



AGENDA

Independent Taxpayer Oversight Committee (ITOC)

March 30, 2016 – 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) Jeffrey L. Spencer - STA Executive Director
Staff:	Tim Jones, STA Accounting Manager

1. Call to order
2. Approve minutes from January 26, 2017 meeting
3. Proposed Measure A administration budget for fiscal year 2017-18
4. Update on cash-flow analysis
5. Update on the review of Functional Guidelines and Performance Standards
6. Update on Caltrans' request to accelerate funding for two major projects identified in the New Measure A Expenditure Plan
7. Rancho Cordova Reallocation Request
8. Use of Neighborhood Shuttle funds
9. Comments from the public regarding matters not on the agenda



Meeting Minutes

To: ITOC Committee Members

From: Tim Jones, Accounting Manager and ITOC Staff

Date: March 30, 2017

Re: January 26, 2017 ITOC Meeting Minutes

Attendees:

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

Robert Holderness and Jeffrey Spencer – ex-officio members

Agenda Item #2

- Reviewed and approved the July 7, 2016, October 20, 2016, and December 15, 2016 meeting minutes.

Agenda Item #3

- Reviewed and approved the Sacramento Transportation Authority's Comprehensive Annual Financial Report (CAFR) for the period ending June 30, 2016. The CAFR was presented to the Board during its March 9 meeting.

Agenda Item #4

- Reviewed and approved three audit related communications – the Appropriations Limit Letter, the Governance Letter, and the Management Letter. Each of these letters were presented to the Board during its March 9 meeting.

Agenda Item #5

- Reviewed and approved budget to actual comparisons for the quarters ended September 30, 2016 and December 31, 2016. These documents were presented to the Board during its March 9 meeting.

Agenda Item #6

- Reviewed and discussed results of the agreed upon procedures performed by our auditor in the City of Isleton to determine its readiness to receive Original Measure A funds held by the Sacramento Transportation Authority. The committee recommended that the funds be released to City of Isleton during the March 9 Board meeting. The Board approved charging the \$3500 audit cost to the City of Isleton by withholding this amount from the remaining Original Measure A funds.

Agenda Item #8

- Two representatives from Caltrans – (Wayne Lewis and Sutha Suthahar) presented a request from Caltrans to accelerate funding for two HOV projects. The ITOC requested that Caltrans prepare a cash flow analysis summarizing the amount and timing of the requested funding. Caltrans agreed to provide that information later.

Two members of the public were in attendance.

AVAILABLE	Total MeasureA
Beginning Balance	\$ (86,546)
• <i>Revenue</i>	\$ 892,333
TOTAL AVAILABLE	\$ 805,787

APPROPRIATIONS	Total MeasureA
Salaries and Benefits	\$ 488,874
CalPERS Unfunded Liability	\$ 62,202
Rent	\$ 31,680
Training, Conference & Travel	\$ 3,500
Insurance	\$ 6,351
Professional Services	
• <i>Consulting Services</i>	\$ 60,000
• <i>Legal Services</i>	\$ 21,120
Independent Taxpayer Oversight	
• <i>Fiscal Audit</i>	\$ 50,040
• <i>Performance Audit(s)</i>	\$ 45,000
• <i>Miscellaneous</i>	\$ 1,000
Other Operating Expenses	\$ 28,000
Contingencies	\$ 5,000
TOTAL APPROPRIATIONS	\$ 802,767

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

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March 27, 2017

Chair Patrick Kennedy
Sacramento Transportation Authority
431 I Street, Suite 106
Sacramento, CA 95814

Dear Chair Kennedy:

I am writing to request that the Sacramento Transportation Authority (STA) approve three allocation requests from the California Department of Transportation (Caltrans) to accelerate delivery of two major projects. The Measure A Early Allocation Worksheet (EAW) anticipates expected cash flows for projects in the New Measure A Expenditure Plan approved by voters in 2004. At the last update in 2015, the EAW anticipated future expenditures of over \$185 million to complete Bus and Carpool Lane projects on Interstate 5 (I-5) that will provide High Occupancy Vehicle (HOV) lanes to help alleviate congestion.

Approval of the three requests detailed below will accelerate \$37.4 million in reimbursements to Caltrans by an average of 3.7 years to allow early construction of the first phase of HOV lanes on I-5 and finalization of the design for HOV lanes on United States Route 50 (US 50). Accelerating the funding will allow the first phase of the I-5 HOV lanes to be completed seven years earlier than previously planned and put US 50 HOV lanes project in a better position to compete for any State or Federal funding that may become available for this type of project.

- 1. I-5 – Caltrans is requesting that the STA accelerate approval of New Measure A funding programmed for Phase 1 of the I-5 Bus and Carpool Lane Project by allocating \$30 million for construction and construction support expenditures over three years beginning in Fiscal Year (FY) 2018.** The most recent STA Capital Allocation Worksheet anticipates expenditures of over \$185 million of additional Measure A funding for I-5 between FY 2023 and FY 2037 to complete the High Occupancy Vehicle (HOV) lanes from Elk Grove Blvd to US 50 in phases. Caltrans current goal is to deliver all phases of the I-5 HOV lanes between Elk Grove and US 50 for less than the \$85 million currently programmed for just Phase 1. That may be possible if we can incorporate elements of the HOV lanes into other planned projects. Caltrans is currently finalizing design on a major rehabilitation project funded by State Highway Operation and Protection Program (SHOPP) on I-5 that will go to construction in 2018 or 2019 and there is an opportunity to complete a significant portion of the I-5 HOV lanes at the same time, if reimbursements for \$30 million of New Measure A funding could begin 5 years earlier than originally planned for construction of elements like bridges and soundwalls that are not eligible for funding from the SHOPP.

2. **US 50 - Caltrans is requesting that the STA allocate \$7.3 million of additional funding from the New Measure A to complete the design and right of way (R/W) phases of the US 50 Bus and Carpool Lane project so that the entire segment between Watt Avenue and Interstate 5 (I-5) will be ready to compete for any new State or federal funding that may become available.** Caltrans is currently finalizing the Project Report and the Environmental Impact Studies to complete the Project Approval and Environmental Document (PA&ED) Phase. If the additional funding is allocated, the project can be ready to list for construction in spring of 2018. The current STA allocation of \$16,340,156 was based on extending the high occupancy vehicle (HOV) lanes on US 50 from Watt to near the State Route 99 (SR 99) Interchange. The City of Sacramento now supports extending the project limits to I-5 and relieving congestion on US 50 between SR 99 and I-5 will improve local circulation and benefit goods movement as well. As indicated above, we now believe that the HOV lanes on I-5 can be completed for significantly less than the approximately \$185 million included in the most current Measure A Early Action Capital Allocation Worksheet, so we are requesting that \$7.3 million be moved from I-5 to US 50 Phase 2 for expenditure in FY 2018.

3. **Funding Swap between I-5 and US 50 – Caltrans is requesting that the STA accelerate approval of New Measure A funding programmed for Phase 1 of the I-5 Bus and Carpool Lane Project by allocating \$100,000 for design expenditures in FY 2018, subject to approval by the Sacramento Area Council of Governments (SACOG) of a transfer of \$100,000 of federal Congestion Mitigation and Air Quality (CMAQ) funding, currently programmed for design of the I-5 HOV project, to the US 50 Phase 2 for design.** Currently there are no federal funds programmed for the US 50 HOV project, so there are procedural obstacles to getting clearance for the project under the National Environmental Protection Act (NEPA). It is important to have NEPA clearance so that federal funds could be added to the funding plan for construction without the undue delay that would be required to revisit the environmental clearance. SACOG is currently funding the design and right of way (R/W) phases for the I-5 HOV project with federal CMAQ dollars. The approval of \$100,000 of New Measure A to help complete the design for both Phase 1 and Phase 2 of the I-5 HOV lanes would allow SACOG flexibility to move \$100,000 of the CMAQ funding from the I-5 projects to Phase 2 of the US 50 HOV lanes to facilitate NEPA clearance.

I know that the STA is under pressure to fund many projects as soon as possible, but I am hoping the STA Board will see the value in accelerating the delivery of the Bus and Carpool Lane projects on both US 50 and I-5. These projects will both allow more traffic to be handled by the State Highway System (SHS) which reduces congestion and maintenance requirements on local streets.

STA Chair Kennedy
March 27, 2017
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Both the projects are also the types of major improvements that should compete well for any new State and Federal funding sources once they are "shovel ready". More importantly, if we can compete successfully for other funds and leverage the funding in Caltrans SHOPP projects, more New Measure A funds will be available for completing rest of the US 50 and I-5 HOV lanes as well as the interchange upgrades also included in the New Measure A Expenditure Plan that are necessary for the region to optimize the efficiency of the HOV network in Sacramento.

Caltrans has worked effectively with the STA in the past to use New Measure A funding to put projects like 80 Across the Top and the HOV lanes on US 50 between Sunrise and Watt in position to compete for funding from other sources and we are optimistic that new funding sources will become available to complete construction of the HOV network if we continue to leverage New Measure A funding effectively to get projects shovel ready.

We anticipate SHOPP funding may be allocated for the I-5 Rehab Project in June and we must finalize the scope of the construction project and submit our funding request to the California Transportation Commission (CTC) by May 8th. To ensure the HOV elements are included in the final construction package, it is important to have STA approval for advancing the funding necessary to include the HOV elements not eligible for SHOPP funding before that. If accelerating the New Measure A funding is not possible, the I-5 HOV lanes will need to be completed as a much more expensive stand-alone project after completion of the rehabilitation project. Delaying the first phase of the HOV lanes on I-5 would not only end up increasing the cost for the actual construction, it would delay congestion relief for the region and the construction of two new soundwalls for local communities that were approved as mitigation for completion of the HOV lanes.

Wayne Lewis and Sutha Suthahar will be submitting a more detailed cash flow projection to STA staff for their analysis under separate cover and will attend the STA Board on April 13 to answer questions. If you have any questions before then, please do not hesitate to contact Wayne at 916-217-3791 or Sutha at 916-799-5794.

Sincerely,



Fok
RAY ZHANG
Acting District Director

- c: Jeffrey Spencer – STA by email
Timothy Jones – STA by email
Thomas Brannon – Caltrans by email
Wayne Lewis – Caltrans by email
Sutha Suthahar – Caltrans by email

March 15, 2017

Jeffrey Spencer
 Sacramento Transportation Authority
 431 I Street, Suite 106
 Sacramento, CA 95814

RE: Measure A CIP for Sunrise Boulevard and Folsom Boulevard

Dear Mr. Spencer,

The City of Rancho Cordova is requesting a funding reallocation between two projects located within the City; Sunrise Boulevard and Folsom Beautification Streetscape Phase 2. The request is to reallocate \$2,136,000 of the bond monies currently programmed to Sunrise Boulevard and move to Folsom Beautification Streetscape Phase 2 as shown in the table below.

		2015/2016	2016/2017	2017/2018	Project Total
Sunrise Blvd	Currently Programmed	\$200,000	\$ 1,773,000	\$ 2,062,000	\$ 4,035,000
	Reallocation Request	\$ -	\$ (1,773,000)	\$ (363,000)	\$ (2,136,000)
	Remaining Programmed	\$200,000	\$ -	\$ 1,699,000	\$ 1,899,000
Folsom Phase 2*	Currently Programmed	\$ -	\$ 975,000	\$ 485,000	\$ 1,460,000
	Reallocation Request	\$ -	\$ 1,773,000	\$ 363,000	\$ 2,136,000
	Remaining Programmed	\$ -	\$ 2,748,000	\$ 848,000	\$ 3,596,000

Please proceed with an updated Capital Project Allocation and Expenditure Contract at your earliest convenience.

Please contact me if you have any questions or concerns at 916-851-8714 or esparkman@cityofranhocordova.org. Thank you for your continued assistance and support.

Thanks,

Elizabeth Sparkman
 Engineering Manager