that existed with Motorola was offered as a mechanism of purchase. Two vendors took exception to the City’s action, and the subscriber unit purchases were cancelled. A Request for Information (RFI) to all potential vendors took place to determine which vendor could provide the subscriber units based upon the City’s criteria. This and other actions satisfied the vendor community that the City had done its due diligence and the selection of subscriber units were in the best interest of the City.

Subscriber unit purchases moved forward in March 2014. Approximately 2,770 portables and mobiles, as well as accessories and batteries/battery chargers, were ordered along with 4,500 flash upgrades to existing radio equipment for use on the P25 digital radio system. The City leveraged several factors with Motorola, and obtained a greater discount for the purchase than initially offered, saving the City approximately \$4-5 million dollars and providing flash

Exhibit A

upgrades that can be used by any agency on the system with compatible radios at no cost. The final purchase price for this bulk purchase was \$10.5 million.

Stakeholder briefings continued to occur and provided system user agencies with information on subscriber units and when transition of the system will occur. In February 2014, stakeholders were also being advised on the peripheral issues that concern the use of Walters Hill, also known as Gresham Butte.

In August 2014, progress was made on the Gresham Butte (Walters Hill) site. Representatives from the City of Gresham, City of Portland, and consultants from both parties met to determine alternate locations, methods, heights, and possible foliage removal. The original application was withdrawn and was resubmitted in September of 2014. That application was accepted and deemed complete by the City of Gresham, and the approval decision is expected to be completed in February of 2015.

Critical Issues and Risks Encountered in FY 2013-14

There is potential for impact on the project schedule and cost if the selected solution requires tower and cabling space at tower sites that are currently loaded to or near capacity. Since the City does not own all the tower sites and towers that are used by the radio system, some sites could potentially be unavailable to the new system. This could result in proposed technical solutions needing to be re-designed and/or the renegotiation of some tower site lease agreements. Current information indicates that there are five or more towers that are over 90 percent loaded. Studies are being conducted to verify that all towers are adequate for the changes needed.

Walters Hill was purchased by the City of Portland in 2011. It was known that the building needed to be replaced, and that the telephone pole was inadequate for any future use. Through a separate project managed by BTS, the City submitted land use permit applications to the City of Gresham. It is hoped that the approval process will be positive and the site will be completed for use. In the interim, the older facility and antenna locations will be used on a temporary basis to complete that portion of the radio project.

Status of Project Schedule

All engineering tasks were on schedule. The project is slightly behind the original timeline due to protracted contract negotiations. A master schedule is now in place and will be the benchmark schedule used to measure timelines from this point forward.

Project Scope

The Radio Replacement project remains within its scope, all known risks and issues were identified at this time and are being tracked for impact(s).

Upcoming Milestones

During the third quarter of 2014, the project placed orders with Motorola for manufacturing of infrastructure equipment, and participate in factory (staging) testing at Schaumburg, IL. Equipment was shipped near the end of September 2014. Rollout of mobile and portable radio units will continue.

Projected Date of Completion

June, 2016 based on the current schedule.

Emergency Coordination Center (ECC)

Major Accomplishments in FY 2013-14

Substantial completion to the construction contract was achieved on October 24th. A building dedication ceremony was conducted on January 30, 2014. By May 2014, full occupancy was obtained, with Portland Bureau of Emergency Management's (PBEM) move-in on the 2nd floor occurring the previous September.

As of May 2014, construction was 100 percent complete, with only minor final punch-list completion work to complete. Final building commissioning and close-out of the construction contract was pending resolution of an outstanding building mechanical issue. Completion of some minor furniture and technology components is still on-going.

Substantial completion to the construction contract was achieved on October 24, 2013. Final completion is anticipated to occur mid-January, 2015. Close-out of the construction contract will take place after final completion.

Critical Issues and Risks Encountered in FY 2013-14

Early in May 2014, a large mechanical unit (ASHP-1) incurred serious freeze damage and required replacement of major components. The equipment start-up documentation indicates that the start-up technician turned the breakers on to activate the protective heat tape which would prevent freezing, but the breakers were found to be off, this the heat protection was not functioning.

Completion of final building commissioning and issuance of the certificate of final completion was delayed until this issue was resolved. The mechanical unit has now been replaced and final building commissioning is underway. Issuance of final completion is now expected by mid-January, 2015, with close-out of the construction contract to follow soon after.

Status of Project Schedule

Due to the mechanical damage noted above and delayed final building commissioning, close-out of the construction contract is now anticipated to occur in early 2015.

Project Scope and Potential Issues and Risks

The ECC project was completed within its budget.

Upcoming Milestones

N/A

Date of Final Completion

January, 2015

PART V – GO Bond Fund Project Financial Summaries

The following reports shows the original and current budgets for each project and life to date actual expenses and revenues through June 2014.

Public Safety GO Bond Program
 Fire and Emergency Apparatus Replacement
 Financial status report

	<u>Original Budget</u>	<u>Current Budget</u>	<u>Life to date actuals through June 30, 2014</u>	<u>Remaining balance</u>
Requirements				
Engines	\$7,392,000	\$5,280,000	\$0	\$5,280,000
Ladder Trucks	\$5,044,000	\$4,049,328	\$1,059,662	\$2,989,666
Quints	\$0	\$1,553,032	\$0	\$1,553,032
Brush Vehicles	\$669,000	\$780,000	\$0	\$780,000
Air/Light/Rehab Units	\$1,314,000	\$1,400,000	\$0	\$1,400,000
Dive Apparatus	\$215,000	\$0	\$0	\$0
Water Tender	\$628,000	\$759,509	\$0	\$759,509
Heavy Rescue Squad	\$1,200,000	\$1,127,178	\$1,127,178	\$0
Fire Boats	\$3,338,000	\$5,360,000	\$4,813,797	\$546,203
Rapid Response Vehicles	\$0	\$221,831	\$221,831	\$0
Project management	\$575,000	\$250,000	\$0	\$250,000
Total	\$20,375,000	\$20,780,878	\$7,222,468	\$13,558,410
Resources				
GO bonds	\$20,375,000	\$19,470,878	\$13,833,662	\$5,637,216
Grants	\$0	\$1,310,000	\$1,310,000	\$0
Total	\$20,375,000	\$20,780,878	\$15,143,662	\$5,637,216

Public Safety GO Bond Program
 Fire Station 21
 Financial status report

	Original budget	Current budget	Life to date actuals through June 2014	Remaining balance
Requirements				
Direct costs				
Construction-Station	\$4,915,000	\$6,218,288	\$3,574,533	\$2,643,755
Construction staging area lease	\$0	\$29,400	\$24,252	\$5,148
Construction-Boathouse	\$0	\$1,898,000	\$1,891,253	\$6,747
Construction-Pilings/in-water work	\$0	\$268,897	\$268,897	\$0
Temporary structure/moves	\$11,000	\$248,000	\$235,661	\$12,339
Telecomm	\$44,000	\$73,000	\$21,818	\$51,182
RACC art	\$98,000	\$157,325	\$157,350	(\$25)
Total direct costs	\$5,068,000	\$8,892,910	\$6,173,765	\$2,719,146
Indirect costs				
Professional services	\$760,000	\$1,153,500	\$851,025	\$302,475
Facilities Services hours	\$659,000	\$579,000	\$384,228	\$194,772
Permits and fees	\$282,000	\$358,000	\$112,452	\$245,548
Miscellaneous	\$101,000	\$51,000	\$29,755	\$21,245
Total indirect costs	\$1,802,000	\$2,141,500	\$1,377,460	\$764,040
Subtotal	\$6,870,000	\$11,034,410	\$7,551,225	\$3,483,186
Contingency	\$1,030,000	\$890,143	\$0	\$890,143
Total	\$7,900,000	\$11,924,553	\$7,551,225	\$4,373,329
Resources				
GO bonds (2010)-Original for Station 21	\$7,900,000	\$7,900,000	\$7,583,976	\$316,024
GO bonds (2010)-Transfer from Fire project management	\$0	\$325,000	\$325,000	\$0
GO bonds (2010)-Transfer from Apparatus project	\$0	\$579,122	\$579,122	\$0
GO bonds (1998)	\$0	\$1,620,000	\$1,620,000	\$0
Miscellaneous	\$0	\$3,970	\$3,954	\$16
Grants	\$0	\$800,000	\$800,291	(\$291)
Property sales	\$0	\$696,461	\$701,755	(\$5,294)
Total	\$7,900,000	\$11,924,553	\$11,614,098	\$310,455

Public Safety GO Bond Program
Public safety emergency radio system
Financial status report

	Original budget	Current budget	Life to date actuals through June 2014	Remaining balance
Requirements				
Personnel Services	\$1,474,147	\$1,757,664	\$1,122,173	\$635,491
External Materials & Services	\$45,415,955	\$44,560,875	\$22,733,077	\$21,827,798
Internal Materials & Services	\$1,018,480	\$1,560,478	\$743,204	\$817,274
Capital Outlay	\$0	\$41,990	\$41,990	\$0
General Operating Contingency	\$4,187,425	\$4,175,000	\$0	\$4,175,000
Total	\$52,096,007	\$52,096,007	\$24,640,444	\$27,455,563
Resources				
GO bonds	\$38,940,000	\$38,940,000	\$24,249,109	\$14,690,891
Project cash	\$13,156,007	\$13,156,007	\$13,156,007	\$0
Miscellaneous	\$0	\$0	\$2,408	(\$2,408)
Total	\$52,096,007	\$52,096,007	\$37,407,524	\$14,688,483

Public Safety GO Bond Program
Emergency Coordinations Center
Financial status report

	Original budget	Current budget	Life to date actuals through June 2014	Remaining balance
Requirements				
Land	\$1,500,000	\$1,375,549	\$1,375,549	\$0
Building	\$15,881,570	\$18,256,022	\$18,256,022	\$0
Contingency	\$2,466,973	\$216,972	\$0	\$216,972
Total	\$19,848,543	\$19,848,543	\$19,631,571	\$216,972
Resources				
Facilities Services Fund cash	\$1,123,000	\$1,123,000	\$1,075,739	\$47,261
Debt sale proceeds	\$5,530,213	\$5,530,213	\$5,585,291	(\$55,078)
BTS Fund cash	\$65,000	\$65,000	\$65,000	\$0
GO bonds	\$4,000,000	\$4,000,000	\$4,000,000	\$0
Water	\$9,130,330	\$9,130,330	\$8,905,541	\$224,789
Total	\$19,848,543	\$19,848,543	\$19,631,571	\$216,972