



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue, Stockton, CA 95202

TECHNICAL ADVISORY COMMITTEE

**Thursday, February 9, 2023
10:00 A.M.**

<https://sjcog.zoom.us/j/81954077664>

Teleconference Number: 1-669-900-6833

Webinar ID: 819 5407 7664

Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID above.

Attention Callers: Please mute the call unless speaking

NOTICE Coronavirus COVID-19

*In accordance with the Ralph M. Brown Act (Cal. Gov. Code 54950 et seq.), as amended by Assembly Bill 361 (2021), The San Joaquin Council of Governments and staff will be participating in this meeting via teleconference. In the interest of maintaining appropriate social distancing, members of the public may participate in the meeting electronically using the Zoom link. **To be recognized to speak, please use the "raise hand" or chat feature in Zoom.***

*We have also provided a call-in number, as identified on this Agenda, and encourage you to attend by telephone. To be recognized to speak, press ***9** which will signal the moderator.*

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 Rosie Gutierrez at (209) 235-0600 at least 24 hours prior to the meeting.

A G E N D A

1. Call to Order / Introductions / Roll Call
2. Minutes: January 12, 2023
3. Public Presentation
At this time, the public may address the Technical Advisory Committee on any non-agendized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item he or she is invited to address the Technical Advisory Committee at the time the item is up for consideration. A five-minute maximum time limit for a speaker will apply to all "items from the audience". The determination of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.
4. Technical Items: **B and E are available for action by the committee.** The left hand column identifies only recommendations from staff.

- Action A. Consent Calendar Items: F through G
- Action B. 2023 Cycle 6 Regional Active Transportation Program (ATP) Programming Recommendations (Joel Campos /Jay Halva)
- Action C. FY 2023-24 Local Transportation Fund Revenue Estimate & Apportionment Schedule (Steve Dial)
- Action D. Draft Fiscal Year 2023/24 Overall Work Program (OWP) (Steve Dial/ Kim Anderson)
- Discussion E. Potential Inclusion of the Carbon Reduction Program in the Congestion Mitigation and Air Quality Call for Projects (Ryan Niblock)

CONSENT CALENDAR

- Information F. 2023 One Voice® Program Update (Steve Dial)
 - Action G. Continued Teleconference Meetings During a Proclaimed State of Emergency (Ryan Niblock)
5. Other Matters of Business
 6. Meeting Adjourned to Thursday, March 9, 2023, at 10:00 a.m.

AGENDA ITEM 2



TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments • 555 E. Weber Ave. • Stockton, CA 95202
VIA TELECONFERENCE

Thursday, January 12, 2023

MINUTES

Present	Member Name	Jurisdiction	Present	Member Name	Jurisdiction
X	Jeffrey Levers	SJ County	X	Eric Williams	SJRTD
X	Jayna Rutz	SJ County	X	Ken Baxter	SJRTD
	Najee Zarif	SJ County	X	Kimberly Turner	SJRRRC
	Eric Alvarez	City of Stockton		Juan G. Villanueva	Port of Stockton
X	Wes Johnson	City of Stockton		Tom Dumas	Caltrans D-10
X	Dodgie Vidad	City of Stockton	X	Josh Swearingen	Caltrans D-10
X	Julia Tyack	City of Lodi		Marlon Regisford	Caltrans D-10
X	Lyman Chang	City of Lodi		John Cadrett	SJVAPCD
	Juan Portillo	City of Manteca	X	Helene Nussbaumer	Stk. Metro Airport
X	Somporn Boonsalat	City of Manteca			
X	Anju Pillai	City of Tracy			
X	Ed Lovell	City of Tracy			
X	Christiana Giedd	City of Ripon			
X	Michael King	City of Lathrop			
X	John Andoh	City of Escalon			

Alternates/Others: John Barna; Nguyet Pham, Stockton; Jose Luis Caceras.

SJCOG Staff: Steve Dial, Deputy Executive Director/CFO; Ryan Niblock, Deputy Director of Programming and Project Delivery; Travis Yokoyama, Senior Regional Planner; Joyce Yee, Assistant Regional Planner; Joel Campos, Associate Regional Planner; Christine Tran, Assistant Regional Planner; Rosie Zeiter, Accounting Assistant I; Angela Carranza, Intern; Katy Castro, Administrative Technician.

1. Call Meeting to Order/Introductions:

Chair Ed Lovell called the meeting to order at 10:01 a.m. and roll was called.

2. Meeting Minutes from November 10, December 8, 2022, and January 5, 2023.

It was moved/seconded (Baxter/Dodgie) to approve the meeting minutes from November 10, December 8, 2022, and January 5, 2023. Motion passed unanimously by voice vote.

3. Public Presentation:

None.

4. Technical Items for Discussion and Action: A

A. Consent Calendar:

F. Continued Teleconference Meetings During a Proclaimed State of Emergency.

It was moved/seconded (Tyack/Levers) to approve the consent calendar. Motion passed unanimously by voice vote.

B. Update to the Unmet Transit Needs Reasonable to Meet Criteria and the FY 23-24 UTN Guidelines

Joel Campos reported in June 2022, San Joaquin Council of Governments (SJCOG) received a request from the San Joaquin Regional Transit District (RTD) to reevaluate the unmet transit needs (UTN) reasonable to meet criteria and UTN comment review process. SJCOG's Social Services Transportation Advisory Council (SSTAC) created an ad hoc committee to discuss and reevaluate the adopted reasonable to meet criteria from 2018. The ad hoc committee met four times from August 2022 to December 2022. SJCOG staff propose the updated reasonable to meet criteria. Based on the feedback, SJCOG staff proposed changes to the reasonable to meet criteria and drafted the FY 23-24 UTN Guidelines to establish a transparent and objective comment review process that can be reviewed annually.

Ken Baxter commented on the two recommendations that RTD made to the guidelines on page 5 underfunding and page 6 implementation guidance. Joel Campos state that RTD's recommendations have been incorporated into the guidelines.

Jeffrey Levers asked why the implementing agency or agencies in concurrence with the SSTAC was strike-out. Joel Campos stated SJCOG staff felt it was redundant and all transit agencies are welcome to join.

It was moved/seconded (Tyack/Baxter) to Approve (1) the updated Reasonable to Meet definitions and (2) the FY 23-24 UTN Guidelines. Motion passed unanimously by voice vote.

C. Call for Project Claims for the Measure K Renewal Bicycle, Pedestrian, and Safe Route to School Non-Competitive Program Cycle 2

Joel Campos announced the Call for Project Claims will make available \$3,345,016 over five fiscal years (FY 2022/23– FY 2026/27) to the Non-Competitive Bicycle, Pedestrian, and Safe Routes to School Program. These funds will be apportioned to each City and County based on the 2020 Census.

Jeffrey Levers asked for clarification on the non-competitive funds' pool. Travis Yokoyama stated that is 40% allocated as a portion share and 60% competitive.

This is for information only.

D. Stockton Mobility Collective Project Update

Angela Carranza gave an update on this item. SJCOG staff expects a full program launch in Spring 2023, when shared mobility programs and mobility incentives will be open for the public and residents to sign up, drive, and ride

This item is for information only.

E. Affordable Housing and Sustainable Communities (AHSC) Grant Round 7

Christine Tran announced that SJCOG technical assistance services will continue through June 2023 and staff is available to provide direct consultation with developers and transportation partners in anticipation of a Round 7 Notice of Funding Availability in January 2023 and through the application deadline.

Eric Williams asked if SJCOG is focusing on a specific area in the city of Stockton for the development projects. Christine Corrales stated that some of the most competitive projects are in the downtown Stockton area.

This item is for information only.

F. 2023 One Voice® Project Submission List

Joel Campos reported that SJCOG will convene an evaluation committee of volunteers from throughout the region. The volunteers will be provided copies of the application packets, and a One Voice® evaluation guide. SJCOG staff will receive and compile the feedback and re-convene the committee in early 2023 to draft a recommendation for the SJCOG Board.

This item is for information only.

5. Other Matters of Business

Travis Yokoyama commented on the truck planning study.

Adjournment: There is no further business to discuss. The meeting was adjourned at 10:44 a.m. to Thursday, February 9, 2023, at 10:00 a.m.

AGENDA ITEM **4B**



STAFF REPORT

SUBJECT: 2023 Cycle 6 Regional Active
Transportation Program (ATP)
Programming Recommendations

RECOMMENDED ACTION: Approve the Scoring Committee's
Recommendation to Program \$13,711,000
in Regional ATP Funds

SUMMARY:

The State of California's Cycle 6 Active Transportation Program (ATP) announced a call-for-projects in early 2022. The San Joaquin Council of Governments (SJCOG) released separate call-for-projects for the Metropolitan Planning Organization (MPO) or regional component of the Cycle 6 ATP on March 23, 2022. A total of \$13,711,000 was allocated to the San Joaquin County region via SJCOG by the California Transportation Commission (CTC) for the regional component of this program. A total of 15 applications were submitted to this program totaling \$76,171,793 of funds requested.

A scoring evaluation committee of seven volunteers was formed to review and score the submitted applications. A tremendous amount of effort has been put forth by the volunteers to score these projects in a timely manner. Following the evaluation of all projects, SJCOG staff aggregated the scores and convened the evaluation committee to garner feedback and solicit a recommendation from the group. The group agreed upon the recommendation of programming the top performing projects until there are no more funds to allocate.

RECOMMENDATION:

Approve the evaluation committee's recommendation to program the \$13,711,000 in funding.

FISCAL IMPACT:

Assignment of \$13,711,000 in Regional ATP funding.

DISCUSSION:

Applications Submitted

A total of 15 projects were submitted as part of the extended call-for-projects, requesting a total of \$76,171,793 in funds. The full list of project submissions is shown in **Table 1**.

Table 1: Projects submitted to the ATP Cycle 6 Regional Call-for-Projects (Including projects that secured funding from the statewide ATP program)

Agency	Project Type	Project Name	Funds Requested
Lathrop	Medium	Lathrop Sidewalk Gap Closure Project	\$5,784,000
Manteca	Small	Manteca Safe Routes to School - Pedestrian Safety Improvements	\$2,925,000
Manteca	Medium	City Sidewalk Gap Closure	\$8,906,000
SJ County	Small	Boggs Tract Community Improvements	\$3,193,516
SJ County	Medium	Burkett Garden Acres Sidewalk Improvements	\$2,935,458
SJ County	Plan	Countywide Sidewalk Connectivity Plan	\$452,800
SJ County	Medium	Harrison Elementary Active Transportation Improvements*	\$3,887,575
SJRRC	Large	East Channel Streetscape and Connectivity Project	\$3,500,000
Stockton	Medium	Eight Street-Houston Avenue-Manthey Road-Carolyn Weston	\$4,876,348
Stockton	Large	Main and Market Complete Streets	\$8,226,000
Stockton	Medium	Safe Routes to School Sidewalk Gap Closure	\$4,008,886
Stockton	Medium	Active Alpine Avenue for All	\$5,962,000
Stockton	Large	Alpine Pershing Mendocino Bicycle Pedestrian Connectivity*	\$7,403,000
Stockton	Medium	Downtown Stockton Weber Avenue Bike and Ped Connectivity*	\$9,427,000
Tracy	Medium	East Schulte Safety and Multimodal Community Corridor	\$4,684,210
TOTAL	----	----	\$76,171,793

Note: *Projects highlighted blue were successful in securing funds via the Statewide Cycle 6 ATP Call for Projects.

Statewide Cycle 6 ATP Awards

The state received 434 applications totaling \$4.3 billion for the statewide program and awarded 67 projects worth \$1.149 billion. Of these 67 projects, three were selected from the San Joaquin County region and were awarded a total of **\$20,717,575**. This is the most successful the region has been in recent ATP cycles. One project from San Joaquin County and two from the City of Stockton make up the winners. These projects are highlighted in green at the bottom of Table 1. The projects that received funding from the statewide program were removed from the regional contest following the announcement from the CTC in late October 2022.

Multidisciplinary Evaluation Committee Review and Initial Recommendations

SJCOG staff recruited volunteers to participate in a scoring evaluation committee for the ATP Cycle 6 call-for-projects. The seven-member scoring evaluation committee was comprised of a representative from San Joaquin County, City of Lodi, City of Tracy, City of Stockton, two members from the Citizen’s Advisory Committee, and SJCOG staff. The seven-member committee was given the following tasks:

- Review applications for completeness and confirm project eligibility.
- Evaluate each application using the SJCOG and CTC adopted guidelines.
- Convene to develop a programming recommendation.

The members of the evaluation committee used the guidelines and rubrics approved by the SJCOG Board to carefully review and score each project. SJCOG staff collected the scores from each member of the committee, removed the highest and lowest score from each project, and aggregated

the remaining totals. The average scores were then brought to the scoring evaluation committee for final review and discussion. During this discussion, the representative from San Joaquin County objected to the SJRRC East Channel Street project being awarded funds on the grounds that this project did not submit an application to the Statewide Call for Projects. However, it was noted that neither the Statewide nor the SJCOG Regional ATP guidelines require submission to the State to be eligible for Regional consideration. At the conclusion of the evaluation committee discussion, the committee recommended that the top performing projects be programmed for funding (as far as the \$13.711 million would allow). The projects and project totals recommended by the Evaluation Committee are in **Table 2** below.

Table 2: Total project Scores and Projects Recommended for Programming via Cycle 6 Regional ATP

Agency	Project Type	Project Name	Funds Requested	Recommended Programming	Average Score
SJRRC	Large	East Channel Street Streetscape and Connectivity Project	\$3,500,000	\$3,500,000	178.40
SJ County	Plan	Countywide Sidewalks Connectivity Plan	\$452,800	\$452,800	147.00
Stockton	Large	Main and Market Complete Streets	\$8,226,000	\$8,226,000	146.30
Tracy	Medium	East Schulte Safety and Multimodal Community Corridor*	\$4,684,210	\$1,532,200	132.10
SJ County	Small	Boggs Tract Community Improvements	\$3,193,516		126.00
Lathrop	Medium	Lathrop Sidewalk Gap Closure Project	\$5,784,000		125.20
Stockton	Medium	Safe Routes to School Sidewalk Gap	\$4,008,886		123.55
SJ County	Medium	Burkett Garden Acres Sidewalk Improvements	\$2,935,458		122.60
Stockton	Medium	Active Alpine Avenue For All	\$5,962,000		121.00
Stockton	Medium	8th Street/Houston Ave-Manthey Road-Carolyn Weston	\$4,876,348		114.40
Manteca	Medium	City Sidewalk Gap Closure	\$8,906,000		110.40
Manteca	Small	Safe Route To School - Pedestrian Safety Improvements	\$2,925,000		70.40
TOTAL	----	----	\$55,454,218	\$13,711,000	----

*Note: *The City of Tracy initially requested \$4.6 million, but also provided a scaled-down version of the project, in case only a reduced amount of funds were available. Because of limited funds, and because the East Schulte Safety and Multimodal Community Corridor project was next in scoring, the project will receive approximately \$1.5 million for its scaled-down project alternative.*

Near-Term ATP Considerations

As part of each ATP cycle, SJCOG staff identifies lessons learned, and takes feedback from partners to help improve future cycles. As part of its review, the scoring evaluation committee has provided some initial feedback, which should be considered for future policy development by the SJCOG Board. SJCOG staff would also like to receive feedback from its technical committees. Specifically, SJCOG would like technical committee thoughts on:

- Should the SJCOG Board update Regional ATP guidelines to require applicants to submit for the Statewide ATP call for projects in order to be eligible for the Regional ATP call for projects?
- If ATP augmentation funding is made available, or if a programmed project is unable to

proceed with ATP funds, should the SJCOG Board use the unfunded projects from the Regional ATP Cycle 6 as a “contingency list” to make use of these funds?

BACKGROUND:

Senate Bill 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP. When combined with other state and federal funds, approximately \$650 million has been made available in ATP Cycle 6. The program splits the funding into the statewide, rural, and regional components. SJCOG originally received \$5.227 million for Cycle 6 ATP regional component. However, in July 2022, the CTC informed SJCOG of \$1.05 billion in ATP augmentation funds being made available, with SJCOG set to receive an additional \$8 million for Cycle 6. As a result, SJCOG was allocated a total of \$13,711,000 and extended the deadline for applications to September 30, 2022. This funding will be available in Fiscal Years 2023/24, 2024/25, 2025/26, and 2026/27.

The guidelines for the San Joaquin regional component of the Cycle 6 Active Transportation Program were approved by the SJCOG Board on June 23, 2022. Jurisdictions in San Joaquin County can apply for both the statewide application and the regional application. Unlike ATP Cycle 5, the total programmable funds for the San Joaquin regional component are made up of only state ATP funds. In 2021, different fund sources including Measure K and Congestion Mitigation Air Quality (CMAQ) supplemented the total to increase the capacity of the program.

MPO or Regional Component

During ATP Cycle 4 in 2019, all applications considered by an MPO for its competitive program-specific call-for-projects were submitted through the statewide competitive program using an electronic application. This was to reduce the administrative burden for Caltrans and the CTC by avoiding applications in different formats that were never submitted to the state but were submitted to the MPOs.

CTC reversed its decision and allowed MPOs to have a separate call-for-projects. A MPO may elect to have a supplemental application that applicants must submit to be considered for their MPO competitive program-specific call-for-projects. A MPO may also, with CTC approval, use a different project selection criteria or weighting, minimum project size, match requirement, and/or definition of disadvantaged communities for its competitive selection process. In ATP Cycle 5, SJCOG adopted its own call-for-projects with a supplemental application that addressed multiple funding sources. A similar application was used for the Cycle 6 regional call-for-projects.

Prepared by Joel Campos, Associate Regional Planner & Jay Halva, Assistant Programming Analyst

AGENDA ITEM **4C**



STAFF REPORT

SUBJECT: FY 2023-24 Local Transportation Fund
Revenue Estimate & Apportionment
Schedule

RECOMMENDED ACTION: Recommend Adoption of the FY 2023-24
Local Transportation Fund Revenue
Estimate and Apportionment Schedule

DISCUSSION:

BACKGROUND

In San Joaquin County, SJCOG administers the Local Transportation Fund (LTF). In February of each fiscal year, pursuant to the Transportation Development Act (TDA), the SJCOG board must adopt an LTF revenue estimate and apportionment schedule for the following fiscal year. Based on an analysis of sales tax receipts over the past two years and other economic indicators, SJCOG is recommending an FY 2023-24 revenue estimate of \$62,100,000, an increase of 6.18% over the current estimated revenue for FY 22-23 of \$58,485,000. By midyear, if this estimate appears to be lower, or higher, the board can amend the estimate and associated apportionments.

The LTF is an important source of transit funding in San Joaquin County. Revenues to the LTF are derived from 1/4 cent of the 7 1/4 cents retail sales and use tax (Bradley-Burns) collected statewide. This tax is collected at the point of sale contrasted with Measure K, and other special district taxes, which are transaction and use taxes where the tax is assessed based on where the merchandise will be used. The 1/4 cent is returned by the California Department of Tax and Fee Administration (CDTFA), formerly the State Board of Equalization (SBOE), to each county according to the amount of tax collected in that county.

The rationale for the increase for the upcoming year is in keeping with the current year's trend in revenues received and economic expectations in the coming months. In February 2022, the board adopted FY 22-23 revenue estimate of \$58,485,000 based on the sales experience through October. Through the first five months of the fiscal year, the LTF had grown 8% over the same time period last year. It is anticipated that the revenues for the year will be slightly above the current estimate and will be closer to \$60,000,000. Using this estimate of \$60,000,000 for the current year, SJCOG feels an increase of 3.5% for FY23-24 is prudent.

The average monthly growth rate was 8.8% (compared to the same month last year). With the receipt of January 2023's check representing November 2022, the month-over-month distributions

for the first five months of FY 2022-23 show growth rates averaging 7.4%. If revenues remain flat at 0%, month over month, for the remainder of the year, revenues would end up being 3.2% higher than FY21-22 actual revenues received which totaled over \$58 million. Based on this and the revenues received in the current fiscal year, the indication is that the current estimate for FY22-23 at \$58,485,000 is low and will be closer to \$60k or more.

The San Joaquin County Auditor Controller has been requested to, and he does, concur with the revenue estimate.

In September 2019, the Board approved a policy change to the Local Transportation Funds apportionments. The purpose of the policy change is to begin transitioning the amount of money claimants spend on streets and roads by setting aside a portion of their allocation for transit purposes.

Highlights of policy change and requirements:

- Over four years a reduction in the eligibility of cities with 50,000 or more people to claim for streets and roads purposes. Limit would be that no more than 75% can be used for streets and roads purposes in the first year, 50% in the second year, 25% in the third year, and 0% in the fourth year and on.
- For cities under 50,000 people, but greater than 25,000 the first and second-year limits would be 75% and 50% respectively, but they would still be eligible to claim up to 50% for streets and roads in the third year and into the future.
- For cities under 25,000, the first-year limit would be 75% and that would not change in succeeding years.

The initial policy change allowed for a grace period that ended in FY20-21. The first year of the policy implementation requires that jurisdictions put aside 25% for transit as detailed in Table 3 below.

Note: Lathrop will be able to use 75% for streets and roads in 21-22 and 50% in 22-23. Ripon can use up to 75% for LSR until they achieve 25,000 population. In August 2022, Board waived all transit set aside for Escalon through FY 23-24. Lodi, Manteca, and Tracy can use up to 75% in 21-22, 50% in 22-23, 25% in 23-24, and zero in 24-25 for LSR. Stockton and San Joaquin County do not use LTF for LSR, so nothing changes for them.

RECOMMENDATION

That TAC recommends to the Board approval of the attached tables estimating the LTF revenue at \$62,100,000 for FY2023-2024.

FISCAL IMPACT

Adopting the \$62,100,000 revenue estimate will provide local agencies with a prudent number from which to budget for 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.

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 guidelines. Table 1 displays the recommendations for the distribution of the revenue estimate.

- I. The administrative allocations tentatively remain the same with the exception of Admin:
 - a. County Auditor-Controller \$2,000¹
 - A. SJCOG TDA Administration will be the customary \$290,000 SJCOG Transportation Planning remains at 2.9% of revenue or \$1,800,900
 - B. Bicycle and Pedestrian 2% or \$1,200,142
 - C. San Joaquin Regional Rail Commission receives 11.5% or \$6,762,800
 - D. San Joaquin Regional Transit District receives 2% for the Consolidated Transportation Service Agency (Article 4.5) \$1,040,883
- II. Balance available for area apportionments under Articles 4 and 8 is \$51,003,275

Table 2 apportions the available funds to the claimants for Article 4, Transit Operator, or Article 8, generally contracted transit operations and local street repairs. The apportionments are determined by population. The source for population is the latest estimate from the State Department of Finance, January 2022.

- 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 all of the County's population-based LTF apportionment.
- Stockton and the County receive their population-based apportionment of the 2% bicycle/pedestrian funds.
- As county population growth was moved south, RTD's population share has declined as Stockton's proportionate share has declined. While the general pot of funds has increased, because of the shifting population, each agency receives a different share of that total revenue as evidenced by the % Change column on Table 2

¹ Subject to Auditor Controller approval

San Joaquin Population Estimates			
January	2022	2021	Change in Population
San Joaquin	784,298	782,372	1,926 TOTAL INCREASE
Escalon	7,362	7,439	-77
Lathrop	31,331	29,384	1,947
Lodi	66,570	66,145	425
Manteca	86,859	84,995	1,864
Ripon	15,979	16,162	-183
Stockton	322,489	323,884	-1,395
Tracy	94,538	93,624	914
Balance Of County	159,170	160,739	-1,569

TABLE 1					
LOCAL TRANSPORTATION FUND					
REVENUE ESTIMATE AND APPORTIONMENT					
FISCAL YEAR: 2023-24					
				22-23 Estimate	▲
ESTIMATED REVENUE FY 2023-24		\$ 62,100,000		\$ 58,485,000	6.18%
RECOMMENDATIONS					
I. LESS ADMINISTRATIVE ALLOCATIONS					
COUNTY AUDITOR*		2,000		2,000	0.00%
COG TDA ADMINISTRATION*		290,000		290,000	0.00%
A. COG TRANSPORTATION PLANNING					
2.9% PLANNING					
APPORTIONMENT**		1,800,900		1,696,065	6.18%
			60,007,100	56,496,935	
B. COUNTY AND CITIES					
2% BICYCLE/PEDESTRIAN**					
APPORTIONMENT		1,200,142		1,129,939	6.21%
C. SAN JOAQUIN REGIONAL RAIL					
COMMISSION **		11.50%			
		6,762,800		6,367,205	6.21%
			52,044,158	48,999,791	
D. ARTICLE 4.5 -Consolidated Transportation Service Agency					
2% APPORTIONMENT		1,040,883		979,996	
II. BALANCE AVAILABLE FOR					
2023-24 BY AREA APPORTIONMENT					
ARTICLE 4 AND ARTICLE 8 PURPOSES**			51,003,275	48,019,795	6.21%
*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.					

TABLE 2							
LOCAL TRANSPORTATION FUND AREA APPORTIONMENT							
FISCAL YEAR: 2023-24							
CLAIMANTS	POPULATION ESTIMATE*	%	BIKE/PED APPT.	ARTICLE 4 OR 8	TOTAL APPT.	Transit Set Aside	Percentage of Streets & Roads to set aside for transit (See table 3)
SAN JOAQUIN REGIONAL TRANSIT DISTRICT **	481,659	0.61413	0	31,322,516	31,322,516		
SJRTD ARTICLE 4.5					1,040,883		
LATHROP	31,331	0.03995	47,943	2,037,470	2,085,413	1,018,735	50%
LODI	66,570	0.08488	101,866	4,329,079	4,430,945	3,246,809	75%
MANTECA	86,859	0.11075	132,913	5,648,482	5,781,395	4,236,362	75%
TRACY	94,538	0.12054	144,663	6,147,851	6,292,515	4,610,889	75%
RIPON	15,979	0.02037	24,451	1,039,122	1,063,573	259,781	25%
ESCALON	7,362	0.00939	11,265	478,754	490,020		0%
UNINCORPORATED**	0	0.00000	243,564	0	243,564		
SAN JOAQUIN REG. RAIL COMM	0	0.00000	0	6,762,800	6,762,800		
STOCKTON	0	0.00000	493,476	0	493,476		
COUNCIL OF GOVT'S TRANSPORTATION PLANNING		1.00000					
		0.00000					
TOTAL	784,298	1.00000	1,200,142	57,766,075	60,007,100	13,372,575	
SAN JOAQUIN RTD		POP.	PCT.				
CITY OF STOCKTON		322,489	0.6695				
CO. OF SAN JOAQUIN (24%)		38,201	0.0793				
CO. OF SAN JOAQUIN - CAT (76%)		120,969	0.2512				
		-----	-----				
TOTAL		481,659	1.00				
<i>*State Department of Finance population estimates (January, 2022).</i>							
**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) =						159,170	

TABLE 3					
Set-Aside required to be claimed for Transit					
Cumulative FISCAL YEAR: 2023-24					
CLAIMANTS	Year 1 (FY21-22) 25% required	Year 2 (FY22-23) 50% (Ripon/Escalon 25%)	Year 3 (FY23-24) 75% (Ripon 25% Lathrop 50% est.)	Year 4 (FY24-25) 100% (Ripon 25% Lathrop 50% est.)	TOTAL
LATHROP	285,951	873,420	1,018,735	TBD	2,178,106
LODI	723,908	2,106,743	3,246,809	TBD	6,077,460
MANTECA	903,686	2,675,723	4,236,362	TBD	7,815,771
TRACY	1,022,305	3,021,439	4,610,889	TBD	8,654,632
RIPON	169,761	249,619	259,781	TBD	679,160
ESCALON	Waived	Waived	Waived	TBD	0
TOTAL	3,105,611	8,926,943	13,372,575	0	25,405,129

AGENDA ITEM **4D**



STAFF REPORT

SUBJECT: Draft Fiscal Year 2023/24 Overall Work Program (OWP)

RECOMMENDED ACTION: Recommend Board approval of draft OWP for Public Release and Review by State and Federal Agencies

SUMMARY:

This staff report summarizes revenue highlights for FY 2023/24 and significant changes proposed for the upcoming fiscal year’s work program. The proposed draft Overall Work Plan (OWP) document will be available at <https://www.sj cog.org/Archive.aspx?ADID=863>.

At nearly \$42 million, this OWP is a historic level of funding for the agency and represents a 45.5% increase over the previous fiscal year. This ambitious and innovative work program requires an increased level of effort for both staffing and consultant services to assure timely and robust delivery of planning, programming, and project delivery commitments.

The narrative that follows highlights recently completed and on-going work, summaries of important new funding sources, key areas of focus, and synopses of upcoming project delivery milestones.

RECOMMENDATION:

Approval of draft OWP for public release and review.

FISCAL IMPACT:

The draft OWP identifies \$41,687,240.00 in revenue for the San Joaquin Council of Governments (SJCOCG) operations in FY 2023/24. This is an increase of \$13,035,372.79 from the fiscal year 2022/23 amended OWP (amendment 2 adopted December 2022). 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.

With the most significant revenue increases are in the areas of regional housing and associated infrastructure, and a regional collaboration with local non-profits and the University of the Pacific to address resiliency and adaptation to climate impacts in the county, two new staff positions will report to the deputy director of the planning team.

BACKGROUND:

The OWP is a management tool identifying the tasks and products that the San Joaquin Council of Governments will undertake to deliver during fiscal year 2023/24. It also identifies the funding sources and staff resources necessary to complete the overall work program.

The 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 (RTP). 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 \$13,035,372.79 from the amended FY 2022/23 OWP, from \$ 28,651,867.21 to \$41,687,240.00 or a 45.5% 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 with the funding sources for them having been spent down.

Some highlights (not intended as an exhaustive list) of revenue conditions are as follows:

Continued funding at same/similar levels as prior year:

- Federal Transit Administration (FTA) Section 5303 funds.
- Merced County Association of Governments (MCAG) is expected to once again contract with SJCOG's **dibs** Program to operate a Transportation Demand Management program in their respective areas.
- State Transportation Improvement Program (STIP) for planning and program management is budgeted at \$390,000.00.
- SJCOG continues to receive a return on vehicle registration from Service Authority for Freeway Emergencies (SAFE) funds to be used for Freeway Service Patrol (FSP) match.
- Freeway Service Patrol (FSP) funded by State Highway Account and SB1 for I-205, I-5, State Route 99, and State Route 4 routes in San Joaquin County at \$2,594,586.00.
- Federal and local funding for the Project Approval and Environmental Document phases of the I-205 managed lanes widening from 6 to 8 lanes. The I-205 project development anticipates an expenditure of \$5,800,000.00 in federal funds plus \$341,491.00 of local match from the Regional Transportation Impact Fee (RTIF).

Increases in revenue due to new funding sources from new grant awards, resulting in new projects/programs:

- FY 23/24 SB1 Sustainable Transportation grant award is expected to be \$341,671.00. This is an annual formula-based award that funds important planning studies that are used to continue SJCOG's history of innovative solutions for continually evolving transportation needs in the county.
- Regional Early Action Program (REAP) 2.0 will infuse \$10.6 million for local and regional housing-related projects and programs – directly supporting regional infrastructure and affordable housing development as a tool to ease the housing crisis.
- A \$1.75 million dollar grant from the Strategic Growth Council to collaborate with local non-profits and University of the Pacific to form a Regional Climate Collaborative. This funding opportunity grew directly from previously completed SB1 formula-funded studies on climate impacts on transportation in the county.

Decreases in revenue for existing multi-year grants in continuing programs:

- In FY 20/21, SJCOG received a state grant for Sustainable Transportation Equity Project (STEP) in the amount of \$7,480,385.53, which is good through March 31, 2025. Expenditures through 6/30/2023 are estimated to be approximately \$3.78 million; therefore, the budgeted amount for FY 23/24 is \$3.7 million. Most of the funding will pass thru to sub-recipients for planning, capital, and implementation activities. Planned car-share and bike-share projects will be operational at the beginning of the fiscal year.
- The ongoing grant for Congestion Management & Air Quality (CMAQ) funds allocated for the dibs program has a net expected to draw down of \$1,646,004.30. Therefore, the budgeted amount for FY 23/24 is \$3,000,000.00.

Increases in revenue for existing funds in continuing programs:

- In FY 21/22 SJCOG received a state grant in the amount of \$998,614.00 for Clean Mobility Options (CMO) voucher program. While delivery of the project has resulted in budget expenditures through 6/30/2023, SJCOG received an additional \$500,000 in grant funding, increasing the program total in this OWP. The program budget for FY23/24 is \$1.2 million. This funding works in concert with the on-going STEP grant to expand electric car-share programs in San Joaquin County.
- Federal Highway Administration MPO Planning funds increased by \$80,403.00.

Again, the net change between the proposed draft and the amended FY 2022/23 OWP is an increase of \$13,035,372.46.

Planning and Programming Activities:

On-going planning and programming activities in FY 2022/23 that will continue in FY 2023/24.

- Amendments to the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan (RTP). These are processed each fiscal year as required.
- 2023/24 Measure K Ordinance and Expenditure Plan process and any approved amendments by SJCOG Board. This is an annual process.
- Implementation of I-205, SR-120, SR 4, SR 99, and I-5 Freeway Service Patrol (FSP).
- Implementation of the Congestion Management Process, Airport Land Use Commission, and Habitat Conservation Plan. All three plans will continue implementation activities in the FY23/24 fiscal year.
- Operations of the dibs program for the San Joaquin and Merced Counties – this partnership will continue in FY 23/24.
- FY 2023/24 Unmet Transit Needs Report. This is an annual process and report.
- Completion of annual reports for **dibs** (Travel Demand Management Program), Measure K, and the Regional Transportation Impact Fee.
- Participation with San Joaquin Valley Councils of Government (COGs) on interregional modeling, transportation planning, and legislative issues (this is an ongoing activity that will continue into FY 23/24).
- 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 23/24).
- Participation in the SJCOG-SACOG-MTC Mega-Region Group (this is a multi-year activity that will continue into FY 23/24).
- Publications of census and research information, in collaboration with the University of the Pacific, and completed public workshops/seminars (this is an activity that will continue into FY 23/24 as the second year of a three-year contract).
- Adoption of a Federal legislative platform. This activity is completed annually.
- Approval of the RTIF annual fee adjustment and third-party costs. These are annual activities and will occur again in FY 22/23. The program will also complete a required AB 1600 (mitigation fee act) five-year update in the upcoming fiscal year.
- Approval of the current funding list for the Congestion Mitigation and Air Quality Program (CMAQ) occurred in FY 20/21; a new call for projects began in FY21/22 and will conclude in FY22/23.

Highlights of projects, activities, and/or planning documents at or nearing completion in FY 22/23 OWP period:

- Completion of the SJCOG led Alternative Fuels Vision Plan for San Joaquin County (formula based SB1 planning funds awarded in FY 21/22). This study represents an action plan for deployment of electric vehicle charging and other alternative fueling

infrastructure in San Joaquin County. It will be a blueprint for competitive grant applications for transportation hubs countywide.

- Completion and adoption of the 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). This major milestone is a multi-year effort undertaken on a four-year cycle. This visionary long-range transportation plan was adopted by the SJCOG Board in August 2022. It will undergo review by state and federal agencies in FY22/23 – moving into its implementation phase for the FY23/24 fiscal year.
- A major deliverable of SJCOG’s regional housing work – a feasibility study for a funding mechanism to deliver regionally significant housing projects and programs will be at or nearing completion in the current fiscal year. This will set the stage for SJCOG and its partner agencies to work toward short, medium, and long-term funding strategies for new housing projects and innovation in project delivery.

Project delivery- activities of capital projects that will continue in Fiscal Year 2023/24 OWP:

- The Route 99/Turner Road Project and Phase 1A of Highway 99/120 connector project will continue construction activity in FY 2023/24. Project development (design) work will continue on Phase 1B of Highway 99/120 connector project.
- Project development activities will continue on Measure K and state Active Transportation Program (ATP) funded bike/pedestrian/safe routes to school or smart growth projects funded by Measure K.
- Monitoring of Measure K regional roadway projects.
- Continue PA & ED for I-205 Managed Lanes project.

Highlights of significant on-going study milestones or major new studies proposed for Fiscal Year 2023/24:

The new work products (below) are in addition to on-going programs and services, which will either begin or continue in FY 2023/24 by SJCOG. These include:

- In the 20/21 fiscal year, SJCOG was notified of its selection as only one of three entities in California to be awarded a STEP grant through the California Air Resources Board (CARB). This over \$7 million award to SJCOG and several sub-recipient partners will advance the adoption of electric vehicle and bike options, including supporting charging stations. A key deliverable of the grant is workforce development through a first of its kind apprenticeship program in the types of jobs the car and bike share programs will bring to the region. This work launched late in the 20/21 fiscal year and saw substantial activity in both FY 21/22 and FY 22/23 with delivery of project implementation plans, site planning, robust community outreach, delivery of car-share vehicles, delivery of electric pedal-assist bikes, and installation of new charging infrastructure. This will continue to be an area of key focus for SJCOG in FY 23/24 as both programs will move into full operation, increasing clean transportation choices in San Joaquin County.

- Implementation of the CMO voucher program began in FY 21/22, continued through FY 22/23, and also moves to its operational phase in FY 23/24 providing expanded access to EV infrastructure and car-share services in the Stockton area.
- Participation in the Tri-Valley – San Joaquin Valley Regional Rail Authority Technical Advisory Group.
- Continue partnership with the University of the Pacific for economic analysis and modeling activities for various SJCOG planning efforts. This partnership has produced timely and mission critical data for SJCOG – for example, San Joaquin County Spotlight: Covid-19 and Residents’ Journey to Work highlighted important changes in remote work, commuting, migration, and housing.
- Process amendments to the FTIP and continue to provide technical assistance to local agencies on federal-aid project obligation and delivery.
- Continue efforts on several on-going planning studies awarded in previous fiscal years:
 - Social Equity Planning Project (FY 21/22 SB1 formula funds)
 - Data Sharing, Tools, & Analytics Program development (FY 22/23 SB1 formula funds)
 - Clean Transportation Workforce Development plan (FY 22/23 SB1 formula funds)
- Work with the City of Lodi to assist in project management activities for the construction contract for Route 99/Turner Road.
- Continued implementation plan development and activities for the 2022 RTP/SCS.
- Continuation of REAP implementation activities. This program funding from the California Dept. of Housing and Community Development (HCD) is meant to advance the provision of affordable housing in San Joaquin County. Funding began flowing in the 20/21 fiscal year and continued through 22/23. Activities under REAP 1.0 will wrap up in FY23/24, simultaneous to the kick-off of an ambitious program of activities associated with the \$10.6 million REAP 2.0 grant: Multi-modal clean-mobility planning and infrastructure plans for priority housing areas, continued work on a regional housing funding mechanism, and substantial pass-through of housing related funding to local jurisdictions. This allows SJCOG to build on previous work completed through its partnership with the Institute for Local Government, several SB 1 planning studies, and coordination with housing and homelessness advocates across San Joaquin County to address issues related to housing affordability.

SCHEDULE AND NEXT STEPS

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 March 6, 2023.

Comments will be considered in preparing the final FY 2023-24 OWP. Also, at the March SJCOG Board meeting, the FY 2023-24 Annual Financial Plan will be presented for adoption.

Revenues By Funding Source
FISCAL YEAR 2023/24
Draft February 23, 2023

Funding Sources	FY 2022-23 Amendment #2	FY 2023-24 Draft	+/- \$ Change
Annual FHWA PL	1,644,328.00	1,677,215.00	32,887.00
Annual FHWA PL (2.5% for Complete Streets)	46,585.00	47,516.00	931.00
Annual FHWA PL (2.5% for Complete Streets) FY 22/23 estimated carryover expires 6/30/2025		46,585.00	46,585.00
Annual FHWA PL (FY 22/23 Estimated Carryover expires 6/30/25)	3,328.90	5,000.00	1,671.10
Annual FTA MPO Planning Section 5303	426,223.00	434,546.00	8,323.00
Annual FTA MPO Planning Section 5303 (FY 22/23 Estimated Carryover, expires 6/30/25)	-	5,000.00	5,000.00
20/21 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/23)	4,565.38	-	(4,565.38)
21/22 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/2024)	329,916.34	60,000.00	(269,916.34)
22/23 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/2025)	355,733.00	300,000.00	(55,733.00)
23/24 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/2026)		341,671.00	341,671.00
StanCOG-CMAQ TDM	230,615.00	-	(230,615.00)
Merced CAG TDM CMAQ	160,000.00	160,000.00	-
STIP Planning & Programming 21/22 allocation #6088(075)	105,837.54	-	(105,837.54)
STIP Planning & Programming 22/23 allocation #6088(078)	290,000.00	100,000.00	(190,000.00)
STIP Planning & Programming 23/24 allocation		290,000.00	290,000.00
Affordable Housing & Sustainable Comm. FY 20/21 (Enterprise)	31,777.00	-	(31,777.00)
RPSTCML 6088(068) I-205 Managed Lanes Widening from 6 to 8 lanes	2,421,802.00	5,800,000.00	3,378,198.00
Local Planning Contribution (LTF) (2.9%-2021/22)	1,696,065.00	1,800,900.00	104,835.00
TDA Administration	290,000.00	290,000.00	-
Local Transportation Authority (Project Management)	1,000,000.00	1,000,000.00	-
Local Transportation Authority (1% Administration)	912,000.00	948,830.00	36,830.00
Local Transportation Authority (Dibs Rideshare)	1,066,800.00	2,400,000.00	1,333,200.00
Caltrans-FSP (I-205) FY 20-21 allocation FSP21-6088(073)	382,822.34	-	(382,822.34)
Caltrans-FSP (I-205) FY 21-22 allocation FSP22-6088(076)	547,781.00	200,000.00	(347,781.00)
Caltrans-FSP FY 22-23 allocation FSP23-6088(079)	589,119.00	589,119.00	-
Caltrans-FSP FY 23-24 Estimated allocation FSP24-6088()		589,119.00	589,119.00
Caltrans-FSP20 SB1 (6088-070) FY 19-20 allocation	77,851.84	-	(77,851.84)
Caltrans-FSP21 SB1 (6088-074) FY 20-21 allocation	454,873.00	200,000.00	(254,873.00)
Caltrans-FSP23 SB1 (6088-080) FY 22-23 allocation	508,174.00	508,174.00	-
Caltrans-FSP24 SB1 (6088-0) FY 23-24 Estimated allocation		508,174.00	508,174.00
Valley MPOs	200,000.00	200,000.00	-
COG Fees and Services	10,000.00	10,000.00	-
ALUC	60,000.00	60,000.00	-
Roth Road cost sharing MOU	148,390.59	-	(148,390.59)
RTIF I-205 project	341,491.00	341,491.00	-
RTIF 3rd party costs	169,000.00	-	(169,000.00)
RTIF Admin	36,500.00	35,000.00	(1,500.00)
State Transit Assistance(STA)	145,863.00	191,900.00	46,037.00
Silicon Valley Community Foundation	15,000.00	-	(15,000.00)
SJCOGI (Habitat)	605,000.00	605,000.00	-
Congestion Mitigation/Air Quality (6088-072)	414,679.30	-	(414,679.30)
New Congestion Mitigation/Air Quality (6088-081)	4,231,325.00	3,000,000.00	(1,231,325.00)
Merced TDM CMAQ grant #	67,802.00	-	(67,802.00)
SAFE (511 & FSP)	285,000.00	285,000.00	-
SACOG TDM(Trip Planning System)	72,000.00	72,000.00	-
SJV Regional Early Action Planning Committee for Housing (REAP) 1.0	2,116,535.98	1,315,000.00	(801,535.98)
SJV Regional Early Action Planning Committee for Housing (REAP 2.0)	200,000.00	10,600,000.00	10,400,000.00
Sustainable Transportation Equity Project (STEP)	5,238,053.00	3,700,000.00	(1,538,053.00)
Clean Mobility Options Program (EV Car Share funded by California Air Resources Board)	699,030.00	1,200,000.00	500,970.00
Regional Climate Collaborative grant		1,750,000.00	1,750,000.00
Interest/Other	20,000.00	20,000.00	-
SJCOG Total	28,651,867.21	41,687,240.00	13,035,372.79
Pass Through funds for Planning Studies			
SJRTD FTA 5307			-
SJRTD Planning Funds			-
SJRTD (STA)			-
Tracy FTA 5307			-
Tracy Planning Funds			-
Lodi FTA 5307			-
Lodi Planning Funds			-
SJRRC FTA 5307			-
SJRRC Planning Funds			-
Manteca FTA 5307			-
Manteca Planning Funds			-
Grand Total	28,651,867.21	41,687,240.00	13,035,372.79

** SJCOG FTA 5303 Toll Credits

50,415.93

** SJCOG FHWA PL Toll Credits

203,743.45

WORK ELEMENT	(FEDERAL)		FHWA-PL		(FEDERAL) FTA 5303		CTURP/CTML19-6888(06)	RTIF	CT	CT	Sustainable Transportation Planning Grant	Sustainable Transportation Planning Grant	Sustainable Transportation Planning Grant	CT(FSP)	LTF	LTA.MK	TDA	ALUC	FEE/SINT	CMAQ	MCAQ	SAFE	SJCOG	VALLEY			Calif Air Resources Board		STATE	STA	TOTAL				
	FY 2324	FY 2324 Consultants	Complete Streets	FY 2223 Carryover	FY 2324	FY 2223 Carryover	Consultant	COG	STP PFM 6888-078 FY 2223 Carryover	STP PFM FY 2324	MPO Formula 2102 Senate Bill (SB) 1	MPO Formula 2223 Senate Bill (SB) 1	MPO Formula 2324 Senate Bill (SB) 1	FSP Senate Bill (SB) 1	New grant and 6888(078) 6888(079)	COG	CONSULTANT	COG	PM	Dita 90% CMAQ match	COG	COG	COG	COG	COG	COG	MPOs	REAP	REAP 2.0	STEP	Clean Mobility Options program (EV car share)	Regional Climate Collaborative Grant	FY 2324 Affordable Housing Sustainable Communities	COG	
601.01 Regional Transportation Plan	52,337.00																																	52,337.00	
601.011 SOC AHSC (Strategic Growth Council Affordability & Sustainable Communities) Management																																		-	
601.017 SB1 MPO Sustainable Communities Formula Grant Awarded in FY 2102(Comprehensive AV and Alternative Fuels Vision for San Joaquin County and Economic Modeling Considerations for Policy Development)											60,000.00																							67,774.00	
601.018 SB1 MPO Sustainable Communities Formula Grant Awarded in FY 2223(Data Sharing, Tools and Analytics Program Development and Clean Transportation Workforce Development Plan)												300,000.00																						338,689.00	
601.019 SB1 MPO Sustainable Communities Formula Grant Awarded in FY 2324													341,671.00																					385,937.00	
601.019 Regional Transportation Plan Implementation	635,221.00			5,000.00	368,404.00	5,000.00																												1,013,626.00	
601.02 Regional Transportation Plan Studies																																		127,823.00	
602.01 Transportation Improvement Programs									100,000.00	116,645.00																								216,645.00	
603.02 Active Transportation (Bicycles & Pedestrian) Complete Streets Planning & Coordination			94,101.00																															94,101.00	
603.01 Streets and Highways Coordination																																		173,355.00	
603.015 1298 Managed Lanes Project Development																																		6,141,491.00	
603.02 Transit Coordination and Planning					66,142.00						5,800,000.00			341,491.00																			191,900.00		
603.03 Transportation Air Quality Planning/Modeling & Data Collection	199,593.00																																	399,593.00	
603.04 Goods Movement Planning & Coordination																																		115,638.00	
701.01 On-Going Technical Assistance																																		313,655.00	
801.01 Management Coordination																																		286,355.00	
801.02 Projections & Forecasts																																		175,144.00	
801.03 Aviation and Airport Land Use Planning																																		42,773.00	
801.04 Congestion Management Program/System																																		241,881.00	
801.05 Regional Planning																																		218,584.00	
801.06 Valley Metropolitan Planning Organization Coordination																																		120,056.00	
801.09 Habitat Implementation																																		45,000.00	
901.01 Implementing Measure X Responsibilities																																		829,321.00	
901.02 Regional Transportation Impact Fee																																		107,182.00	
901.03 Smart Growth																																		37,000.00	
1001.01 SJCOG's Overall Work Program Administration	240,520.00																																	240,520.00	
1001.02 Transportation Development Act																																		263,363.00	
1001.03 Community Involvement Program	549,544.00																																	40,000.00	
1101.01 Transportation Demand Management (TDM) Services																																		2,400,000.00	
1201.01 Freeway Service Patrol																																		3,000,000.00	
1301.03 SJCOG Internship Program																																		160,000.00	
1301.01 Performance Based Planning and Programming																																		72,000.00	
1301.01 SJV Regional Early Action Planning Program (REAP)																																		265,000.00	
1301.02 SJV Regional Early Action Planning Program (REAP) 2.0																																		1,315,000.00	
1376.01 Sustainable Transportation Equity Program (STEP)																																		10,600,000.00	
1380.01 Clean Mobility Options Voucher Program (EV Car Share funded by California Air Resources Board)																																		3,700,000.00	
1382.01 San Joaquin Regional Climate Collaborative																																		1,200,000.00	
Total	1,677,215.00	-	94,101.00	5,000.00	434,546.00	5,000.00	5,800,000.00	376,491.00	100,000.00	290,000.00	60,000.00	300,000.00	341,671.00	1,216,348.00	1,378,238.00	1,264,371.00	536,529.00	756,503.00	1,192,327.00	2,400,000.00	290,000.00	60,000.00	30,000.00	3,000,000.00	160,000.00	37,000.00	605,000.00	200,000.00	1,315,000.00	10,600,000.00	3,700,000.00	1,200,000.00	1,750,000.00	191,900.00	41,687,240.00

AGENDA ITEM **4E**



STAFF REPORT

SUBJECT: Potential Inclusion of the Carbon Reduction Program in the Congestion Mitigation and Air Quality Call for Projects

RECOMMENDED ACTION: Discussion Only

SUMMARY:

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. With the passage of IIJA, the Carbon Reduction Program (CRP) was created, with approximately \$1.3 million per year being apportioned to San Joaquin County. Upon review of CRP guidelines, SJCOG staff have determined that the general eligibility requirements very closely align with those of the Congestion Mitigation Air Quality (CMAQ) program. SJCOG staff is requesting feedback from technical committees regarding potentially using CRP funds in the 2023 CMAQ Call for Projects.

SJCOG staff is seeking to open a CMAQ Call for Projects in March 2023. The Call for Projects would be for new CMAQ projects in Fiscal Year (FY) 2023/24, and FY 2024/25. There is approximately \$21.0 million available for programming to new projects (less the amount for MPO mandated activities). Staff is seeking feedback prior to opening the call for projects.

RECOMMENDATION:

Discussion.

FISCAL IMPACT:

None currently.

BACKGROUND:

Carbon Reduction Program Details

As noted, under IIJA, the Carbon Reduction Program (CRP) was created. The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide emissions that result from on-road, and highway sources.

SJCOG staff have conducted a review of CRP guidelines and apportionment estimates and have consulted with staff at the Federal Highway Administration (FHWA). San Joaquin County will be apportioned approximately \$1.3 million per year in CRP funds, for five years (FY 21/22 – FY 25/26). SJCOG staff determined that the general eligibility requirements for CRP very closely align with those of the CMAQ program, as activities listed under 23 U.S.C. 175(c) are considered eligible for both programs. SJCOG staff noted that creating a separate call for projects for CRP could result in duplication of effort for all parties involved. Additionally, the relatively low amount of funds being offered by CRP to the region could present challenges for fully funding projects. FHWA staff concurred with this assessment and confirmed that it would be acceptable to combine CRP and CMAQ into a single call for projects.

As such, SJCOG staff is requesting feedback from technical committees regarding potentially using CRP funds in the 2023 CMAQ Call for Projects, in order to eliminate duplication of effort and bolster the amount of funds being made available in a single call for projects.

CMAQ Program Details

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. Under the current Federal transportation authorization, approximately \$515 million of CMAQ funds are provided annually to California. These funds are distributed to Metropolitan Planning Organizations in designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code (Attachment 1).

As part of the previous CMAQ Call for Projects, SJCOG's CMAQ policies and application process were streamlined (included in Attachment 2). The results of this updated set of policies and application/scoring process were as follows:

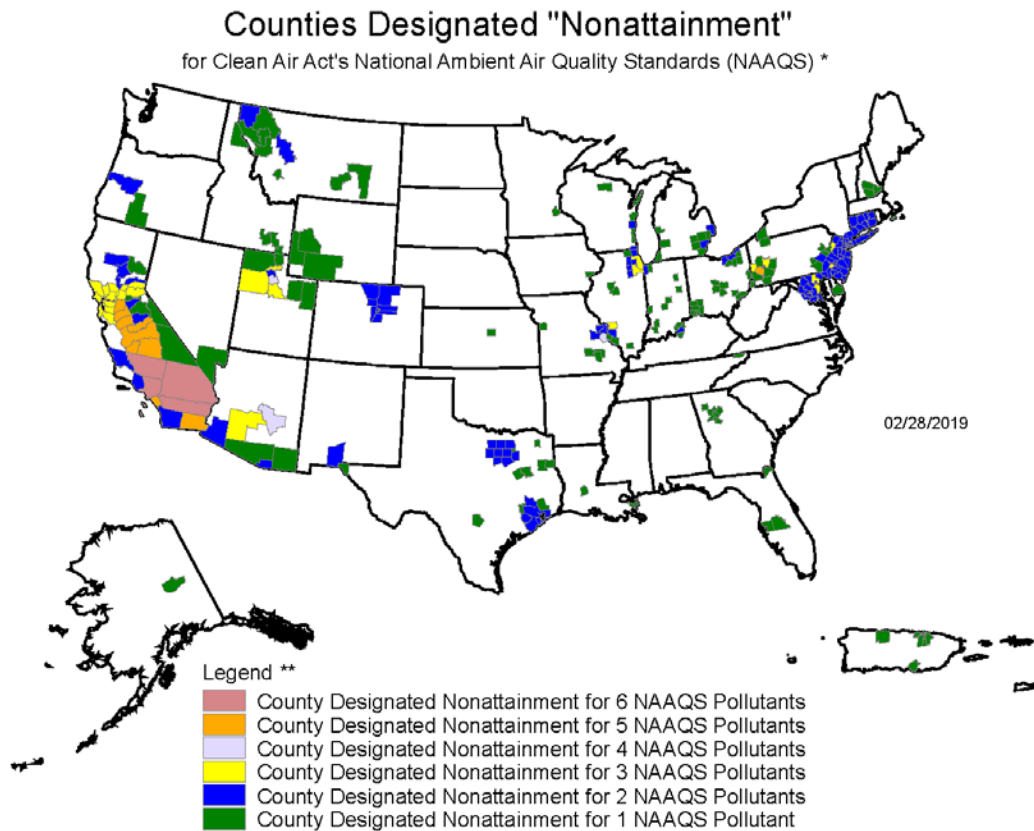
- Applications were simplified, allowing for applicants to “pre-score” their projects to see whether or not their project may be competitive.
- Funding was assigned for SJCOG's federally mandated Transportation Control Measures.
- Funding was assigned for active transportation purposes.
- The Federal Highway Administration reviewed SJCOG's CMAQ policy and has “pre-approved” it for use in the future, as it meets their standards for distribution of funds.

Based on these results, SJCOG staff would like to recommend continued use of this policy. However, staff will seek any feedback, edits, or new direction from technical committees before bringing a final policy for approval.

ATTACHMENTS:

1. Counties Designated “Nonattainment” Map
2. Current SJCOG Congestion Mitigation Air Quality Program Policy

Attachment 1: Federally Designated Air Quality Nonattainment and Maintenance Areas



Guam - Piti and Tanguisson power stations are designated nonattainment for the SO₂ (1971) NAAQS
Piti and Cabras power stations are designated nonattainment for the SO₂ (2010) NAAQS

* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead (1978 and 2008), Nitrogen Dioxide, 8-hour Ozone (2008), Particulate Matter (PM-10 and PM-2.5 (1997, 2006 and 2012), and Sulfur Dioxide (1971 and 2010)

** Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. Revoked 1-hour (1979) and 8-hour Ozone (1997) are excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.

Source: <https://www3.epa.gov/airquality/greenbook/map/mapnpoll.pdf>

Attachment 2: Current SJCOG Congestion Mitigation Air Quality Program Policy

1. Applications will consist of:
 - a. A one-page project description sheet to allow reviewers to understand the project design, confirm project eligibility, and review the project schedule.
 - b. A one-page California Air Resources Board standard air quality calculation sheet.
 - c. Backup data to support the air quality calculation sheet (such as a Level of Service calculation, or specs associated with vehicle replacements).
2. A technical review committee (made up of volunteers from partner agencies) will review submittals and confirm project eligibility. The technical review committee will then recommend projects for funding based on their ranked CMAQ Cost Effectiveness value.
3. A fixed amount of \$950,000 per year (with inflationary adjustment) for implementation of all SJCOG's legally required Transportation Control Measures / Transportation Demand Management (TCM/TDM) strategies.
4. Allocate 15 percent of CMAQ funds for Active Transportation Projects. These funds would be made available in an upcoming Active Transportation Program and/or Measure K Bicycle, Pedestrian, and Safe Routes to School Program call for projects. With this funding set aside, no stand-alone bike/pedestrian/safe routes projects should be submitted for CMAQ Call for Projects not specifically designated for this purpose.
5. Utilize the California Air Resources Board CMAQ Cost Effectiveness Criteria to determine the project rankings. In addition, where applicable, the following conditions apply.
 - a. A minimum current Level of Service of "D" or worse should be required for roadway/intersection improvement projects. Traffic synchronization / interconnect improvements, wherein multiple intersections/signals are in the project scope, would not be required to meet LOS D for each (individual) intersection so long as the applicant can justify the corridor management strategy to mitigate congestion in a corridor operating, overall, at LOS D.
6. There is a cap of "50 percent of available funds identified in the call for projects" as the maximum amount of CMAQ funds one agency can receive per call for projects.
7. Projects that are not awarded funds in the CMAQ Call for Projects would be placed on a contingency list, which would expire upon the start of the next CMAQ call for projects. Any delayed funded project could allow a project on the contingency list to proceed in its place.
8. There are provisions for responding to circumstances where a CMAQ project is delayed in obligating funds in its approved year of delivery and no other SJCOG Board-approved CMAQ funded project can be advanced to meet the delivery obligation. In order for funds not to lapse or risk rescission in the San Joaquin Region, the agency with the delayed project would be granted the "first right of refusal" if an opportunity opens up for the same project (and same funding) to be reprogrammed (within the programmed years of the cycle in which the project secured funding). If this does not occur, the agency has one more opportunity for "first right of refusal" for the same project and same funding to come "off the top" in the next immediate CMAQ call for projects.

AGENDA ITEM **4F**



STAFF REPORT

SUBJECT: **Continued Teleconference Meetings During a Proclaimed State of Emergency**

RECOMMENDED ACTION: **Approve Resolution R-23-98**

DISCUSSION:

SUMMARY:

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19. The March 4, 2020, State of Emergency remains in effect.

On September 16, 2021, Governor Newsom signed Assembly Bill 361 (“AB 361”) into law, amending the Ralph M. Brown Act (Gov. Code, § 54950 *et seq.*) (the “Brown Act”). AB 361 codified certain modified requirements for teleconference meetings held by public agencies, similar to those previously authorized and extended by executive order during the COVID-19 State of Emergency.

On October 28, 2021, the SJCOG Board adopted Resolution Number R-22-17, finding that the requisite conditions existed for SJCOG’s legislative bodies to conduct remote teleconference meetings in accordance with the requirements of AB 361.

In conducting meetings under AB 361, SJCOG must continue to post its agenda in the time required by the Brown Act and ensure that the public is able to address the board directly through teleconference means. If a disruption prevents the agency or committee from broadcasting the meeting or receiving public comments in real time, the agency or committee cannot take further action until those functions are restored; any actions taken during such a disruption are subject to legal challenge. (*Id.*)

To continue conducting teleconference meetings in accordance with AB 361, the SJCOG Board (and its committees under the Brown Act) must make findings every 30 days that it has reconsidered the circumstances of the state of emergency and either:

- 1) The state of emergency continues to directly impact the ability of the members to meet safely in person, or
- 2) State or local officials continue to impose or recommend measures to promote social distancing.

Where consecutive regular meetings fall outside the 30-day time frame, the Board or committee should hold a special “AB 361” remote meeting within the 30-day window simply to re-authorize the AB 361 exceptions. Without the AB 361 exceptions, the Board or committee will be required to return to normal in-person meetings or provide public access at each remote location under the traditional teleconference rules, as of October 1, 2021. Therefore, if the AB 361 authorization lapses and the Board or a committee wishes to hold a teleconference meeting, it will be required to post agendas and provide public access at each remote location, identify those locations in the agenda, and maintain a quorum of the board within agency boundaries. If a meeting is not held in conformity with AB 361, board members may not teleconference from their residences or other locations which are not open and accessible to the public.

The attached Resolution acknowledges that the March 4, 2020, State of Emergency is currently in effect, and that the ongoing conditions of the State of Emergency directly impact the ability of SJCOG’s Board (or its committees) to meet safely in person.

If necessary, additional Resolutions making the requisite findings may be presented at future meetings for consideration. These Resolutions can be included and considered through the Board’s/committees consent calendar.

FISCAL IMPACT:

None.

ATTACHMENT:

Resolution R-23-98

Prepared by: Rod A. Attebery, General Counsel



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-23-98

A RESOLUTION OF THE TECHNICAL ADVISORY COMMITTEE OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG) DETERMINING TO CONTINUE CONDUCTING MEETINGS OF THE TECHNICAL ADVISORY COMMITTEE USING TELECONFERENCING PURSUANT TO GOVERNMENT CODE 54953 AS AMENDED BY AB 361.

WHEREAS, the San Joaquin Council of Governments (“SJCOG”) is committed to preserving and nurturing public access and participation in meetings of the Technical Advisory Committee; and

WHEREAS, all meetings of SJCOG’s legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the District’s legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), as amended by AB 361 (2021), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, the Technical Advisory Committee previously adopted a Resolution, Number R-22-14 on October 14, 2021, finding that the requisite conditions exist for the legislative bodies of SJCOG to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, as a condition of extending the use of the provisions found in section 54953(e), the Technical Advisory Committee must make findings that the Technical Advisory Committee has reconsidered the circumstances of the state of emergency and that either the state of emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing.

NOW, THEREFORE, BE IT RESOLVED, that the Technical Advisory Committee approves:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. AB 361 Compliance. Technical Advisory Committee began using teleconferencing in accordance with subdivision (e) of Section 54953 of the Government Code, as amended by AB 361, on October 14, 2021, and have made the requisite findings by majority vote not later than 30 days after October 14, 2021, and every 30 days thereafter.

Section 3. State of Emergency. The Technical Advisory Committee hereby reconsiders the circumstances of the current State of Emergency proclaimed by the Governor on March 4, 2020, and find that the ongoing conditions of the State of Emergency, specifically that the dominant strain of COVID-19 in the country is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations, and therefore, meeting in person would present imminent risks to the health or safety of attendees and directly impact the ability of SJCOG members to meet safely in person.

Section 4. Measures to Promote Social Distancing. The Technical Advisory Committee hereby finds that Cal-OSHA and the County Health Official continue to recommend measures to promote physical distancing.

Section 5. Remote Teleconference Meetings. The Executive Director of San Joaquin Council of Governments is hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption

PASSED AND APPROVED this 9th day of February 2023, by the following votes of the San Joaquin Council of Governments, to wit;

AYES:

NOES:

ABSENT:

ED LOVELL, Chair

AGENDA ITEM **4G**



STAFF REPORT

SUBJECT: 2023 One Voice® Program Update

RECOMMENDED ACTION: Information

SUMMARY:

In October 2022, SJCOG distributed a call for projects for the 2023 One Voice® program. In December 2022, the projects were evaluated by a volunteer evaluation committee, and in January the committee convened to provide additional feedback. SJCOG staff compiled the feedback and distributed it to the project sponsors. SJCOG requested the revised versions to be returned by February 1, 2023. Project sponsors have requested more time to incorporate comments, therefore, SJCOG has extended the deadline for the revised projects applications to February 22nd, 2023. The projects are anticipated to go through one final review and be brought back to the committees and Board for final approval in March 2023.

A brief timeline of the program schedule is below.

