



AGENDA

Independent Taxpayer Oversight Committee (ITOC)

July 27, 2017 – 4:00 PM

700 H Street – Suite 1487 • Sacramento, California 95814

Voting Members:	Joan Borucki, Chair Maureen Daly Pascoe Beth Tincher
Ex-Officio Members:	Robert Holderness (STA Governing Board Chair designee) Joyce Renison (Sacramento County Auditor-Controller designee) Norman Hom - STA Executive Director
Staff:	Tim Jones, STA Accounting Manager

1. Call to order
2. Approve minutes from June 29, 2017 ITOC meeting
3. Southeast Connector JPA – New Executive Director introduction and project update
4. Financial audit entrance conference with Ingrid Shepline – audit partner
5. Update on the review of the Functional Guidelines
6. Draft recommendation – Neighborhood Shuttle Program
7. Comments from the public regarding matters not on the agenda

Agenda Item #2

Meeting Minutes

To: ITOC Committee Members

From: Tim Jones, Accounting Manager and ITOC Staff

Date: July 27, 2017

Re: June 29, 2017 ITOC Meeting Minutes

Attendees:

Joan Borucki – Chair, Maureen Daly Pascoe, Beth Tincher – voting members

Assistant County Auditor Controller Joyce Renison, Robert Holderness and Norman Hom (STA Executive Director) – ex-officio members

Meeting called to order at 4 pm and adjourned at 5:30 pm

Agenda Item #2

- Reviewed and approved the March 30, 2017 meeting minutes.

Agenda Item #3

- Norm provided a summary of the last three Governing Board meetings – May 11, April 13, and June 8.

Agenda Item #4

- Beth Tincher led a discussion regarding the Functional Guidelines (guidelines) update. Beth indicated that Matt Carpenter with SACOG offered to provide input into the guidelines. The committee agreed that it would reach out to some other self-help counties for further input. Committee members were asked to provide Beth with comments before the next meeting – when discussion about the guidelines will be continued.

Agenda Item #5

- Staff presented Capital Status Reports for the period ending March 31, 2017. The committee requested that staff add non-Measure A funding sources in future reports. The committee

agreed that the current reporting template does not provide a satisfactory means to determine a project's status. At a later date, staff will receive guidance from the committee regarding revisions to the report that will capture more useful information.

Agenda Item #6

- Maureen presented her thoughts regarding the Neighborhood Shuttle Program required under the Measure A Ordinance – but not yet established. She provided a handout to each committee member. Key elements of her handout were:
 - Defining Neighborhood Shuttle
 - Identifying differences between 2004 and now – i.e web-based, demand responsive services like Uber and Lyft
 - Establishing program objectives
 - Establishing criteria to evaluate proposals
 - Introduction to “Microtransit” – shared public/private sector transportation offering fixed or dynamically allocated routes and schedules

Agenda Item #7

- Staff engaged the committee regarding the Approved Budget for FY 17/18 – no questions, comments, or concerns

Agenda Item #8

- Norm updated the committee on the Authority's current effort to update its long-term revenue forecasts. He indicated that STA staff are currently working with its consultant to develop the projections, prepare cash-flow analyses and engage each Measure A jurisdiction regarding projects and expenditures over the next five years. Planned completion – fall 2017.

Agenda Item #9

- No public members in attendance.



UPDATE ON THE
CAPITAL
SOUTHEAST
CONNECTOR

July 27, 2017

DEREK MINNEMA
EXECUTIVE DIRECTOR

JPA Board Members and Alternates



**Council Member
David Sander**
Chair



**Supervisor
John Hidahl**
Vice Chair



**Supervisor
Don Nottoli**



**CITY OF
FOLSOM**
DISTINCTIVE BY NATURE

**Council Member
Steve Miklos**



**Council Member
Patrick Hume**

Board Alternates

**Council Member
Linda Budge**

**Supervisor
Brian Veerkamp**

**Supervisor
Sue Frost**

**Council Member
Kerri Howell**

**Council Member
Darren Suen**

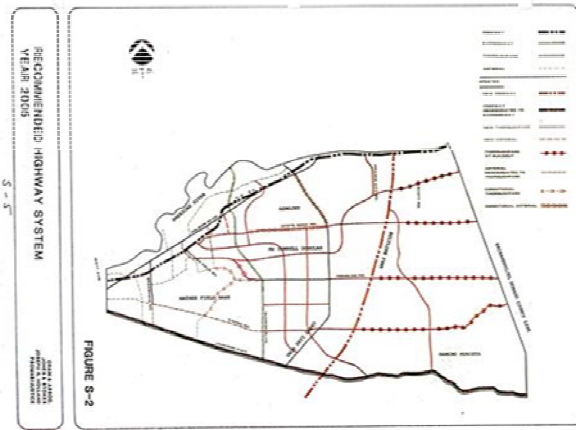
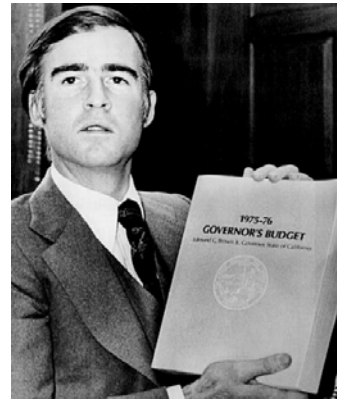
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History of the Connector Project

1970's

Governor Brown cancels SR 65 "East Side Freeway"



1983

Sacramento County commissions East Area Transportation Study

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History of the Connector Project

1980's & 90's

Caltrans attempts a "Route Concept Report"



2004

Voters renew Measure A that includes \$118M for project

2000-2005

SACOG approves Elk Grove-Rancho Cordova-El Dorado Connector Concept Plan



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History of the Connector Project

2006

Connector JPA formed

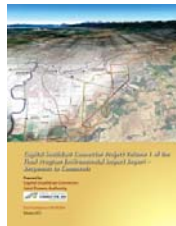


2009

First Measure A funds received

2010

Work begins on a Program EIR



2012

Program EIR Certified



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Recent Progress

ECOS
PDGs
Econ Study

2013

POF Update
NEPA Strategy
General Plan
Amendments
AB 401

2014

AB 1171
PDG update
D3/E1 Enviro

2015

D2 Enviro
B2 Enviro
CM/GC

2016

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Need for the Connector Project

Why construct the Connector?

- Rural roads are not adequate for current or future traffic
 - Safety deficiencies
 - Intra-community congestion
 - Prone to flooding
 - Lack of multi-modal options
 - SACOG Blueprint has over 110,000 *approved* EDUs in southeast County



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Benefits of the Connector Project

What are its regional benefits?

- **Multi-Modal Project for All Users**
 - Relief for I-5, SR 99, US 50
 - Significant near-term and long-term economic catalyst
 - Improved goods movement/mobility
 - Regional backbone for utilities
 - Improved agricultural access to markets



“Similar to the construction of Highway 65 in Roseville/Lincoln, the construction of the Connector could have a significant impact on the success of the project area communities as being vibrant economic centers.” - Sanjay B. Varshney

- 34 Miles
- Largest approved project in SACOG MTP/SCS
- Only approved project in 6 Counties eligible for USDOT PNRS
- When complete, longest Class 1 Bike Trail in Region
- 1st Phase - \$334M
 - 4 Lanes
- 2nd Phase - \$210M
 - Interchanges
 - Thoroughfares widened on inside
 - Expressway HOV



Thoroughfare



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Expressway



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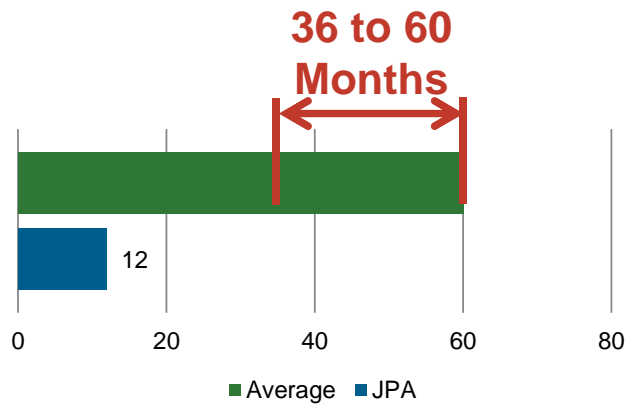
Shovel Ready Strategy

Approximately
\$80M

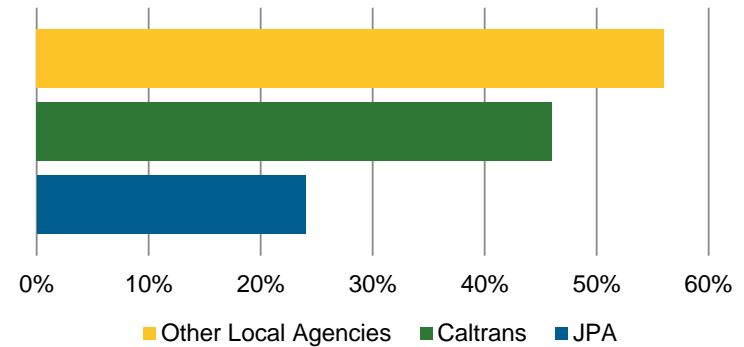
Segment	Description	Subsegment	Limits	Shovel Ready Strategy																																																																			
				2014				2015				2016				2017				2018				2019				2020				2021				2022				2023				2024				2025																							
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																								
A	Kammerer Rd	A1 & A2	I-5/Hood-Franklin Interchange to SR 99/Grant Line Rd Interchange	Envr / Prelim Eng												Final Design & R/W																																																							
B	East EIK Grove	B1	SR 99/Grant Line Rd Interchange to Waterman Rd	Construction																																																																			
		B2-a	Waterman Rd to Mosher Rd													Final Design & R/W																																																							
		B2-b	Mosher Rd to Bradshaw Rd													Envr / Prelim Eng				Final Design & R/W																																																			
		B3	Bradshaw Rd to Bond Rd													Envr / Prelim Eng								Final Design & R/W																																															
C	Sheldon/Wilton	C	Bond Rd to Calvine Rd													Alignment Study																Envr / Prelim Eng								Final Design & R/W																															
D	Vineyard/Sac Cnty	D1	Calvine Rd to Jackson Rd																					Envr / Prelim Eng								Final Design & R/W																																							
	Rancho Cordova	D2	Jackson Rd to White Rock Rd													Envr / Prelim Eng								Final Design & R/W																																															
D/E	Folsom / El Dorado	D3 & E1	Prairie City Rd to Latrobe Rd					Envr / Prelim Eng								Final Design & R/W																																																							
E	El Dorado Cnty	E2	Latrobe Rd to US 50/Silva Valley Pkwy Interchange																					Envr / Prelim Eng								Final Design & R/W																																							
		E3	US 50/Silva Valley Parkway Interchange	Construction																																																																			

Successful JPA Delivery Track Record

- Length of time to move through project level environmental



- Capital Outlay vs Capital Support ratio



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What's Next – How Do We Build It?

- ✓ **Environmentally Clear Segments of the Project**
 - 22.5 miles underway now
 - More funding needed to begin work on others
- ✓ **Design and Obtain Permits**
 - South Sacramento Habitat Conservation Plan in Washington D.C. now
 - Only certain segments proceed with design based on limited funding
- ✓ **Acquire Right-of-Way and Relocate Utilities**
 - Strategic locations of property until more funding arrives
- ✓ **This is when we become “*Shovel Ready*”**
- ✓ **Engage is large-scale funding opportunities**

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**Comments or
 Questions**

Contact Info

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