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 Sheipline – 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
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

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

July 27, 2017
History of the Connector Project

1970's

Governor Brown cancels SR 65 “East Side Freeway”

1983

Sacramento County commissions East Area Transportation Study
History of the Connector Project

1980’s & 90’s
Caltrans attempts a “Route Concept Report”

2000-2005
SACOG approves Elk Grove-Rancho Cordova-El Dorado Connector Concept Plan

2004
Voters renew Measure A that includes $118M for project
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
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
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
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
# Shovel Ready Strategy

## Segments

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## Table: Shovel Ready Strategy

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**Total Cost:** Approximately $80M
Successful JPA Delivery Track Record

• Length of time to move through project level environmental
  - 36 to 60 Months

• Capital Outlay vs Capital Support ratio

July 27, 2017
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**
Comments or Questions

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