

SAN JOAQUIN COUNCIL OF GOVERNMENTS
MANAGEMENT AND FINANCE

Meeting held at
Commercial Exchange Club
2305 Washington Street, Stockton

Wednesday, March 19, 2008

MINUTES

1. The meeting was called to order by Chairman Manuel Lopez.

Attendance and Self Introductions:

Manuel Lopez, County Administrator; Blair King, Lodi City Manager; Leon Compton, Ripon City Administrator; Stacey Mortensen, SJRRC Executive Director; Yvonne Quiring, Lathrop City Manager; Steve Baker, Tracy Interim City Manager; John Nowak, Manteca Deputy City Manager; Donna Kelsay, SJRTD General Manager/CEO; Greg Baxter, SJRRC Director of Operations; Andrew T. Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director/CFO; Dana Cowell, SJCOG Deputy Director; Mike Swearingen, Senior Regional Planner; Laurel Boyd, SJCOG Office Assistant.

2. Public Comment: None

3. Approve Minutes of February 20, 2008

It was moved/seconded (Lopez/Mortensen) to approve the minutes of February 20, 2008. Motion passed by voice vote.

4. Foreclosure Crisis – BIA Proposal

Mr. Dial stated that at the February 28th, SJCOG Board meeting, the BIA presented the severity of and the impact of foreclosures in San Joaquin County; and asked the Board what SJCOG's possible role in the foreclosure crisis was. The money issues have been taken off the table, with the exception of using SJCOG as a congruent for some federal grants. The Board referred the foreclosure crisis issue to the Executive and Management and Finance Committees for discussion and recommendations. The Executive Committee stated that SJCOG doesn't have a role in this issue.

The overall consensus of the Management and Finance Committee was SJCOG is not an appropriate vehicle for assisting with the San Joaquin County foreclosure crisis.

This item was for discussion only.

5. FY 07/08 State Transit Assistance (STA) and Prop 1B Public Transportation Modernization and Service Enhancement (PTMISEA) Interim Policy and FY 07/08 STA and PTMISEA Funding Recommendations

Mr. Cowell described the State Transit Assistance (STA) Program both the traditional STA and the Prop 1B program which is allocated pursuant to STA. Mr. Cowell also

detailed the complications imposed by the enactment of the US energy policy mandating CMAQ be allocated at 80% .

Mr. Cowell stated the regional component of STA has gone to SJRTD since 1993. With the Prop 1B funds required to be allocated based on the same policy, the Board directed staff to revisit this policy.

Mr. Cowell stated that the recommendation is to take the \$1.2 million that is normal STA money and use it as on a Regional Capital Program List; created on an interim basis based on the interest and changing policy. Within this recommendation, since the Regional Transit District is the primary provider, staff would recognize SJRTD first. Secondly, the recommendations identified, using the \$5.4 million in Prop 1B funds, combining it with the \$1.2, making it a \$6.6 million total program, to be identified on an interim basis based upon a collaborative effort of all the transit providers. Third, SJCOG staff recommended that the funds be targeted for projects consistent with short range transit plans and are critical importance to the system. The fourth recommendation is to make the formal allocation of policy that's necessary apportionments of STA dollars to allocate these funds. Further these policy actions are only for this fiscal year. The fifth recommendation has to do with transferring Prop 1b STA funds for CMAQ funds to address the CMAQ matching issue. This is a neutral swap between projects.

Ms. Kelsay stated that SJRTD opposes recommendation 1 because SJRTD feels that it is unnecessary to adopt an interim policy in FY 07/08 because SJRTD is going to receive STA apportionment in the existing policy. Mr. Cowell stated the interim policy was necessary in order to allow the Prop 1B funds to be allocated to the other transit providers.

It was moved/second (King/Baker) with (1) Approve FY 07/08 Interim STA and PTMISEA Policy. This was approved with one no vote by SJRTD. SJRTD did not support an interim policy change in FY 07/08. Actions two through five were unanimously approved. It was moved/second (King/Baker) to (2) Approve STA and PTMISEA Funding Recommendations for FY 07/08 Funds; (3) Approve Revised FY 07/08 STA Fund Apportionments (Table 1) and Revised Apportionment of Fiscal Year 07/08 Revenue (Table 2); (4) Continue to Work with the STA Policy Revision Committee to Develop Permanent Policy Changes to Take Effect in FY 08/09; (5) Approve CMAQ Funding Recommendations.

6. 2007 HTAC Annual Report Final Draft

Mr. Chesley discussed the conservation plan and Executive summary which includes our accumulative acquisition, the type of Habitat and the financial stance. The key point is to make Board aware of the Habitat program. Habitat has been doing a good job making the Habitat program whole again, with raising the fee amount, however there is also not much building going on and the amount of money coming into the Habitat Program has been quite small.

This item was for information only, no action was taken.

7. Regional Housing Needs Allocation (RHNA) and Status

Mr. Chesley stated that by State statute, SJCOG is required to allocate housing targets established by the State of California, among our member jurisdiction agencies with a goal of furthering the opportunity for affordable housing targets to the region. The challenges do

SJCOG staff is working with the Community Development Directors, to put together a formula to make assignments.

The actual allocation is due at the June 2008 Board meeting, then that number goes to each of the jurisdictions and then each jurisdiction has a year to amend the general plan. Each jurisdiction has until August of 2009 to adopt it.

This item was for information only, no action was taken.

8. Surface Transportation Assistance Act (STAA) Truck Terminal Access

Mr. Cowell stated that STAA trucks have been designated since 1982, to become the standard for stores, warehouses and distribution centers. In October 2005, the California Trucking Association (CTA) and local members held a meeting with SJCOG staff, Caltrans and the California Highway Patrol (CHP) and the San Joaquin County Public Works Department to express concerns for terminal access of Surface Transportation Assistance Act (STAA) size trucks. It was noted that the CHP was enforcing the restriction of STAA trucks to access routes not classified as terminal access by Caltrans and local governments. STAA trucks had become the standard in the truck industry and that the terminal access problem was a result of terminal access not being part of the local planning process for new developments, as well as, existing facilities. The challenges have continued due to existing business sites that are not served by STAA routes; the STAA trucks are subject to ticketing when they serve those sites. The routes to and from these stores are on state highways and they too, need to be brought up to speed. The San Joaquin Partnership has asked for SJCOG to join them in finding solutions to and from new businesses operations. The staff report states examples for San Joaquin County and how staff identifies the majority of needs.

This item was for information only, no action was taken.

9. Ramp Metering and High Occupancy Vehicle (HOV) Lane Study Update

Mr. Cowell stated that the Technical Working Group meeting, held on February 14th, was to provide the review and comment of the ongoing technical work performed by the consultant team in analyzing the “sketch level” ramp metering network to determine the feasibility and value of implementing ramp metering within San Joaquin County. The work included the development of eight directional freeway corridor FREQ models used to simulate three-hour AM and PM peak periods for existing traffic volumes as well as traffic volumes forecast. In tested scenarios the ramp metering will not eliminate all congestion during the “peak of the peak”, but it is important to note that ramp metering can delay the onset, reduce the maximum

length and hasten the dissipation of queues. However, ramp metering can improve safety by reducing traffic accidents in merge areas. The next step is how we proceed with the location of ramp metering; the high priority freeway segments for ramp metering include westbound and eastbound I-205, northbound I-5 and northbound SR 99 because they are projected to experience high demands and severe congestion in near-term. The preliminary for funding is almost complete. The High Occupancy Vehicle is also moving along effectively.

This item was for information only, no action was taken.

10. Executive Directors Report

Mr. Chesley stated that the One Voicesm Trip is set for April 6 – 11, 2008. Some of the Management and Finance members are going. Topics include levee projections which isn't a SJCOG issue but the County's, the TCIF, Prop 1B and CTC's set of recommendations for funding, except the Rail Commissions. Two other projects include the Deepening of the Channel at the Port of Stockton and the Route 4 extension.

11. Adjournment:

There being no further business to discuss, the meeting was adjourned to Wednesday, April 16, 2008.