The San Joaquin Council of Governments is in compliance with the American 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 235-0600 at least 24 hours prior to the meeting.

Note: All items are available for action by the committee. The right hand column identifies staff recommendations.

AGENDA

1. Call to Order

2. Minutes: Approve Minutes of January 15, 2020  \textbf{ACTION}

3. Public Comments

   \textit{At this time the public may address the CAC on any non-agenda item that is within the subject matter of this agency. A five-minute maximum time limit will apply to all public comments.}

4. 2018 Regional Transportation Plan Amendment #3, and Corresponding Conformity Analysis  \textbf{DISCUSSION}

5. One Voice® Regional Projects Criteria  \textbf{ACTION}

6. FY 2019/20 Congestion Mitigation and Air Quality Improvement Program Call for Projects: Funding Recommendations  \textbf{ACTION}

7. 2022 Regional Transportation Plan/Sustainable Communities Strategy Briefing: Scenario Planning Defined  \textbf{DISCUSSION}

8. 2019 Measure K Strategic Plan Schedule  \textbf{INFORMATION}

9. SJCOG Staff Update

10. Updates / Requests from the Committee

AGENDA ITEM 2
1) Call to Order

Chair Plathe called the meeting to order at 6:00 p.m.

Members Present:
Paul Plathe (Chair), Sierra Club; Rick Grewal (Vice Chair), City of Stockton; Richard Blackston, City of Lodi; Stephanie Hobbs, City of Ripon; Bobby Bivens, San Joaquin County; Lauren Ah Tye, League of Women Voters; Gracie Marx, City of Escalon; Steve DeBrum, City of Manteca

SJCOG Staff Present:
David Ripperda, Associate Regional Planner

Others Present:
Nate Knodt

2) Minutes: Approve Minutes of November 20, 2019

A motion was made and seconded (Blackston/DeBrum) to approve the minutes of November 20, 2019. Motion Passed unanimously.

3) Public Comments

Mr. Nate Knodt introduced himself as a former member of the committee and a recently retired RTD employee. Mr. Knodt informed the committee about RTD’s proposal to eliminate the intercity routes between Stockton and the outlying cities.

Mr. Grewal and Mr. Bivens arrived during this item.

4) Adoption of 2019 Measure K Strategic Plan Revenue Estimate

Mr. David Ripperda presented this item. He explained the purpose of the Measure K Strategic Plan and noted that the first step was to adopt an updated revenue estimate. Mr. Ripperda stated that staff had developed options for a revenue estimate, one that assumed a recessionary period every eight years followed by years of higher growth, and another that assumed a lower overall growth percentage of 3.5%. This second option would result in an overall estimate of $2.6 billion, similar to the previous estimate adopted in the 2017 Strategic Plan update.

Ms. Ah Tye arrived during this item.
Mr. DeBrum inquired on whether SJCOG was still thinking of another Measure K sales tax being passed in the future. Mr. Ripperda stated that was a previous proposal that the SJCOG Board removed from consideration in the 2018 Regional Transportation Plan, however given the needs of the region there has been some discussions about another measure on the ballot in 2022.

A motion was made and seconded (Grewal/Blackston) to adopt the Measure K Revenue Estimate of $2.6 billion as recommended by SJCOG staff. Motion passed unanimously.

5) 20212 Active Transportation Program Cycle 5 Draft Guidelines

Mr. Ripperda presented this item. He noted that this was the fifth cycle of the Active Transportation Program (ATP), and that SJCOG staff felt this was a good opportunity to merge the upcoming Call for Projects with the next Measure K Call for Projects and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding that was set aside for Active Transportation projects. Committee discussion included complete streets, responsibility for sidewalk repairs, and planned projects on California Street and Pershing Avenue in Stockton.

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

6) Draft Congested Corridor Plan

Mr. David Ripperda presented this item. He informed the committee that the Draft Congested Corridor Plan was released for comment in November. He described the purpose of the plan and the corridor, including I-205, I-5, SR 120, SR 99, and the parallel rail corridors, transit, and local arterials. He noted that there were 53 priority projects in the plan and SJCOG was focusing on the top projects to be complete in the short-term (2025), mid-term (2030), and long-term (2035).

Committee discussion included the limits of the I-205 Managed Lanes project in Alameda County, the Stockton Diamond Grade Separation project, and carpool lanes on State Route 120.

This item was for information only. No action was taken

7) SJCOG Staff Update

None.

8) Committee Updates / Future Agenda Items

Ms. Hobbs inquired on the status of the United Express flights from Stockton Metropolitan Airport to LAX. Mr. Ripperda stated that the airport was encouraging people to take the flights.

Mr. Bivens informed the committee about the MLK 5k/10k Run being held on January 18, and the workshop being held at SJCOG by the Air District regarding the AB 617 funding.

Mr. Blackston expressed concern about speeding on Highway 99 and lack of CHP enforcement.

10) Meeting Adjournment

The meeting was adjourned at 6:56 p.m.
AGENDA ITEM 4
STAFF REPORT

SUBJECT: 2018 Regional Transportation Plan Amendment #3, and Corresponding Conformity Analysis

RECOMMENDED ACTION: Discussion

SUMMARY:

The San Joaquin Council of Governments (SJCOG) is proposing a 2018 Regional Transportation Plan Amendment 3 (2018 RTP Amendment 3) and corresponding Conformity Analysis, in order to add the Valley Link project, a new regionally-significant rail project that ultimately seeks to connect San Joaquin County with Bay Area Rapid Transit in Alameda County. Associated documentation is attached. The 2018 RTP Amendment 3 and corresponding Conformity Analysis do not interfere with the timely implementation of any approved Transportation Control Measures.

FISCAL IMPACT:

2018 RTP Amendment 3 would result in $163.9 million in additional funding being identified for the Valley Link Project. $80 million of which is anticipated to come from a new sales tax in the Bay Area, and the remainder coming from State discretionary funding programs.

PUBLIC INPUT:

The public review and comment period is open for 30 days, commencing on February 14, 2020 and ending on March 15, 2020. A public meeting will be held March 16, 2020 at the SJCOG Board room, at 11:00am. The documents are available for review at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA 95202 and on the SJCOG website at: https://www.sjcog.org/275/RTP-Sustainable-Communities-Strategy.

RECOMMENDATION:

Discussion.

ATTACHMENTS

1. 2018 RTP Amendment 3 summary of changes

Prepared by: Ryan Niblock, Senior Regional Planner
2018 RTP Amendment #3 Summary of Changes

Proposed changes to the RTP require a formal Type 5 amendment (new regional emissions analysis) because it introduces a new, regionally significant project which requires new travel demand & emissions modeling. With these changes, the 2018 RTP would remain fiscally constrained. Table 6-6 has been updated as follows:

<table>
<thead>
<tr>
<th>MPO RTP ID</th>
<th>Jurisdiction</th>
<th>Facility Name/Route</th>
<th>Project Description</th>
<th>Project Limits</th>
<th>Total Project Cost</th>
<th>Open to Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJ18-6011</td>
<td>Tri-Valley / SJV Regional Rail Authority</td>
<td>Altamont Pass Corridor</td>
<td>Improve the Union Pacific Railroad right-of-way from the San Joaquin County Line for a passenger rail service. Construction of a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road. Construction of an operations and maintenance facility at Hanson Road in Tracy along the alignment.</td>
<td>Between BART and ACE in the Tri-Valley</td>
<td>$163,900,000</td>
<td>2025</td>
</tr>
</tbody>
</table>
AGENDA ITEM 5
STAFF REPORT

SUBJECT: One Voice® Regional Projects Criteria

RECOMMENDED ACTION: Motion to Recommend the Policy Below to the SJCOG Board of Directors

DISCUSSION:

In 2019, the SJCOG Board adopted seven projects as regional priorities for the One Voice® effort in Washington D.C. The effort was not easy, and the board expressed before and after the trip dissatisfaction with the results.

The seven projects that were adopted for the 2019 One Voice® trip were:

Aviation:
- Stockton Metro Airport Terminal Modernization/Expansion (County)

Bus/Rail:
- Stockton Diamond Grade Separation (SJRRRC)
- Valley Link Commuter Rail Project (Tracy)
- Shared Autonomous Vehicle (SAV) Demonstration Project (RTD)

Roadway:
- Central Valley Gateway Project (Tracy)
- SR 99/120 Interchange Improvements (Manteca)
- Grant Line Road Improvements (County)

A small group of board members was convened and laid out several principles that they would like to see implemented in the 2020 process. These principles were broadly expressed. They indicated the following:

They wanted to limit the number of regional projects to no more than three
They wanted projects to be regional in nature
They wanted a premium placed on project readiness
They wanted projects to be eligible to receive federal funding

Staff Recommended Policy Language:
There was extensive discussion in January at the Executive Committee and the SJCOG Board with support for the four principles. SJCOG staff is recommending some further definition around these principles which are stated below:
• Limit the number of regional projects to no more than three.
• Projects should be regional in nature meaning their impact extends beyond the immediate location of the project to other jurisdictions within the region.
• Project readiness should be key to selection meaning any request should be able to utilize funding, or whatever authority is granted, within two years.
• A project must be eligible to receive federal funding at the time of request.

This is only the criteria for identifying regional projects. Local projects will not be affected and will be brought back to the One Voice® trip as they have in previous years.

Based on these criteria, it is likely only the State Route 99/120 Interchange project and the Tracy Gateway projects would still make the regional priority list. Projects with a CEQA only document like the Grant Line Road project and the Valley Link project would be challenged to demonstrate they are eligible for federal funding or could utilize those funds within two years. The RTD project would likely not qualify as regional in nature. The airport terminal project and the Stockton Grade Separation projects would not be “project ready”.

As a result of a change in criteria, it could be that other local projects submitted might rise to the level of being regional in nature.

Prepared by: Andrew T. Chesley, Executive Director
AGENDA ITEM 6
STAFF REPORT

SUBJECT: Fiscal Year 2019/20 Congestion Mitigation and Air Quality Program Call for Projects: Funding Recommendations

RECOMMENDED ACTION: (1) Recommend that the SJCOG Board approve the CMAQ programming recommendations
(2) Recommend that two unfunded projects be placed on a CMAQ Contingency List, which would expire upon the start of the next CMAQ call for projects

DISCUSSION:

The San Joaquin Council of Governments has completed the Board-approved Congestion Mitigation and Air Quality (CMAQ) Project Selection Process and has selected the attached list of projects as those proposed for programming in the 2019 Federal Transportation Improvement Program (FTIP). The recommended list of projects is for the CMAQ funding cycle covering Fiscal Years (FY) 2020/21, FY 2021/22, and FY 2022/23 and includes $20.5 million to be programmed in CMAQ funds for new projects. The CMAQ program funds transportation projects or programs that reduce carbon monoxide, ozone, and particulate matter emissions. Examples of CMAQ-funded projects include alternative fuel vehicles, transit projects, bicycle/pedestrian projects, traffic signal synchronization and signal installation projects, as well as intermodal freight facility projects.

FISCAL IMPACT:

Approval of the CMAQ funding recommendations will result in $20.5 million in CMAQ funds to be programmed in FFYs 2020/21, FY 2021/22, and FY 2022/23 of the SJCOG 2019 FTIP.
BACKGROUND:

CMAQ Funding Availability

Under the Fixing America’s Surface Transportation Act (FAST Act), CMAQ funds are apportioned to the region, for distribution by SJCOG. In total, approximately $20.5 million is available to conduct a Call for Projects.

CMAQ Call for Projects and Scoring Committee Recommendations

Based on funding estimates received from Caltrans and the Board-approved CMAQ Scoring Criteria, SJCOG issued a CMAQ Call for Projects on August 13, 2019. At the close of the application filing period (October 25, 2019), SJCOG received 19 project applications requesting $35,889,516 in CMAQ funding.

SJCOG formed a CMAQ Technical Review Committee – the membership of which is made up of representatives from our partner agencies – to review applications to confirm project eligibility, confirm calculations, and ask applicants to provide additional back up data as needed. The Technical Review Committee met on December 19, 2019. At their meeting, the Technical Review Committee ranked all applications based on the SJCOG Board-approved scoring criteria. A ranked list of project submissions is provided in Table 1.

Based on the scores shown in Table 1, the committee’s recommendation is that the first 14 projects be funded. In doing this, funded projects would offer an average cost-effectiveness of $39.77 per pound of emissions reduction (i.e., projects above the dashed red line in Table 1).

Based on the policy adopted by the SJCOG Board, unfunded projects offering a competitive CMAQ cost-effectiveness score would be eligible to be placed on a contingency list. Projects on the contingency list would be positioned to receive CMAQ funds if there were project cost savings, significant delays, or undeliverable projects. The project sponsors would be contacted to see if they could mobilize and use any funding to advance the project. The contingency list would expire upon the start of the next CMAQ call for projects. Based on the CMAQ cost-effectiveness scores, SJCOG staff recommends that the City of Manteca’s “Phase II Communications Equipment” project and RTD’s “Zero-Emission Electric Bus Replacement (15 2010 and 2012 Hybrid Buses)” project be placed on the contingency list.

Programming of Projects

SJCOG staff will work with the local agencies to prioritize the programming of CMAQ projects based on the ranked list and priorities established under the SJCOG Project Delivery Policies. SJCOG staff will program preliminary engineering phases for the projects in earlier years to allow a substantial amount of time for completing the preliminary work before the construction phase.
SJCOG CMAQ Cost-Effectiveness Policy
The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted CMAQ Cost-Effectiveness policies in 2007. These policies require SJCOG to program at least 20 percent of the CMAQ funds available that meet a CMAQ cost-effectiveness threshold of $45 per pound (or less) for emission reductions, during the four-year FTIP programming period. Based on the CMAQ funding recommendations, SJCOG will allocate a minimum of $6.3 million (31 percent) to CMAQ projects that meet the cost-effectiveness threshold.

RECOMMENDED ACTION:

(1) Recommend that the SJCOG Board approve the FY 2019/20 CMAQ programming recommendations outlined by staff.

(2) Recommend that the two unfunded projects be placed on a CMAQ contingency list, which would expire upon the start of the next CMAQ call for projects.

ATTACHMENT:

(1) Description of Project Submissions

Prepared by: Ryan Niblock, Senior Regional Planner
<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project Title</th>
<th>Total Project Cost</th>
<th>Total CMAQ Request</th>
<th>Cost Effectiveness ($ per lb.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Joaquin County</td>
<td>Hospital Solar EV Charger</td>
<td>$840,000</td>
<td>$790,000</td>
<td>$10.99</td>
</tr>
<tr>
<td>Stockton</td>
<td>Transportation Management Center Equipment Upgrade</td>
<td>$4,056,000</td>
<td>$3,906,000</td>
<td>$15.27</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>Mountain House Parkway Traffic Signal Synchronization Project</td>
<td>$102,500</td>
<td>$102,500</td>
<td>$15.55</td>
</tr>
<tr>
<td>Ripon</td>
<td>East Main Street Traffic Signal</td>
<td>$720,000</td>
<td>$480,000</td>
<td>$25.41</td>
</tr>
<tr>
<td>Manteca</td>
<td>2019 Street Sweeper Replacement</td>
<td>$1,050,000</td>
<td>$929,565</td>
<td>$26.52</td>
</tr>
<tr>
<td>Ripon</td>
<td>One CNG Solid Waste Collection Vehicle</td>
<td>$375,000</td>
<td>$100,000</td>
<td>$28.85</td>
</tr>
<tr>
<td>SJRTD</td>
<td>Zero-Emission Electric Bus Replacement Project (2 2006 Hybrid Buses)</td>
<td>$2,140,000</td>
<td>$2,140,000</td>
<td>$96.30</td>
</tr>
<tr>
<td>Stockton</td>
<td>Arch Airport Road Traffic Synchronization and Signal Prioritization Project</td>
<td>$1,257,000</td>
<td>$1,157,000</td>
<td>$99.33</td>
</tr>
<tr>
<td>SJRRC</td>
<td>Railcars Purchase</td>
<td>$11,625,000</td>
<td>$7,500,000</td>
<td>$115.16</td>
</tr>
<tr>
<td>Port of Stockton</td>
<td>Port of Stockton Near Zero Emission Cargo Handling Equipment</td>
<td>$614,000</td>
<td>$614,000</td>
<td>$126.87</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>Signalization of Mariposa Road and Jack Tone Road</td>
<td>$700,000</td>
<td>$619,700</td>
<td>$137.01</td>
</tr>
<tr>
<td>Stockton</td>
<td>Alpine &amp; Alvarado Traffic Signal with Intersection Coordination</td>
<td>$1,040,000</td>
<td>$921,000</td>
<td>$139.36</td>
</tr>
<tr>
<td>Tracy</td>
<td>Adaptive Signal System on Grant Line Road</td>
<td>$925,000</td>
<td>$875,000</td>
<td>$150.29</td>
</tr>
<tr>
<td>Tracy</td>
<td>Signalization at Corral Hollow Road &amp; Linne Road</td>
<td>$660,000</td>
<td>$330,000</td>
<td>$154.70</td>
</tr>
<tr>
<td>Manteca</td>
<td>City of Manteca Phase II Communications Equipment</td>
<td>$4,855,000</td>
<td>$4,563,000</td>
<td>$199.39</td>
</tr>
<tr>
<td>SJRTD</td>
<td>Zero-Emission Electric Bus Replacement Project (15 2010 and 2012 Hybrid Buses)</td>
<td>$16,057,500</td>
<td>$8,109,000</td>
<td>$322.39</td>
</tr>
<tr>
<td>Lodi</td>
<td>Lodi Electric Bus Demonstration</td>
<td>$1,291,252</td>
<td>$774,751</td>
<td>$539.89</td>
</tr>
<tr>
<td>Stockton</td>
<td>San Joaquin &amp; Acacia Conversion to Roundabout</td>
<td>$1,666,000</td>
<td>$1,475,000</td>
<td>$610.00</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>Autonomous Transit Vehicle (ATV) New Service Project</td>
<td>$636,000</td>
<td>$503,000</td>
<td>$2,019.07</td>
</tr>
</tbody>
</table>

| Total              |                                                                              | $49,974,252        | $35,889,516        |                                |
Attachment A:

Description of Project Submissions
<table>
<thead>
<tr>
<th>Project Applicant</th>
<th>Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Joaquin County</td>
<td>Hospital Solar EV Charger</td>
<td>The project would install electric vehicle charging equipment at San Joaquin General Hospital. The charging station will be powered by solar energy, meaning that it will not draw from the electrical grid (whose power is generated through a mix of sources, including combustion of fuels).</td>
</tr>
<tr>
<td>Stockton</td>
<td>Transportation Management Center Equipment Upgrade</td>
<td>Stockton plans to upgrade the current Transportation Management System, including upgrading 230 traffic signal controllers and 297 unmanaged ethernet switches to managed switches. These upgrades will allow the city to manage congestion hot spots in real time, minimizing vehicle stopping and queuing.</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>Mountain House Parkway Traffic Signal Synchronization Project</td>
<td>This project will implement traffic signal coordination between Bryon Road and Von Sosten Road. The scope of the project will include the installation of wireless modems at five intersections, procurement of a centralized computer system, and signal coordination to reduce air pollution and congestion.</td>
</tr>
<tr>
<td>Ripon</td>
<td>East Main Street Traffic Signal</td>
<td>The project would install a four-way traffic signal, with ADA compliant ramps, and restriping of the intersection. Installation of the signal will improve level of service from &quot;LOS F&quot; to &quot;LOS C.&quot;</td>
</tr>
<tr>
<td>Project Applicant</td>
<td>Project Name</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Manteca</td>
<td>2019 Street Sweeper Replacement</td>
<td>The City would replace three of its oldest street sweepers with new sweepers powered by compressed natural gas. Such a project provides air quality benefit in two ways: (1) replacement of aging equipment with cleaner equipment, and (2) removal of particulate matter from roadways, minimizing the impact of traffic on road dust.</td>
</tr>
<tr>
<td>Ripon</td>
<td>One CNG Solid Waste Collection Vehicle</td>
<td>The City would replace its existing diesel fueled refuse truck with a new refuse truck powered by compressed natural gas.</td>
</tr>
<tr>
<td>SJRTD</td>
<td>Zero-Emission Electric Bus Replacement Project (2 2006 Hybrid Buses)</td>
<td>The project would replace two 2006 hybrid diesel-electric buses with two zero-emission electric buses.</td>
</tr>
<tr>
<td>Stockton</td>
<td>Arch Airport Road Traffic Synchronization and Signal Prioritization Project</td>
<td>The project includes installation of two traffic signals, crosswalks, intersection lighting, lane striping, signs and signal priority, retiming and synchronization. Currently, the existing traffic signals on Arch Airport Road are operated in “Free” mode, and are not sensitive to traffic levels or stopped delay. Implementation of the project will substantially improve congestion along the corridor.</td>
</tr>
<tr>
<td>Project Applicant</td>
<td>Description</td>
<td>Project Name</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------</td>
<td>--------------</td>
</tr>
<tr>
<td>SJRRC</td>
<td>Purchase of three railcars and associated spare parts to support the expansion of ACE service. With the surrounding highway system at full capacity, ACE expansion will help to divert cars to rail, helping to address the regional congestion experienced on I-5, I-205, I-580, SR-99, and SR-120.</td>
<td>Railcars Purchase</td>
</tr>
<tr>
<td>Port of Stockton</td>
<td>The project would replace two existing diesel-powered cargo front end loaders with new zero-emission cargo handling equipment. Port equipment used to offload ships are a significant contributor to emission levels in the county. Replacement of this equipment with zero-emission equipment will have an immediate impact on the health of port employees and nearby residents.</td>
<td>Port of Stockton Near Zero Emission Cargo Handling Equipment</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>This project proposes an intersection improvement at the current all-way STOP controlled intersection of Mariposa Road and Jack Tone Road. Signalization will improve the peak hour level of service from &quot;LOS D&quot; to &quot;LOS B.&quot;</td>
<td>Signalization of Mariposa Road and Jack Tone Road</td>
</tr>
<tr>
<td>Stockton</td>
<td>The project would convert the existing side-street stop at E. Alpine Avenue and Alvarado Avenue into a signal, as well as coordinate signals along the Alpine Avenue corridor. This area experiences significant delay and queuing - which this project will help to alleviate.</td>
<td>Alpine &amp; Alvarado Traffic Signal with Intersection Coordination</td>
</tr>
<tr>
<td>Project Applicant</td>
<td>Project Name</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Tracy</td>
<td>Adaptive Signal System on Grant Line Road</td>
<td>The project would install adaptive signal controllers, detection equipment, and software at signalized intersections on Grant Line Road from Byron Road to Naglee Road at six locations. The corridor currently operates at deficient LOS, and this project would restore operations to an acceptable level - thereby reducing congestion and emissions.</td>
</tr>
<tr>
<td>Tracy</td>
<td>Signalization at Corral Hollow Road &amp; Linne Road</td>
<td>The project would install a new signal at the intersection of Corral Hollow Road and Linne Road. Signalization would improve the level of service from &quot;LOS F&quot; to &quot;LOS C.&quot;</td>
</tr>
<tr>
<td>Manteca</td>
<td>City of Manteca Phase II Communications Equipment</td>
<td>The project will interconnect (via fiber optic cable) existing traffic signals and City buildings along 8.5 miles of city roadway. Interconnecting the traffic signals will enable coordination along the corridors and also provide the City with remote monitoring of the traffic signals during incidents and fine tuning the signal timing during the peak periods.</td>
</tr>
<tr>
<td>Project Applicant</td>
<td>Project Name</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Lodi</td>
<td>Lodi Electric Bus Demonstration</td>
<td>The project would replace one 2012 compressed natural gas bus with a zero-emission electric bus.</td>
</tr>
<tr>
<td>Stockton</td>
<td>San Joaquin &amp; Acacia Conversion to Roundabout</td>
<td>The proposed project will convert an existing signal-controlled intersection to a roundabout at N. San Joaquin Street and E. Acacia Street.</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>Autonomous Transit Vehicle (ATV) New Service Project</td>
<td>This project will implement a new, autonomous battery-operated transit service between Mountain House and the RTD/ACE regional transit station. It also includes a two-year operational budget. The project would function as a &quot;first mile / last mile&quot; service to complement existing regional transit.</td>
</tr>
</tbody>
</table>
STAFF REPORT

SUBJECT: 2022 RTP/SCS Briefing: Scenario Planning Defined

RECOMMENDED ACTION: Discussion

SUMMARY:

Scenario planning is a process that evaluates the effectiveness of alternative programs, projects or policies on the future of a region. SJCOG staff utilizes scenario planning as a tool to assist decision-makers in the development of an appropriate set of actions to ensure that the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) delivers a world-class regional transportation system.

“A PRIMARY GOAL OF SCENARIO PLANNING IS TO ENGAGE THE GENERAL PUBLIC, THE BUSINESS COMMUNITY, RESOURCE AGENCIES, AND ELECTED OFFICIALS ON A BROAD SCALE; TO GAIN A THOROUGH UNDERSTANDING OF COMMUNITY VALUES, GROWTH TRENDS, AND TRADE-OFFS; AND TO INCORPORATE PARTICIPANTS’ VALUES AND FEEDBACK INTO FUTURE PLANS.”
The Next Generation of Scenario Planning

For the 2018 RTP/SCS (2014, as well), SJCOG staff presented planning scenarios that varied on transportation investment strategies (Figure 1), as well as broadly defined assumptions on development patterns, housing options, growth location and intensity. Each of the scenarios was evaluated with metrics such as infill development, housing mix, regional density, agricultural land lost, building energy use, and water consumption, and others. The SJCOG Board took action to select a preferred scenario from which the 2018 RTP/SCS was developed.

Unlike previous scenario planning efforts at SJCOG, the “next generation” of scenario planning will open up a broader conversation about the region’s future and provide the opportunity to explore and anticipate uncertainties in the RTP/SCS. Key features of the 2022 approach to scenario planning will include:

- Alternative futures defined by the level of autonomous vehicle adoption, the extent of climate impacts felt, the impact of job location and commuting behavior, etc.;
- A menu of strategies ranging from policies, projects, and programs to select from;
- An evaluation process that includes stakeholder and public input and tests strategy performance under each alternative future.

External forces beyond our control will create both opportunities and challenges for the region, the end goal of the scenario development process is to develop a preferred package of strategies that performs well across any, and all alternative futures. External forces will form the pillars on which SJCOG future scenarios will be built (Figure 2).
To begin the process of defining alternative futures and developing a menu of strategies, SJCOG staff has prepared a briefing packet (Attachment 1), which includes:

- A conceptual overview of scenario planning practice;
- A review of recent MPO led scenario planning efforts; and
- A preliminary menu of strategies for further development and discussion.
RECOMMENDATION:

This item is for information/discussion; no action is requested at this time.

BACKGROUND:

Following the adoption of the 2018 RTP/SCS, SJCOG initiated several studies intended to not only meet new federal and state planning requirements but also gain a better understanding of emerging issues for future transportation planning. Funded by SB1 Formula Planning funds, eight of these studies are currently underway. To keep SJCOG’s committees, the Board, and the public aware of progress, staff will be presenting information in the form of issue briefings. Besides the direct connection to on-going studies, the presentations will also be responsive to previous Board member questions and present new information for discussion. The intent of the series is to encourage dialogue on emerging transportation issues for the 2022 RTP/SCS.

FUTURE BRIEFING SCHEDULE AND NEXT STEPS:

<table>
<thead>
<tr>
<th>Topic / Study / Planning Activity</th>
<th>Tentative Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Innovation &amp; Technology (completed)</td>
<td>May 2019</td>
</tr>
<tr>
<td>Transportation Resiliency Defined (completed)</td>
<td>June 2019</td>
</tr>
<tr>
<td>Scenario Planning Defined</td>
<td>February 2020</td>
</tr>
<tr>
<td>Housing and Economy</td>
<td>April 2020</td>
</tr>
<tr>
<td>Scenario Development Framework, Action</td>
<td>June 2020</td>
</tr>
<tr>
<td>Preferred Scenario, Draft</td>
<td>April 2021</td>
</tr>
<tr>
<td>Preferred Scenario, Action</td>
<td>August 2021</td>
</tr>
<tr>
<td>2022 RTP/SCS, Draft</td>
<td>January 2022</td>
</tr>
<tr>
<td>2022 RTP/SCS, Adoption</td>
<td>July 2022</td>
</tr>
</tbody>
</table>

ATTACHMENTS:

- Attachment 1. Scenario Planning Briefing Packet

*Prepared by Christine Corrales, Associate Regional Planner, and Hailey Lang, Associate Regional Planner*
# Table of Contents

**Introduction to Scenario Planning**  
- Benefits of Scenario Planning  
- Challenges and Constraints  
- Types and Scenario Planning  
- Examples of Scenario Planning

**SJCOG Scenario Planning Efforts**

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  - Assumption: Autonomous Vehicle Adoption
  - Assumption: Climate Adaptation
  - Assumption: Housing Production
  - Assumption: In and Out Commuting
  - Assumption: Jobs and Economy
  - Assumption: Vibrant Neighborhoods

**Next Steps**
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WHEN WE PLAN FOR THE FUTURE, WHAT SORT OF FUTURE ARE WE PLANNING FOR?

Technologies, gentrification and displacement, housing production, climate impacts, commuting patterns, and other external forces may alter the future of the San Joaquin County region. To explore a range of challenging questions, SJCOG has developed a revised scenario initiative to better explore these challenges that the region may face. The findings from this process will better inform decision-making on transportation, economic development, risk and uncertainty, and other elements established through the RTP/SCS. The information provided will help guide the public, stakeholders, and elected officials in considering the best strategies to improve regional outcomes.
Introduction to Scenario Planning

"A PRIMARY GOAL OF SCENARIO PLANNING IS TO ENGAGE THE GENERAL PUBLIC, THE BUSINESS COMMUNITY, RESOURCE AGENCIES, AND ELECTED OFFICIALS ON A BROAD SCALE; TO GAIN A THOROUGH UNDERSTANDING OF COMMUNITY VALUES, GROWTH TRENDS, AND TRADE-OFFS; AND TO INCORPORATE PARTICIPANTS’ VALUES AND FEEDBACK INTO FUTURE PLANS."

Scenario planning is a process that evaluates the effectiveness of alternative policies, plans, and/or programs on the future of a region. This process can provide decision-makers information as they develop transportation plans. Scenarios may be used by stakeholders and the public to explore and debate alternatives and trade-offs. By then testing strategies (programs, projects or policies) that are responsive to input received against performance indicators, decision-makers can select those strategies that perform well under multiple uncertain futures and identify an appropriate set of actions that will ensure world-class infrastructure.

Scenarios are narratives or sets of assumptions that explore plausible trajectories of change. They provide a means of visioning possible future changes and different policy and investment options. Scenarios translate complex thoughts into descriptions about what could be in the future. Stakeholders assess scenarios through qualitative comparison, brainstorming, use of visualization tools, application of travel demand models, and use of scenario analysis tools.

The most common types of scenarios consider land-use, different levels of growth, or changes in policies:

- Cluster or compact land-use;
- Dispersed, fringe, or highway-oriented land-use;
- Corridor land-use;
- Infill or redevelopment;
- Baseline/continuation of trends;
• Growth/socioeconomic change;
• Policy changes; or
• Hybrid of the above.

Other than land-use, scenarios generally include transportation, economic, political, technological or environmental topics. Our intent is to identify the assumptions in each scenario that will drive the evaluation of policies, programs, and projects; not to use the assumptions as a measuring tool as we have in past scenario development.

Since 2004, the Federal Highways Administration (FHWA) has encouraged transportation-focused scenario planning as an approach that enhances the traditional planning process. This type of scenario planning is a technique designed to help citizens and stakeholders in the public and private sectors understand how demographic and land-use changes could potentially impact transportation networks in a region. Scenario planning is also an important tool for performance-based planning and programming (PBPP) and is specifically encouraged by the Moving Ahead for Progress in the 21st Century Act (MAP-21) for the development of metropolitan transportation plans.

Factors that scenario planning may consider include climate impacts, alternative energy, population growth, and population decline. The “next generation” of scenario planning may consider how demographics shifts, such as immigration or aging populations, technology, fuel type and prices, climate change and associated policies, and economic shifts could impact the future.

By predicting and assuming the trajectory of human behavior into the future and integrating potential environmental changes, MPOs can plan their investments to meet these changes. The Lincoln Institute of Land Policy defines scenario planning as methods that involve the analysis of driving forces or key uncertainties and the creation of multiple alternative plausible scenarios. Besides these basic characteristics, scenario planning typically also has these characteristics, some of which are shared with other planning methods:

1. It utilizes systems thinking where the connections between issues are explored,
2. It integrates quantitative and qualitative information,
3. It explicitly considers visionary or normative elements,
4. It is a process and product, and
5. It involves learning and conceptual change as key outcomes.
Benefits of Scenario Planning

Urban planning professionals have increasingly adopted scenario planning methods for projects that address urban land use, transportation, economic development, resilience, and many other issues. Scenario planning can help agencies to convey critical information to policy makers and elected officials who make investment decisions. It also helps agencies to build relationships and forge partnerships that can strengthen their effectives and build their capacity. Lastly, scenario planning can help transportation practitioners. Scenario planning assesses differing long-term strategies.

Additionally, scenario planning can be used within the PBPP process to help stakeholders determine their desired direction. It also helps to visualize and articulate, in both qualitative and quantitative terms, how the combination of strategies could help meet public policy goals and performance targets. It allows for the consideration of how various factors, such as revenue constraints, demographic trends, economic shifts, or technological innovation, can affect a region’s transportation performance. Additionally, it can assess the impacts of external factors such as economic growth and select a future vision and investment priorities. Through scenario planning, we are able to take a comprehensive approach to visioning and make well-informed decisions.
Challenges and Constraints

Although scenario planning is valuable, there are still challenges or constraints that may arise, noted below:

<table>
<thead>
<tr>
<th>CHALLENGE/CONSTRAINT</th>
<th>WHY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Metric</td>
<td>May be qualitative and/or difficult to assess</td>
</tr>
<tr>
<td>Resource Limitations</td>
<td>Time, money, staff capacity</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>More public involvement may be required than usual</td>
</tr>
<tr>
<td>Funding</td>
<td>Finite amount</td>
</tr>
<tr>
<td>Experience</td>
<td>Lack of knowledge and skill to develop appropriate scenarios</td>
</tr>
<tr>
<td>Data Requirements</td>
<td>May need more specific data</td>
</tr>
<tr>
<td>Growth</td>
<td>Low/no growth challenges</td>
</tr>
</tbody>
</table>

In general, other criticisms of planning include difficulty in determining if the chosen scenarios are truly representative of plausible future trends; if other scenarios are selected, one may arrive at different conclusions. It is also difficult to avoid information overload and most people have a challenge keeping multiple indicators for multiple scenarios clear in their mind. Many people and organizations have a difficult time conceiving single views of the future, let alone multiple views. Likewise, it may be challenging to go from scenario results to decision-making. It is also unclear how scenario analysis performs with other methods to forecast and plan for the future; especially in terms of the cost to develop relative performance.

Types of Scenario Planning

One hallmark of scenario planning is identifying land-use patterns as variables (rather than as static inputs) that could affect transportation networks, investments, and operations. Scenario planning is a flexible approach that can be used in areas of fast, slow, or declining growth to address questions related to quality of life, development, transportation, infrastructure, and financial resources. Scenario planning focuses on a range of interactions between both controllable or internal factors (transportation investments) and less controllable or external factors (political and economic trends). There are numerous types of scenarios, including:
The selection of appropriate tools to help with the scenario planning process is crucial. Most transportation planning agencies engaged in scenario planning use a combination of visualization, forecasting, impact analysis, process-oriented, and community outreach tools to help them transition from a broad, policy-level strategic direction-setting to a more detailed analysis for programming and planning stages.

### Examples of Scenario Planning

Each scenario planning effort may address a different set of issues. Some agencies have used scenario planning to help develop a statewide or regional vision for growth and development and to identify specific principles or strategies to support the vision. Other agencies have implemented scenario planning to test possible futures once a vision has already been developed. The following table summarizes examples of scenario planning efforts from a wide range of agencies:
# EXAMPLES OF SCENARIO PLANNING

<table>
<thead>
<tr>
<th>MPO</th>
<th>POPULATION</th>
<th>KEY FEATURES OF SCENARIOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta Regional Commission</td>
<td>4,471,045</td>
<td>WORLD-CLASS INFRASTRUCTURE, BUILDING A COMPETITIVE ECONOMY, AND HEALTHY LIVABLE COMMUNITIES</td>
</tr>
<tr>
<td>City and County of Denver</td>
<td>619,968</td>
<td>CREATED 6 VISION ELEMENTS TO SERVE AS BASIS FOR THE COMPREHENSIVE PLAN</td>
</tr>
<tr>
<td>Fresno COG</td>
<td>654,628</td>
<td>VIDEOS TO BRIEF PUBLIC, FOCUSED ON TRANSPORTATION, LAND-USE, PRIME FARMLAND, TOD, AND SMART GROWTH</td>
</tr>
<tr>
<td>MTC</td>
<td>6,866,861</td>
<td>CLIMATE FOCUSED AND UTILIZED THEMATIC SCENARIO PLANNING</td>
</tr>
<tr>
<td>SACOG</td>
<td>1,968,660</td>
<td>IMPLEMENTED SMART GROWTH PRINCIPLES TO ENCOURAGE A VARIETY OF HOUSING CLOSER TO EMPLOYMENT, SHOPPING, AND ENTERTAINMENT. HAS WEB-BASED SCENARIO PLANNING TOOL FOR THE PUBLIC.</td>
</tr>
<tr>
<td>North Central Texas</td>
<td>5,658,096</td>
<td>CREATED 12 GUIDING PRINCIPLES KNOWN AS, “PRINCIPLES OF DEVELOPMENT EXCELLENCE” TO EXPAND REGIONAL VISION</td>
</tr>
<tr>
<td>SCAG</td>
<td>17,425,875</td>
<td>HAS WEB-BASED SCENARIO PLANNING MODEL FOR THE PUBLIC TO REVIEW AND EDIT</td>
</tr>
<tr>
<td>RTSCN</td>
<td>6,096,372</td>
<td>PUBLIC PARTICIPATION TASK FORCE GUIDES SCENARIOS AND STRATEGIES</td>
</tr>
</tbody>
</table>
SJCOG Scenario Planning Efforts

HOW SHOULD WE GET STARTED?

WHERE ARE WE NOW?

WHO ARE WE AND WHERE DO WE WANT TO GO?

WHAT COULD THE FUTURE LOOK LIKE?

WHAT IMPACTS WILL THE SCENARIOS HAVE?

HOW WILL WE REACH OUR DESIRED FUTURE?
An exploratory scenario approach allows for each of the scenarios to pass current and potential strategies through a “stress test”. Each scenario represents an alternative future, which are defined by external factors (long-term trends or one-time events) that affect San Joaquin County residents. Analyzing how the region fares under different external forces, stakeholders will identify strategies that result in the best outcomes. Strategies could range from policies, programs, regulations, or investments.

**SCENARIO DEVELOPMENT STEPS**

1. **COLLABORATE**
   - Collaborate and create 3 "futures" to explore in detail. In conjunction with a consultant, experts, and elected officials will develop scenarios to analyze. The "futures" will incorporate external forces and assumptions up until year 2050.

2. **IDENTIFY**
   - Identify which strategies would be most effective to address the challenges posed by each scenario. Outreach workshops to encourage stakeholders, local agencies, and the public to learn about the futures and share which strategies they think would improve outcomes in each future. The SJCOG Board will be briefed on outreach findings and the set of strategies to test out in each future.

3. **ANALYZE**
   - Analyze and simulate the extent to which future outcomes for the San Joaquin County region may improve as a result of selected strategies.
Assumptions of Underlying Scenarios

External forces beyond our control will create both opportunities and challenges for the San Joaquin County region. External forces will form the pillars on which SJCOG scenarios will be built. This section demonstrates how these forces may affect three different futures.

### Examples of Assumptions of underlying scenarios

<table>
<thead>
<tr>
<th>Scenario Pillars</th>
<th>Future 1</th>
<th>Future 2</th>
<th>Future 3</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology and AV Adoption</td>
<td>10% AV adoption by 2050</td>
<td>15% AV adoption by 2050</td>
<td>+20% AV adoption by 2050</td>
<td>Transportation and Innovation Study</td>
</tr>
<tr>
<td>Climate Impacts</td>
<td>15% increase in 100-year storm intensity by 2050</td>
<td>20% increase in 100-year storm intensity by 2050</td>
<td>25% increase in 100-year storm intensity by 2050</td>
<td>Development of regional adaptation guidance</td>
</tr>
<tr>
<td>Housing Production</td>
<td>40,000 units added by 2050</td>
<td>60,000 units added by 2050</td>
<td>80,000 units added by 2050</td>
<td>Collaboration on AB 101 funding</td>
</tr>
<tr>
<td>In and Out Commutes</td>
<td>10% of out-commute shifts to telecommute</td>
<td>15% of out-commute shifts to telecommute</td>
<td>20% of out-commute shifts to telecommute</td>
<td>Mega-regional coordination</td>
</tr>
<tr>
<td>Jobs and Economy</td>
<td>5% displaced by automation</td>
<td>10% displaced by automation</td>
<td>20% displaced by automation</td>
<td>Goods Movement Study</td>
</tr>
<tr>
<td>Vibrant Neighborhoods</td>
<td>5% increase in transit access</td>
<td>10% increase in transit access</td>
<td>15% increase in transit access</td>
<td>Gentrification and Displacement Risk Assessment</td>
</tr>
</tbody>
</table>
Assumption: Autonomous Vehicle Adoption

The availability of autonomous transportation options will be key in understanding how the region will move in 2050. Adoption rates will directly affect the region’s mobility. Technology advancements and higher adoption rates of both AVs and EVs in the San Joaquin County region can lead to varying futures. If adoption rates increased, a number of current and potential strategies could help this effort:

**Support testing of autonomous vehicles (AV) and initial pilots.**
Supporting testing of AV and initial pilots will help the region further develop technologies. Through this development, the region may see higher adoption rates.

**Encourage AV technology integration with public transit (example: paratransit; first/last mile solutions).**
AV technology integration with public transit may lead to higher adoption rates because public transit vehicles will have that specific technology.

**Support freeway modernization through connected vehicle capabilities (“smart roads”).**
Connected vehicle capabilities will grow and residents will want to use these technologies for better efficiency and safety. Cars that are fully AV or cars that have added AV capabilities will be able to participate in freeway modernization.

**Plan for flexible or adaptive use in new facilities (example: transit projects in which vehicles used today may be automated in the future).**
Planning for flexible or adaptive use in new facilities may increase AV adoption, especially for vehicles previously not automated. This strategy may cover a wide range of vehicles and may be a cost-effective option for many residents.

**Low-cost AV/EV makes mobility more affordable.**
Technology advancements may make it less expense to get from point A to point B, drivers across the San Joaquin region will benefit-especially those with lower incomes and more sensitivity to prices. While travel time may grow or decrease, driverless vehicles make it possible to be productive while traveling to destinations.

**Plan and implement a regional alternative fuels strategy.**
Implementation of a regional alternative fuels strategy may help local agencies and residents on incorporating efficient vehicle technologies. This may also directly affect AV adoption rates.

Assumption: Climate Impacts

Weather events have impacts on the transportation system, including evacuation route planning and degradation of roadway pavement. If extreme precipitation events occur more frequently with 21-25% more intensity by 2050, how would that affect the region and our assets? The following strategies may assist in maximizing the useful life of investments in transportation infrastructure:
Plan and implement adaptation strategies for most vulnerable transportation assets (identified in Phase I Study). Strategies informed by the SJCOG Climate Action & Resilient Study may affect or change the overall quality of the regional transportation system and network. Improvements to make for our most vulnerable assets may include road reconstruction, evacuation route planning, improved transit facilities and routes, or retrofits to ensure effective drainage.

Develop a regional adaptation guide/toolkit to encourage consistency in adaptation efforts across SJC (Phase II study). Our Phase II study may provide insight on how to better adapt our transportation system, this may affect how we plan for future improvements or projects.

Integrate adaptation into transportation project prioritization and selection. Besides project prioritization, inclusion of adaptation strategies may affect how we plan our transportation projects. Certain projects or improvements may rise up to the top or fall below based on integration of vulnerable assets in our project selection.

Assumption: Housing Production
Housing production in the San Joaquin region may affect other housing challenges such as affordability. If more housing is produced, will affordability decrease? What if the San Joaquin region meets their RHNA numbers? In order to meet RHNA and increase housing units, the following strategies may meet those goals:

Funding to improve utility infrastructure (state/local funding). Securing funding to improve burdensome utilities will help parcels and existing buildings become more “shovel ready”. Existing buildings and parcels that have outdated utility systems are cost-prohibitive and these improvements may make land and existing buildings more attractive to build residential units on.

Accessory Dwelling Unit (ADU) and other impact fee-waivers. Impact fees can typically increase the construction costs for housing and residential projects. Waiving fees for ADUs or other housing construction may encourage more housing production.

Support local efforts to plan and implement transit-oriented development projects. Providing funding, technical assistance, and coordination support to local jurisdictions will facilitate development projects near high quality transit stations and corridors.

Funding for planning activities to enable local jurisdictions to accelerate housing production and meet the regional housing needs allocation. The AB 101 planning grant to San Joaquin Valley regional agencies will provide an opportunity to address the unique challenges in the Valley.
Assumption: In and Out Commuting

Commuting patterns directly affect the transportation system in a number of ways. The amount of in-commuting and out-commuting affects transportation assets, the economy, telecommuting, and traffic congestion. Some strategies that may affect commuting patterns include:

Support technologies that transform and shift to telecommuting.
Improvements to how people conduct work and business may drastically change, and therefore affect commuting patterns. With improvements in technologies that support telecommuting, the region’s in and out-commute patterns may change.

Support improvements and expansion of transit and rail facilities.
Expansion and improvements in transit and rail services and facilities may provide better reliability and efficiency. Improvements may make other modal options more attractive, and more people may use and depend on these options compared to their personal vehicles, which will also alter commuting patterns.

Assumption: Jobs and Economy

Jobs and economy play a role in how the San Joaquin County region develops. What if the region attracts more tech jobs? What if distribution jobs increase? What if the locations of jobs become either more centralized or dispersed? Industries affect our region and our transportation network. Strategies that will affect San Joaquin jobs and the economy include:

Support the expansion of workforce or trade programs.
Support of workforce or trade programs for residents with jobs that are at-risk of being lost due to automation, will help residents gain new skillsets and potentially offset job loss.

Continue the Goods Movement Working Group in order to inform policy.
SJCOG currently holds meetings for the Goods Movement Working Group. In order to prepare for a changing economy due to automation, this group may help to better inform policymakers with how to integrate automation into the freight industry and how automation will affect the transportation network.

Explore pilot program options to incentivize employees to switch to telecommuting.
Exploring the feasibility of different incentives to provide local employees that normally commute across the region and mega-region may assist in alleviating congestion and traffic on our regional roadways and directly impact telecommuting patterns.
Assumption: Vibrant Neighborhoods

When we think of the term, “vibrant neighborhood”, what comes to mind? Vibrant neighborhoods are neighborhoods that are well connected, provided services and housing options, as well as transportation options and a high quality of life. Strategies that can create vibrant neighborhoods, may include:

**Support increased transit service and facilities.**
Support the increase of transit service in neighborhoods that currently do not have service or frequent service in order to better connect residents across the region. Providing more service will directly provide more access. Support improvements to transit facilities in order to provide better efficiency and connectivity.

**Support of an adequate and quality active transportation network.**
Support to improve or add transportation facilities such as sidewalks, complete streets improvements, or multi-modal facilities will create a better-connected neighborhood. These improvements may also help to provide access to residents to travel to other neighborhoods that they previously were not able to.

**Support local adoption of anti-displacement policies.**
Local adoption of anti-displacement policies may better help local government to combat gentrification or displacement of residents and will help facilitate vibrant neighborhood placemaking.

**Develop and integrate displacement mitigation measures as a component of major transportation investments.**
Informed by our Gentrification and Displacement study, the mitigation measures will be developed with input from member agencies and local stakeholders and incorporated in order to further the benefits of SJCOG transportation investments.
Next Steps

**TIMELINE**

- **MARCH 2020**
  - Housing and Jobs Policy Briefing

- **APRIL 2020**
  - Pricing Policy Briefing

- **JUNE 2020**
  - Scenario Development Framework, Action

- **APRIL 2021**
  - Preferred Scenario, Draft

- **AUGUST 2021**
  - Preferred Scenario, Action

- **JANUARY 2022**
  - Draft 2022 RTP/SCS

- **MAY 2022**
  - Draft 2022 RTP/SCS

- **JULY 2022**
  - Final 2022 RTP/SCS, Action
AGENDA ITEM 8
STAFF REPORT

SUBJECT: 2019 Measure K Strategic Plan Schedule

RECOMMENDED ACTION: Information Only

SUMMARY:

Pursuant to the Measure K Renewal Expenditure Plan, a Strategic Plan is to be updated every two years.

SJCOG will prepare a Strategic Plan every two years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as an annual budget

In January 2020, the SJCOG Board approved keeping the Measure K Renewal revenue estimate at the current level, $2.6 billion. SJCOG staff is meeting with all local agencies and transit operators to discuss the implications of the Measure K financial picture and how to prioritize projects through Fiscal Year 2030/31. SJCOG staff is working with the sponsors to finalize the scope, cost, and schedule of their projects. SJCOG’s financial consultant Public Financial Management (PFM) is preparing a cash flow analysis of the projects. This cash flow analysis will be used to prepare the Draft Strategic Plan for review in March 2020

RECOMMENDATION:

Information Only.

FISCAL IMPACT:

None at this time. Fiscal impact will be determined as the Strategic Plan approaches draft form.
BACKGROUND:

Measure K is the half-cent sales tax dedicated to transportation projects in San Joaquin County. With its original passage in November 1990, Measure K began laying the groundwork for funding for a system of improved highways and local streets, new passenger rail service, regional and inter-regional bus routes, new bicycle facilities, and railroad crossings.

Measure K Renewal: On November 7, 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years.

The categorical allocations of Measure K Renewal (hereafter referred simply as Measure K) include Local Street Repairs and roadway Safety (35%), Congestion Relief projects (32.5%), Railroad Crossing Safety Projects (2.5%), and Passenger Rail, Bus, and Bicycles (30%), which includes subcategories for Rail Transit, Bus Transit, Bus Rapid Transit, and Bicycle, Pedestrian, and Safe Routes to Schools improvements.

The renewal of Measure K was initially estimated to generate $3 billion, but current estimates are at $2.6 billion, representing a $370 million decrease.

Measure K Strategic Plan:

The Measure K Strategic Plan serves as the guiding document for the delivery of Measure K (Renewal) projects and programs. The Strategic Plan functions as a Measure K capital improvement program (CIP) for all eligible categories approved by San Joaquin voters. Its financial plan describes the long-term revenue forecast, capital funding requirements, borrowing needs and the associated debt service costs of the program. The current version of the Plan, the 2017 Measure K Strategic Plan, provides a twenty-year outlook of Measure K projects through Fiscal Year 2030/31. A copy can be found at:

http://ca-sjcog2.civicplus.com/DocumentCenter/View/1777

NEXT STEPS:

Prepared by: David Ripperda, Associate Regional Planner.