SAN JOAQUIN COUNCIL OF GOVERNMENTS
MANAGEMENT AND FINANCE COMMITTEE
SJCOG Conference Room
555 E. Weber Avenue
Stockton 95202

HOSTED BY: CITY OF TRACY

Wednesday, March 18, 2020
Noon

Teleconference Number: 1-650-479-3208
Participation Code: 805 028 713

Attention Callers: Please mute the call unless speaking

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

AGENDA

1. Call to Order and Self Introductions
2. Public Comments
3. Approve Minutes of February 19, 2020 Action
4. San Joaquin One Voice® Project Submissions & Regional Priority Selection (Chesley/Haruta) Action
5. Final Congested Corridor Plan (Ripperda) Action
6. Federal Fiscal Year 2019/20 Delivery of Federal Funding (Niblock) Discussion
7. Fiscal Year 2020/21 State Transit Assistance Revenue Estimate & Apportionment Schedule (Dial) Action
8. Final Fiscal Year 2020/21 Overall Work Program (OWP) (Dial) Action
10. Executive Director’s Report
11. Other Matters of Business
Chair: Steve Schwabauer  
City of Lodi

Vice Chair: Laurie Montes  
City of Stockton
SAN JOAQUIN COUNCIL OF GOVERNMENTS
MANAGEMENT AND FINANCE COMMITTEE

Meeting held at
Manteca Transit Center
220 Moffat Blvd., Manteca, CA 95336

February 19, 2020

MINUTES

1. The meeting was called to order at 12:03 p.m. by Chair Schwabauer.

   Attendance and Roll Call:
   Tammy Alcantor, Escalon City Manager; Koosun Kim, Manteca Acting Public Works Director; Gloria Salazar, SJRTD CEO/General Manager; Gordon MacKay, Stockton Public Works Director; Kevin Sheridan, SJRRC Director of Capital Projects; Jenny Haruyama, Tracy City Manager; Steve Salvatore, Lathrop City Manager; Steve Schwabauer, Lodi City Manager; Kevin Werner, Ripon City Administrator; Andrew Chesley, SJCOG Executive Director; Steve Dial, Deputy SJCOG Executive Director; Diane Nguyen, SJCOG Deputy Director; SJCOG Hailey Lang, SJCOG Associate Regional Planner; Katy Castro, SJCOG Administrative Clerk.

   Other Attendees:

   Committee Members Not Present:
   Monica Nino, County Administrator; Miranda Lutzow, Manteca Interim City Manager.

2. Public Comments:
   None.

3. Approve Minutes of January 15, 2020:
   It was moved/seconded (McKay/Kim) to approve the minutes of January 15, 2020. Motion passed unanimously.

4. 2018 Regional Transportation Plan Amendment #3, and Corresponding Conformity Analysis:
   Andrew Chesley reported 2018 Regional Transportation Plan (RTP) Amendment #3 would result in $163.9 million in additional funding being identified for the Valley Link Project. $80 million of which is anticipated to come from a new sales tax in the Bay Area, and the remainder coming from State discretionary funding programs.

   This item was for discussion only.

5. One Voice® Regional Projects Criteria:
   Andrew Chesley commented that a small group of board members convened and laid out several principles that they would like to see implemented in the 2020 process. Mr. Chesley discussed the four principles.

   Kevin Sheridan commented on Stockton Diamond Grade Separation.
Mo Hatef asked if the grant term would be 3 years. Andrew Chesley stated if the jurisdiction completes the environmental document in 3 years and goes for construction, there are some federal programs where it could be eligible.

It was moved/seconded (Schwabauer/Sheridan) motion to recommend the policy language to the SJCOG Board of Directors. Motion passed unanimously.

6. Fiscal Year 2019/20 Congestion Mitigation and Air Quality Program Call for Projects: Funding Recommendations:
Ryan Niblock announced the recommended list of projects is for the Congestion Mitigation and Air Quality Program (CMAQ) funding cycle covering FY 2020/21, FY 2020/22, and FY 2022/23 and includes $20.5 million to be programmed in CMAQ funds for new projects.

Steve Schwabauer asked if there is a relationship between CMAQ funding application and having a congestion mitigation plan. Andrew Chesley, there is not.

It was moved/seconded (Schwabauer/McKay) to recommend (1) that the SJCOG Board approve the CMAQ programming recommendations (2) recommend that two unfunded projects be placed on a CMAQ contingency list which would expire upon the start of the next CMAQ call for projects. Motion passed unanimously.

7. FY 20/21 Local Transportation Fund Revenue Estimate and Apportionment Schedule:
Steve Dial reported that staff is not seeing any signs of sales tax growth in the “robust” category. There doesn’t appear to be a significant revenue enhancement from the Wayfair decision.

Steve Schwabauer asked if there is a successor program for the Local Transportation Fund. Andrew Chesley stated SJCOG doesn’t have a successor program it is anticipated but if we do move forward with a transportation sales tax.

It was moved/seconded (Schwabauer/Salazar) to recommend adoption of the FY 2020-21 revenue estimate & apportionment schedule. Motion passed unanimously.

8. 2022 Regional Transportation Plan/Sustainable Communities Strategy Briefing: Scenario Planning Defined:
Christine Corrales presented this item. She stated, for the 2018 RTP/SCS, SJCOG staff presented planning scenarios that varied on transportation investment strategies, as well as broadly defined assumptions on development patterns, housing options, growth location, and intensity. Each of the scenarios was evaluated with metrics such as infill development, housing mix, regional density, agricultural land lost, building energy use, and water consumption and others. In April, staff will present a briefing about housing and jobs and in the summer of 2020 staff will have scenario framework to adopt and use towards public outreach process and in 2021 staff is looking at an RTP scenario draft and action with final adoption in July 2022.

This item is for discussion only.
9. **Executive Director’s Report:**
   Andrew Chesley commented on the meeting he had with California High-Speed Rail Authority. He stated the California High-Speed Rail Authority is adopting a business plan in April.

   Andrew Chesley commented on electing a new vice-chair since Councilmember Andrade will not seek reelection to the Stockton City Council.

10. **Other Matters of Business:**
    None.

11. The meeting was adjourned at 1:00 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 Joaquins 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 Joaquins passenger rail services’ on-time performance. The current configuration of the Stockton Diamond causes delays to both the ACE and Amtrak San Joaquins 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 Joaquins services and enable more freight and passenger trains to pass through the Diamond at faster speeds.

<table>
<thead>
<tr>
<th>Federal Request</th>
<th>$25M</th>
</tr>
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<tbody>
<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.
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

<table>
<thead>
<tr>
<th>Description</th>
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<tr>
<td>Total Project Cost</td>
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<td>$17.12M</td>
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### Project List Federal Request Total Project Cost

**City of Lathrop**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Request</th>
<th>Total Project Cost</th>
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</thead>
<tbody>
<tr>
<td>Louise Avenue/I-5 Interchange Improvement Project</td>
<td>$5,000,000</td>
<td>$22,140,000</td>
</tr>
<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>
<th>Project Description</th>
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<tbody>
<tr>
<td>Lathrop Road/I-5 Interchange Improvement Project</td>
<td>$5,000,000</td>
<td>$29,400,000</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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**City of Lodi**

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<tr>
<th>Project Description</th>
<th>Federal Request</th>
<th>Total Project Cost</th>
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<tr>
<td>Interchange Reconstruction at State Route 99/Harney Lane</td>
<td>$5,440,000</td>
<td>$48,500,000</td>
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<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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**City of Manteca**

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<tr>
<th>Project Description</th>
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<tbody>
<tr>
<td>State Route 120/Airport Way Diverging Diamond Interchange (DDI) Project</td>
<td>$19,000,000</td>
<td>$31,000,000</td>
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<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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State Route 9/120 Interchange Project

State Route 120 provides a critical connection for the movement of people and goods into and out of the San Joaquin valley. However, the 9/120 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 9/120 interchange and associated facilities. The project will expand and reconstruct the existing State Route 9/120 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.
## RTD Solar Energy and Battery Storage Project (Phase 2)

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.

### Port of Stockton

<table>
<thead>
<tr>
<th>Project</th>
<th>Federal Request</th>
<th>Total Project Cost</th>
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<tbody>
<tr>
<td>Port of Stockton Rail Bridge Replacement</td>
<td>$ 24,901,000</td>
<td>$ 24,901,000</td>
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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.

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<tr>
<th>Project</th>
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<tbody>
<tr>
<td>Washington Street Widening</td>
<td>$ 1,000,000</td>
<td>$ 10,200,000</td>
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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.

## San Joaquin Regional Rail Commission

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<tr>
<th>Project</th>
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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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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

<table>
<thead>
<tr>
<th>Mountain House Community-Wide Security Monitoring System</th>
<th>$1,500,000</th>
<th>$1,878,525</th>
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<tbody>
<tr>
<td>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.</td>
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<tr>
<th>Mountain House Express Rapid Transit Service</th>
<th>$4,900,000</th>
<th>$6,115,500</th>
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<tr>
<td>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.</td>
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### Stockton

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<tr>
<th>North Stockton I-5 Interchanges and Widening</th>
<th>$3,000,000</th>
<th>$430,055,000</th>
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<tr>
<td>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.</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.

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 wheelchair 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.

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.
## 2020 One Voice® Project List

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Request</th>
<th>Total Project Cost</th>
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<tbody>
<tr>
<td>International Park of Commerce (IPC): Interchange Improvements and Parkway Improvements</td>
<td>$17,120,000</td>
<td>$85,600,000</td>
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<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>
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<tr>
<td>Lammers Road/I-205 Interchange Project</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>
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 M&F 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 6
STAFF REPORT

SUBJECT: Federal Fiscal Year 2019/20 Delivery of Federal Funding

RECOMMENDED ACTION: Discussion Only

SUMMARY:

SJCOG, in its role as the federally designated Metropolitan Planning Organization, distributes federal Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds to local agencies. The partnerships--between SJCOG staff and the staff of cities/county and transit agencies in the San Joaquin region, and Caltrans Local Assistance-- are the primary reasons behind the resounding success of the region’s transportation program. Continuing these strong partnerships to ensure the delivery of CMAQ and RSTP projects during Federal Fiscal Year (FFY) 2019/20 is critical to bring additional transportation funding to the region and provide improvements for the public sooner.

From October 1, 2019, through February 29, 2020, a total of four RSTP projects and two CMAQ projects have been obligated. This has used 44.54% of SJCOG’s obligation authority. SJCOG anticipates approximately 16 more CMAQ projects and 5 RSTP projects will be obligated during the remainder of this fiscal year. It is important to submit Requests for Authorization (RFA) to Caltrans District 10 as soon as possible. Funding availability for projects cannot be guaranteed later in the spring and summer as funding is made available to the rest of the state. All RFAs must be submitted no later than July 1, 2020, or they will not be processed until the next federal fiscal year in November 2020.

RECOMMENDATION:

This staff report is for discussion only.

FISCAL IMPACT:

None at this time.

BACKGROUND:

The process of financing the Federal-aid Highway Program begins with approval of a Federal Transportation Authorization Act by Congress, which is currently the Fixing America's Surface Transportation Act or “FAST Act”. The Fast Act is the primary instrument used by Congress to shape and redirect the federal-aid highway program. The federal-aid transportation funding process starts when the funds are “apportioned” to each state as shown in Figure 1 below:
The funds are then “allocated” by the Metropolitan Planning Organizations (MPO) or state agencies, depending on the type of federal-aid program. The Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality Program (CMAQ) are two federal-aid programs that are allocated by the San Joaquin Council of Governments.

Once funds are allocated by the SJCOG Board, local agencies must get permission (also known as “authorization to proceed”) from Caltrans and Federal Highway Administration to move forward on a project before any expenditures are incurred. “Authorization” refers to the activation of funding for a project, allowing a given phase of a project to proceed with federal funding.

Funds that secure authorization to proceed are then considered “obligated” and that dollar amount is deducted from the “obligational authority” set for the region. “Obligational authority” is the total dollar figure within a given fiscal year that the federal government commits to pay to the region. Each year, regional agencies are provided with an obligation authority total for CMAQ and RSTP funding. As a result, each region’s obligation authority total dollar amount functions as a spending level expectation.
Caltrans encourages project delivery beyond established obligation authority target each year, because it demonstrates the need for funding in California, as well the ability to spend funds when they become available. Caltrans is then put in a better position to capture additional obligation authority from states unable to use it. This process is often known as “use it or lose it”.

**Previous Federal Fiscal Year 2018/19**

The San Joaquin County region has compiled a history of the meeting (and exceeding) its obligation targets for CMAQ and RSTP funded projects. In FFY 2018/19, 11 projects using CMAQ and 6 projects using RSTP funding were obligated. These projects amount to $14,588,080 in CMAQ and RSTP obligations, representing delivery of 163.4 percent of the region’s obligation authority. Further, this total represented the third-largest obligation percentage in the state.

At the end of each fiscal year, Caltrans assigns additional obligation authority (for use in the following fiscal year) to regions that over-delivered. The amount each region receives is based on the extent to which they over-delivered against their obligation authority targets. Caltrans refers to this process as “August Redistribution.” Based on performance in FY 18/19, San Joaquin County received $2,166,378 in additional obligation authority for FFY 19/20. In addition to this benefit, this over delivery means that a full year’s worth of projects will start early. These advanced projects can take advantage of today’s project costs and be available for the public’s benefit at least one year early.

*Prepared by: Ryan Niblock, Senior Regional Planner, and David Ripperda, Associate Regional Planner*
AGENDA ITEM 7
STAFF REPORT

SUBJECT: Fiscal Year 2020/21 State Transit Assistance Revenue Estimate & Apportionment Schedule

RECOMMENDED ACTION: Recommend to the Board Adoption the Preliminary FY20-21 STA Estimated Revenue and Apportionment Schedule

SUMMARY:

The State Controller’s Office released the preliminary revenue estimate of the State Transit Assistance (STA) funds to be allocated to San Joaquin Council of Governments on January 31, 2020. The total revenue estimate for San Joaquin County is $8,408,958. The estimate is comprised of $6,678,402 in Section 99313 funds and $1,730,556 in Section 99314 funds. It is anticipated that these estimates could change when the SCO issues final STA revenue apportionments.

Based on previous recommendations, the county’s two largest service providers, the San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (RRC) will receive the 99313 portion using the formula under the 2010 STA Policy which utilizes the ridership to determine the allocation percentage for each agency.

Attached is a table detailing the FY 2020-21 STA Revenue Estimate and apportionments based on previously approved methods.

BACKGROUND:

The regional allocation of 99313 funds is based upon the ratio of population in San Joaquin County to the total population of the state. Each regional agency then determines how to sub-allocate those dollars to the transit operators in its jurisdiction. The allocation of 99314 funds is based on the ratio of the locally generated revenue of each transit operator in each region to the locally generated revenue of all transit operators in the state. Each regional agency is then required to sub-allocate those dollars to the transit operators in its jurisdiction based on the amounts published by the State Controller.

As previously approved by the Board, the Section 99313 funds are to be allocated using a formula for distribution that allocates the funds to the Transit District and the Rail Commission based on their relative ridership.
RECOMMENDATION:

SJCOG staff proposes that the Management & Finance Committee recommend to the Board adoption of the projected FY20/21 STA Revenue Estimate and Apportionments.

FISCAL IMPACT:

These funds are a primary component in transit service delivery throughout the County. Adoption of this apportionment schedule allows the funds to be claimed by eligible recipients. This action will provide $8,408,958 in regional and local transit funding in San Joaquin County.
### TABLE 1
STATE TRANSIT ASSISTANCE FUND APPOINTMENT
FISCAL YEAR: 2020-2021 (1-31-20)

<table>
<thead>
<tr>
<th>ESTIMATED REVENUE</th>
<th>FY 2020-21</th>
<th>PTA 99313</th>
<th>6,678,402</th>
<th>6,719,558</th>
<th>-41,156</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PTA 99314</td>
<td>1,730,556</td>
<td>1,741,222</td>
<td>-10,666</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>8,408,958</td>
<td>8,460,780</td>
<td>-51,822</td>
</tr>
</tbody>
</table>

**RECOMMENDATIONS**

I. LESS PUC 99314 ALLOCATIONS

<table>
<thead>
<tr>
<th>PTA</th>
<th>Escalon</th>
<th>Lodi</th>
<th>Manteca</th>
<th>Ripon</th>
<th>Tracy</th>
<th>San Joaquin Joint Powers Authority</th>
<th>San Joaquin Regional Transit District</th>
<th>San Joaquin Regional Rail Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FY 19-20</strong></td>
<td>52,020</td>
<td>1,831</td>
<td>3,471</td>
<td>1,831</td>
<td>10,678</td>
<td>0</td>
<td>755,607</td>
<td>903,440</td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td>-22</td>
<td>-321</td>
<td>-22</td>
<td>-12</td>
<td>-66</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

II. BALANCE AVAILABLE FOR APPOINTMENT

BY AREA - PUC 99313

<table>
<thead>
<tr>
<th><strong>STA Apportionment Estimate</strong></th>
<th>FY19-20 Estimate</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PTA 99313</strong></td>
<td>6,678,402</td>
<td>-41,156</td>
</tr>
<tr>
<td><strong>PTA 99314</strong></td>
<td>1,730,556</td>
<td>-10,666</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>8,408,958</td>
<td>-51,822</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLAIMANTS</th>
<th>Ridership FY 17/18</th>
<th>Ridership % FY 17/18</th>
<th>Transit Appt. PUC 99313</th>
<th>Area Appt. PUC 99314</th>
<th>TOTAL AGENCY APPTORTIONMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJRTD</td>
<td>3,403,527</td>
<td>70.87%</td>
<td>$ 4,638,336</td>
<td>755,607</td>
<td>5,393,943</td>
</tr>
<tr>
<td>LODI</td>
<td>301,666</td>
<td>- $</td>
<td>-</td>
<td>52,020</td>
<td>52,020</td>
</tr>
<tr>
<td>MANTECA</td>
<td>61,679</td>
<td>- $</td>
<td>3,471</td>
<td>3,471</td>
<td>3,493</td>
</tr>
<tr>
<td>TRACY</td>
<td>167,702</td>
<td>- $</td>
<td>10,678</td>
<td>10,678</td>
<td>10,744</td>
</tr>
<tr>
<td>RIPON</td>
<td>1,685</td>
<td>- $</td>
<td>1,831</td>
<td>1,831</td>
<td>1,843</td>
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<tr>
<td>ESCALON</td>
<td>3,262</td>
<td>- $</td>
<td>3,509</td>
<td>3,509</td>
<td>3,531</td>
</tr>
<tr>
<td>SJRRRC</td>
<td>1,398,954</td>
<td>29.13%</td>
<td>$ 1,906,498</td>
<td>903,440</td>
<td>2,809,938</td>
</tr>
<tr>
<td>RIDERSHIP</td>
<td>5,338,475</td>
<td>100.00%</td>
<td>6,544,834</td>
<td>1,730,556</td>
<td>8,275,390</td>
</tr>
<tr>
<td>SJCOG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRANSIT PLANNING</td>
<td>133,568.00</td>
<td>133,568</td>
<td>134,391</td>
<td>-823</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>6,678,402</td>
<td>1,730,556</td>
<td><strong>8,408,958</strong></td>
<td><strong>8,460,780</strong></td>
<td><strong>-51,822</strong></td>
</tr>
</tbody>
</table>

Source: ¹ Audited FY 17/18 ridership figures
STAFF REPORT

SUBJECT: Final Fiscal Year 2020/21 Overall Work Program (OWP)

RECOMMENDED ACTION: Recommend the Board Adopt Final FY 2020/21 Overall Work Program

SUMMARY:

In January, staff presented the draft FY 2020/21 Overall Work Program to the Management & Finance with a request M&F recommend to the SJCOG Board adoption of the draft. The draft OWP was adopted by the SJCOG Board on January 15, 2020. Notice of the adoption and availability of the document was distributed to TAC members, FHWA, FTA and Caltrans on February 6, 2020, requesting review and comments prior to March 5th, 2020. At the time of this report preparation, only comments from Caltrans have been received. While this document shows no changes in revenue or expenditures, the comments from Caltrans will necessitate a reformatting of the document. Because there are no substantive changes to the work proposed or funding sources, SJCOG staff is requesting the draft OWP be adopted as final. The Final FY 2020/21 OWP document can be found on the SJCOG website FY 2020-21 OWP.

SJCOG staff will continue receiving comments and updating the proposed final until the Board mailout on March 19, 2020.

This staff report summarizes revenue highlights for FY 2020/21 and significant changes proposed for the next year’s work program.

RECOMMENDATION:

That the Management and Finance Committee recommend to the Board adoption of the FY 2020/21 overall Work Program.

FISCAL IMPACT:

Approval of the Final OWP identifies $13,693,493.84 in revenue for SJCOG operations in FY 20/21. This is an increase of $594,426.56 from the fiscal year 2019/20 amended OWP (amendment 2 adopted January 2020).
BACKGROUND:

The Overall Work Program is a management tool used to identify the tasks and products that the San Joaquin Council of Governments will undertake during fiscal year 2020/21. The OWP also identifies the funding sources and staff resources necessary to complete the overall work program.

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

- Identifies work previously completed under that work element,
- The purpose of that work element in the subject matter,
- Tasks to be undertaken,
- A listing of products and the schedule for delivery of those products,
- The funding sources for each work element,
- The responsible agency,
- And the level of effort (staff allocation) required to undertake and deliver those tasks and products.

Revenue

For this draft, net SJCOG revenues are estimated to increase by approximately $594,426.56 from the amended FY 2019/20 OWP, from $13,099,067.28 to $13,693,493.84 or a 4.54% increase. As noted below, several significant work efforts are completed or nearing completion of the funding sources for them having been spent down and revenue associated with funding those work products has decreased. Significant revenue sources:

- Federal Highway Administration MPO Planning funds are increased by $86,262.00.
- Federal Transit Administration Section 5303 funds are increased by $29,639.00.
- The Stanislaus Association of Governments and Merced County Association of Governments (MCAG) are expected to once again contract with SJCOG’s dibs Program to operate a Transportation Demand Management program in their respective areas.
- Freeway Service Patrol on I-205 will continue to be fully funded. This year’s budget reflects a decrease of $368,996.58 as previous grants have been exhausted.
- SB1 funding for new Freeway Service Patrol routes is budgeted at $1,120,026.84
- STIP for Planning and Program Management did not receive an allocation for FY 19/20 but resumed receiving it in FY 20/21reflecting a budget increase of $342,000.00
- SJCOG continues to receive a return on vehicle registration SAFE (Service Authority for Freeway Emergencies) funds to be used for Freeway Service Patrol match.
- Congestion Mitigation and Air Quality (RPSTCML 6088-068) funds for the Project Approval and Environmental Document phases of the I-205 managed lanes widening increased by $651,202.00

Again, the net change between the proposed draft and the adopted FY 20-21 OWP is an increase of $594,426.56.
Overall Work Program

**Highlights of projects, activities, and/or planning documents at or nearing completion in FY 19/20 OWP period:**

- Amendments to the Federal Transportation Improvement Program and the Regional Transportation Plan.
- 2019/20 Measure K Ordinance and Expenditure Plan Process and any approved amendments by SJCOG Board.
- Implementation of I-205, SR-120, SR 99, and I-5 Freeway Service Patrol (this is an ongoing activity that will continue into FY 20/21).
- Operations of the dibs program for the three-county area (San Joaquin, Stanislaus, Merced).
- Completion of Annual Reports for dibs (Travel Demand Management Program), Measure K, Freeway Service Patrol, and Regional Transportation Impact Fee.
- Participation with Valley Councils of Government (COG’s) on interregional modeling, transportation planning, and legislative issues (this is an ongoing activity that will continue into FY 20/21).
- Representation of SJCOG on California Councils of Governments, Regional Transportation Planning Agencies Group, and Self-Help Coalition (this is an ongoing activity that will continue into FY 20/21).
- Participation in the SJCOG-SACOG-MTC Mega-Region Group (this is a multi-year activity that will continue into FY 20/21).
- Publications of census and research information, in collaboration with the University of the Pacific and completed public workshop/seminars (this is an activity that will continue into FY 20/21).
- Completed trips to Washington D.C. for SJCOG One Voice® and Valley Voice DC as well as Valley Voice Sacramento.
- Adoption of the 2020 Federal Legislative Platform.
- Approval of Regional Transportation Impact Fee annual fee adjustment and third-party costs.
- Completion of (the SJCOG led) Sustainable Communities Strategy Implementation Study, Mega-Regional Economic Model, Climate Change Planning Study, and the Public Health Impact Analysis Study.
- Selection of a vendor for a regional Integrated Ticketing app.
- Initiation of a partnership with Institute of Local Government for the BOOST Program.
- Approval of funding list for the 2019 Congestion Mitigation and Air Quality Program.
- Update of the Measure K Strategic Plan.
**Project Delivery - activities of capital projects that will continue in Fiscal Year 2020-21**

**OWP:**

- Project development (design) work will continue on Highway 99/120 and Route 99/Turner Road.
- Project development activities will continue on Measure K (and/or state Active Transportation Program) funded bike/pedestrian/safe routes to school or smart growth projects funded by Measure K.
- Monitoring of Measure K regional roadway projects.
- PA & ED for I-205 Managed Lanes

**Major New Studies and/or Ongoing Products Proposed for Fiscal Year 2020-21**

The new work products (below) are in addition to on-going programs and services, which will be either begin or continue in FY 2020/21 by SJCOG. These include:

- Participation in the Tri-Valley – San Joaquin Valley Regional Rail Authority Technical Advisory Group.
- Continue Partnership with the University of Pacific for economic analysis and modeling activities to various SJCOG planning efforts.
- Continue funding of Freeway Service Patrol (FSP) operations for I-205, SR 120, SR 99, and I-5 and preparation of the FSP Annual Report.
- Process amendments to the Federal Transportation Improvement Program and continue to provide technical assistance to local agencies on federal-aid project obligation and delivery.
- Continue efforts on two new planning studies—Gentrification and Displacement Risk Assessment of San Joaquin County, San Joaquin County Transportation Innovation Planning Study.
- Continue with I-205 Managed Lanes PA & ED.
- Work with the City of Lodi to assist in the award of a construction contract for Route 99/Turner Road.
- Three County Model update and enhancements for the Regional Transportation Plan/Sustainable Communities Strategy update.
- Completion of partnership with Institute of Local Governments on homelessness and affordable housing issues in San Joaquin County.

**Next steps: Final FY 2020-21 OWP**

Comments will be considered in preparing the final FY 2020-21 OWP. Also, at the March SJCOG Board meeting, the FY 2020/21 Annual Financial Plan will be presented for adoption.

**RECOMMENDATION:**

That the Management and Finance Committee recommend to the Board approval of the FY 2020-21 Overall Work Program

*Prepared by: Steve Dial, Deputy Executive Director/CFO, Diane Nguyen, Deputy Director, and Gracie Orosco, Chief Accountant*
<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>FY 2020-21</th>
<th>+/- $ Change</th>
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<tbody>
<tr>
<td>Annual FHWA PL</td>
<td>1,406,262.00</td>
<td>86,262.00</td>
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<tr>
<td>Annual FTA MPO Planning (Section 5303)</td>
<td>346,272.00</td>
<td>29,639.00</td>
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<td>17/18 Carryover Caltrans Sustainable Transp. Planning Grant (SB) 1</td>
<td>-</td>
<td>(225,994.12)</td>
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<td>18/19 Caltrans Sustainable Transportation Planning Grant (SB) 1</td>
<td>185,000.00</td>
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<td>19/20 Caltrans Sustainable Transportation Planning Grant (SB) 1</td>
<td>125,000.00</td>
<td>(228,812.00)</td>
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<td>19/20 Caltrans Adaptation Planning Grant (SB) 1</td>
<td>100,000.00</td>
<td>(100,000.00)</td>
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<td>20/21 Caltrans Sustainable Transportation Planning Grant (SB) 1</td>
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<td>Caltrans Rural Planning Assistance (RPA) FY 2019-2022</td>
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<td>StanCOG-CMAQ TDM</td>
<td>200,000.00</td>
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<tr>
<td>Merced CAG TDM CMAQ</td>
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<td>(10,000.00)</td>
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<td>STIP Planning &amp; Programming 20/21</td>
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<td>342,000.00</td>
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<td>Affordable Housing &amp; Sustainable Comm. FY 18/19 carryover (Enterprise)</td>
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<td>(11,139.58)</td>
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<tr>
<td>Affordable Housing &amp; Sustainable Comm. FY 19/20 carryover (Enterprise)</td>
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</tr>
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<td>Affordable Housing &amp; Sustainable Comm. FY 20/21 (Enterprise)</td>
<td>20,000.00</td>
<td>20,000.00</td>
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<tr>
<td>RPSTCMIL 6088(068) I-205 Managed Lanes Widening from 6 to 8 lanes</td>
<td>2,421,802.00</td>
<td>651,202.00</td>
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<tr>
<td>Local Planning Contribution (LTF) (2.9%-2020/21)</td>
<td>1,111,289.00</td>
<td>102,089.00</td>
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<td>TDA Administration</td>
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<tr>
<td>Local Transportation Authority (Project Management)</td>
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<td>Local Transportation Authority (1% Administration)</td>
<td>680,000.00</td>
<td>18,000.00</td>
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<td>Caltrans-FSP (I-205) FY 18-19 Carryover FSP19-6088(064)</td>
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<td>Caltrans-FSP19581 FY 18-19 allocation FSP19 5B1-6088(066)</td>
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<tr>
<td>Caltrans-FSP19581 (6088-070) FY 19-20 allocation</td>
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<td>Valley MPOs</td>
<td>181,100.00</td>
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<td>Tri-County Travel Demand(San Joaquin, Merced, Stanislaus)</td>
<td>13,189.00</td>
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<tr>
<td>COG Fees and Services</td>
<td>10,000.00</td>
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</tr>
<tr>
<td>SJCOG Total</td>
<td>13,693,493.84</td>
<td>594,426.56</td>
</tr>
</tbody>
</table>

| SJRTD FTA 5307                                                               |             |
| SJRTD Planning Funds                                                         |             |
| SJRTD Match(STA)                                                             |             |
| Tracy FTA 5307                                                               |             |
| Tracy Planning Funds                                                         |             |
| Lodi FTA 5307                                                               |             |
| Lodi Planning Funds                                                         |             |
| SJRRC FTA 5307                                                              |             |
| SJRRC Planning Funds                                                        |             |
| Manteca FTA 5307                                                            |             |
| Manteca Planning Funds                                                      |             |
| SJCOG FTA 5303 Toll Credits                                                 | 39,717.40   |
| SJCOG FHWA PL Toll Credits                                                  | 161,298.25  |
| In Kind match                                                               | 12,500.00   |
AGENDA ITEM 9
STAFF REPORT

SUBJECT: 2019 SJMSCP Annual Report Release

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

In accordance to Section 5.9.1 of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), SJCOG, Inc. is required to submit an Annual Report to the Permitting Agencies for the purpose of reporting acreage, type, and location of open space uses that are converted to non-open space uses, and an accounting of preserve acres acquired pursuant to the SJMSCP. Through a clerical change in the SJMSCP in May 2006, the report must be submitted by April 1st of the year succeeding the calendar year in which the subject activities were conducted. The 2019 SJMSCP Annual Report is a draft document which covers activities from January 1, 2019 to December 31, 2019.

RECOMMENDATION:

Information

FISCAL IMPACT:

None

BACKGROUND:

An Executive Summary of the 2019 SJMSCP Annual Report is provided in attachment 1. The entirety of the 2019 SJMSCP Annual Report can be requested in electronic format or found on the SJCOG website https://www.sjcog.org/DocumentCenter/View/5095/2019-Annual-Report-Draft. The entire report is complete including all the reported calendar year acreage counts from the jurisdictions. The information in this report reflects accounting and activity that has been reported to staff through December 31, 2019.

There were minimal comments provided to staff on the initial draft reviewed by HTAC at the February meeting to include in the final draft for the March 2020 HTAC meeting.
The following is a summary of the various tables and important matters discussed in the annual report comprised of current year development impacts, carry-over mitigation, current mitigation due in 2019 from 2017 projects, acquisitions/dedications of mitigation lands and funding.

(full document available to public on-line or upon request)

If SJCOG, Inc. Board approves the release to permitting agencies, staff expects a joint comment response from USFWS and CDFW in July or August 2020. Those comments will be addressed in the yearly meeting with USFWS and CDFW expected to be scheduled thereafter.

COMMITTEE ACTIONS:
- Habitat Technical Advisory Committee: Approved Recommendation
- Exec Committee: Information
- Executive Committee: March 20, 2020
- SJCOG, Inc. Board –March 26, 2020

ATTACHMENTS:

1. Executive Summary 2019 SJMSCP Annual Report

_Prepared by: Steven Mayo, Program Manager_
2019 SJMSCP Annual Report - Executive Summary

The 2019 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Annual Report is provided to meet the annual reporting requirement that is established in Section 5.9.1 of the SJMSCP. The intent of the Annual Report is to focus on the acreage, type, and location of open space use converted to non-open space use, and the accounting of preserve acres acquired pursuant to the SJMSCP.

The Annual Report is comprised of four main sections: Conversions (Development), Conservation (Preserves), Funding, and SJMSCP Implementation. The Conversions (Development) section provides detailed information for projects that have participated in the SJMSCP. Such information includes habitat conversion type, impacts to SJMSCP Covered Species, and habitat mitigation requirements. The Conservation section will highlight preserve acquisitions in 2019 and provides information regarding the preserve jumpstart requirements. The Funding section details the revenues and expenditures for the reporting period. The SJMSCP Implementation section provides information regarding the overall implementation of the SJMSCP.

1. Conversions (Development Activity)
   In 2019, the total number of acres covered overall by the SJMSCP was 2,382.53 acres. Of the overall impacts covered, 1,357.14 acres were urban habitat which required biological compliance but exempt mitigation requirements (fees or land dedication). The total number of acres subject to fee assessment covered by the SJMSCP was 1,025.39 acres broken down into the following habitat classifications: 220.64 acres of multi-purpose habitat, 682.9 acres of agricultural habitat, and 121.85 acres of natural habitat. The agricultural habitat category was the largest habitat type impacted during the year with fees associated that was converted for development in this past reporting period.

   The total of 682.9 acres of agricultural habitat lands represents approximately 28.6% of overall cumulative SJMSCP coverage for 2019 this reporting year or approximately 66.6% of the acreages covered with fees associated as mitigation under the plan. The predominant covered projects participating in the SJMSCP for 2019 were municipal and commercial development projects.

2. Conservation (Preserves)
   In 2019, SJCIG Inc. acquired additional 1,033.42 acres of land placed under conservation easement to meet mitigation needs of the SJMSCP depicted in Table 6. The makeup of the acreage acquired over the reporting period was six (6) transactions as easement purchases of 955.75 acres of row and field crop and riparian habitat in the Central and Delta Zones. Another three (3) transactions were provided as easement dedication (Land-in-Lieu of fees) in the amount of 77.67 acres of row and field crop and riparian habitat in the Central Zones by developers. The current SJMSCP acquisitions resulted in a surplus in the total acres of row and field crop, riparian and grasslands overall while meeting the required 2019 SJMSCP mitigation needs for most habitat types. But there is a carry-over in some categories which continue to be addressed in the future.
3. Funding

The revenues and expenditures that occurred for the Calendar Year 2019 include payments of SJMSCP mitigation fees, other revenues (e.g. accumulated interest remitted and SJCOG, Inc. account accumulated interest) and expenditures related to the plan. At the end of 2019, the revenue total was $20,208,526 and expenditure total were $14,529,341. The cash balance of the SJMSCP as of December 31, 2019 was just over $13,121,298.51 (includes $4.45 million in earmarked funds to be used in early 2020 for closed 2019 preserves) which would leave slightly over $8.6 million in the coming year available for use.

The SJMSCP endowment accounts set aside for long term management, enhancements and monitoring of the easements in perpetuity is the 2018 reporting of $36,809,883.64 + $4,453,453.69 of 2019 earmarked endowment funds being moved in early 2020. After the funds are moved, the endowment fund total would be $41,263,337 going forward in 2020.

4. Implementation

In the 2019 calendar year, SJCOG, Inc. staff worked on various matters under the SJMSCP including:

1. SJMSCP CDFW CEQA Fees
2. San Joaquin County Agricultural Building Permit Processing
3. Bay Delta conservation Plan (BDCP) and Delta Stewardship Council
4. Fee Collection for the City of Stockton
5. Date-Certain Mitigation / 500 Acre Cap Calculations
6. Project permitting by Jurisdictions Outside the SJMSCP

<table>
<thead>
<tr>
<th>TYPE OF LAND</th>
<th>Central</th>
<th>Cen/SW</th>
<th>SW</th>
<th>Delta</th>
<th>Vernal Pool</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Row &amp; Field Crops (C34)</td>
<td>369.081</td>
<td>0.000</td>
<td>0.00</td>
<td>683.260</td>
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<td>1052.341</td>
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<tr>
<td>Ruderal (C5)</td>
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<td>0.00</td>
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<td>Drainage Ditch (D)</td>
<td>53.610</td>
<td>0.000</td>
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<td>0.000</td>
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<td>53.610</td>
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<tr>
<td>Valley Grasslands (G)</td>
<td>71.800</td>
<td>0.000</td>
<td>25.00</td>
<td>24.700</td>
<td>0.000</td>
<td>72.440</td>
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<tr>
<td>Foothill Grasslands (G2)</td>
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<td>0.000</td>
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<td>0.060</td>
</tr>
<tr>
<td>Vernal Pool Grasslands (G3)</td>
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<td>0.00</td>
<td>0.000</td>
<td>72.675</td>
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<td>Great Valley Riparian Forest (R1)</td>
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<td>0.110</td>
<td>0.000</td>
<td>40.810</td>
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<tr>
<td>River/Deep Water Channel (W)</td>
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<td>29.940</td>
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<td>Creek (W3)</td>
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<td>Dead-End Slough (W4)</td>
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<tr>
<td>Freshwater Lake, Pond or Vernal Pool (W5)</td>
<td>8.290</td>
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<td>0.00</td>
<td>0.000</td>
<td>0.000</td>
<td>12.580</td>
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<tr>
<td>Valley Oak Savanna (V)</td>
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<td>0.000</td>
<td>0.00</td>
<td>0.000</td>
<td>0.000</td>
<td>9.000</td>
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383.731 | 73.380 | 20.130 | 658.450 | 71.825 | 1060.776