



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Executive Committee
 SJCOG Conference Room
 555 East Weber Avenue
 Stockton 95202

Friday, February 16, 2018
 12:00 p.m.

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at (209) 235-0600 at least 24 hours prior to the meeting.

PARKING: For your convenience, parking is available at the COG Regional Center off of American marked "Visitor" on the North Side Of the Parking Lot.

A G E N D A

1. Roll Call and Introductions:
2. Public Comments:
3. Approve Minutes of January 19, 2018:
 Additional Material: Minutes of January 19, 2018
 Recommended Action: Action
4. FY 2018-2019 Local Transportation Fund Estimate and Apportionment Schedule:
 Additional Material: Staff Report
 Recommended Action: Action
5. Draft Fiscal Year 2018-19 Overall Work Program (OWP):
 Additional Material: Staff Report
 Recommended Action: Action
6. Measuer K Renewal Bike/Pedestrian/Safe Routes to School and Smart Growth Incentive Program Programming Recommendations:
 Additional Material: Staff Report
 Recommended Action: Action
7. Delegation Authority to Executive Committee for 2018 Regional Transportation Plan/Sustainable Communities Strategy Public Hearing(s):
 Additional Material: Staff Report
 Recommended Action: Action
8. Update of Unmet Transit Needs Definitions:
 Additional Material: Staff Report
 Recommended Action: Action

9. Executive Director's Report:

10. Adjournment
Adjourn the meeting to Friday, March 16, 2018.

“SJCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint see <http://www.sjcog.org> or call (209) 235-0600.”

AGENDA ITEM **3**



SAN JOAQUIN COUNCIL OF GOVERNMENTS
Executive Committee
SJCOG Conference Room
555 E. Weber Avenue
Stockton, CA 95202

Friday, January 19, 2018

MINUTES

1. The meeting was called to order by Chair Miller at 12:01 p.m.

Present

Supervisor Kathy Miller, SJ County; Mayor Robert Rickman, Tracy; Councilman Doug Kuehne, Lodi.

Committee Members Not Present

Mayor Steve DeBrum, Manteca; Vice Mayor Elbert Holman, Stockton.

Others Present

Andrew Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director/CFO; Melissa Ablang, SJCOG Administrative Clerk; Rod Attebery, Counsel.

2. **Public Comments:**

None.

3. **Approve Minutes of October 20, 2017:**

It was moved/seconded (Kuehne/Rickman) to approve the Minutes of October 20, 2017. The motion passed unanimously (3/0) by voice vote.

4. **Tri-Valley – San Joaquin Valley Regional Rail Authority:**

Andrew Chesley stated the authority was created due to AB 758, with 15 appointed members that come from Alameda and SJ County. Their pilot meeting was held on Wednesday, January 17, 2018; therefore, it was requested that Michael Tree, Executive Director of the authority, and Mayor Pro Tem Veronica Vargas (Tracy), Vice Chair of the authority, attend the Board meeting January 25, 2018 to inform the members on what the authority is doing, their mission, their next steps, and the assistance needed from SJCOG. Subsequently, Mr. Chesley will address the concerns expressed by the authority.

Mr. Chesley briefly summarized the mission of the authority, which is to ultimately create a connection between BART and ACE Rail. He indicated a feasibility report needs to be completed by June 30, 2019, estimating \$1.2 million (including the environmental document). He recommended \$300,000, from the STA funds, to go towards funding the feasibility report, which will be an action item later on the agenda. He stated that including the DMU/EMU in the draft RTP, as requested by City of Tracy, would not be possible due to the cost and the need for completion of the feasibility report.

Councilman Kuehne questioned how the remaining \$1 million will be funded. Mr. Chesley clarified it would be coming from the bay area transportation agencies, and indicated they've already contributed towards paying staff salaries.

Mr. Chesley indicated that BART is drafting the environmental document to extend to East Livermore, with potential to the Isabel station and potential to the Greenville Road station (where ACE and BART connect), and it is required that BART decide by June 2018. The assumption is that BART will not be recommending going to Greenville Road nor Isabel.

The committee members expressed their concerns on the potential BART extension plans.

Chair Miller questioned if the study will begin prior to the extension decision, and Mr. Chesley confirmed that the study will begin prior to that decision.

Mr. Chesley stated staff can quickly bring options to the authority, due to the work ACE Forward has done, and stated he expects the Board will be interested in all options.

Councilman Kuehne requested that commute times be included in the report to compare 10-years from now.

This item was for discussion only. No action was taken.

5. Revised FY 2017-18 State Transit Assistance Revenue and Apportionment Schedule:

Steve Dial indicated revisions were made due to receiving a new revenue estimate and certain allocations from the controller's office, incorporating SB 1 funds. He briefly summarized the changes provided in the staff report and mentioned that every transit agency is a STA eligible entity for 99314 funds.

Chair Miller questioned why Lodi is receiving less compared to other jurisdictions. Mr. Dial clarified there are more operators now, and Lodi's revenue didn't match the revenues.

In addition, Mr. Dial indicated there was a change in the methodology of distributing the 99313 funds, and stated the remainder of the funds, after the \$250,000 set aside for NEMT, were distributed evenly to SJRTD and SJRRC. However, SJCOG staff is recommending an additional \$300,000 be utilized, from the 99313 funds, for the feasibility report for the new Rail Authority. He mentioned that SJRTD is opposed to the \$300,000 allocation (at TAC meeting) and that SJRRC voted for the allocation at TAC, but abstained at the Management and Finance Committee. Mr. Dial addressed a statement from the RTD representative indicating their thought that the Authority was not eligible for these funds. Mr. Dial clarified that the STA dollars in question (99313 money) comes through SJCOG; therefore, SJCOG sets the guidelines and can provide funding to the Authority.

It was moved/seconded (Kuehne/Rickman) to approve the Revised FY 2017-18 State Transit Assistance Revenue and Apportionment Schedule. The motion passed unanimously (3/0) by voice vote.

6. FY 2017-18 Revised Local Transportation Fund Revenue Estimate and Apportionment Schedule:

Steve Dial stated there is approximately \$32 million for the fiscal year revenue estimate, which is an 8% increase, and summarized the distributions provided in the staff report. He announced that the planning apportionment has been reduced to 2.88%, from 3%, this fiscal year, which is supposed to go back to 3% next fiscal year (2018-19); the bicycle and pedestrian apportionment has remained at 2%; and the unincorporated area outside the Stockton Urbanized area will continue to be split 76/24%, with SJRTD receiving the 76% share based on a previous arrangement.

Councilman Kuehne questioned whether 8% was a good increase, and Mr. Dial clarified that Northern California is doing quite well.

Mr. Chesley elaborated on LTF funding and indicated SJCOG staff is expecting more funding for apportionment next fiscal year.

It was moved/seconded (Kuehne/Rickman) to approve the FY 2017-18 Revised Local Transportation Fund Revenue Estimate and Apportionment Schedule. The motion passed unanimously (3/0) by voice vote.

7. Measure K Renewal Bicycle, Pedestrian, Safe Routes to School and Smart Growth Incentive Program Call for Projects Status Update:

Andrew Chesley announced there is \$19.7 million of Measure K funding available for programming for the fiscal year, with \$3.85 million for Bicycle, Pedestrian and Safe Routes to School projects, \$7.78 million for Smart Growth projects, and \$8 million from the former debt service reserve fund that will be available for either project. He indicated that the fund target, for smaller jurisdictions, of \$4 million has a cap at \$500,000, and the remainder of the program, for larger projects, has a cap at \$2 million. He stated SJCOG staff received 40 project proposals, submitted by every jurisdiction that totaled \$59.1 million, and stated the scoring committee will be scoring the applications, which will go to Board on February 22, 2018 to approve the project recommendations.

Mayor Rickman requested clarification on scoring an application. Mr. Chesley suggested having interconnectivity, a local match, and some work already done will help improve a score on an application.

This item was for information only. No action was taken.

8. 2018 Measure K Ordinance and Expenditure Plan Amendment Process:

Andrew Chesley stated the voters approved the Ordinance and Expenditure Plan to be updated once a year, so SJCOG is sending out requests for amendments. He indicated, normally, one or two changes in project descriptions for the amendment process will occur, and that each jurisdiction is eligible to submit an amendment request.

This item was for information only. No action was taken.

9. Report on Local Update of Census Addresses January 9th Workshop:

Andrew Chesley stated SJCOG is the Census Data Center for SJ County and revealed a workshop held at SJCOG as part of the annual process of the census. He stated SJCOG is working closely with the Census Bureau to ensure an accurate count and indicated the process used to be labor intensive; however, not anymore due to the GIS tool. In addition, he mentioned that the Census Bureau will come out and hold another workshop if additional information is needed.

This item was for information only. No action was taken.

10. Executive Director's Report:

Andrew Chesley announced there is a change in the Board agenda, with the combined SJCOG and SJCOG, Inc. items, and requested feedback.

Councilman Kuehne questioned if combining the two is legal. Mr. Attebery explained that SJCOG, Inc. is a corporation and not a public agency, therefore, adjoining the two was allowable.

Chair Miller questioned why SJCOG and SJCOG, Inc. items were combined, as there may be confusion. Mr. Attebery clarified that we lose quorum due to the length of the meetings and it would defeat the purpose of shortening the meetings if the items were still separated.

11. Adjournment:

There being no further business to discuss, the meeting was adjourned at 12:50 p.m. to Friday, February 16, 2018.

AGENDA ITEM 4



February 2018
Executive Committee

STAFF REPORT

- SUBJECT:** FY 2018-19 Local Transportation Fund
Estimate & Apportionment Schedule
- RECOMMENDED ACTION:** Motion to Recommend Adopting the FY
2018-19 Revenue Estimate of \$33,120,000
& FY 2018-19 Apportionment Schedule
- DISCUSSION:**

BACKGROUND

The Local Transportation Fund (LTF) is an important source of transit, roads and streets funding in San Joaquin County. Revenues to the LTF are derived from 1/4 cent of the 7 1/4 cents retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

In San Joaquin County, SJCOG administers the LTF. Before the start of each fiscal year, the SJCOG Board must adopt a total LTF revenue estimate.

This year's LTF action begins allocating the San Joaquin Regional Rail Commission (SJRRRC) 11.5% per SJCOG Board action in June 2016. The 11.5% of 3,591,470 does not amount to \$4,000,000 or more, per the SJRRRC request, therefore, the remaining difference will again be accomplished through a \$408,530 reduction in debt service. Also, in the event there is an increase in the revenue estimate, the 11.5% will apply to the new revenue, like the area apportionments.

To reduce the impacts of the additional \$491,470 allocation to SJRRRC, SJCOG's planning request has been reduced for a second year from the usual 3% to 2.9%, transferring an additional \$33,120 into the apportionment pool. All agencies receiving population-based apportionments will receive funding increases over the FY 2017-18 revised apportionments of between 1.62% and 15.85% with the average increase across all claimants 4.14%. See Table 2. (SJCOG's year over year increase is 4.22%.)

LTF REVENUE ESTIMATE

SJCOG staff recommends the Board adopt, as its official LTF revenue estimate for Fiscal Year 2018-2019, the sum of \$33,120,000.

JUSTIFICATION

In January 2018, the Board adopted a revised 2017-18 revenue estimate of the Special Transportation Trust Fund (LTF) for FY 2017-18 be \$32,000,000 (exclusive of interest), 8.6% higher than originally estimated a year ago. Sales and use taxes in San Joaquin County continue

to be moderately robust, however, SJCOG suggests to conservatively estimate the LTF revenue 2018/19 at \$33,120,000, 3.5% higher than the FY 2017/18 expected amount. SJCOG staff believes the \$33,120,000 estimate is justified for the following reasons:

- 1) Six months into FY 17-18, LTF revenues have been received at a higher level than anticipated. If this trend continues, actual revenue received for FY 17-18 will be \$32,000,000, 8.6% higher than last February's adopted revenue estimate. The \$33,120,000 estimate reflects this continued growth trend, however, embeds a degree of caution recognizing potential economic slowdown.
- 2) Recent LTF History: Fiscal Year 2010-11 increased 8.6% and FY 2011-12 increased 11%. FY 2012-13 grew at just under 5%. FY 2013-14 grew 4.19% over the previous year and FY 14-15 only increased 3.04% falling short of an expected 5% growth rate. FY 2015-16 grew at 5%. FY 16-17 increased 4.55%. To date, revenues are exceeding the FY 16-17 actual by 4.55%.

The San Joaquin County Auditor-Controller concurs with the proposed revenue estimate.

FISCAL IMPACT

Adopting the \$33,120,000 revenue estimate will provide local agencies with a prudent number from which to budget the coming fiscal year's transportation programs. In the event revenues are higher than this estimate, local agencies will be able to claim the difference later in the next fiscal year as previously unclaimed funds. Conversely, if LTF revenue does not reach the estimate, claimants will not receive those funds nor will they be available in the future.

LOCAL TRANSPORTATION FUND APPORTIONMENTS

Once the revenue estimate is adopted, the LTF apportionments follow according to procedures specified in the Transportation Development Act. The funds are to be allocated for the designated purpose in the sequence stated in the TDA. Table 1 displays the recommendations for distribution of the revenue estimate.

Pursuant to TDA statute 99233.1, there shall be allocated to the county and the transportation-planning agency such sums as are necessary to administer this chapter. The TDA administrative expenses of the County Auditor and SJCOG must be broken out. Pursuant to statute, the County Auditor-Controller maintains the TDA Trust Fund and writes the payment checks. SJCOG controls and administers TDA funds, and acts as the policy-making body on TDA issues.

- The San Joaquin County Auditor has notified SJCOG that the office's expenses will be \$2,000, the same as last year.
- SJCOG is requesting \$290,000 to administer TDA funds, this amount is the same as FY 2017-18. These funds pay for the external independent auditor's work, legal expenses, and TDA-related SJCOG staff expenses.

Pursuant to TDA statute 99233.2, the planning agency receives funding for planning and programming activities in the fiscal year. While SJCOG policy is to apportion 3% of estimated revenues for transportation planning, this amount is being reduced to 2.9% (down from the normal 3% and up .02% from 2.88% in FY 2017-18 to help alleviate the impact on the claimants receiving funds for Article 4 and/or 8. The amount allocated to COG for planning will be \$960,480. The transportation planning funds are for SJCOG to use as a match for approximately \$4,000,000 in federal and state funds as well as undertaking projects lacking outside funding. LTF is the source of all SJCOGs participation in the various Valley-wide activities and initiatives. SJCOG uses its local planning fund allocation for the following purposes:

- Augmenting \$300,000 of FHWA-PL for Regional Transportation Plan/SCS work (Work Element 601.01)
- Matching the \$275,000 Sustainable Transportation Planning grant (Work Element 601.012)
- Augmenting the FTA Transit Planning funds (Work Element 602.03)
- Augmenting \$170,000 of FHWA-PL for Transportation Air Quality Planning/Modeling (Work Element 603.03)
- Augmenting \$65,000 of FHWA-PI for Intergovernmental Coordination for staff and contracts including activities not eligible for federal funding (Work Element 801.01)
- Augmenting \$65,000 of FHWA-PL for Projections and Forecast for staff and the UOP contract
- Sole funding for the Airport Land Use Commission
- Augmenting \$10,000 of FHWA-PL for Regional Planning (Work Element 801.05)
- Staffing and contracts for Valley MPO Coordination ((Work Element 801.06)
- Augmenting \$196,522 of FHWA-PL for Overall Work Program Management and Administration (Work Element 1001.01)
- Augmenting \$60,000 of FHWA-PL for Performance Based Planning and Programming (Work Element 1301.01)

Pursuant to TDA statute 99233.3, 2% of the total funds remaining (after the TDA administrative and planning expenses are deducted) are allocated for bicycle/pedestrian projects. That equates to \$637,350 for bicycle/pedestrian projects. If a community determines that these funds are better used to meet other transportation needs, then it may pass a resolution to that effect. The SJCOG Board then may allocate these funds for that purpose.

Pursuant to Section 99233.4, the San Joaquin Regional Rail Commission can claim for service operations and capital improvements. By law, these funds are taken off the top prior to apportioning the remaining funds to other claimants.

- SJRRC previously requested \$4,000,000 with a cap of 11.5%. This has been phased in over the past three years starting with \$1.3million and increasing \$900,000 annually, \$2.2m, \$3.1m. The Board has made up the difference between the LTF allocated and \$4m by reducing annual debt service and lowering the loan interest rate to zero. The Rail commission will receive an allocation based on the 11.5% or \$3,591,470, in FY 2018-19 with a debt service adjustment of \$408,530.
- Pursuant to Section 99231, the total remaining funds, \$27,638,700, are available for

general transportation purposes and apportioned to claimants based upon population. Actual Local Transportation Funds received will be more, or less, than the apportionment depending on whether total revenues received are more or less than anticipated. The specific apportionments for each claimant are shown in the attached Table 2 along with a comparison to the Revised FY 2017-18 revenue estimate and percentage change.

- By statute, the San Joaquin Regional Transit District (SJRTD) is the primary claimant for TDA funds within the SJRTD boundaries. Since the City of Stockton is completely within the SJRTD boundaries, it (Stockton) has no population estimate for general transportation purposes. Since a portion of the Stockton Metropolitan Area is unincorporated and that population lives within the SJRTD boundaries, the transit district's population estimate includes them as well. At the bottom of Table 2, the composition of SJRTD's apportionment is detailed. The County of San Joaquin and San Joaquin Regional Transit (SJRTD) have amended their contract allowing RTD to claim and receive the 24% of the County's population-based LTF apportionment. Stockton and the County, however, receive their population-based apportionment of the 2% bicycle/pedestrian funds.

COMMITTEE RECOMMENDATION

The TAC recommended approval unanimously and without comment.

RECOMMENDATION

That the committee recommends to the board approval of the Local Transportation Fund estimate of \$33,120,200 for FY 2017-18. Further, that the Board adopts the apportionment schedule as identified in Tables 1 and 2, attached.

ATTACHMENTS

1. LTF Apportionment Tables 1 & 2

TABLE 1

LOCAL TRANSPORTATION FUND					
REVENUE ESTIMATE AND APPORTIONMENT					
FISCAL YEAR: 2018-19					
			3.5%	17-18 Rev	▲
ESTIMATED REVENUE FY 2018-19			\$ 33,120,000	\$ 32,000,000	
RECOMMENDATIONS					
I. LESS ADMINISTRATIVE ALLOCATIONS					
COUNTY AUDITOR*		2,000		2,000	
COG TDA ADMINISTRATION*		290,000		290,000	
A. COG TRANSPORTATION PLANNING					
2.9% PLANNING					
APPORTIONMENT**		960,480		921,600	
			31,867,520	30,786,400	
B. COUNTY AND CITIES					
2% BICYCLE/PEDESTRIAN**		637,350		615,728	
APPORTIONMENT					
C. SAN JOAQUIN REGIONAL RAIL					
COMMISSION **		11.50%			
		3,591,470		3,100,000	
II. BALANCE AVAILABLE FOR					
2017-18 BY AREA APPORTIONMENT					
ARTICLE 4 AND ARTICLE 8 PURPOSES**			27,638,700	27,070,672	
*Upon adoption by the COG Board, these amounts are fixed and will be apportioned "off the top".					
**These amounts will vary with actual revenues received.					
See Table 2 for breakdown of 2% bicycle/pedestrian funds and general purpose revenues.					

February 1, 2018

TABLE 2								
LOCAL TRANSPORTATION FUND AREA APPORTIONMENT								
FISCAL YEAR: 2018-19								
CLAIMANTS	POPULATION ESTIMATE*	%	BIKE/PED APPT.	ARTICLE 4 OR 8	SJCOG PLANNING	TOTAL APPT.	17-18 Rev	△
SAN JOAQUIN REGIONAL								
TRANSIT DISTRICT **	470,226	0.62960	0	17,401,248	535,173	17,401,248	17,098,180	1.77%
LATHROP	23,110	0.03094	19,721	855,212	26,302	874,933	834,764	4.81%
LODI	64,058	0.08577	54,665	2,370,539	72,906	2,425,204	2,386,620	1.62%
MANTECA	76,247	0.10209	65,066	2,821,607	86,778	2,886,673	2,787,618	3.55%
TRACY	90,890	0.12169	77,562	3,363,488	103,444	3,441,050	3,367,747	2.18%
RIPON	15,132	0.02026	12,913	559,977	17,222	572,890	555,855	3.06%
ESCALON	7,205	0.00965	6,148	266,629	8,200	272,778	266,715	2.27%
UNINCORPORATED**	0	0.00000	127,725	0	0	127,725	123,939	3.05%
SAN JOAQUIN REG. RAIL COMM	0	0.00000	0	3,591,470	110,455	3,591,470	3,100,000	15.85%
STOCKTON	0	0.00000	273,549	0		273,549	264,962	3.24%
COUNCIL OF GOVT'S		1.00000			960,480			4.14%
TRANSPORTATION PLANNING		0.00000						
TOTAL	746,868	2.00000	637,350	31,230,170	960,480	31,867,520		
SAN JOAQUIN RTD								
		POP.	PCT.					
CITY OF STOCKTON		320,554	0.6817					
CO. OF SAN JOAQUIN (24%)		35,921	0.0764					
CO. OF SAN JOAQUIN - CAT (76%)		113,751	0.2419					
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TOTAL		470,226	1.00					

*State Department of Finance population estimates (January, 2017).

**Funds apportioned in the unincorporated area outside the Stockton Urbanized will continue to be split 76/24% per previous agreement.

The 24% will be apportioned to RTD based upon a new 3-year agreement b/w SJCO & RTD

Total Unincorporated population (used to determine bike/ped apportionment) =

149,672

AGENDA ITEM **5**



February 2018
Executive Committee

STAFF REPORT

SUBJECT: Draft Fiscal Year 2018/19 Overall Work Program (OWP)

RECOMMENDED ACTION: Recommend Board approval of draft OWP for public release and review

SUMMARY:

This staff report summarizes revenue highlights for FY 2018/19 and significant changes proposed for next year's work program. The proposed draft document will be available at www.sjcog.org

RECOMMENDATION:

Information only.

FISCAL IMPACT:

The Draft OWP identifies \$9,346,683.18 in revenue for SJCOG operations in FY 18/19. This is an increase of \$592,110.18 from the fiscal year 2017/18 amended OWP (amendment 2 adopted January 2018). This is a preliminary estimate that undoubtedly will change between the adoption of the draft OWP this month and the adoption of the final OWP in March.

BACKGROUND:

The Overall Work Program is a management tool identifying the tasks and products that the San Joaquin Council of Governments will undertake to deliver during fiscal year 2018/19. The OWP also identifies the funding sources and staff resources necessary to complete the overall work program.

The Overall Work Program is broken down into work elements that are unique to specific subject areas. For example, one work element is dedicated to the preparation and update of the Regional Transportation Plan. Each work element:

- Identifies work previously completed under that work element,
- The purpose of that work element in the subject matter,
- Tasks to be undertaken,
- A listing of products and the schedule for delivery of those products,
- The funding sources for each work element,
- The responsible agency,

- And the level of effort (staff allocation) required to undertake and deliver those tasks and products.

Revenue

For this draft, net SJCOG revenues are estimated to increase by approximately \$592,110.18 from the amended FY 2017/18 OWP, from \$ 8,754,573.00 to \$ 9,346,683.18 or a 6.76% increase. By the time of the final approval of the OWP, this amount will undoubtedly change. As noted below, several significant work efforts are completed or nearing completion of the funding sources for them having been spent down and revenue associated with funding those work products has decreased. Significant revenue sources:

- Federal Transit Administration MPO Planning funds are increased by \$62,154.02.
- Federal Transit Administration Section 5303 funds are increased by \$5,820.16.
- The Stanislaus Association of Governments and Merced County Association of Governments (MCAG) are expected to once again contract with SJCOG's **dibs** Program to operate a Transportation Demand Management program in their respective areas.
- Freeway Service Patrol on I-205 will continue to be fully funded. This year's budget contains the latest grant in the amount of \$506,198.00
- While the current allocation of STIP for Planning and Program Management is expected to be nearly exhausted, there will be a new allocation for 2018/19 at the same funding level of \$200,000.
- SJCOG continues to receive a return on vehicle registration SAFE (Service Authority for Freeway Emergencies) funds to be used for Freeway Service Patrol match.
- Regional Surface Transportation Program (RSTP) funds for the design activities of Route 99/120 interchange anticipates an expenditure of \$1.5 million in 2018-19 vs. \$1.0 million in the prior year.

Again, the net change between the proposed draft and the adopted FY 17-18 OWP is an increase of \$592,110.18.

Overall Work Program

Highlights of projects, activities, and/or planning documents at or nearing completion in FY 17/18 OWP period:

- 2018 Regional Transportation Plan/Sustainable Communities Strategy (anticipated in June 2018).
- 2019 Federal Transportation Improvement Program (anticipated in June 2018).
- 2019 Air Quality Conformity (anticipated in June 2018).
- Over twenty amendments to the Federal Transportation Improvement Program
- State Route 120 Project Initiation Document (PID) (anticipated Spring 2018).
- I-5 Mossdale Wye Project Initiation Document (PID) (anticipated Spring 2018).
- 2018 State Transportation Improvement Program (anticipated April 2018).

- Approximately \$20 million of Measure K funding to Bike/Pedestrian/Safe Routes to School and Smart Growth Projects (anticipated February 2018).
- 2017/18 Measure K Ordinance and Expenditure Plan Process and any approved amendments by SJCOG Board.
- Construction close-out of state highway contracts for SR 4 Crosstown Extension, I-5 North Widening, Highway 99 Manteca Widening.
- Implementation of I-205 Freeway Service Patrol (this is an ongoing activity that will continue into FY 18/19).
- Implementation of the Congestion Management Program, Airport Land Use Commission, and Habitat Conservation Plan.
- FY 2017/18 Unmet Transit Needs Report.
- Completion of Annual Reports for **dibs** (Travel Demand Management Program), Measure K, Freeway Service Patrol, and Regional Transportation Impact Fee.
- Participation with Valley Councils of Government (COG's) on interregional modeling, transportation planning, and legislative issues (this is an ongoing activity that will continue into FY 18/19).
- Representation of SJCOG on California Councils of Governments, Regional Transportation Planning Agencies Group, and Self-Help Coalition (this is an ongoing activity that will continue into FY 18/19).
- Participation in the SJCOG-SACOG-MTC Mega-Region Group (this is a multi-year activity that will continue into FY 18/19).
- Publications of census and research information, in collaboration with the University of the Pacific and three, completed public workshop/seminars (this is an activity that will continue into FY 18/19).
- Completed trips to Washington D.C. for SJCOG One Voice® and Valley Voice DC as well as Valley Voice Sacramento.
- Approval of Regional Transportation Impact Fee annual fee adjustment and third-party costs.

Project Delivery- activities of capital projects that will continue in Fiscal Year 2018-19

OWP:

- Project development (design) work will continue on Highway 99/120.
- If approved for funding in FY 18/19 by California Transportation Commission, PA&ED will begin for I-205 HOV Lane Widening.
- Approximately 15 bike/pedestrian/safe routes to school or smart growth projects funded by Measure K will be underway.

Major New Studies and Products Proposed for Fiscal Year 2018-19 include:

The new work products (below) are in addition to on-going programs and services, which will be either begin or continue in FY 2018/19 by SJCOG. These include:

- 2-3 Public Seminars led jointly with UOP & SJCOG on Census Research and Forecasting.
- Participation in the Caltrans led SR-99/I-5/I-205/SR-120 Integrated Corridor Management Plan (technical studies expected to be complete in the FY 18/19 with the draft report the following FY)
- Participation in the (MTC led) Mega-Region Goods Movement Study (technical studies expected to be complete in the FY, with the full study completed in FY 19/20).
- Implementation of the new (federally) required Work Element – Performance-Based Planning and Programming
- Nearing completion of (the SJCOG led) Sustainable Communities Strategy Implementation Study, Mega-Regional Economic Model, Climate Change Planning Study, and the Public Health Impact Analysis Study.
- Participation in the Tri-Valley – San Joaquin Valley Regional Rail Authority Technical Advisory Group, including participation with the related (Authority led) Feasibility Report (anticipated to be complete by end of FY 18/19).
- Continue to Serve as a Pass-Thru for FTA 5307 Funding on Short Range Transit Plans from RRC, City of Tracy, and the City of Manteca. Note that this OWP carries over the pass thru commitment from FY 18/19 in the event that those agencies do not secure approval for FTA 5307 funding in FY 17/18.

Draft FY 2018-19 OWP Review Process

Upon adoption of the draft, the OWP will then be submitted for review by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

SJCOG's member agencies and partners are encouraged to review the draft and submit comments by February 28th.

Comments will be considered in preparing the final FY 2018-19 OWP. Also at the March SJCOG Board meeting, the FY 2018/19 Annual Financial Plan will be presented for adoption.

COMMITTEE RECOMMENDATION

The TAC recommended approval unanimously and without comment.

Prepared by: Steve Dial, Deputy Executive Director/CFO, Diane Nguyen, Deputy Director, and Gracie Orosco, Chief Accountant

AGENDA ITEM **6**



February 2018
Executive Committee

STAFF REPORT

SUBJECT: Measure K Renewal Bicycle, Pedestrian, Safe Routes to School and Smart Growth Incentive Program Programming Recommendations

RECOMMENDED ACTION: Recommend that the SJCOG Board Adopt SJCOG Staff Recommendation shown in Table 1 and amend the identified projects into the Measure K Strategic Plan.

SUMMARY:

After putting in between 300 and 400 total hours of applications review (cumulatively), an eight member Scoring Committee made a set of informed recommendations on two Measure K Programs. The two programs are the (1) Bicycle, Pedestrian, Safe Routes to School Program and (2) Smart Growth Program which received a total of 40 applications. The Scoring Committee's recommendations are identified in Table A, Table B, and Table C. This next step of the process is to circulate the Scoring Committee's recommendations through the SJCOG Committees. Therefore, there will be recommendations from the Technical Advisory Committee, the Management and Finance Committee and the Executive Committee as well. There will also be a final recommendation from SJCOG staff informed by all the positions advanced to the SJCOG Board at its February 22, 2018 meeting. As always, the COG Board makes the final call on what projects will be awarded funding.

RECOMMENDATION:

At the time of this report, the Technical Advisory Committee had reviewed the recommendations and made modifications to the list of projects for funding. SJCOG staff supports the TAC's modifications (to the Scoring Committee recommendations) and staff further recommends approval of project funding as identified in Table 1 (on the next page).

FISCAL IMPACT:

Approval of the recommendations will result in the programming of a total of \$19,630,000 of Measure K funding to 21 projects. Sufficient Measure K revenues have been identified in the 2017 Measure K Strategic Plan to accommodate this action.

Table 1. SJCOG Staff Recommendation (same as TAC Recommendation)

(Projects Highlighted in Yellow Show a Funding Recommendation different from Scoring Committee)

Applicant	Project Title	Total Project Cost	Total MK Requested	SJCOG Staff Funding Recommendation	Score
Smart Growth Program					
SJRRC	East Channel Street Streetscape and Connectivity Project	5,023,410	2,000,000	2,000,000	149.00
Stockton	Miner Avenue Complete Streets Median Improvements*	13,405,000	3,560,000	2,000,000	143.67
Stockton	South Airport Way Separated Bikeway**	2,245,000	2,020,000	2,000,000	116.67
Escalon	First Street Improvements	730,000	500,000	500,000	93.00
Tracy	Tracy Boulevard Sidewalk	731,756	658,581	658,581	78.50
TOTALS		22,135,166	8,738,581	7,158,581	

Small Projects from Jurisdictions Under 200,000 Population					
Manteca	Yosemite Avenue Pavement Improvement Project - Bike Lanes	240,000	144,000	144,000	128.17
Manteca	Main Street Pavement Improvement Project - Bike Lanes	350,000	210,000	210,000	121.50
Manteca	Non-motorized Transportation Plan	300,000	240,000	240,000	105.00
Lathrop	Warren Avenue Safe Routes to School	499,000	449,100	449,100	93.67
Ripon	Doak Boulevard Shared-Use Path	385,165	385,165	385,165	87.33
Ripon	Lower Stanislaus River Multi-Use Trail	498,528	444,979	444,979	80.67
Escalon	Rectangular Rapid Flashing Beacons: 3 Locations	130,000	130,000	130,000	80.17
TOTALS		2,402,693	2,003,244	2,003,244	

Bicycle/Pedestrian/Safe Routes to School Projects					
Manteca	Union Interchange - Multi-use Path	2,400,000	1,440,000	1,440,000	127.50
Stockton	Safe Routes to School Priority Safety Projects	1,547,000	1,242,000	1,242,000	120.33
Stockton	California Street Road Diet Phase 1	2,200,000	2,000,000	2,000,000	119.50
Stockton	South Airport Way Separated Bikeway**	2,245,000	2,020,000	20,000	116.67
RTD	Stockton Transit Bike Share Study	150,000	120,000	120,000	114.33
Stockton	Main Street Complete Streets	770,000	700,000	700,000	113.50
Stockton	Central Stockton Road Diet and Striping Connections Construction	1,240,563	1,116,507	1,116,507	113.33
Lodi	Church Street Road Diet Project	1,622,150	1,459,935	1,459,935	111.67
Stockton	Safe Routes to School Sidewalk Network Completion Project	2,445,000	2,200,000	2,200,000	111.00
Stockton	Pacific Avenue Complete Streets Corridor Study	250,000	250,000	169,733	107.83
TOTALS		14,869,713	12,548,442	10,468,175	

Note:

Stockton's Safe Routes to School Sidewalk Network Completion Project is recommended for a total of \$2.2 million in Measure K funding comprised of \$1,584,041 MK Bike/Ped Funding and \$615,959 MK Smart Growth Funding).

DISCUSSION:

On September 28, 2017, the SJCOG Board approved a Call for Projects for the Measure K Bicycle, Pedestrian, and Safe Routes to School Competitive Program and the Smart Growth Incentive Program. SJCOG Board also made available \$20,000 each to the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, and Tracy, \$25,000 to the City of Stockton, and \$25,000 to the County of San Joaquin for grant writing assistance (through Measure K funds). A total of 40 applications were received. The applicants requested a total of \$30.5 million from the Bicycle, Pedestrian, and Safe Routes to School Program and \$8.74 million from the Smart Growth Incentive Program. A total of \$19.63 million of Measure K funding was available for programming, with \$3.85 million for the Bicycle, Pedestrian, and Safe Routes to School Competitive Program, \$7.78 million for the Smart Growth Incentive Program, and \$8 million available for **either** program. The Board also approved the following two policies.

1. Technical Assistance to Local Agency Project Sponsors

The SJCOG Board approved setting aside \$170,000 from the program to provide project and application development assistance to local agency project sponsors. These funds were divided with \$20,000 each to the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, and Tracy, \$25,000 to the City of Stockton, and \$25,000 to the County of San Joaquin. (All agencies utilized this funding).

2. Target Amount for Small Projects in Small Jurisdictions

The SJCOG Board approved a target amount of \$4,000,000 intended for high scoring projects in jurisdictions with a population of 200,000 or less. These funds would be limited to projects with **a total cost less than \$500,000**. The intent was to allow small jurisdictions that do not have the resources of larger agencies to compete. If insufficient, suitably high scoring projects were submitted, these funds would be able to be programmed to other Bicycle, Pedestrian, and Safe Routes to School Program and Smart Growth Incentive Program projects *in the current funding cycle*. The policy, per Board action, specifically did not establish a precise number to designate “high score” and would, therefore, leave that to the evaluation process.

SCORING COMMITTEE RECOMMENDATIONS

SJCOG staff solicited volunteers to participate in a multi-disciplinary advisory scoring committee for the Call for Projects. The eight members of the scoring committee (shown in Attachment 1) took a considerable amount of effort reviewing and scoring all 40 applications, with a combined effort of nearly 400 hours of work. The 40 applications were then ranked in order of the scores and the scoring committee developed a programming recommendation.

On January 29, 2018 SJCOG staff released a memorandum describing the Scoring Committee recommendations for the Measure K Bicycle, Pedestrian, and Safe Routes to School Program and the Smart Growth Incentive Program. A table attached to the memo provided an inventory of all applications received and recommended for Measure K funding by the Committee. However,

SJCOG staff received immediate feedback from our transmittal that the table was confusing and suggested that the Scoring Committee did not evaluate the projects in the context of the three individual categories—(1) Smart Growth, (2) Small Projects from Jurisdictions under 200,000 in population, and (3) Bicycle/Pedestrian/Safe Routes To School. There was additional comment that it appeared the Scoring Committee inconsistently applied an 85-point cut off funding line among the three programs. The format of the table led to confusion, and to correct the understandable yet erroneous observations about the process and table SJCOG staff prepared Attachment 2 (Figure A) and Attachments 3-5 (Tables A, B, and C). Simply put, the Scoring Committee **did** evaluate the three individual programs in making their recommendations and **only established an 85 point score cut off line to the “Small Projects” category.**

COMMITTEE ACTIONS: *(At the time of this staff report, only the TAC had convened.)*

Technical Advisory Committee

The Technical Advisory Committee (TAC) met on February 8, 2018 to take action on the Scoring Committee recommendations. At the TAC meeting, SJCOG staff circulated the Figure A and Tables A, B, and C to clarify the process the scoring committee undertook. ***SJCOG staff presented a revised Staff Recommendation to recommend lowering the cutoff line for the Small Projects from Jurisdictions under 200,000 in population to 78 points.*** This action would not affect adopted SJCOG Board policy because no such threshold was established in the policy, and doing so would help fulfill the original intent of promoting geographic equity in the program while resolving the perception of inconsistency through the recommendation of the City of Tracy’s Tracy Boulevard Sidewalks Project, which had received a score of 78.5 points in the Smart Growth Incentive Program category. This project was not subject to the cut off line, as the cut off line only applied to the “Small Projects” category.

The result of this revised recommendation would be that the City of Ripon’s Lower Stanislaus River Multi-Use Trail project would receive \$444,979 and the City of Escalon’s Rectangular Rapid Flashing Beacon project would have received \$130,000. As a consequence, \$574,979 of funding would not be available for the Bicycle, Pedestrian, and Safe Routes to School category, leading to a loss of \$128,753 of funding for the City of Stockton’s Pacific Avenue Complete Streets Corridor Study, and a reduction in funding of \$446,226 in funding for the City of Stockton’s Safe Routes to School Sidewalk Network Completion Project.

After a robust discussion including valuable input from San Joaquin County staff and City of Stockton staff, the TAC came up with an alternative proposal that would fund the two projects from the City of Ripon and City of Escalon while keeping the City of Stockton whole. While the Scoring Committee had recommended leaving an unprogrammed balance of \$615,959 in the Smart Growth Incentive Program for a future Measure K funding cycle, the TAC instead suggested the entire amount of the funds be utilized for the City of Stockton’s projects to keep them whole and leave no balance in the Smart Growth Program. The City of Stockton’s Safe Routes to School Sidewalk Network Completion Project could have been conceivably eligible for the Smart Growth Incentive Program, however the city did not “check the box” on the electronic application for the project to indicate that they were requesting funds from the program, only checking the box for the Bicycle, Pedestrian, and Safe Routes to School Program.

The project consists of sidewalk improvements around three school locations throughout the City of Stockton. As shown in Exhibit 1 below, one of the project locations is adjacent to Van Buren Elementary School in close proximity to the Housing Authority of San Joaquin's Sierra Vista neighborhood. The Housing Authority is currently in the process redeveloping Sierra Vista into a revitalized community using \$24.3 million of low-income housing tax credits. The use of Smart Growth Incentive Program funds would fulfill the goals of the Measure K program and leverage this existing affordable housing funding commitment.

Exhibit 1: - Van Buren Elementary Project Component in Proximity to Sierra Vista Homes City of Stockton, Safe Routes to School Sidewalk Network Completion Project



If the City of Stockton's Safe Routes to School Sidewalk Network Completion Project was programmed with a combination of \$615,959 of Smart Growth Incentive Program funds and \$1,584,041 of Bicycle, Pedestrian, and Safe Routes to School funds, this would allow the projects from Ripon and Escalon to be fully funded from Bicycle, Pedestrian, and Safe Routes to School funds, while the City of Stockton's Pacific Avenue Complete Streets Corridor Study could receive the remaining \$169,733 available in the Bicycle Pedestrian, and Safe Routes to School Project.

The TAC unanimously adopted a recommendation to amend the Scoring Committee recommendations to include this approach, and this recommendation is supported by SJCOG staff.

PROJECT HIGHLIGHTS

SJCOG staff wanted to highlight some exhibits from the projects received in the following pages.

Exhibit 2: Example Smart Growth Incentive Program Project – City of Stockton, South Airport Way Separated Bikeway Project

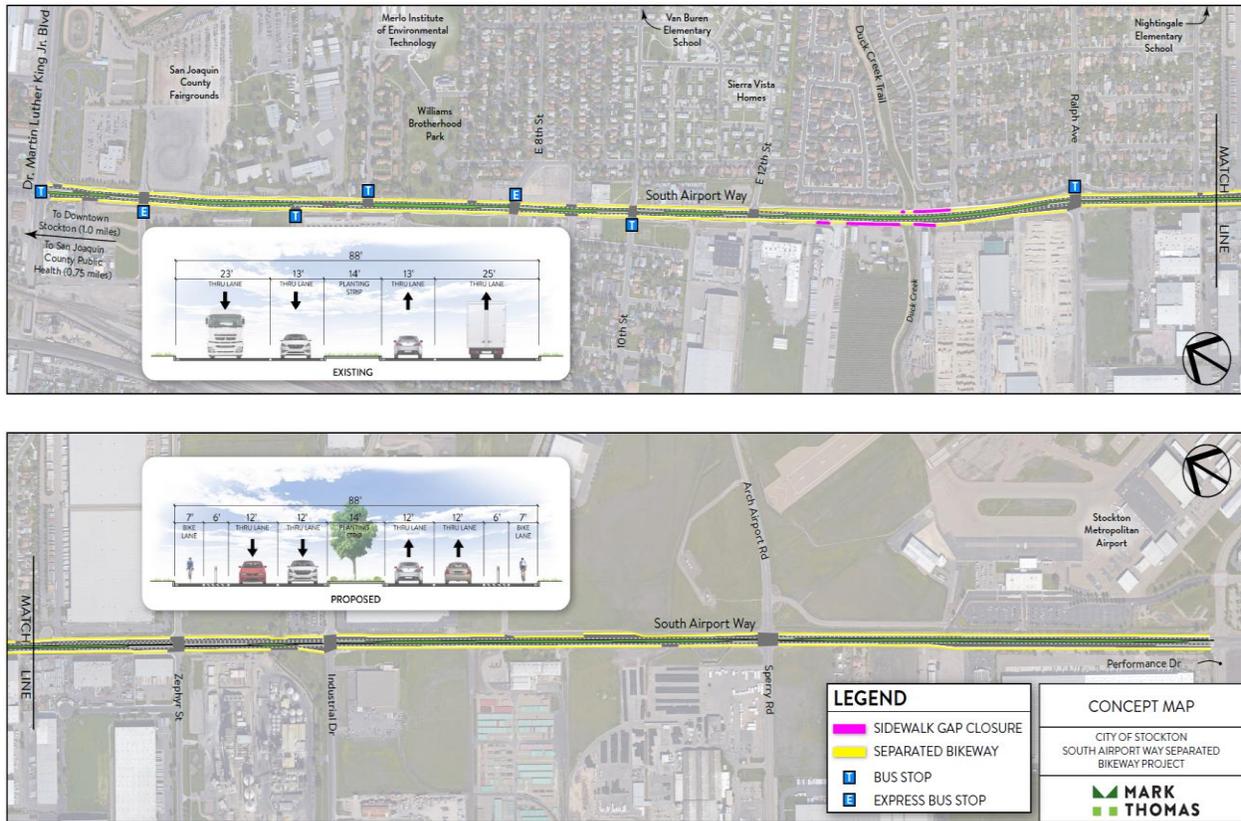
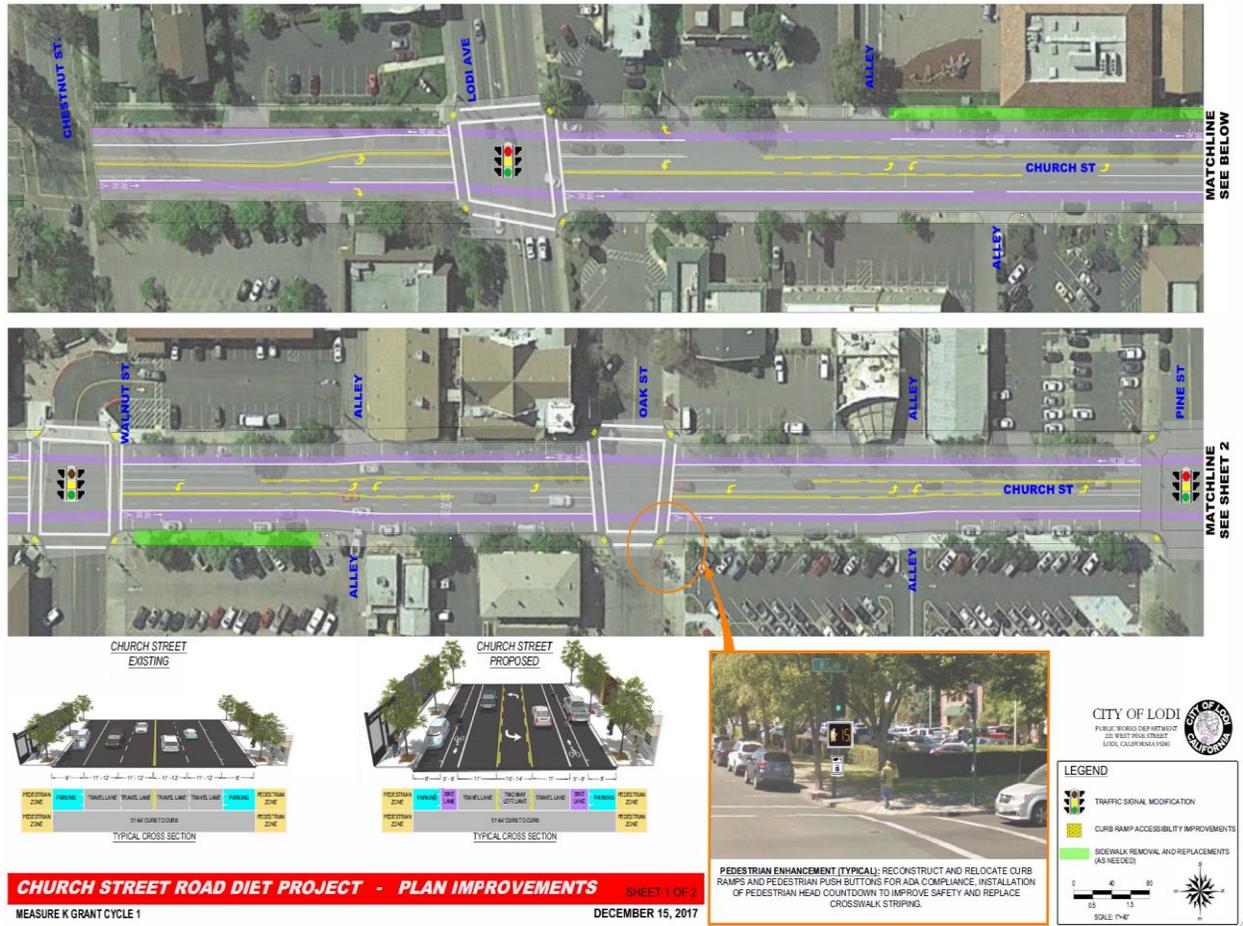


Exhibit 3: Example Small Projects (under \$500,000) in Jurisdictions (under 200,000 population) - City of Manteca, Yosemite Avenue Pavement Improvement Project – Bike Lanes



Exhibit 4: Example Bicycle, Pedestrian, & Safe Routes to School Project – City of Lodi, Church Street Road Diet



NEXT STEPS:

Following SJCOG Board adoption of the programming recommendations, SJCOG staff will amend the Measure K Strategic Plan to reflect the adopted projects. SJCOG staff will work with the project sponsors to prepare Measure K Cooperative Agreements for Board approval to allow implementation work to begin on the projects.

ATTACHMENTS:

- 1) SJCOG Measure K Multi-disciplinary Advisory Scoring Committee Members
- 2) Figure A: Scoring Committee Process
- 3) Table A: Smart Growth Incentive Program Scoring Committee Recommendations

- 4) Table B: Small Projects from Jurisdictions Under 200,000 Population Scoring Committee Recommendations
- 5) Table C: Bicycle, Pedestrian, and Safe Routes to School Scoring Committee Recommendations

Prepared by: David Ripperda, Associate Regional Planner

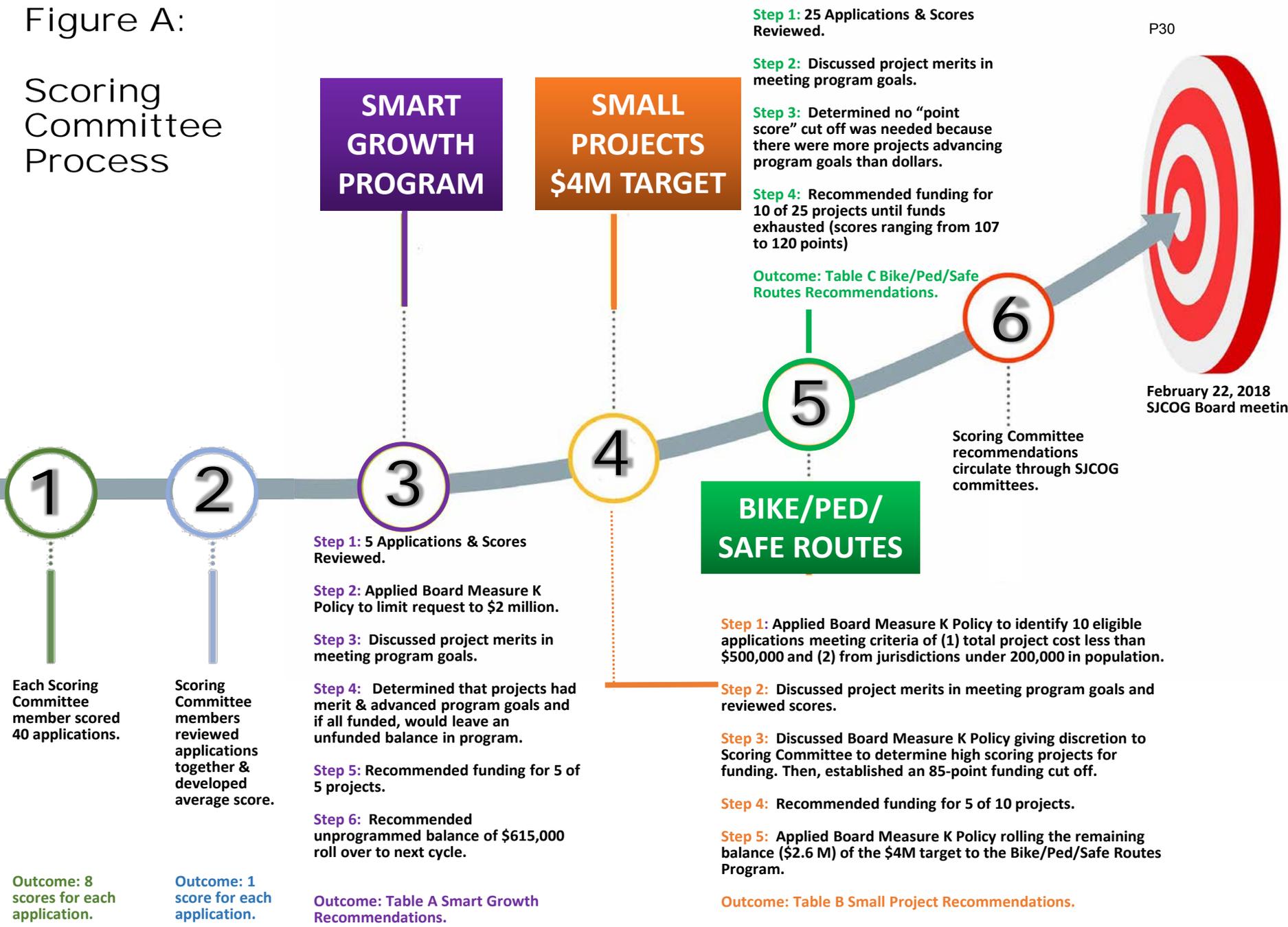
SJCOG Measure K Multi-disciplinary Advisory Scoring Committee

Name	Organization	Title	Expertise
Barb Alberson	San Joaquin County Public Health Services	Senior Deputy Director Policy & Planning	Public Health
Richard Blackston	SJCOG Citizens Advisory Committee	CAC Chair	Safe Routes to School
Matthew Boga	San Joaquin County Public Health Services	Health Education Associate	Public Health
Dorothy Kam	City of Lodi	Associate Traffic Engineer	Traffic Engineering
Koosun Kim	City of Manteca	Deputy Public Works Director	Civil Engineering
Jasmine Leek	Third Cities Coalition / RTD	Founder / Customer Engagement Analyst	Public Outreach, Disadvantaged Communities
Bill Mitchell	Bike Lodi / San Joaquin County Public Health Services (retired)	Board Member	Public Health, Bicycle Advocacy
Jordan Petersen	San Joaquin Regional Rail Commission	Grants Planner	Transit Planning, Grant Writing
Kathryn Siddle	Bike Lodi	President	Bicycle Advocacy
Leonard Smith	Manteca Planning Commission / SJCOG Citizens Advisory Committee	Member	Civil Engineering, Bike/Ped Advocacy
Kristine Williams	Enterprise Community Partners	Central Valley Program Officer	Affordable Housing, Disadvantaged Communities, Grant Writing

Due to unforeseen circumstances, Richard Blackston, Kathryn Siddle, and Bill Mitchell withdrew from the committee prior to the Scoring Process.

Figure A:

Scoring Committee Process





Applicant	Project Title	Total Project Cost	Total MK Requested	Total MK Smart Growth Recommended	Score
SJRRRC	East Channel Street Streetscape and Connectivity Project	5,023,410	2,000,000	2,000,000	149.00
Stockton	Miner Avenue Complete Streets Median Improvements*	13,405,000	3,560,000	2,000,000	143.67
Stockton	South Airport Way Separated Bikeway**	2,245,000	2,020,000	2,000,000	116.67
Escalon	First Street Improvements	730,000	500,000	500,000	93.00
Tracy	Tracy Boulevard Sidewalk	731,756	658,581	658,581	78.50
		22,135,166	8,738,581	7,158,581	

*Request exceeded \$2 million maximum amount allowed for Measure K Smart Growth Incentive Program.

**Request exceeded \$2,000,000 maximum amount allowed for Measure K Smart Growth Incentive Program. Application included request for MK Bike, Ped and Smart Growth Funds (\$20,000)

Note: A "Point Score" funding cutoff line was not set by the Scoring Committee for the Smart Growth Incentive Program. The Scoring Committee determined all five projects met the program goals and as there was sufficient funding available they recommending funding all five projects.



Applicant	Project Title	Total Project Cost	Total MK Requested	Total Bike, Ped, & Safe Routes to School Recommended	Score
Manteca	Yosemite Avenue Pavement Improvement Project - Bike Lanes	240,000	144,000	144,000	128.17
Manteca	Main Street Pavement Improvement Project - Bike Lanes	350,000	210,000	210,000	121.50
Manteca	Non-motorized Transportation Plan	300,000	240,000	240,000	105.00
Lathrop	Warren Avenue Safe Routes to School	499,000	449,100	449,100	93.67
Ripon	Doak Boulevard Shared-Use Path	385,165	385,165	385,165	87.33
85-point Score Funding Cutoff Line for Small Projects from Jurisdictions Under 200,000 Population					85.00
Ripon	Lower Stanislaus River Multi-Use Trail	498,528	444,979	-	80.67
Escalon	Rectangular Rapid Flashing Beacons: 3 Locations	130,000	130,000	-	80.17
Escalon	Main Street Class 1 Trail First Street to 4th Street	350,000	350,000	-	74.17
SJ County	San Joaquin County Bicycle Master Plan Update	300,000	300,000	-	56.83
SJ County	Diverting Canal Class I Bikeway	274,000	274,000	-	53.83
		3,326,693	2,927,244	1,428,265	

Note: Projects must be from jurisdictions with a population less than 200,000 and a Total Project Cost of less than \$500,000 to be eligible



Applicant	Project Title	Total Project Cost	Total MK Requested	Total Bike, Ped, & Safe Routes to School Recommended	Score
Manteca	Union Interchange - Multi-use Path	2,400,000	1,440,000	1,440,000	127.50
Stockton	Safe Routes to School Priority Safety Projects	1,547,000	1,242,000	1,242,000	120.33
Stockton	California Street Road Diet Phase 1	2,200,000	2,000,000	2,000,000	119.50
Stockton	South Airport Way Separated Bikeway**	2,245,000	2,020,000	20,000	116.67
RTD	Stockton Transit Bike Share Study	150,000	120,000	120,000	114.33
Stockton	Main Street Complete Streets	770,000	700,000	700,000	113.50
Stockton	Central Stockton Road Diet and Striping Connections Construction	1,240,563	1,116,507	1,116,507	113.33
Lodi	Church Street Road Diet Project	1,622,150	1,459,935	1,459,935	111.67
Stockton	Safe Routes to School Sidewalk Network Completion Project	2,445,000	2,200,000	2,200,000	111.00
Stockton	Pacific Avenue Complete Streets Corridor Study	250,000	250,000	128,753	107.83
Lathrop	Class II Bikeway to ACE Station	1,350,000	1,215,000	-	102.83
Stockton	El Dorado & Center Street Corridor Study and Design	400,000	400,000	-	102.83
Stockton	West Lane Complete Streets Corridor Study	250,000	250,000	-	101.67
Stockton	Rectangular Rapid Flashing Beacon Installations Project	790,000	711,000	-	100.50
Stockton	Bicycle Master Plan East/West Access Road Diets - Alpine & Hazelton	1,024,694	922,223	-	100.00
Escalon	Escalon Road Bike and Pedestrian Improvements	1,390,000	500,000	-	98.83
Lodi	Central Avenue Pedestrian and Bicycle Enhancements	1,512,254	1,361,029	-	96.00
Escalon	Main Street Bike and Pedestrian Improvements 3rd St. to St. John Rd	760,000	500,000	-	92.17
Tracy	Central Avenue Road Diet	945,117	850,605	-	90.67
SJ County	Thornton Road Sidewalk Improvements	2,010,000	933,184	-	84.33
Tracy	Sports Park to West Valley Mall Trail***	4,000,000	400,000	-	83.83
Tracy	MacArthur Drive Sidewalk Gap Closure	705,733	635,160	-	82.67
SJ County	Pock Lane Pedestrian Pathway	791,000	491,000	-	73.50
SJ County	Oro Avenue and Section Avenue Sidewalk Improvements	1,416,000	1,274,000	-	65.33
Tracy	Lammers Road Sidewalk	5,584,540	5,026,086	-	57.17
SJ County	Countywide Class III Bike Routes	1,747,522	1,572,522	-	51.67
		39,146,573	29,590,251	10,427,195	

**Request exceeded \$2,000,000 maximum amount allowed for Smart Growth Incentive Program. Included request for MK Bike, Ped and Smart Growth Funds (\$20,000 recommended).

***Application stated total project cost was only \$400,000, but application only requested funding for PA&ED Phase. Actual total project cost estimated at \$4,000,000, so does not qualify as Small Project.

AGENDA ITEM 7



February 2018
Executive Committee

STAFF REPORT

SUBJECT: Delegate Authority to Executive Committee for 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Public Hearing(s)

RECOMMENDED ACTION:

- (1) Recommend the SJCOG Board delegate the authority to the Executive Committee to hold public hearing(s) for the RTP/SCS
- (2) Recommend the SJCOG Board approve Resolution identifying amendment #1 to both the SJCOG Public Participation Plan Procedures and RTP/SCS Public Participation Plan reflecting the delegated authority to the Executive Committee to hold public hearing(s) for the RTP/SCS.

BACKGROUND:

THE RTP/SCS COORDINATES A BALANCED REGIONAL TRANSPORTATION SYSTEM, IDENTIFIES ADEQUATE FUNDING FOR TRANSPORTATION PROJECTS, AND MEETS FEDERAL AIR QUALITY REQUIREMENTS. THE PLAN IS DEVELOPED IN COOPERATION WITH CALTRANS; THE CITIES OF ESCALON, LATHROP, LODI, RIPON, STOCKTON, AND TRACY; AND OTHER LOCAL AND REGIONAL STAKEHOLDERS.

The purpose of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is to combine transportation policies and projects to lay out the blueprint for San Joaquin County's transportation network and how it can best handle the needs of the future.

Federal regulation (Title 23 USC Section 134) and State legislation (Government Code Section 65080 et seq.) require SJCOG, as the Metropolitan Planning Organization (MPO), and Regional Planning Agency (RTPA) to prepare a long-range Regional Transportation Plan. In addition, California Senate Bill 375 (2008) requires SJCOG and other MPOs to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. While seeking to achieve greenhouse gas targets, the San Joaquin County region must also continue to work to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces,

protect our environment, and get our residents where they need to go, when they need to get there.

TWO PUBLIC HEARINGS ARE HELD FOR THE RTP/SCS AS REQUIRED BY STATE LEGISLATION.

In accordance with the above-mentioned state legislation (Government Code Section 65080), the RTP/SCS must be circulated for a 55-day review period and two public hearings must be held on the plan during the review period. Specifically, it states in Section (F) (v) as follows:

If the metropolitan transportation consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

The precise procedures are outlined in the SJCOG Board-approved Public Participation Plan which also includes the RTP/SCS Public Participation Plan in its Appendix A. A full copy of the document can be found here: <http://www.sjco.org/127/Public-Participation-Plan>

In the drafting of the last RTP/SCS, the SJCOG Board held one public hearing during the Board meeting in Stockton and another public hearing in Manteca to comply with this requirement. The logistical requirements of relocating the full Board to another location in the County does create various challenges. These challenges include additional administration time to coordinate this effort, finding a date that works for Board members to achieve a quorum, and finding a location that is available on that date.

WITH THE RESPONSIBILITY DELEGATED TO THE EXECUTIVE COMMITTEE, IT ALLOWS THE OPTION FOR SJCOG TO HAVE THE EXECUTIVE COMMITTEE MEMBERS HOLD PUBLIC HEARINGS ON THE RTP/SCS THEREFORE AMELIORATING MANY OF THE CHALLENGE AREAS.

Recognizing that none of these challenges are particularly unsurmountable, SJCOG staff suggests there is opportunity to incorporate a higher degree of efficiency and flexibility to the Board’s process in handling the RTP/SCS public hearings. SJCOG staff believes the Board can instill more flexibility to hold public hearings for the RTP/SCS by delegating the authority to the Executive Committee. Should the Board consider this, an amendment to the SJCOG Public Participation Plan and the

RTP/SCS Public Participation Plan is required.

Furthermore, if approved by the SJCOG Board, SJCOG staff proposes to still hold one RTP/SCS public hearing at a regularly scheduled Board meeting in Stockton and the other in a different location and led by the SJCOG Executive Committee.

RECOMMENDATION:

- (1) Recommend the SJCOG Board delegate the authority to the Executive Committee to hold public hearing(s) for the RTP/SCS.

(2) Recommend the SJCOG Board approve a resolution documenting amendment #1 to the SJCOG Public Participation Plan Procedures (and related RTP/SCS Public Participation Plan) reflecting the delegated authority to the Executive Committee.

FISCAL IMPACT:

Developing the 2018 RTP/SCS is programmed in SJCOG’s Overall Work Program. The Regional Transportation Plan itself is not a budget document but a comprehensive transportation plan that sets forward policies and identifies eligible transportation improvements for future Board funding actions. If a project is not in the SJCOG’s adopted RTP, it is not eligible for state/federal funds.

SCHEDULE & NEXT STEPS:

The draft RTP/SCS and its Program Level Environmental Impact Report will be released for public comment in March with final plan approval scheduled for the June 28, 2018 Board meeting. The chart below highlights the milestones in this timeline. If staff’s recommendation is approved, it is anticipated the two public hearings will be held in March –one in Stockton and the other in Lathrop (subject to available venue).

Scenario Revenue Assumptions / Project Lists	Complete
Phase One Public Outreach Meetings	Complete
Scenario Refresh / Update	Complete
Phase Two Outreach: Metro Quest Launch / Scenario Review	Complete
Board Direction on RTP Scenario Assumption	Complete
Public Review Draft Plan: 55-day review period	Mar 2 – Apr 26, 2018
Public Review EIR: 45-day review period	Mar 13 – Apr 26, 2018
Public Review: FTIP & Air Quality Conformity Documents: 30-day review period	Mar 28 – Apr 26, 2018
Response to comments and final document preparation	April – June 2018
2018 RTP / EIR & Associated Documents for Board Consideration	June 28, 2018

Staff will continue to update the SJCOG standing committees and Board on progress and milestones as the update process continues.

Prepared by: Diane Nguyen, Deputy Director

ATTACHMENT:

1. Draft Resolution



DRAFT

RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-18-23

**RESOLUTION APPROVING THE DELEGATION OF
AUTHORITY TO THE EXECUTIVE COMMITTEE TO HOLD
PUBLIC HEARING(S) ON THE REGIONAL TRANSPORTATION
PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)
AND ADOPTING AMENDMENT #1 TO THE SJCOG PUBLIC PARTICIPATION
PLAN AND THE RTP/SCS PUBLIC PARTICIPATION PLAN**

WHEREAS, Federal regulation (Title 23 USC Section 134) and State legislation (Government Code Section 65080 et seq.) require SJCOG, as the Metropolitan Planning Organization (MPO), and Regional Planning Agency (RTPA) to prepare a long-range Regional Transportation Plan; and

WHEREAS, California Senate Bill 375 (2008), in addition, requires SJCOG and other MPOs to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning; and

WHEREAS, Government Code Section 5080 Section (F) (v) states if the metropolitan transportation consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region; and

WHEREAS, improved efficiency and flexibility can be instilled in the outreach process if the SJCOG Executive Committee (which is comprised of SJCOG Board members) is delegated the authority to hold public hearing(s) on the RTP/SCS; and

WHEREAS, such a delegated authority to the Executive Committee for the RTP/SCS would require amending the respective Public Participation Plan (PPP) and the RTP/SCS Public Participation Plan which is identified in Appendix A of the PPP.

BE IT RESOLVED that the SJCOG Board acting as the Metropolitan Planning Organization for San Joaquin County and the Regional Transportation Planning Agency does hereby delegate the authority to the Executive Committee to hold public hearing(s) on the RTP/SCS and

BE IT FURTHER RESOLVED that the SJCOG Board approves the adoption of amendment #1 to the SJCOG Public Participation Plan and the RTP/SCS Public Participation Plan.

PASSED AND ADOPTED this 22nd day of February 2018 by the following vote of the San Joaquin Council of Governments, to wit:

AYES:

NOES:

ABSENT:

KATHERINE MILLER
Chair

AGENDA ITEM 8



February 2018
Executive Committee

STAFF REPORT

SUBJECT: Update of Unmet Transit Needs Definitions

RECOMMENDED ACTION: Approve updates to “Reasonable to Meet” definitions for use in future Unmet Transit Needs processes

SUMMARY:

During the review of the FY 17-18 Unmet Transit Needs Report, the Social Service Transportation Advisory Committee (SSTAC) engaged in extended discussions of two comments on Unmet Transit Needs:

- Service between Tracy, Mountain House, and Delta College
- Non-Emergency Medical Transportation

Much of these discussions revolved around how the adopted definitions of “Unmet Transit Needs” and “Reasonable to Meet” applied to the two proposed transit services.

Because of these discussions, the SSTAC requested SJCOG convene a subcommittee to discuss the adopted definitions, including consideration of potential updates to the definitions. The group met three times from September 2017 to January 2018. As a result of the input received, SJCOG proposes the updated definitions included in Attachment A.

BACKGROUND:

The Unmet Transit Needs process is a requirement of the Transportation Development Act (TDA). TDA section 99238.5 requires the regional transportation planning agency (SJCOG) to conduct an annual assessment of transit needs within its jurisdiction. The annual assessment must include provisions for one public hearing in the jurisdiction represented by the SSTAC. Prior to any allocation not directly to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles (i.e. TDA allocations made for streets and roads purposes), SJCOG must identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The adopted definition of “unmet transit need” and “reasonable to meet” must be documented by resolution or in the minutes of the agency.

The annual unmet transit needs assessment requires SJCOG to meet the following minimum requirements:

- Ensure that several factors have been considered in the planning process, including:
 1. Size and location of groups likely to be dependent on transit,
 2. Adequacy of existing services and potential alternative services
 3. Service improvements that could meet all or part of the travel demand.
- Hold a public hearing to receive testimony on unmet needs.
- Determine definitions for "unmet transit needs" and "reasonable to meet."
- Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

The current UTN definitions were adopted in October 2006 and were used in the last eleven consecutive UTN cycles.

DISCUSSION:

The UTN Definitions Review Subcommittee met in September 2017, December 2017 and January 2018. The group reviewed and discussed the current definitions of “Unmet Transit Need” and “Reasonable to Meet.”

The subcommittee proposed no changes to the adopted definition of an “Unmet Transit Need”:

“Unmet Transit Needs are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.”

The adopted definition of “Reasonable to Meet” includes six criteria: Community Acceptance, Equity, Potential Ridership, Cost Effectiveness, Operational Feasibility, and Funding. The subcommittee proposed several changes to these definitions, which are shown in redline format in Attachment A.

In addition, the subcommittee engaged in extensive discussion of how the definitions are applied in practice to proposed transit services that are raised in the Unmet Transit Needs process. While not pertaining directly to text changes to the adopted definitions, key issues raised in the discussion of each criteria are included in Attachment A for future reference.

RECOMMENDATION:

Approve proposed updates to “Reasonable to Meet” definitions, shown in Attachment A, for use in future Unmet Transit Needs processes.

Report prepared by Rob Cunningham, Senior Regional Planner

SJCOG Unmet Transit Needs Definitions Update

Proposed Revision, Subcommittee Discussion/Comments, and SJCOG Responses

Draft – 1/23/2018

Table 1: Current and Proposed Revised “Reasonable to Meet” Definitions:

Criteria	Current Definition	Proposed Revised Definition
1. Community Acceptance	“There should be a demonstrated interest of citizens in the new or additional transit service.”	No Changes.
2. Equity	“The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.”	“The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly <u>senior</u> population, and persons with disabilities, <u>and populations identified by Title VI or other similar information where available.</u> ”
3. Potential Ridership	“The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).”	“The proposed transit service will maintain <u>meet</u> new service ridership performance measures, as defined by the <u>implementing agency or agencies in concurrence with the</u> Social Services Transportation Advisory Committee (SSTAC).”
4. Cost Effectiveness	“The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period if the service is eligible for the exemption.”	“The proposed new or additional transit service will not affect the ability of the overall system <u>of the implementing agency or agencies</u> to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period if the service is eligible for the exemption.”
5. Operational Feasibility	“The system can be implemented safely and in accordance with local, state, and federal laws and regulations.”	No Changes.
6. Funding	“The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.”	No Changes.

Subcommittee Discussion/Comments and SJCOG Response:

Definition of “Unmet Transit Need”

“**Unmet Transit Needs** are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.”

The subcommittee proposed no changes to the current definition.

Definitions/Criteria for “Reasonable to Meet”

1. Community Acceptance

Definition, with revisions (if any) shown in redline:

“There should be a demonstrated interest of citizens in the new or additional transit service.”

Comments from Subcommittee:

- Community acceptance should be considered a minimum qualification or "screen" to remove potential transit service that is not accepted by the community.
- Group did not support the establishment of a minimum threshold for a number of surveys.

SJCOG Response:

- SJCOG will continue strategies to broaden UTN outreach efforts to the community.

2. Equity

Definition, with revisions (if any) shown in redline:

“The proposed ~~new or additional~~ service will benefit the general public, residents who use or would use public transportation regularly, the ~~elderly~~ senior population, ~~and~~ persons with disabilities, and populations identified by Title VI or other similar information where available.”

Comments from Subcommittee:

- Minor revision suggested by email.

SJCOG Response:

- Title VI and related Executive Orders identify minority, low-income, and low-English-proficiency (LEP) populations.

- SJCOG accepts suggested revision.

3. Potential Ridership

Definition, with revisions (if any) shown in redline:

“The proposed transit service will ~~maintain~~ meet new service ridership performance measures, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (SSTAC).”

Comments from Subcommittee:

- This threshold should be considered alongside thresholds of implementing transit agency.
 - The question raised – How is the implementing agency determined if service is in multiple jurisdictions (for example, Mountain House service from Tracy to unincorporated area)?
- Demographics, density, and similar services should be used to estimate ridership.
- The subcommittee was unclear what the “performance measures... defined by the SSTAC” were. Suggested to use performance measures defined by the transit agency.

SJCOG Response:

- Implementing transit agency would be determined by jurisdiction where the new service would operate. For borderline cases (e.g. Mountain House service discussed in comment) – thresholds of all potential implementing agencies would be considered.
- Ridership performance measures of the implementing agency or agencies would be used, if available. The performance measures would be selected with the concurrence of the SSTAC. If the agency has not adopted ridership performance measures, the SSTAC would select the performance measures

4. Cost Effectiveness

Definition, with revisions (if any) shown in redline:

“The proposed ~~new or additional~~ transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period if the service is eligible for the exemption.”

Comments from Subcommittee:

- The comment that this should be considered alongside thresholds of implementing transit agency.
 - The question raised by another committee member– What threshold will be the determining factor for farebox recovery ratio for the Article 8 providers since we have alternative performance measures, or would we use the standard 10%? Would it be

10% of the actual unmet transit need or if the addition of the service would drag the overall transit system under 10% at the end of the TDA allowed exemption period?

SJCOG Response:

- The threshold of the transit agency/agencies potentially implementing the new service would be considered, including alternative performance measures, if applicable.
- The Transit System Performance Objectives would apply to Article 8 providers, and the state farebox ratio requirement would apply to other providers.
- The Performance Objectives/state farebox ratio would apply to each agency’s entire system, not individual services within the system.
- The current Transit System Performance Objectives, adopted August 2015, are below. The effect of using these Performance Objectives has generally been to reduce the instances of finding unmet transit needs that are reasonable to meet.
 1. **Operating Cost / Revenue Hour** – highlights the cost-effectiveness of providing service and sets a maximum threshold for cost per revenue hour.
 2. **Passengers / Revenue Hour** – highlight the utilization of the service and sets a minimum threshold for passengers per revenue hour.
 3. **Subsidy (Operating Cost – Fare Revenue) / Passenger** – is a comprehensive indicator measuring operating cost, fare revenue, and ridership and sets a maximum threshold for subsidy per passenger.

5. Operational Feasibility

Definition, with revisions (if any) shown in redline:

“The system can be implemented safely and in accordance with local, state, and federal laws and regulations.”

Comments from Subcommittee:

- This was agreed to represent physical/legal feasibility of service; *not* financial feasibility. (e.g. if there are streets that are not physically designed for bus service or legally allowed to have buses, etc). The potential operator would be the primary evaluator.

SJCOG Response:

- Agreed. No changes to the definition proposed.

6. Funding

Definition, with revisions (if any) shown in redline:

“The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.”

Comments from Subcommittee:

- The suggestion was made that if the agency offers more service, more LTF should be available.

- The question was raised if additional funding would come off the top.

SJCOG Response:

- The UTN process is not designed to determine the overall apportionment of LTF among SJCOG's member agencies. That determination is made in the context of a broader policy discussion by the Board.
- If an unmet transit need is identified for an agency that uses LTF for streets and roads, some of that LTF could be allocated to transit to meet the need. If 100% of an agency's LTF is already allocated to transit and no additional funding is identified to meet the unmet transit need, SJCOG would conclude that the proposed service does not meet the finding of "Reasonable to Meet." Unmet transit needs that are regional or interregional in nature could be funded through other funding sources, if available.

Other Considerations – Operational Comments

These are comments where the service exists but commenter would like it to run at other times of day, with increased frequencies, additional stops, or other operational modifications. In the past, these comments have generally been identified as "operational comments" rather than unmet transit needs. SJCOG forwards these comments to the appropriate transit agencies for consideration.

The group proposed the following clarification:

- If service is desired outside the service span currently offered (e.g. bus runs from 7 am to 6 pm and commenter wishes to ride the bus at 8 pm), this would be considered an unmet transit need.
- If comment relates to service frequency (e.g. bus runs every 60 minutes but commenter wants it to run every 30 minutes), or other operational characteristics within the service span, the comment will continue to be identified as "operational."
- SJCOG will improve the documentation of these comments in the UTN report.