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 February 19, 2020 **ACTION**

3. Public Comments

   *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. San Joaquin One Voice® Project Submissions & Regional Priority Selection **ACTION**

5. 2021 Regional Active Transportation Program Draft Guidelines and Application **ACTION**

6. Final Congested Corridor Plan **ACTION**

7. San Joaquin Regional Climate Summit Re-Cap INFORMATION

8. Update on Activities with Institute for Local Government on Homelessness and Affordable Housing INFORMATION

9. SJCOG Staff Update

10. Updates / Requests from the Committee

AGENDA ITEM 2
ACTION MINUTES

1) Call to Order

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

Members Present:
Paul Plathe (Chair), Sierra Club; Leonard Smith, Transit Advocate; Richard Blackston, City of Lodi; Stephanie Hobbs, City of Ripon; Michael Carouba, Business Industry; Jim Hilson, City of Lathrop; Lauren Ah Tye, League of Women Votes; Gracie Marx, City of Escalon; Eleassia Davis, City of Tracy; Steve DeBrum, City of Manteca; Jessica Bilecki, University of the Pacific

SJCOG Staff Present:
Andrew T. Chesley, Executive Director; Ryan Niblock, Senior Regional Planner; David Ripperda, Associate Regional Planner; Christine Corrales, Associate Regional Planner; Christine Haruta, Associate Program Specialist

2) Minutes: Approve Minutes of January 15, 2020

A motion was made and seconded (DeBrum/Blackston) to approve the minutes of January 15, 2020. Motion Passed unanimously, with Ms. Davis and Mr. Smith abstaining.

3) Public Comments

None.

4) 2018 Regional Transportation Plan Amendment #3, and Corresponding Conformity Analysis

Mr. Andrew T. Chesley presented this item. Mr. Chesley stated that SJCOG staff were moving forward with an amendment to the Regional Transportation Plan (RTP) to add a small portion of the Valley Link project to the RTP, including the proposed Mountain House station on Patterson Pass Road, a maintenance facility on Hansen Road, and some track work. He noted that because of the federal SAFE Rule this amendment may not be approved by the Caltrans and the federal government, but given the importance of the project SJCOG is pressing forward.

Committee discussion included whether the project would connect with ACE, what exactly would be built and by whom, who would operate the service, the FASTER Bay Area sales tax measure in the Bay Area, and whether SJCOG would be contributing funding. Mr. Chesley noted that a new funding source would be needed in San Joaquin County for Valley Link.

Mr. Carouba arrived during this item.
This item was for discussion only. No action was taken.

5) One Voice® Regional Projects Criteria

Mr. Chesley presented this item. He noted that in 2018 the SJCOG Board adopted seven projects as regional priorities for the One Voice® trip. Mr. Chesley described the difficulties surrounding this and noted that the Board convened a group to outline principles to improve the process for 2020. He stated that SJCOG staff developed criteria to priority projects for one voice, including limiting the number of regional projects to no more than three, projects should be regional in nature, projects must be ready to utilize funding within the time requirements for the grant, and a Project must be eligible to receive federal funding at the time of the request.

Committee discussion included some members’ perspective that transit projects should be prioritized, while others noted that some roadway projects are needed. Committee members inquired on the funding state of the State Route 99/120 project, which Mr. David Ripperda noted was only fully funded for the first phase and needed an additional $80 million to build the entire project.

A motion was made and seconded (Blackston/DeBrum) to approve the criteria as recommended by staff. Motion passed unanimously.

6) FY 19/20 Congestion Mitigation and Air Quality Improvement Program Call for Projects: Funding Recommendations

Mr. Ryan Niblock 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.

A motion was made and seconded (Hilson/Marx) to approve the staff recommendation. Motion passed unanimously.

7) 2022 Regional Transportation Plan/Sustainable Communities Strategy Briefing: Scenario Planning Defined

Ms. Christine Corrales presented this item. She noted that unlike previous RTP scenario planning efforts at SJCOG, the 2022 approach to scenario planning will open up a broader conversation about the region’s future and provide the opportunity to explore and anticipate uncertainties.

Committee discussion included job and wage growth projections and job losses to automation, housing projections, growth of low wage jobs and displacement of existing residents by residents displaced from the Bay Area, and telecommuting and modified work schedules.

This item was for discussion only. No action was taken.
8) 2019 Measure K Strategic Plan Schedule

Mr. Ripperda noted that the SJCOG Board adopted the $2.6 billion Measure K revenue estimate in January, which is the first step for updating the Strategic Plan. He noted that the draft plan would be released later this spring.

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

9) SJCOG Staff Update

Mr. Chesley stated that the California High Speed Rail Authority was releasing their draft business plan, which prioritizes early service between Merced and Bakersfield. He noted that there was a push from the Southern California members of the legislature to divert funding for rail projects in the Los Angeles area for the 2028 Olympics.

10) Committee Updates / Future Agenda Items

Chair Plathe mentioned an article he recently read about tech company buses departing Salida and Manteca very early in the morning for workers traveling to the Bay Area. He also mentioned the SJCOG staff Steve Mayo would be presenting about the SJCOG, Inc. Habitat Conservation Plan to the Sierra Club on March 23.

11) Meeting Adjournment

The meeting was adjourned at 8:01 p.m.
AGENDA ITEM 4
STAFF REPORT

SUBJECT: San Joaquin One Voice® Project Submissions & Regional Priority Selection

RECOMMENDED ACTION: (1) Approve the One Voice® Project Submissions as identified in Attachment 2 (2) Approve the Selection of Regional Priorities for the 2020 San Joaquin One Voice® Program

SUMMARY:

The annual San Joaquin One Voice® trip to Washington D.C. for elected officials, business leaders, and community partners is scheduled for May 10-14, 2020. Delegates have just begun registering to participate in the trip and staff continues to request sponsorship support for the effort.

The One Voice® Request for Regional Projects was closed on February 28th. At the time writing of this staff report, the project submittals have been summarized in Attachment 2 of this staff report.

SJCOG staff is recommending all 20 projects be included for consideration and approval in the 2020 One Voice® platform of projects.

In accordance with the regional policies adopted by SJCOG Board, SJCOG staff is recommending the following three projects as “regional priorities” (in alphabetical order).

1. International Park of Commerce Interchanges (Tracy)  
2. SR 99/120 Interchange Improvements (Manteca)  
3. Stockton Diamond Grade Separation (SJRRC)

RECOMMENDATION:

SJCOG staff recommends approving the 2020 Regional Project Submissions as identified in Attachment 2, and approving the selection of three projects as regional priorities.
**FISCAL IMPACT:**

There is no impact to the SJCOG OWP. Approving the applications submitted and creating a priority list does not commit funds. Potential funding allocations for the projects identified may be possible through competitive grants. Funding for San Joaquin One Voice® is included in the adopted FY 2019-20 SJCOG OWP. SJCOG also receives donations for some costs pertaining to the trip.

**BACKGROUND:**

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 (in random order):

1. Stockton Metro Airport Terminal Modernization/Expansion (County)
2. Stockton Diamond Grade Separation (SJRRC)
3. Valley Link Commuter Rail Project (Tracy)
4. Shared Autonomous Vehicle (SAV) Demonstration Project (RTD)
5. Central Valley Gateway Project (now known as the International Park of Commerce Interchanges (Tracy)
6. SR 99/120 Interchange Improvements (Manteca)
7. Grant Line Road Improvements (County)

After refining the regional priority process over the last few months, the SJCOG Board (at its February 2020 meeting) adopted the following criteria for this process:

1. Limit the number of regional projects to no more than three.
2. Projects should be regional in nature in that their impact extends beyond the immediate location of the project to other jurisdictions within the region.
3. Project readiness should be key to selection in that any request should be able to utilize funding or whatever authority is granted within the length of the time specified in the grant being requested.
4. A project must be eligible to receive federal funding at time of request.

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

In review of all the submittals, SJCOG is recommending that all projects move forward as part of the package of projects. Furthermore, SJCOG staff is recommending three projects in Attachment 2 are a best fit with the regional priorities criteria. All three projects were identified as regional priorities in the trip last year. Summary information for each of the three project is attached to this staff report to provide further detail on the projects.

1. International Park of Commerce Interchanges (Tracy)
2. SR 99/120 Interchange Improvements (Manteca)
3. Stockton Diamond Grade Separation (SJRRC)
NEXT STEPS:

Following the SJCOG Board adoption of the projects and priorities, SJCOG staff will develop projects sheets and any policy position papers with a goal of having the drafts available for review and discussion at the April Board.

SJCOG will continue to partner with legislators, their staff, and members of the Administration to receive counsel about the various federal programs available and how we can successfully compete in the grant process.

ATTACHMENTS:

1. Three Project Requests for the three SJCOG staff proposed Regional Priorities (as submitted by project sponsor)
2. 2020 Project Summary List

Prepared By: Christine Haruta, Associate Program Specialist and Diane Nguyen, Deputy Director
The proposed Stockton Diamond Grade Separation Project would construct a grade separation at the intersection of the BNSF Stockton Subdivision and the Union Pacific Railroad (UPRR) Fresno Subdivision, in south Stockton. The Stockton Diamond is the busiest at-grade railway junction in California. This distinction was previously held by the Colton Crossing, in southern California, which had a grade separation completed in 2013 and serves as the perfect model for the Stockton Diamond Grade Separation Project. The current, at-grade configuration of the Stockton Diamond results in significant delays to UPRR trains serving the Port of Stockton, as well as other freight and passenger trains in the area. These delays ultimately limit the capacity of the Port of Stockton for growth and inhibit the expansion of ACE and San Joaquin services through the region.

The construction of the grade separation will reduce congestion and allow for an uninterrupted flow of rail traffic through the crossing, improving freight mobility and leading to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives. This increase in throughput and velocity of freight trains translates to cost savings for freight movement, allowing for continued growth and improved efficiency throughout the region. Reducing the current operational challenges between BNSF and UPRR at the Stockton Diamond will decrease the total freight and switch train delay time by 248,818 and 8,338 hours, respectively, through the 30-year analysis period.

In addition to improving freight movement, the Project will also benefit the ACE and San Joaquin passenger rail services’ on-time performance. The current configuration of the Stockton Diamond causes delays to both the ACE and Amtrak San Joaquin services, as a direct result of conflicts with freight trains at the Stockton Diamond. The Project will not only help reduce an estimated 4,783,804 passenger hours of delay, it will also facilitate the expansion of ACE and San Joaquin services and enable more freight and passenger trains to pass through the Diamond at faster speeds.

<table>
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<tr>
<th>Federal Request</th>
<th>$25M</th>
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<tr>
<td>Total Project Cost</td>
<td>$237.2M</td>
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</table>
State Route 120 provides a critical connection for the movement of people and goods into and out of the San Joaquin valley. However, the 99/120 freeway to freeway interchange is subject to significant congestion, delays, and high accident rates. The purpose of this project is to improve safety, and reliability for the traveling public and timely reliable movement of commercial goods. This will be accomplished through modification and expansion of the existing 99/120 interchange and associated facilities.

The Stockton Office of the California Highway Patrol reports that from January 1, 2010, through September 30, 2016, there have been 1261 collisions, 815 injuries, and 11 fatalities on State Route 120 between Interstate 5 and Highway 99. In December 2015, the Manteca City Council contacted State officials in an effort to bring awareness to this dangerous section of highway and garner support for improvements along the bypass connecting State Route (SR) 120 to Highway (HWY) 99, and particularly, the SR 120 east to HWY 99 south Interchange. This area continues to be of great concern to Manteca leaders and residents due to the excessive number of automobile accidents, injuries, and deaths within this six-mile stretch of highway. In addition to the accident rate, the delays associated with this interchange are a significant impediment to the economic growth in the region.

The project will expand and reconstruct the existing State Route 99/120 interchange. The project also includes adding new auxiliary lanes, upgrading existing bridges, constructing additional lanes, ramp upgrades, new signals and lighting at ramps, and significant revision of the Austin Road / SR99 interchange.

Overall, the purpose of this project is to improve the capacity and recurring traffic congestion of the eastbound to southbound and northbound to westbound connector ramps and eliminate weaving and merging between SR-99/120 and SR-99/Austin Road interchanges, and reduce the accidents significantly.

**Federal Request**

**Total Project Cost**

$80M

$145M
The International Park of Commerce (IPC) is an office, retail and industrial park comprised of approximately 1,700 acres and is generally located on the west side of Tracy bounded by I-205, the former Mountain House Parkway, Schulte Road and just east of Hansen Road. The Project is expected to create over 30,000 jobs at build-out and will include over 28 million square feet of building. The IPC Project is of national significance as it directly accesses 2 routes on the National Freight System. It is also within 50 miles of the Port of Oakland, the third largest port in California, and a Port with known rail congestion issues, making truck transport a necessary option for national goods movement. In order to facilitate efficient goods movement in the region and nationally, two interchanges and a key access parkway between the interchanges are necessary for construction.

Federal Request

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<td>Federal Request</td>
<td>$17.12M</td>
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<td>Project Description</td>
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<tr>
<td><strong>City of Lathrop</strong></td>
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<tr>
<td>Louise Avenue/I-5 Interchange Improvement Project</td>
<td>$ 5,000,000</td>
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<tr>
<td>The project would widen Louise Avenue to three through lanes in each direction, accommodating a new left turn onto the northbound on ramp and a new loop on ramp to southbound I-5. All on and off ramps would be widened with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions.</td>
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<tr>
<td>Lathrop Road/I-5 Interchange Improvement Project</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>The project would widen Lathrop Road to three through lanes in each direction. New loop on ramps to I-5 would be constructed, for both northbound and southbound traffic. Off ramps would be widened, with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions.</td>
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<tr>
<td><strong>City of Lodi</strong></td>
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<tr>
<td>Interchange Reconstruction at State Route 99/Harney Lane</td>
<td>$ 5,440,000</td>
</tr>
<tr>
<td>Reconstruction of the interchange at State Route (SR) 99 and Harney Lane is a needed improvement to the SR 99 trade corridor and the regional circulation plan. Build-out of the Reynolds Ranch Subdivision is expected by 2023 and the recent completion of the Harney Lane Grade Separation has improved Harney Lane access to SR 99. Residential development in the Westside and Southwest Gateway areas is moving forward and potential annexation of land planned for residential development is being considered on the south of Harney Lane, between Lower Sacramento Road and Hutchins Street. All of these factors are expected to generate more traffic along the Harney Lane corridor and drive the need for the ultimate interchange improvements.</td>
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<tr>
<td><strong>City of Manteca</strong></td>
<td></td>
</tr>
<tr>
<td>State Route 120/Airport Way Diverging Diamond Interchange (DDI) Project</td>
<td>$ 19,000,000</td>
</tr>
<tr>
<td>The purpose of the State Route (SR) 120 / Airport Way Diverging Diamond Interchange (DDI) project is to provide operational and safety improvements to address the anticipated traffic generated from ongoing local development and growth and enhance circulation and mobility for vehicular traffic, bicycles, and pedestrians including a grade-separated Class I bikeway and pedestrian path. The City of Manteca has identified within their General Plan the need for improvements to the SR 120 / Airport Way Interchange in order to service the projected growth in employment, residential units, retail and commercial development on the north side of the SR 120 corridor including Family Entertainment Zone (FEZ). The interim signal project at the ramp intersections has temporarily improved the operations of the interchange; however, the interchange will be operating at unacceptable levels of service in the AM and PM peak hours with drivers experiencing long delays on a daily basis.</td>
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</tbody>
</table>
State Route 120 provides a critical connection for the movement of people and goods into and out of the San Joaquin valley. However, the 99/120 freeway to freeway interchange is subject to significant congestion, delays, and high accident rates. The purpose of this project is to improve safety, and reliability for the traveling public and timely reliable movement of commercial goods. This will be accomplished through modification and expansion of the existing 99/120 interchange and associated facilities. The project will expand and reconstruct the existing State Route 99/120 interchange. The project also includes adding new auxiliary lanes, upgrading existing bridges, constructing additional lanes, ramp upgrades, new signals and lighting at ramps, and significant revision of the Austin Road / SR99 interchange.

**City of Ripon**

**Ripon Multi-Modal Station**

The City of Ripon is proposing to construct a 7,000 square foot multi-modal station near downtown Ripon. On and off-site improvements for the 3.25 acre project area include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE Train. The Ripon bikeway network will also be incorporated into the project. This multi-modal station would provide a number of benefits, not only to the residents of Ripon, but the region.

**Ripon Surface Water Supply**

The City of Ripon serves water to 15,000 residents along with businesses and industries located within the city limits. The purpose of this project is to supplement the City of Ripon’s municipal water supply with treated surface water from the South San Joaquin Irrigation District (SSJID) by constructing a 5-mile pipeline from the SSJID existing surface water transmission pipeline to Ripon’s water distribution system, along with a booster pump station. This project will conserve groundwater through in-lieu recharge and provide safe drinking water to Ripon’s community.

**County of San Joaquin**

**Stockton Metropolitan Airport Terminal Modernization and Expansion**

The existing terminal building at the Stockton Metropolitan Airport (SCK) was constructed in 1960. The facility houses a number of Airport functions, including airline operations, a public lobby, restroom facilities, a Transportation Security Agency (TSA) checkpoint, checked baggage inspection, airline ticket, vehicle rental offices, Airport Administration offices, two restaurants, various business offices, and a passenger hold room. Due to the age of the facility and the latest growth forecast, the Airport has completed a terminal needs assessment that found the current terminal building has outlived its useful life and recommends construction of a new terminal facility to meet anticipated growth and demand.
<table>
<thead>
<tr>
<th>Project Description</th>
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<tbody>
<tr>
<td><strong>San Joaquin Regional Transit District</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTD Solar Energy and Battery Storage Project (Phase 2)</td>
<td>$ 6,625,000</td>
<td>$ 10,000,000</td>
</tr>
<tr>
<td>The RTD Solar Energy and Battery Storage Project (Phase 2) combines two zero-emission technologies, photo-voltaic (PV) solar energy generation, and zero-emission buses, in a synergistic package that will make a significant impact to local air-quality and will support the sustainability of the transit system by way of operational cost savings and continuity of operations for zero-emission buses. RTD is seeking $6.625 million for the second phase of this project. Phase 2 will include land acquisition, additional solar installations at RTD facilities, and battery storage that will specifically support RTD’s current and expanding zero-emission bus fleet by reducing the costs associated with charging these vehicles as well as ensuring the sustainability of the zero-emission bus fleet by providing a back-up energy source during utility power outages.</td>
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<tr>
<td><strong>Port of Stockton</strong></td>
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<tr>
<td>Port of Stockton Rail Bridge Replacement</td>
<td>$ 24,901,000</td>
<td>$ 24,901,000</td>
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<tr>
<td>This project will include the replacement of the existing wooden, through truss single rail swing bridge built in 1932 connecting the Port’s east and west complexes. The single rail bridge will be replaced by two single rail bridges with removable center spans. The new bridges will address future rail demands based on the Port’s growth projections, and regional and interregional growth. The proposed bridges would remove height and width restrictions of the existing steel truss bridge, and provide access for barge traffic in the event of an upstream flood or levee emergency.</td>
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<tr>
<td>Washington Street Widening</td>
<td>$ 1,000,000</td>
<td>$ 10,200,000</td>
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<tr>
<td>Funds requested are for preliminary/final design, environmental documentation, and construction. The project consists of widening Washington Street from 2-4 lanes from 200 feet east of the Navy Drive/Washington Street intersection to 200 feet east of Port Road 13, for a distance of approximately 4,000 feet. The project would improve operations between the Port’s east and west complexes, between the east complex and the regional transportation network, and would accommodate future growth at the Port’s east complex.</td>
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<tr>
<td><strong>San Joaquin Regional Rail Commission</strong></td>
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<tr>
<td>Stockton Diamond Grade Separation</td>
<td>$ 25,000,000</td>
<td>$ 237,200,000</td>
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</table>
The proposed Stockton Diamond Grade Separation Project would construct a grade separation at the intersection of the BNSF Stockton Subdivision and the Union Pacific Railroad (UPRR) Fresno Subdivision, in south Stockton. The Stockton Diamond is the busiest at-grade railway junction in California. This distinction was previously held by the Colton Crossing, in southern California, which had a grade separation completed in 2013 and serves as the perfect model for the Stockton Diamond Grade Separation Project. The current, at-grade configuration of the Stockton Diamond results in significant delays to UPRR trains serving the Port of Stockton, as well as other freight and passenger trains in the area. These delays ultimately limit the capacity of the Port of Stockton for growth and inhibit the expansion of ACE and San Joaquins services through the region. Figure 4 depicts the existing condition of the Stockton Diamond crossing.

### Mountain House

**Mountain House Community-Wide Security Monitoring System**

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<tr>
<td>$1,500,000</td>
<td>$1,878,525</td>
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The proposed project will add a combination of License Plate Reader (LPR) cameras at the entry points to the community, multi-sensor cameras, and Pan-Tilt-Zoom (PTZ) cameras at major intersections, near parks and schools and future commercial sites. The system will use a combination of wireless and hardwired fiber optics communication systems.

**Mountain House Express Rapid Transit Service**

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<tr>
<td>$4,900,000</td>
<td>$6,115,500</td>
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This project will procure and operate express, clean-fuel buses for direct service between Mountain House and Pleasanton/Dublin BART station and from Mountain House to Downtown San Jose. In addition, the project will procure four Autonomous Transit (AV) Vehicles to pick-up and drop-off passengers for the first/last-mile connectivity from the proposed main transit station in Mountain House and the Express BRT service. The AV system will be functional with a Level-4 Society of Automotive Engineers (SAE) driverless technology. This will provide near door-to-door service and encourage ridership and mode shift. The initial service plan will include one trip daily to and from each of the two destinations from Mountain House. The service can be expanded based on ridership in the future, with additional procurement of vehicles. The initial procurement will include one bus for each route, plus one spare unit.

### Stockton

**North Stockton I-5 Interchanges and Widening**

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<th>Federal Request</th>
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<tr>
<td>$3,000,000</td>
<td>$430,055,000</td>
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The City of Stockton is seeking $3.0 million to complete engineering design work for Phase 2 of the North Stockton I-5 Interchanges and Widening project to relieve congestion, create jobs and support economic development. The project will improve the I-5 freeway and interchanges to provide intermodal connections and serve increased traffic resulting from population growth and an improving regional economy.
<table>
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<tr>
<th>Project Description</th>
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<tr>
<td>Lower Sacramento Corridor</td>
<td>$35,000,000 35,000,000</td>
<td>$35,000,000 35,000,000</td>
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The City of Stockton is seeking $35 million to complete the widening of the Lower Sacramento Road Corridor, an important regional arterial. The project will widen approximately 1.8 miles of the Lower Sacramento Road Corridor from the existing two-lanes to six lanes. The project limits include Lower Sacramento Road from Royal Oaks Drive to Pixley Slough. Other improvements along this corridor include the replacement of bridges located at Bear Creek and Pixley Slough. These improvements will tie into the new Lower Sacramento Road Grade Separation Underpass project and San Joaquin County’s Lower Sacramento Road Widening project (recently completed). These improvements will upgrade the roadway design, capacity and operations to achieve vehicular safety as well as reduce congestion issues.

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<tr>
<th>Project Description</th>
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<tr>
<td>Arch Road Widening</td>
<td>$6,000,000 $6,000,000</td>
<td>$46,000,000 $46,000,000</td>
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The Arch Road Widening project is an important east-west connection serving Stockton’s south industrial developments, BNSF Intermodal Facility, Stockton Metropolitan Airport, and the Port of Stockton via I-5. The project includes widening Arch-Airport Road between Austin Road and Performance Drive to a four-lane roadway. Improvements include installation of concrete curb, gutter, sidewalks and driveways on both sides, widening narrow sections to a four-lane roadway with a middle turn pocket lane, installing ADA wheel chair ramps, new street lights, new storm drain facilities, striping and signing, and traffic signal modifications. The City requests $6,000,000 to provide for project development including design, environmental clearance, and right-of-way acquisition.

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<tr>
<th>Project Description</th>
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<tr>
<td>Valley Link Commuter Rail Project</td>
<td>$25,000,000 $25,000,000</td>
<td>$334 million $334,000,000</td>
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This important project will initially connect San Joaquin Valley communities to the Tri-Valley and the Bay Area Rapid Transit District (BART) through frequent and fast hybrid multiple unit trains that will utilize the Union Pacific right of way from the planned ACE N Lathrop Station to 2 2020 Project Request Form stations in River Islands, Downtown Tracy, and Mountain House. The Valley Link hybrid trains will then travel in the Altamont Corridor on the former Southern Pacific Railroad right of way now owned by the County of Alameda to the Greenville station in Livermore where the trains will enter the I-580 median and travel to the Isabel station before entering into the BART Dublin/Pleasanton station for an easy transfer onto the BART trains for continued trips into all areas of the Bay Area.
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<tr>
<th>Project</th>
<th>Federal Request</th>
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<tr>
<td><strong>International Park of Commerce (IPC): Interchange Improvements and Parkway Improvements</strong></td>
<td>$17,120,000</td>
<td>$85,600,000</td>
</tr>
<tr>
<td>The International Park of Commerce (IPC) is an office, retail and industrial park comprised of approximately 1,700 acres and is generally located on the west side of Tracy bounded by I-205, the former Mountain House Parkway, Schulte Road and just east of Hansen Road. The Project is expected to create over 30,000 jobs at build-out and will include over 28 million square feet of building. The IPC Project is of national significance as it directly accesses 2 routes on the National Freight System. It is also within 50 miles of the Port of Oakland, the third largest port in California, and a Port with known rail congestion issues, making truck transport a necessary option for national goods movement. In order to facilitate efficient goods movement in the region and nationally, two interchanges and a key access parkway between the interchanges are necessary for construction.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lammers Road/I-205 Interchange Project</strong></td>
<td>$5,000,000</td>
<td>$63,000,000</td>
</tr>
<tr>
<td>Residents in San Joaquin County have one of the longest commute times in the nation. The construction of a new interchange at Lammers Road and I-205 is necessary to relieve traffic congestion from the I-205 corridor to the City of Tracy and Mountain House areas. The Project will provide connectivity to both east and westbound ramps from Eleventh Street and Byron Road. It will also provide access to the International Park of Commerce, the County’s largest planned industrial park. The requested federal appropriations is $5 million (Phase 1).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
AGENDA ITEM 5
STAFF REPORT

SUBJECT: 2021 Regional Active Transportation Program Draft Guidelines and Application

RECOMMENDED ACTION: Recommend to the SJCOG Board that they Approve the Draft Guidelines and Application

SUMMARY:

The California Transportation Commission (CTC) has released the Final Draft 2021 Active Transportation Program (ATP) Cycle 5 Guidelines. The CTC is scheduled to adopt the final guidelines on March 25-26, 2020 and announce a Call for Projects, with applications due June 15, 2020.

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 in the ATP, approximately $446 million will be available in ATP Cycle 5, with $223 million available in the statewide component of the program, and $3,546,000 available to the SJCOG region in the separate Metropolitan Planning Organization (MPO) component of the program. This funding will be available in Fiscal Years 2021/22, 2022/23, 2023/24, and 2024/25.

This cycle will provide an excellent opportunity to undertake a combined Call for Projects for ATP Cycle 5 funds, Measure K funds, and funding set aside from the Congestion Mitigation and Air Quality Improvement Program (CMAQ) for active transportation. Combining the Calls for Projects would streamline the process and make a much larger amount of funding available for projects.

Accordingly, SJCOG staff have prepared draft guidelines and a draft supplemental application to accommodate a combined Call for Projects. These guidelines must be adopted by the SJCOG Board no later than March 26, 2020. SJCOG is required to submit our separate regional ATP guidelines to the CTC for their review and approval no later than April 17, 2020.

RECOMMENDATION:

SJCOG staff recommends the TAC recommend to the SJCOG Board that they approve the Draft Guidelines and Application.

FISCAL IMPACT:

None at this time.
DISCUSSION:

Beginning in November 2019, multiple workshops have been held throughout the state to discuss possible revisions to the ATP guidelines, application, and scoring rubrics. CTC staff have proposed no significant revisions to the program in the draft guidelines and they remain highly similar to those adopted in the previous 2019 ATP Cycle 4.

Application Types

As in the 2019 ATP Cycle 4, there will be a different application for each project type and size. Instead of applicants completing the same application regardless of project type and size, they will choose one from the five different applications described below:

A. **Large Project, Infrastructure only or Infrastructure/Non-infrastructure**: Projects with a total project cost of greater than $7 million must use the Large Project application.

B. **Medium Project, Infrastructure only or Infrastructure/Non-infrastructure**: Projects with a total project cost between $2 million to $7 million must use the Medium Project application.

C. **Small Project, Infrastructure only or Infrastructure/Non-infrastructure**: Projects with a total project cost equal to or less than $2 million must use the Small Project application. This is an increase from the previous threshold of $1.5 million in the last ATP cycle.

D. **Non-infrastructure Only**: Education, encouragement, and enforcement activities that further the goals of the ATP.

E. **Plan**: The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan.

The five applications have been created to align the level of effort to prepare the application with the project size. This allows applications to be streamlined in length and complexity for smaller projects while more information will be requested for larger projects.

**MPO Call for Projects**

In the previous 2019 ATP Cycle 4, for the MPO competitive program specific call for projects, all applications considered by an MPO, must have been submitted through the statewide competitive program using the electronic application. This change was to reduce the administrative burden for Caltrans and the CTC by avoiding having applications in different formats that were never submitted to the state be submitted by the MPOs.

CTC has now reversed their decision and is allowing MPOs to have separate Calls for Projects again. An MPO may elect to have a supplemental application that applicants must submit to be considered for their MPO competitive program specific call for projects. An 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.
SJCOG staff have prepared draft guidelines and a draft supplemental application to accommodate a combined Call for Projects utilizing ATP, Measure K, and CMAQ funding. These guidelines adapt the latest ATP Guidelines and the guidelines developed for the previous 2017-2021 Measure K Bicycle, Pedestrian, and Safe Routes to School and Smart Growth Incentive Program to suit SJCOG’s needs and the requirements of the different funding programs.

**Funding Amount**

This 2021 Regional Active Transportation Program includes approximately $18.5 million of various state, local, and federal funding sources:

- $3.546 million from the regional portion of the ATP
- $3.798 million from the Measure K Bicycle, Pedestrian, and Safe Routes to School Competitive Program
- $7.578 million from the Measure K Smart Growth Incentive Program
- $3.6 million from the federal CMAQ Program

**Scoring Criteria**

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. These criteria were adapted from the current ATP guidelines and the previous 2017-2021 Measure K guidelines. Table 1 below shows the maximum number of points allowed for each type of application. If a scoring criterion is left blank, it is not applicable to that application type.

**Table 1: 2021 SJCOG Regional ATP Question Scoring Matrix by Application Type**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Plan</th>
<th>NI Only</th>
<th>Infrastructure or Infrastructure with Non-Infrastructure (NI)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Small</td>
</tr>
<tr>
<td>Benefits to Disadvantaged Communities</td>
<td>30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Need</td>
<td>20</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Safety</td>
<td>-</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td>Public Participation &amp; Planning</td>
<td>25</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Scope and Plan Layout Consistency and Cost Effectiveness</td>
<td>-</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Context Sensitive &amp; Innovation</td>
<td>-</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>Transformative Projects</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Evaluation and Sustainability</td>
<td>-</td>
<td>10</td>
<td>-</td>
</tr>
<tr>
<td>Implementation &amp; Plan Development</td>
<td>25</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Leveraging of Other Funding</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Project Location</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Transit Access</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Mixed Land Uses and Development Intensity</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Housing Diversity and Affordability</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
</tbody>
</table>
Compared to the state 2021 ATP Cycle 5 guidelines, the Leveraging of Other Funding question has been increased in the Large and Medium Applications from 5 points to 15, while 10 points have been added to the Small, Non-Infrastructure Only, and Plan Applications. In addition, the Project Readiness, Project Location, Transit Access, Mixed Land Uses and Development Intensity, and Housing Diversity and Affordability questions have been added from the previous 2017-2021 Measure K Bicycle, Pedestrian, and Safe Routes to School and Smart Growth Incentive Program Guidelines that were adopted by the SJCOG Board in September 2017.

BACKGROUND:

Previous 2019 ATP Cycle 4

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking & walking. The ATP distributes the total annual funding capacity between three separate programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded, the requirement that 25% of the funds in each program benefit disadvantaged communities. The ATP has two separate grant processes—one led by the State and the other led by the nine large MPOs including SJCOG.

In the previous 2019 ATP Cycle 4, 23 applications were submitted from the Cities of Escalon, Lathrop, Manteca, Ripon, Stockton, Tracy, and San Joaquin County. A total of 552 applications were submitted statewide, competing for approximately $223 million in statewide ATP funds. These 552 applications requested a total of over $2.2 billion. The California Transportation Commission (CTC) announced their staff recommendations for the statewide portion of the 2019 ATP on December 28, 2018. These recommendations included $4,390,000 for the City of Stockton’s California Street Separated Bikeway Project and $2,838,000 for the Stockton Safe Routes to Schools Safety and Connectivity Improvements Project. These recommendations were adopted by the CTC at the January 30, 2019, CTC Meeting.

The other 21 applications from San Joaquin County remained eligible for funding under the MPO Competitive Project Selection Process. Those applications were reviewed by a multidisciplinary advisory committee, made up of volunteers from the region. After scoring the applications, the top scoring application San Joaquin County’s Oro Avenue and Section Avenue Sidewalk Improvements project was recommended for full funding ($1,439,000). The remaining $2,105,000 of funding was recommended to partially fund the next highest ranked project, the City of Stockton’s Safe Routes to School Sidewalk Gap Closure Project. These recommendations were adopted by the SJCOG Board in February 2019 and approved by the CTC in May 2019.

Previous 2017-2021 Measure K Cycle 1 Call for Projects

The Measure K Bicycle, Pedestrian, and Safe Routes to School Program provides funding to help expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County. The Measure K Smart Growth Incentive Program provides funding for infrastructure enhancements that will assist local agencies to better integrate transportation and land use. These funds are used to support infill development, neighborhood revitalization, and downtown improvements.
In September 2017, SJCOG announced a combined Call for Projects for funding from the Measure K Bicycle, Pedestrian, and Safe Routes to School Competitive Program and the Measure K Smart Growth Incentive Program. A total of 40 applications were received requesting more than $39 million in funding. In February 2018, the SJCOG Board awarded a total of $19.63 million of competitive funding from the Measure K Bicycle, Pedestrian, and Safe Routes to School Program and the Measure K Smart Growth Incentive Program to 21 projects and plans. SJCOG received far more applications than it was able to fund.

**Congestion Mitigation and Air Quality Improvement Program**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was reauthorized under the Transportation Equity Act for the 21st Century in 1998, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users in 2005, the Moving Ahead for Progress in the 21st Century Act in 2012, and most recently, the Fixing America’s Surface Transportation Act in 2015 (FAST Act). 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. SJCOG, as the Metropolitan Planning Organization (MPO) for the San Joaquin County region, is responsible for establishing a process to select and program CMAQ projects.

In April 2019, the SJCOG Board adopting a policy to set aside 15% of available CMAQ funding for bicycle, pedestrian, and Safe Routes to School Projects, with the intent to hold a combined call for projects with Measure K and ATP funding at a future date.

**SCHEDULE:**

**2021 ATP Cycle 5 Statewide Call for Projects Schedule**

- CTC adopts ATP Guidelines: March 25-26, 2020
- Statewide ATP Call for Projects begins: March 25-26, 2020
- Project applications due to Caltrans (postmark date): June 15, 2020
- CTC staff recommendations for statewide ATP projects: November 16, 2020
- CTC adopts statewide ATP projects: December 2-3, 2020

**2021 SJCOG Regional Active Transportation Program Call for Projects Schedule**

- MPOs submit optional guidelines to CTC: April 24, 2020
- CTC action on MPO guidelines: May 13-14, 2020
- MPO Call for Projects: May 29, 2020
- Supplemental Applications due to SJCOG: August 28, 2020
- Scoring Committee Review of Applications: November 2020 – January 2021
- CTC distributes projects that were not awarded Statewide funds to MPOs for consideration: December 3, 2020
- SJCOG Staff programming recommendations: January 18, 2021
- SJCOG Board adopts programming recommendations: February 25, 2021
- CTC adopts MPO programming recommendations: May 2021
NEXT STEPS:

If approved by the SJCOG Board, SJCOG staff will submit the adopted 2021 SJCOG Regional ATP Guidelines to the CTC for approval. This approval is expected on May 13-14, 2020, and subsequently SJCOG would announce a Call for Project son May 29, 2020, with applications due on August 28, 2020.

SJCOG staff recommends that project sponsors begin the application process as soon as possible for potential new project grant applications, or for improving unsuccessful applications from the previous ATP and Measure K cycles.

ATTACHMENTS:

1. Draft 2021 SJCOG Regional Active Transportation Program Guidelines

2. Draft 2021 SJCOG Regional ATP Supplemental Application

Prepared By: David Ripperda, Associate Regional Planner
2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM GUIDELINES

March 26, 2020

San Joaquin Council of Governments
I. Introduction

1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. The ATP distributes the total annual funding capacity between three programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded, the requirement that 25% of the funds in each program benefit disadvantaged communities. The ATP has two separate grant processes, one led by the California Transportation Commission (CTC) and the other led by the nine large MPOs including the San Joaquin Council of Governments (SJCOG). The 2021 ATP Guidelines were adopted by the CTC on March 26, 2020.

The Measure K Renewal Ordinance and Expenditure Plan as passed by the voters of San Joaquin County in 2006 includes a Bicycle, Pedestrian, and Safe Routes to School Funding Program. The Measure K Expenditure Plan specifies that 60% of the funds will be allocated according to a competitive process. The Expenditure Plan specifies a minimum of $65 million in federal transportation funding or Measure K funding will be made available during the Measure K Renewal program for smart growth incentives to local jurisdictions in San Joaquin County. These funds will be available for infrastructure improvements that will assist local agencies in integrating transportation and land use, such as street calming, walkable community projects, transit amenities and alternative modes of transportation. These funds will be available to enhance infill development, neighborhood revitalization and downtown improvements.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was reauthorized under the Transportation Equity Act for the 21st Century in 1998, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users in 2005, the Moving Ahead for Progress in the 21st Century Act in 2012, and most recently, the Fixing America’s Surface Transportation Act in 2015 (FAST Act). 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. SJCOG, as the Metropolitan Planning Organization (MPO) for the San Joaquin County region, is responsible for establishing a process to select and program CMAQ projects. In April 2019, the SJCOG Board adopting a policy to reserve 15% of CMAQ funding for bicycle, pedestrian, and Safe Routes to School projects.

To reduce administrative burden and streamline the process for applicants, SJCOG has combined these funding sources into one Call for Projects in the 2021 Regional Active Transportation Program. These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the 2021 Regional Active Transportation Program. Where silent, these guidelines will defer to the CTC’s 2021 ATP Guidelines.
2. Program Goals

Pursuant to statute, the purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Pursuant to the Measure K Strategic Plan, the goals of the Measure K Bicycle, Pedestrian and Safe Routes to School Program and the Smart Growth Incentive Program are to:

- Meet the mobility needs for people of all ages and abilities in San Joaquin County by improving and enhancing the existing bicycle and pedestrian network
- Providing better connectivity, accessibility, and safety measures between specific origins and destinations referred to as Community Activity Centers (CACs)
- Assist local agencies in better integrating transportation and land use
- Support infill development, neighborhood revitalization, and downtown improvements

3. Program Schedule and Funding Years

The guidelines for this program of projects must be adopted by March 26, 2020. Programming capacity for the 2021 Regional Active Transportation Program will be for state fiscal years 2021/22 through 2024/25. The following schedule lists the major milestones for the development and adoption of the 2021 Regional Active Transportation Program:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Guidelines and Application Released for Public Review</td>
<td>March 5, 2020</td>
</tr>
<tr>
<td>SJCOG Board adoption of Guidelines</td>
<td>March 26, 2020</td>
</tr>
<tr>
<td>SJCOG Submits Guidelines to CTC</td>
<td>April 17, 2020</td>
</tr>
<tr>
<td>CTC Action on SJCOG Guidelines</td>
<td>May 13-14, 2020</td>
</tr>
<tr>
<td>Call for Projects</td>
<td>May 29, 2020</td>
</tr>
<tr>
<td>Electronic project applications due to SJCOG (postmark date)</td>
<td>August 28, 2020</td>
</tr>
<tr>
<td>Staff funding recommendations for program</td>
<td>January 18, 2021</td>
</tr>
<tr>
<td>SJCOG Board adopts funding recommendations</td>
<td>February 25, 2021</td>
</tr>
</tbody>
</table>
II. Funding

4. Sources

The 2021 Regional Active Transportation Program is funded from various state, local, and federal funding sources:

- Approximately $3.546 million from the regional portion of the Active Transportation Program (ATP)
- Approximately $3.798 million from the Measure K Bicycle, Pedestrian, and Safe Routes to School Competitive Program
- Approximately $7.578 million from the Measure K Smart Growth Incentive Program
- Approximately $3.6 million from the federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)

All projects must meet eligibility requirements specific to at least one of these four funding sources.

5. Distribution

The 2021 Regional Active Transportation Program will be distributed as follows

- Approximately $3.546 million of ATP funds will be programmed on a competitive basis to Bicycle, Pedestrian, and Safe Routes to School projects
- Approximately $3.798 million of Measure K funds will be programmed on a competitive basis to Bicycle, Pedestrian, and Safe Routes to School projects
- Approximately $7.578 million of Smart Growth Incentive Program projects
  - For projects requesting funds from the Smart Growth Incentive Program, the maximum Measure K contribution is $2 million per project
    - For project planning, the Measure K contribution is capped at $250,000 per project
    - For environmental analysis, design, and engineering, the Measure K contribution is capped at $250,000 per project
    - For project construction, the Measure K contribution is capped at the difference between the funds spent for other phases and an allocation limitation not to exceed $2 million.
- Approximately $3.6 million of CMAQ funds will be programmed on a competitive basis to Bicycle, Pedestrian, and Safe Routes to School projects

6. Matching Requirements

SJCOG does not require a funding match for the 2021 Regional Active Transportation Program.
7. Leveraging Funds

SJCOG encourages the leveraging of additional funds for a project by considering leveraging in the evaluation criteria for all projects, however, applicants are not required to leverage funds. SJCOG will only consider cash funds for leveraging. In-kind contributions are not permitted. Pre-construction phases funded by the applicant will be considered for leveraging even if the funds were expended before the application deadline.

Except for State Transportation Improvement Program (STIP) funding, SJCOG will only consider funds that are not allocated by the CTC on a project specific bases as eligible funds for leveraging points. Leveraging funds may include Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds, other Measure K funds derived by formula, or other federal or local funds.

Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that any competitive funding and leveraged funding in the plan (local, federal, state, private sources) are reasonably expected to be available and sufficient to complete the project.

8. Funding for Plans

Funding from the ATP and the Bicycle, Pedestrian, and Safe Routes to School Program may be used to fund the development of community-wide active transportation plans, including bicycle, pedestrian, safe routes to schools, or comprehensive active transportation plans. ATP funds may only be used to fund plans within or encompassing disadvantaged communities. A list of the components that must be included in an active transportation plan can be found Appendix A of the 2021 ATP Guidelines as adopted by the CTC on March 26, 2020.

Funding from the Smart Growth Incentive Program will be available for planning studies. During the initial years of the program, a larger percentage of Smart Growth Incentive Program funds shall be used to support planning activities. Measure K competitive funds used for Smart Growth Incentive Program planning may only be allocated based on a 50 percent match. Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

9. Reimbursement

The ATP and CMAQ are reimbursement programs for eligible costs incurred. In order for an item to be eligible for reimbursement through Caltrans, that item’s primary use or function must meet the program purpose and at least one of the program goals. Reimbursement is requested through the invoice process detailed in the Caltrans Local Assistance Procedures Manual, Chapter 5, Invoicing. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed), are not eligible for reimbursement.

The Measure K Bicycle, Pedestrian, and Safe Routes to School and Smart Growth Incentive Programs are reimbursement programs for eligible costs incurred. A cooperative agreement must be signed by SJCOG and the project sponsor before funds are available for the project.
Once a cooperative agreement has been signed by both parties, the project sponsor is required to submit monthly progress reports to the SJCOG. Also, monthly invoices may be submitted. Expenses are reimbursed in arrears, with the exception of a one-month advance for construction projects (upon request of the sponsor). Expenses incurred prior to the execution of a Measure K Renewal contract are not reimbursable. By the last day of each month, the SJCOG will pay all invoices received by the 10th of that month. The following items are not eligible for Measure K Renewal reimbursement under a cooperative agreement:

- Activities relating to obtaining matching funds for a project.
- Activities related to general Measure K Renewal administration (not specific to the project), education or preparation performed by the project sponsor or contractor.
- Activities relating to another project not covered in the cooperative agreement, even if it is a Measure K Renewal project.
- Activities conducted prior to executing a Measure K Renewal cooperative agreement

III. Eligibility

10. Eligible Applicants

Active Transportation Program

Eligible applicants for the Active Transportation Program are specified in Section 11 of the 2021 ATP Guidelines as adopted by the CTC on March 26, 2020.

Measure K

The applicant and/or implementing agency for Measure K funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal, state, and local laws, regulations, policies and procedures required to complete the project. The following entities, are eligible to apply for Measure K Bicycle, Pedestrian, and Safe Routes to School and Smart Growth Incentive Program funds:

- The cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy
- The County of San Joaquin
- The San Joaquin Regional Rail Commission
- The San Joaquin Regional Transit District
- Any other public agency in San Joaquin County that is eligible to receive federal transportation funds may apply for funding only from the Smart Growth Incentive Program
- School districts and private nonprofit 501(c)(3)s may only apply for ancillary support need projects through the Bicycle, Pedestrian, and Safe Routes to School program. These are individualized community-based needs that are not part of a larger project and include:
  - Bicycle racks and enclosed bicycle storage facilities
  - Lighting & signage
  - Bicycle and pedestrian education and promotion efforts
  - School site specific safe routes to school assessments
11. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and non-profit organizations, in applying for funds.

12. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the program goals:

a. Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

b. Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan, or planning studies for a project through the Smart Growth Incentive Program or the Active Transportation Program.

c. Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. SJCOG intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after funding is exhausted. The program cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for funding as long as the applicant can demonstrate that the existing program will be continued with other funds.

d. Infrastructure projects with non-infrastructure components.

e. Quick-Build Pilot Projects: Quick build projects are interim capital improvement projects that further the goals of the program. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D of the CTC’s 2021 ATP Guidelines for details.

13. Minimum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for funding that will be considered is $250,000. This minimum does not apply to non-infrastructure projects, safe routes to school projects, plans, and quick-build pilot projects.
14. Project Type Requirements

As discussed in the Funding Distribution section (above), the program include multiple, overlapping components. Below is an explanation of the requirements specific to these components.

A. Disadvantaged Communities

For a project to be considered a Disadvantaged Community, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website at: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner

- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34). The mapping tool can be found here and the list can be found at: http://www.calepa.ca.gov/EnvJustice/GHGInvest/

- National School Lunch Program: At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the California Department of Education website at http://www.cde.ca.gov/ds/sd/sd/filessp.asp. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.
• Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.

• Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. SJCOG staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
  
  o Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.

  o CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 39.34.

B. Safe Routes to School Projects

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

IV. Project Application

All applications will must use the latest state 2021 ATP Cycle 5 Electronic Applications available at the Caltrans Local Assistance Website located at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/general-and-technical-information. In addition, the 2021 SJCOG Regional ATP Supplemental Application must be submitted as described below.

There are five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply with one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects.

The five application types are:
A. Large Project, Infrastructure Only or Infrastructure/Non-Infrastructure
   • Projects with a total project cost of greater than $7 million will be considered a large project and must use the Large Project application. SJCOG, Caltrans, and CTC staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project’s likelihood of funding.
   • Projects that qualify for the large application may choose to apply for only pre-construction phases.

B. Medium Project, Infrastructure Only or Infrastructure/Non-Infrastructure
   • Projects with a total project cost of more than $2 million and up to $7 million will be considered a medium project and must use the Medium Project application.

C. Small Project, Infrastructure Only or Infrastructure/Non-Infrastructure
   • Projects with a total project cost of $2 million or less will be considered a small project and must use the Small Project application.

D. Non-Infrastructure Only

E. Plan
   • Applicants can only apply for a plan with the Plan application. This application cannot be combined with any other type of project.

15. Application Submittal Requirements

   • All project applications must include the signature of the Chief Executive Officer or other officer authorized by the applicant’s governing board.
   • Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.
   • A project application must also include documentation of all other funds committed to the projects.

The following contents are required to be submitted:

   • Signed cover letter (electronic signature is accepted)
   • Completed Supplemental Application
     o Project Information – Section I
     o Supplemental Questions – Section II
       ▪ Leveraging of Other Funding
       ▪ Project Readiness
       ▪ Project Location
       ▪ Transit Access
       ▪ Mixed Land Uses and Development Intensity
       ▪ Housing Diversity and Affordability
     o Supplemental Application Checklist – Section III
   • Complete Appendix – in order
     o State ATP Application
     o Any additional exhibits not included in your State ATP Application
     o Miscellaneous – Any other information not included in your State ATP Application
One (1) signed color hardcopy and (1) electronic copy must be submitted via thumb drive, CD, or email/file sharing site of the complete grant application no later than 4:00 p.m. on August 28, 2020 to:

David Ripperda, Associate Regional Planner  
San Joaquin Council of Governments  
555 E. Weber Avenue  
Stockton, CA 95203  
ripperda@sjcog.org

V. Project Selection Process

16. Scoring Criteria
Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart below shows the maximum number of points allowed for each scoring criteria for each type of application. If a scoring criterion is left blank, it is not applicable to that application type.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Plan</th>
<th>NI Only</th>
<th>Infrastructure or Non-Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Small</td>
</tr>
<tr>
<td>Benefits to Disadvantaged Communities</td>
<td>30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Need</td>
<td>20</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Safety</td>
<td>-</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td>Public Participation &amp; Planning</td>
<td>25</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Scope and Plan Layout Consistency and Cost Effectiveness</td>
<td>-</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Context Sensitive &amp; Innovation</td>
<td>-</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>Transformative Projects</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Evaluation and Sustainability</td>
<td>-</td>
<td>10</td>
<td>-</td>
</tr>
<tr>
<td>Implementation &amp; Plan Development</td>
<td>25</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Leveraging of Other Funding</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Project Location</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Transit Access</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Mixed Land Uses and Development Intensity</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Housing Diversity and Affordability</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
</tbody>
</table>

Project programming recommendations may not be based strictly on the rating criteria given the requirements of the various funding sources.

17. Project Selection between Project Applications with the Same Score

If two or more projects applications receive the same score that is at the funding cut-off score, the following criteria will be used to determine which project(s) will be funded in the following priority order:
a. Infrastructure projects
b. Project readiness including, but not limited to, completed environmental documents
c. Highest score on the highest point value question (questions with the highest point value may vary by application type).

18. Project Evaluation Committee

SJCOG staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation and land use, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities, and will seek geographically balanced representation from local jurisdictions and non-governmental organizations.

19. Project Programming

SJCOG staff will program funding to projects based upon the project scores and input from the Project Evaluation Committee. SJCOG staff will attempt to fund projects from only one of the funding types if possible, and will seek to program projects to concentrate federal and state funding on as few projects as possible. Final programming recommendations are subject to review and consideration by the SJCOG committees before adoption by the SJCOG Board. Approval of ATP funding is subject to approval by the CTC.
I. Project Information

1. Project Title: ________________________________________________________________

2. Applicant Agency: ___________________________________________________________

3. Agency Address: ______________________________________________________________

4. Project Manager ______________________________________ Title: __________________________
   Email: _______________________________ Phone Number: ______________________

5. Project Description Briefly describe the existing conditions, scope, and expected benefits. If the project is a component within a larger or multi-phase project, describe the "parent" project as well:

6. Project Location Briefly describe the project location(s):

7. Project Type
   □ Large Infrastructure
   □ Large Infrastructure with Non-Infrastructure
   □ Medium Infrastructure
   □ Medium Infrastructure with Non-Infrastructure
   □ Small Infrastructure
   □ Small Infrastructure with Non-Infrastructure
   □ Non-Infrastructure Only
   □ Plan
   □ Quick-Build Pilot Project

8. Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Start Date</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA&amp;ED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS&amp;E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Infrastructure and Plans</td>
<td>_________</td>
<td>________</td>
</tr>
</tbody>
</table>
9. Funding Requested: $ ___________________________

10. Total Project Cost: $ ___________________________

11. Fund Type Being Applied For:

   Select all that apply.

   □ Regional Active Transportation Program (ATP)
   □ Measure K Bicycle, Pedestrian and Safe Routes to School Competitive Program
   □ Measure K Smart Growth Incentive Program
   □ Congestion Mitigation and Air Quality Improvement Program (CMAQ)

12. Did you submit this project for the 2021 Statewide Active Transportation Program?

   □ Yes   □ No

   If yes, are you applying for a reduced scope from what was in your State ATP Application?

   □ Yes   □ No

   If yes, revise these parts of your State ATP Application and submit it with your 2021 SJCOG Regional ATP Supplemental Application. This information is needed for Caltrans to process your project if awarded ATP funding.

   □ Part A2: General Project Information
   □ Part A4: Project Details
   □ Part A5: Project Schedule
   □ Part A6: Project Funding

14. Partial Scope Description If SJCOG could only partially fund your project, is there a reduced scope/usable partial stage of your project? Please describe the reduced or partial scope and cost(s).
Infrastructure Type (only intended for Infrastructure projects)

Note: do not double-count the improvements that benefit both Bicyclists and Pedestrian (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

**Bicycle Improvements**

New Bicycle Facilities:
- Class 1: ____________ Linear Feet
- Class 2: ____________ Linear Feet
- Class 3: ____________ Linear Feet
- Class 4: ____________ Linear Feet

Signalized Intersections:
- New Detection/Bike Boxes: ______ Number
- Timing Improvements: ____________

Un-Signalized Intersections:
- New RRFB/Signal: ______ Number
- Crossing-Surface Improvements: ______ Number

Mid-Block Crossing:
- New RRFB/Signal: ______ Number
- Crossing-Surface Improvements: ______ Number

Lighting:
- Intersection: ______ Number
- Roadway Segments: ____________ Linear Feet

Bike Share Program:
- New Bike Share Station: ______ Number
- New Bike Share Bikes: ____________ Number

Bike Racks/Lockers:
- New Racks: ____________ Number
- New Lockers: ____________ Number

Other Bicycle Improvements
- #1: ____________ #: ____________
- #2: ____________ #: ____________

**Pedestrian Improvements**

Sidewalks:
- New (4’ to 8’ wide): __________ Linear Feet
- New (Over 8’ wide): __________ Linear Feet
- Widen Existing: __________ Linear Feet
- Reconstruct/Enhance Existing: __________ Linear Feet

ADA Ramp Improvements:
- New Ramp (none exist): ______ Number
- Reconstruct Ramp to Standard: ______ Number

Signalized Intersections:
- New Crosswalk: ______ Number
- Enhance Existing Crosswalk: ______ Number
- Pedestrian signal heads: ______ Number
- Shorten Crossing: ______ Number

Un-Signalized Intersections:
- New Traffic Signal: ______ Number
- New Roundabout: ____________ Number
- New RRFB/Signal: ______ Number
- Crossing-Surface Improvements: ______ Number

Mid-Block Crossing:
- New RRFB/Signal: ______ Number
- New Roundabout: ____________ Number

Lighting:
- Intersection: ______ Number
- Roadway Segments: ____________ Linear Feet

Pedestrian Amenities:
- Benches: ______ Number
- Trash Cans: ______ Number
- Shade Trees: ______ Number
- Shade Tree Type: ______ Number

Other Ped Improvements
- #1: ____________ #: ____________
- #2: ____________ #: ____________

**Multi-use Trail Improvements**

Class 1 Trails:
- New (8’ or less wide): __________ Linear Feet
- New (Over 8’ wide): __________ Linear Feet
- Widen Existing: __________ Linear Feet

Non-Class 1 Trails:
- New Trail: __________ Linear Feet
- Widen Existing: __________ Linear Feet

Other Trail Improvements
- #1: ____________ #: ____________
- #2: ____________ #: ____________

**Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:
- Remove Travel Lane: __________ Linear Feet
- Remove Right-Turn Pocket: ______ Number

Speed Feedback Signs:
- New Speed Feedback Signs: ______ Number
- New Roundabout: ______ Number

Signalized Intersections:
- Timing Improvements: ______ Number
- New Roundabout: ______ Number

Un-Signalized Intersections:
- New Traffic Signal: ______ Number
- New Roundabout: ______ Number

Other Traffic-Calming:
- #1: ____________ #: ____________
- #2: ____________ #: ____________

**Transit Amenities (only for Smart Growth Incentive Program Projects)**

Transit Facilities:
- Passenger Benches: ______ Number
- Passenger Shelters: ______ Number
- Bus Turnout: ______ Number
- Bus Pads: ______ Number

Other Transit Amenities
- #1: ____________ #: ____________
- #2: ____________ #: ____________
II. Supplemental Questions

QUESTION #1: LEVERAGING OF OTHER FUNDING (0-15 POINTS FOR LARGE AND MEDIUM, 0-10 POINTS FOR SMALL INFRASTRUCTURE AND PLAN APPLICATIONS)

(This question replaces Part B8 of the State ATP Application Form for Large and Medium Projects)

A. Describe the leveraged funding the applicant is committing to invest in the project if it is awarded competitive funding (total value in dollars). The application funding plan must show all federal, state, and local funding for the project. Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds and other Measure K funds derived by formula may be used as matching funds. (0-20 POINTS)

Leveraged Funds

Funds either already expended by the applicant for a previous phase, or funds to be programmed for use on elements within the requested project. This funding can only be considered “leveraged” funding if it goes towards eligible participating project costs.

Total Project Cost: _________________

Leveraged Funds: _________________  % of Total Project Cost: _________________

Only direct funding and the direct expenses for completing project delivery milestones can be used. Please provide detailed information on actual costs for past milestones and estimated costs for future milestones.
QUESTION #2: PROJECT READINESS (0-20 POINTS)

A. Provide detailed information on any completed project milestones and the project schedule.

- Feasibility Study/Project Study Report or Equivalent (2 points for completion)
- Environmental Clearance (4 points for completion)
- Plans, Specifications, & Estimates (6 points for completion)
- Right of Way Acquisition (6 points for completion)
- Other pre-construction requirements (Permits, utility relocation, etc.) (2 points for completion)

For completion of environmental clearance, attach a copy of the resolution or other signed documentation approving or adopting the environmental document.
QUESTION #3: PROJECT LOCATION (0-20 POINTS)

A. Describe the location of the project. Describe how the project provides or improves connectivity across a combination of the following key Community Activity Centers (CACs): (0 to 10 POINTS)

- Employment centers
- Transit Hubs/Stations
- Schools
- Compact commercial areas
- Residential concentrations or downtown/community cores

Attach a map of the location of the project and any Community Activity Centers.
B. Describe how the project supports development that reinforces and logically extends existing and planned development. Describe whether adjacent sites have been previously developed, and on how many sides existing development already exists. Describe the status of water, sewer, and infrastructure to the project site, and whether the existing utilities are sufficient to accommodate development. Note whether the project site is within ¼ mile of a Measure K Smart Growth Project Infill Opportunity Site. (0-5 POINTS)

C. Describe how the project is located in an area (within a ¼ mile walk distance) with high levels of street connectivity for vehicles, bicyclists, pedestrians, and transit. Describe the pattern of the street network, the spacing of streets, posted speeds, and whether streets are designed to accommodate pedestrians and bicyclists. (0-5 POINTS)
QUESTION #3: TRANSIT ACCESS (0-20 POINTS)

Attach a scaled map of the location of the project and all bus and rail transit routes, stops, and stations within ½ mile of the project vicinity. If transit service will be provided to an area in the future, include in the attachment a “will serve” letter from the transit operator that documents this.

A. Describe how the project is in an area with nearby passenger rail and/or bus transit service that is accessible and provides regular service, or if future transit service will be provided to the area as documented in a “will-serve” letter from the transit operator. Describe any existing or proposed passenger amenities at transit stops in the area and all existing or proposed headways between buses in the area. (0-20 POINTS)
QUESTION #4: HOUSING DIVERSITY AND AFFORDABILITY (0-10 POINTS)

- Single family detached
- Small lot single family detached
- Single family attached
- Townhouses
- Duplexes/Triplexes
- Apartments
- Senior housing
- Mobile Home Park

A. Describe how the project is in an area (within a ¼ mile walk of the project) that has a diverse array of housing types. Include all housing types from the list above that are in the project area. (0-5 POINTS)

B. Describe how the project would support development that has a diverse array of housing types. Include all housing types from the list above that are in the development in the project area. (0-5 POINTS)
C. Describe how the project is located in proximity to or supports development includes affordable housing. Describe the percentage of the development that would be affordable to each income category. (0-5 POINTS)

When considering housing affordability, use the following 2019 Income Limits for San Joaquin County as set by the Department of Housing and Community Development:

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Number of Persons in Household</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>San Joaquin County</td>
<td></td>
</tr>
<tr>
<td>4-Person</td>
<td></td>
</tr>
<tr>
<td>Area Median Income:</td>
<td></td>
</tr>
<tr>
<td>$71,400</td>
<td></td>
</tr>
<tr>
<td>Extremely Low</td>
<td>14700</td>
</tr>
<tr>
<td>Very Low Income</td>
<td>24500</td>
</tr>
<tr>
<td>Low Income</td>
<td>39200</td>
</tr>
<tr>
<td>Median Income</td>
<td>50000</td>
</tr>
<tr>
<td>Moderate Income</td>
<td>60000</td>
</tr>
</tbody>
</table>

QUESTION #5: MIXED LAND USES AND DEVELOPMENT INTENSITY (0-15 POINTS)

When describing the mix of land uses, refer to this list:

- Single-family housing
- Multi-family housing
- Commercial
- Office
- Recreation
- Education
- Institution
- Industrial

A. Describe how the project is in an area (within a ¼ mile walk of the project) that provides a variety of land uses. List any of the uses above that are within the project area. (0-5 POINTS)

Development Intensities are defined as follows:

- **Low Intensity**: Fewer than 12 Dwelling Units per acre AND/OR 0.29 or less Floor Area Ratio
- **Moderate Intensity**: 12 to 15 Dwelling Units per acre AND/OR 0.30-0.69 Floor Area Ratio
- **High Intensity**: 16 to 19 Dwelling Units per acre AND/OR 0.70-0.99 Floor Area Ratio
- **Very High Intensity**: 20 or more Dwelling Units per acre AND/OR 1.0 or higher Floor Area Ratio
B. Describe how the project is in an area (within a ¼ mile walk of the project) that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. Describe the percentage of the area that includes housing. Note if the project is located in a core area, such as a downtown, and whether the project is of the highest intensity found in the community. (0-5 POINTS)

C. Describe how the project would support private development that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. Describe the percentage of the area that includes housing. Note if the project is located in a core area, such as a downtown, and whether the project is of the highest development intensity found in the community. (0-5 POINTS)
III. Supplemental Application Checklist

☐ **Eligibility:** Potential applicants may check with SJCOG staff regarding their eligibility to apply for funding sources or the eligibility of their project.

☐ **Program Schedule:** Review the Regional ATP Schedule for important dates.

☐ **Application Contents:** Review pages for all needed elements:

- Signed cover letter (electronic signature is accepted)
- Completed Supplemental Application
  - Project Information – Section I
  - Supplemental Questions – Section II
    - Leveraging of Other Funding
    - Project Readiness
    - Project Location
    - Transit Access
    - Mixed Land Uses and Development Intensity
    - Housing Diversity and Affordability
- Supplemental Application Checklist – Section III
  - Complete Appendix – in order
    - State ATP Application
    - Any additional exhibits not included in your State ATP Application
    - Misc. – Any other information not included in your State ATP Application

*Please do not include a complete Master Plan or other local or regional planning document with your application.*

☐ **Submittal Deadline:** Please submit one (1) signed color hardcopy and (1) electronic copy via thumb drive, CD, or email/file sharing site of the complete grant application no later than 4:00 p.m. on August 28, 2020 to:

David Ripperda, Associate Regional Planner
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95203
ripperda@sjcog.org
STAFF REPORT

SUBJECT: Final Congested Corridor Plan

RECOMMENDED ACTION: Recommend to the SJCOG Board that they accept the Final Congested Corridor Plan

SUMMARY:

The Congested Corridor Plan is a comprehensive multimodal study that assesses conditions along the I-205, I-5, State Route 120, and State Route 99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian facilities. The plan identifies improvements that will help improve safety, congestion, accessibility, economic development, and air quality. In August 2018, the SJCOG Board authorized contracting with Mark Thomas & Company, Inc. to prepare the Congested Corridor Plan.

In September 2019, SJCOG held a series of community workshops in Manteca, Tracy, and Mountain House to gather input on plans for improvements. The preliminary draft Congested Corridor Plan was released for public review on November 14, 2019. A Project Development Team (PDT) meeting was held on December 11, 2019 and comments were requested by the end of December 2019. A number of agencies requested additional time to submit comments, so the comment period was extended into February 2020. Comments were received from the following agencies:

- Alameda County Transportation Commission
- Caltrans District 10
- Caltrans Division of Rail and Mass Transportation
- City of Manteca
- City of Ripon
- San Joaquin Regional Rail Commission
- San Joaquin Regional Transit District
- Tri-Valley San Joaquin Valley Regional Rail Authority
- Metropolitan Transportation Commission

SJCOG staff and the consultant team prepared responses to the comments received, and a PDT meeting was held on February 27, 2020 to discuss the comments to ensure that the responses and changes made were adequate. Subsequently, SJCOG’s consultant team prepared the Final Congested Corridor Plan. The full document is available for download at: https://www.sjcog.org/DocumentCenter/View/5039.
RECOMMENDATION:

SJCOG staff recommends that the TAC recommend to the SJCOG Board that they accept the Final Congested Corridor Plan.

DISCUSSION:

The Congested Corridor Plan contains 52 multimodal projects within the corridor. These projects were analyzed to develop a priority list of eleven projects that could be constructed in the Short-Term (2025), Mid-Term (2030) and Long-Term (2035) planning horizons that provide the greatest improvements for the I-205, I-5, SR 120 and SR 99 Corridor.

FISCAL IMPACT:

None.

BACKGROUND:

Senate Bill 1 created the Solutions for Congested Corridors Program. The Congested Corridor Program is intended to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. All projects nominated for the Congested Corridors Program must be included in a Comprehensive Multimodal Corridor Plan.

SCHEDULE:

- November 14, 2019 – Preliminary Draft Congested Corridor Plan released for review
- November 2019 to February 2020 - Agency and public input on Congested Corridor Plan
- March 2020 – Committee input on Final Congested Corridor Plan
- March 26, 2020 – Final Congested Corridor Plan accepted by SJCOG Board

Prepared by: David Ripperda, Associate Regional Planner
AGENDA ITEM 7
STAFF REPORT

SUBJECT: San Joaquin Regional Climate Summit Re-Cap

RECOMMENDED ACTION: Information

SUMMARY:

On Wednesday, February 26, 2020, the San Joaquin Council of Governments (SJCOG) hosted the San Joaquin Regional Climate Summit. The purpose of this summit was to share the results from the SJCOG Climate Adaptation and Resiliency Study. This year-long study draws primarily on climate data sets developed and applied in California’s Fourth Climate Change Assessment directly designed to inform State policies, plans, programs, and guidance to promote climate resiliency. The study examines climate impacts on existing transportation assets in San Joaquin County, such as roads, rail, bus systems, as well as airports and the Port of Stockton. Additional goals of the Regional Climate Summit were to highlight key transportation vulnerabilities and planning gaps in the region. The summit also informed participants about a second phase of the study, which aims to develop tools and resources for local and regional climate adaptation.

The summit gathered more than 50 participants representing a cross-disciplinary group of city and county planners, flood managers, transit agencies, local non-profits, and environmental groups. The summit also featured a panel of experts from partner agencies presenting their ongoing work related to climate vulnerability assessments and adaptation planning:

- Rachael Hartofelis, Resilience Planner, Metropolitan Transportation Commission;
- Sinaren Pheng, Sustainability & Asset Manager, Caltrans District 10; and
Harriet Ross, Assistant Planning Director, Delta Stewardship Council.

In addition to highlighting related climate adaptation work at their agencies, panelists also shared lessons learned on integrating climate adaptation and resiliency in local plans, project development and delivery, as well as regional transportation plans. The panel was followed by small group discussions in which summit participants provided direct feedback for SJCOG’s ongoing work through a Phase 2 study. This phase aims to develop meaningful implementation guidance for partners to incorporate adaptation and resiliency at the local and regional level.

The following San Joaquin Regional Climate Summit materials are available for review and download:

- Draft Climate Adaptation & Resiliency Study
- San Joaquin Regional Climate Summit Presentations
- Summary Notes

SJCOG staff is welcoming comments on the Draft Report through Friday, March 13th. To submit comments, please send your feedback via Google Form.

RECOMMENDATION
This item is for information only.

BACKGROUND:
In April 2017, Governor Brown signed into law Senate Bill 1 (SB 1) – The Road Repair and Accountability Act of 2017. This transportation funding bill provides a reliable source of funds to maintain and integrate the state’s multimodal transportation system. According to section 16321 of SB 1, a portion of the revenue is made available by formula for sustainable transportation planning grants to regional agencies. SJCOG has identified a portion of these funds for the Climate Resiliency and Adaptation Study.

Climate adaptation and resiliency planning seeks to identify infrastructure vulnerable to disruption due to changing climate, determine the risks and consequences of current climate trends, and propose investment priorities to mitigate identified risks. Climate adaptation plans vary in content as every region faces different changes to weather events and associated environmental impacts. This is one of several studies to aid SJCOG in implementation efforts for its recently adopted 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). This study is the first step in SJCOG’s commitment to addressing federal requirements incorporated into the most recent RTP guidelines (adopted January 2017) related to improvement of the resiliency and reliability of the transportation system.

In addition to federal requirements, there are several efforts addressing climate adaptation throughout California. These are largely in response to state mandates and requirements for state agencies. Two large-scale studies that are currently under development, or recently completed, have informed this SJCOG effort:
1. The California Department of Transportation (Caltrans) has committed resources to statewide climate change vulnerability assessments. The assessment for the San Joaquin region (District 10) was recently completed.

2. The Delta Stewardship Council is currently developing a Climate Change Vulnerability Assessment and Adaptation Strategy for the Sacramento-San Joaquin Delta and Suisun Marsh. The portions of San Joaquin County within the Primary and Secondary Zones of the Delta will be within the scope of this study. SJCOG’s adaptation and resiliency planning will require close coordination with these current studies and should build upon previous efforts by local agencies and neighboring regional agencies to provide actionable recommendations for future planning and implementation.

**NEXT STEPS:**

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
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<tbody>
<tr>
<td>Final Climate Adaptation &amp; Resiliency Study (Phase 1)</td>
<td>March 2020</td>
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<tr>
<td>Release Request for Proposals to develop Climate Adaptation &amp; Resiliency Study – Implementation Plan and Adaptation Guidance (Phase 2)</td>
<td>Spring 2020</td>
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<tr>
<td>Award Contract for Phase 2 Study</td>
<td>June 2020</td>
</tr>
<tr>
<td>Launch Phase 2 Study</td>
<td>Fall 2020</td>
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*Report prepared by Christine Corrales, Associate Regional Planner; Isaiah Anderson, Assistant Regional Planner; and Ashley Goldlist, Assistant Regional Planner*
AGENDA ITEM 8
STAFF REPORT

SUBJECT: Update on Activities with Institute for Local Government on Homelessness and Affordable Housing

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

The BOOST pilot program is a partnership between the Institute of Local Government (ILG) and SJCOG with a goal of convening local jurisdictions to discuss the regional issue of homelessness and housing affordability. The working group created to discuss this issue had its first meeting in February.

FISCAL IMPACT:

None at this time. There will be no exchange of monies between both agencies. ILG staff time is funded by a grant through the California Strategic Growth Council. SJCOG will be participating in the collaboration through SJCOG’s existing programmed activities for regional planning, interagency collaboration, and coordination. All these activities are budgeted in the Overall Work Program.

RECOMMENDATION: Information only.

BACKGROUND:

ILG was selected by the California Strategic Growth Council (SGC) to administer the BOOST pilot program on behalf of ten cities and two regions in California. The BOOST pilot program, which is a year-long effort, is designed to help local agencies:

- Build awareness of funding opportunities available to address climate action.
- Organize projects to be best positioned to meet goals.
- Optimize existing resources and build more capacity.
- Strengthen relationships with key stakeholders and identify new opportunities for regional engagement and collaboration.
- Transform their approach to addressing climate action.
SJCOG and ILG are working to build relationships and productive partnerships among local jurisdictions in the San Joaquin region on the homelessness subject matter and convene experts and strategic partners to build the capacity, skills, and knowledge needed to develop solutions. These efforts will increase understanding of local and regional efforts to address homelessness and will support the implementation of a forthcoming regional homelessness strategic plan.

In order to execute these efforts, a working group has been formed with one representative from each of our member agencies. The working group will also participate in a “speaker series” to bring partners, local leaders, and organizations together to discuss homelessness, potential funding sources, and BOOST work products. Membership of the working groups is comprised of the following representatives:

<table>
<thead>
<tr>
<th>Representative Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Steve Schwabauer</td>
<td>City of Lodi</td>
</tr>
<tr>
<td>Carrie Wright</td>
<td>City of Stockton</td>
</tr>
<tr>
<td>Adam Cheshire</td>
<td>San Joaquin County</td>
</tr>
<tr>
<td>Steve Salvatore</td>
<td>City of Lathrop</td>
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<tr>
<td>Miranda Lutzow</td>
<td>City of Manteca</td>
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<tr>
<td>Carissa Higginbotham</td>
<td>City of Tracy</td>
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<tr>
<td>Kevin Werner</td>
<td>City of Ripon</td>
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<tr>
<td>Dominque Romo</td>
<td>City of Escalon</td>
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The first meeting convened on February 19th and was led by ILG staff with the support of SJCOG staff. The main discussion of the meeting was to identify what the working group would like to achieve and what a potential success would look like for the San Joaquin County region. Below is a summary of the group’s discussion:

**What would the working group like to achieve?**
- Better coordination for local responses
- Consensus building
- Strategy to empower local elected officials
- Unified action
- Break down silos among jurisdictions and departments
- Plan to better engage the State
- Identify what we should be doing as a region and bring that back down to a local level

**What would success look like?**
- A regional approach and coordinated effort that will have a local impact
- Jurisdictions agree to build low/no barrier shelter
- Identify common regional goals
- Cohesive strategy/action plan
NEXT STEPS:

During the next meeting, the group intends to discuss and understand the legal framework for what local jurisdictions can and cannot do. The working group meetings are scheduled to meet on a monthly basis until November 2020. A “speaker series” is scheduled for June or July and a white paper on homelessness best practices will be brought to the SJCOG board by December 2020.

Prepared by: Hailey Lang, Associate Regional Planner