



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee San Joaquin Council of Governments 555 East Weber Avenue, Stockton, California

Wednesday, March 20, 2013
6:00 p.m.

Citizens Advisory Committee Members

Joseph Crist (Chair)
CITY OF MANTECA

Katrina Jaggears (Vice Chair)
LEAGUE OF WOMEN
VOTERS

Kurt Danziger
CITY OF ESCALON

Matthew Dass
CITY OF TRACY

Bobby Bivens
SAN JOAQUIN COUNTY

Harry Hodge
NAACP

Vacant
CITY OF RIPON

Richard Blackston
CITY OF LODI

Brian Young
TRANSIT ADVOCATE

Vacant
UNIVERSITY OF THE
PACIFIC

Karl "Nate" Knodt
CITY OF STOCKTON

Jim Hilson
CITY OF LATHROP

Manuel Martin
AGRICULTURAL INDUSTRY

Michael Ballot
SIERRA CLUB

Michael Carouba
BUSINESS INDUSTRY

Vacant
TRUCKING INDUSTRY

SJCOG

Andrew T. Chesley
EXECUTIVE DIRECTOR

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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 20, 2013 Action
3. Public Comments
At this time the public may address the CAC on any non-agendized item that is within the subject matter of this agency. A five minute maximum time limit will apply to all public comments.
4. Follow up from February meeting (no staff report) Discussion
5. Regional Transportation Impact Fee (RTIF) Semiannual Activity Report Summary for the Period of July 1, 2012 through December 31, 2012 Information
6. Draft Fiscal Year 2013/14 Analysis and Determination of Unmet Transit Needs Information
7. 2014 Regional Transportation Plan/Sustainable Communities Strategy Update on Scenario Planning and Performance Measures Discussion
8. SJCOG Monthly Report of Major Activities (no staff report)
9. Member's Report/Future Agenda Items (no staff report)
10. Meeting Adjourned to Wednesday, April 17, 2013

PARKING: For your convenience, parking is available in the COG Regional Center parking lot. There is additional parking available at Public Parking Lot K, located on American Street, just south of Weber Avenue.

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee Meeting

SJCOG Regional Center
555 East Weber Avenue
Stockton, California

Wednesday, February 20, 2013

ACTION MINUTES

1. Call to Order

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

Members present:

Joseph Crist, City of Manteca; **Katrina Jaggears**, League of Women Voters; **Bobby Bivens**, San Joaquin County; **Harry Hodge**, NAACP; **Richard Blackston**, City of Lodi; **Brian Young**, Transit Advocate; **Nate Knodt**, City of Stockton; **Jim Hilson**, City of Lathrop; **Michael Ballot**, Sierra Club; and **Michael Carouba**, Business Industry.

SJCOG Staff present:

Aaron Hoyt, Associate Regional Planner; and Nicole Gorham, Public Communications Specialist

2. Minutes: Approve Minutes of January 16, 2013

Motion was made and seconded (Blackston/Bivens) to approve the minutes of January 16, 2013, with minor corrections. The motion passed with Brian Young abstaining.

3. Public Comments: None

4. Regional Transportation Plan/Sustainable communities Strategy Status Update on 2014 Goals & Objectives and Scenario Planning

Mr. Hoyt presented information work completed to date on the Goals & Objectives, and Scenario Planning. He indicated that the goals and objectives now better reflect SJCOG's planning efforts and work will continue on developing the performance indicators. Staff will continue to provide updates and identify ways to participate in the process.

This item was for discussion only and no action was taken.

5. One Voice[®] Legislative Priorities

Ms. Gorham highlighted the objectives of the One Voice program and key information from the report regarding the request by the Board for a third regional priority project.

Motion was made and seconded (Ballot/Blackston) to recommend the Stockton Metropolitan Airport Capitol Improvement Project as the third regional priority for the

2013 San Joaquin One Voice[®] program. The motion carried with Bobby Bivens, Brian Young, and Nate Knodt abstaining.

6. Information Only Items:

- A. Measure K Ordinance and Expenditure Plan Amendment Process
- B. Unmet Transit Needs Process Update
- C. SR 99 South Stockton Widening Groundbreaking Ceremony

These items were presented as information only.

7. SJCOG Monthly Report of Major Activities

No report.

8. Member's Report/Future Agenda Items

Richard Blackston reported on vandalism occurring at vacant homes in the Boggs Tract area. He asked that staff follow up with Caltrans for a demolition schedule or the Sheriff's department for increased patrols. He also reported that work on the Interstate 5 project seemed to be stalled.

Nate Knodt reported that the Hammer triangle project is nearly complete and buses will be using the facility for loading and unloading passengers. A ribbon cutting is planned for March.

Bobby Bivens asked for an update on the Mariners Drive/Trinity Parkway extension project in North Stockton.

9. Adjournment – The meeting adjourned at 7:10 p.m.

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee
(RTIF) Semiannual Activity Report
Summary for the Period of July 1, 2012
through December 31, 2012

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

This RTIF Semiannual Summary Report represents the period from July 1, 2012 through December 31, 2012. It was developed based on RTIF activity reported to SJCOG from all participating agencies. SJCOG staff continues to work with partner agency staff to ensure that the information reported is accurate. All RTIF activity involving individual submissions and supplementary information submitted to SJCOG by participating agencies will be subject to an annual fiscal audit conducted by an outside independent consulting firm.

The attached summary report documents the collection and expense activities and land use activities subject to the RTIF for this report period as well as summarizes those activities since program inception. All necessary information regarding the RTIF Program funds held by SJCOG and the County that were distributed to the County and SJCOG from Participating Agencies pursuant to Section 5.2 of the program's executed Operating Agreement is included in this summary report.

RECOMMENDATION:

Information only. Once fiscal year 2013 is completed, the CAC will be asked to take formal action on the RTIF Annual Report.

ATTACHMENTS:

- A. RTIF Semiannual Activity Report Summary with accompanying explanation of summary report content.
- B. RTIF Project Revenue Commitments and Expenditures.

ATTACHMENT A

RTIF Semi-Annual Activity Report: July 1, 2012 ~ Dec 31, 2012

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost							9	10
	1a	1b	1c	1d	1e	2	3	4	5	6	7	8		
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds +Interest	10% SJC w/ Interest	15% SJCOG w/ Interest	Credits, Reimbursements, Refunds, Adj.	3rd Party Cost	2% Admin. Cost	Project Costs	Report Period Net Total	TOTAL Program Net
City of Escalon	0	0	0	0	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,175
City of Lathrop	84	0	0	-	26,671	\$263,842	\$26,410	\$39,616	\$0	\$0	\$3,956	\$0	\$193,859	\$2,266,071
City of Lodi	-1	-1	-	-	2,425	\$752	\$0	\$0	-\$5,095	\$0	\$0	\$0	-\$4,343	\$283,586
City of Manteca	140	0	5,020	3,132	-	\$432,767	\$43,277	\$64,915	\$0	\$0	\$6,491	\$0	\$318,083	\$7,001,975
City of Ripon	2	0	0	-	0	\$6,029	\$603	\$904	\$0	\$0	\$90	\$0	\$4,431	\$113,892
City of Stockton	43	0	-	-	-	\$126,149	\$6,326	\$18,922	\$0	\$0	\$2,018	\$0	\$98,883	\$1,515,922
City of Tracy	0	0	4,695	0	-	\$5,638	\$564	\$846	\$0	\$0	\$85	\$0	\$4,143	\$1,510,971
SJ County	7	8	766	15,737	25,800	\$74,407	\$0	\$11,161	-\$1,055	\$0	\$1,265	\$0	\$60,926	\$5,116,933
SJCOG										\$0	\$2,743	\$0	\$134,424	\$3,854,646
Totals	275	7	10,481	18,869	54,896	\$909,583	\$77,180	\$136,365	-\$6,150	\$0	\$16,649	\$0	\$810,407	\$21,686,170

RTIF Program Summary: Program Inception ~ June 30, 2012

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost							NET TOTAL
	Single-Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds + Interest	10% SJC	15% SJCOG	Credits, Reimbursements, Refunds, Adj.	3rd Party Cost	2% Admin. Cost	Project Costs	
City of Escalon	2	0	4,400	13,418	5,751	\$31,674	\$3,168.00	\$5,478	\$0	\$378	\$475	\$0	\$22,175
City of Lathrop	670	23	293,549	40,923	746,514	\$2,882,614	\$288,125	\$416,813	\$260,024	\$32,965	\$42,000	\$30,500	\$2,072,212
City of Lodi	45	7	311,098	400,080	487,371	\$1,389,607	\$138,961	\$207,039	(\$4,743)	\$12,104	\$20,852	\$722,723	\$287,928
City of Manteca	2,308	250	1,044,891	543,056	522,588	\$9,232,237	\$923,224	\$1,374,198	(\$1,304)	\$79,330	\$123,274	\$48,319	\$6,683,891
City of Ripon	6	0	17,973	32,846	62,245	\$149,432	\$14,943	\$22,233	\$0	\$553	\$2,241	\$0	\$109,460
City of Stockton	1,417	71	307,116	301,704	6,759,039	\$10,335,620	\$1,033,562	\$1,535,656	(\$35,970)	\$84,325	\$112,909	\$6,152,129	\$1,417,040
City of Tracy	4	0	201,151	59,587	2,629,906	\$2,502,569	\$250,257	\$371,660	\$0	\$12,442	\$34,686	\$326,697	\$1,506,828
SJ County	425	377	121,462	304,170	1,595,878	\$4,761,516	\$0	\$718,904	\$11,514	\$48,692	\$101,667	\$1,500,000	\$5,056,007
SJCOG	0	0	0	0	0	\$0	\$0	\$0	\$0	\$48,132	\$83,627	\$800,000	\$3,720,222
Totals	4,877	728	2,301,640	1,695,784	12,809,292	\$31,285,269	\$2,652,239	\$4,651,981	\$229,521	\$318,921	\$521,731	\$9,580,368	\$20,875,763

RTIF Program Summary: Program Inception ~ Dec 31, 2012

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost							NET TOTAL
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds +Interest	10% SJC	15% SJCOG	Credits, Reimbursements, Refunds, Adj.	3rd Party Cost	2% Admin. Cost	Project Costs	
Totals	5,152	735	2,312,121	1,714,653	12,864,188	\$32,194,852	\$2,729,420	\$4,788,346	\$223,371	\$318,921	\$538,380	\$9,580,368	\$21,686,170

EXPLANATION of SUMMARY REPORT CONTENT:

- Column 1a-e: Subtotal/total amount of residential land uses (units) and non-residential land uses (Square foot) subject to RTIF.
- Column 2: Subtotal/total amount of RTIF generated by agency across land uses plus interest earned..
- Column 3: 10% distribution (includes interest) of RTIF collected by incorporated cities to the County of San Joaquin.
- Column 4: 15% distribution (includes interest) of RTIF collected by incorporated cities and the County of San Joaquin to SJCOG.
- Column 5: Accounts for all developer related credit, reimbursement, refund transactions.
- Column 6: Documents all 3rd party costs associated with implementing RTIF program (e.g., accounting, legal, future updates)
- Column 7: Accounts for the amount of RTIF Program Fee funds permitted to be used by participating agencies to cover ongoing administrative costs of implementing the RTIF Program. This is based on two percent (2%) of the first one million dollars (\$1,000,000) received each year and one percent (1%) of the amounts received each year in excess of the initial one million dollars (\$1,000,000).
- Column 8: Subtotal/total amount of RTIF expended on eligible project delivery.
- Column 9: Report period net subtotal/total amount of RTIF collected.
- Column 10: Net subtotal/total of RTIF remaining available to use for project delivery.

EXHIBIT B

RTIF Project Revenue Commitments & Expenditures

ID#	Project	RTP TIER I RTIF PROJECTS		Gross Project Cost	Project Nexus	RTIF Eligible Cost	RTIF Committed	RTIF Expended	Developer Improvemnts
		Project Description							
7	COG	SR-4 Extension	New alignment from Fresno Avenue to Daggett Road	\$150,000,000	43.5%	\$65,250,000	\$3,959,331	\$0	
12	LAT	I-5 @ Lathrop Road	Reconstruct Interchange	\$33,000,000	79.1%	\$26,100,000	\$1,525,500	\$25,500	\$14,381
15	LOD	SR-99 @ Harney Lane	Reconstruct interchange	\$39,200,000	54.1%	\$21,200,000	\$740,000	\$722,725	
17	MAN	SR-120 @ McKinley	Reconstruct/Improve interchange	\$30,200,000	62.0%	\$20,500,000	\$800,000	\$48,319	
18	STK	SR-99 @ Eight Mile Road	Reconstruct Interchange	\$122,000,000	87.0%	\$106,200,000	\$1,100,000	\$960,851	
21	STK	North Stockton I-5 Mainline Interchange	Construction of new interchange	\$80,300,000	76.5%	\$61,800,000	\$1,131,000	\$1,105,034	
23	STK	SR-99 @ Morada Lane	Reconstruct interchange	\$110,800,000	96.0%	\$106,400,000	\$1,100,000	\$987,023	
24	STK	I-5 @ Eight Mile Road	Interchange modification	\$47,000,000	84.0%	\$39,500,000	\$15,773	\$15,773	
28	TRA	I-205 @ Lammers Road	Construction of new interchange	\$86,100,000	58.0%	\$49,900,000	\$2,331,655	\$326,697	
36	STK	Eight Mile Road	Widen from 2 to 6 lanes, West Lane to Holman (Grade separation @ UPRR)	\$50,000,000	69.5%	\$34,750,000	\$5,217,000	\$2,518,500	
42	STK/ SJC	Arch-Sperry Road	Construct 2 to 8 lanes, I-5 to Performance Drive	\$55,000,000	78.0%	\$42,900,000	\$3,483,638	\$2,064,946	
45	LAT	Lathrop Road	Widen from 2 to 4 lanes, I-5 to east UPRR	\$2,800,000	71.4%	\$2,000,000	\$5,000	\$5,000	
47	LAT	Golden Valley Parkway	Parallel facility along north/west side of I-5 from Lathrop Road to Paradise	\$59,300,000	86.0%	\$51,000,000	\$0	\$0	\$130,012
52	ESC	McHenry @ Ullrey Intersection	Intersection improvement	\$1,500,000	73.3%	\$1,100,000	\$23,396	\$0	
57	COG	Bus Rapid Transit (BRT)	Regional/Inter-Regional BRT System (Hammer Triangle)	\$35,000,000	34.0%	\$11,900,000	\$800,000	\$800,000	
61	COG	ACE Capital Project	ACE Maintenance and Facility Expansion	\$4,000,000	50.0%	\$2,000,000	\$173,410	\$0	
TOTALS				\$902,200,000		\$640,500,000	\$22,405,703	\$9,580,368	\$144,393

Agency	Net RTIF	Committed	Expended	Net RTIF Balance
City of Escalon	\$22,175	\$23,396	\$0	\$22,175
City of Lathrop	\$2,296,570	\$1,530,500	\$30,500	\$2,266,070
City of Lodi	\$1,006,309	\$740,000	\$722,725	\$283,584
City of Manteca	\$7,050,294	\$800,000	\$48,319	\$7,001,975
City of Ripon	\$113,892	\$0	\$0	\$113,892
City of Stockton	\$7,668,051	\$10,547,411	\$6,152,127	\$1,515,924
San Joaquin County	\$6,616,933	\$1,500,000	\$1,500,000	\$5,116,933
City of Tracy	\$1,837,668	\$2,331,655	\$326,697	\$1,510,971
SJCOG	\$4,654,646	\$4,932,741	\$800,000	\$3,854,646
TOTALS	\$31,266,538	\$22,405,703	\$9,580,368	\$21,686,170
Balance Remaining	\$21,686,170			

STAFF REPORT

SUBJECT: Draft Fiscal Year 2013/14 Analysis and
Determination of Unmet Transit Needs

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

San Joaquin Council of Governments (SJCOG) has completed the Draft Analysis and Determination of Unmet Transit Needs representing fiscal year (FY) 2013/14.

The draft report is available for download and review on the SJCOG home page at www.sjcog.org under the announcements section. A 30-day review and comment period began on February 22nd with all comments due by March 25th at 5:00 PM. In addition, a public hearing will be held on March 25th at 2:00 PM at SJCOG to receive public testimony. All comments received by that time will be reviewed and considered for inclusion in the final draft of the report. The Social Services Transportation Advisory Committee (SSTAC) and SJCOG committees will recommend action to the SJCOG Board of Directors in May. The unmet transit need findings for each jurisdiction for FY 2013/14 are summarized below.

City of Escalon:	<i>There is an unmet transit need that is not reasonable to meet at this time.</i>
City of Lathrop:	<i>There are no unmet transit needs.</i>
City of Lodi:	<i>There are no unmet transit needs.</i>
City of Manteca:	<i>There are unmet transit needs that are not reasonable to meet at this time.</i>
City of Ripon:	<i>There are no unmet transit needs.</i>
City of Tracy:	<i>There are no unmet transit needs.</i>

San Joaquin Regional Transit District (SJRTD):

In addition to providing transit service to the Stockton urbanized area, the San Joaquin Regional Transit District (SJRTD) is responsible for providing intercity, regional, and interregional transportation. The examination of unmet transit needs is correlated with the specific SJRTD service as listed below. The FY 2013/14 findings are summarized below.

Stockton Metropolitan Area (SMA) Fixed Route Service:	<i>There are unmet transit needs that are not reasonable to meet at this time.</i>
SMA Dial-A-Ride Services:	<i>There are no unmet transit needs.</i>
Intercity Services/Hopper (Regional):	<i>There are no unmet transit needs.</i>
Non-Taxi Paratransit Services (Regional):	<i>There are no unmet transit needs.</i>
County-Wide General Public Dial-A-Ride (GP/DAR):	<i>There are no unmet transit needs.</i>
Interregional Services:	<i>There are no unmet transit needs.</i>
Other Transit Services	<i>There are no unmet transit needs.</i>

Community Outreach Efforts

The FY 2013/2014 Unmet Transit Needs process began in August 2012. A wide variety of community outreach efforts were employed that went beyond the public hearing process to gain input. These efforts were intended to promote additional opportunities for the public to communicate their Unmet Transit Needs (e.g., email, SJCOG website, survey, telephone, and letter) beyond the public hearings. Examples of these efforts include:

- ✓ Distribution of brochures and flyers to public / private / non-profit agencies throughout San Joaquin County.
- ✓ Direct letters to community agencies and member jurisdictions.
- ✓ Use of the City of Lathrop’s utility bill mailing to distribute flyers to its citizenship.
- ✓ An online survey was posted on the SJCOG a website.
- ✓ UTN announcements on member jurisdiction websites.
- ✓ Announcements of public hearings in local newspapers.

SJCOG staff coordinated with local jurisdictions and partner agencies to schedule public hearings to receive public comments on the existing transit needs. A total of fifteen (15) public hearings were held throughout the region for the FY 2013/14 UTN process (see Attachment 1). This year’s outreach efforts produced input from 143 individuals totaling 73 comments. Of the 73 comments, 13 did not identify a deficiency within the existing transit system. Of the remaining 60 comments; 25 are considered operational in nature, 13 are addressed by the existing transit system, and 22 were considered unmet transit needs.

RECOMMENDATION:

This item is for information only.

FISCAL IMPACT:

No impact to the SJCOG budget.

BACKGROUND:

As per the Transportation Development Act (TDA), SJCOG is required to complete an annual Analysis and Determination of Unmet Transit Needs in the San Joaquin County region. TDA statute (Sec 99238 (C)(1) and (C)(2)), assigns the SSTAC with the responsibility of initially

reviewing and approving the region's unmet transit needs report along with any resolutions outlining findings and conclusions. After considering the available information, the SJCOG Board of Directors is required to annually adopt unmet transit needs findings for each agency that claims TDA funds. If a documented unmet transit need is found within a specific jurisdiction that meets the test of "reasonable to meet," the following will occur:

- A. The jurisdiction's TDA Local Transportation Funds (LTF) must be used to address an unmet transit need prior to using these funds for non-transit purposes such as maintenance of streets and roads; and,
- B. The addition and/or modification of the existing transit system(s) must be considered in order to resolve an unmet transit need.

The definition of an unmet transit need, as adopted by the SJCOG Board, is as follows:

- ❖ UNMET TRANSIT NEEDS are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.

An unmet transit need that meets the definition above and meets all of the following SJCOG Board-established criteria shall be considered reasonable to meet:

1. Community Acceptance - There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.)
2. Equity - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.
3. Potential Ridership - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).
4. Cost Effectiveness - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable Transit Systems Performance Objectives or state farebox ratio requirement after exemption period, if the service is eligible for the exemption. The Transit Systems Performance Objectives are defined as 1) operating cost per revenue hour, 2) passengers per revenue hour, and 3) subsidy per passenger. If the exemption is not used, the service must meet minimum applicable Transit Systems Performance Objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.
5. Operational Feasibility - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.

6. Funding - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

SSTAC UTN Advisory Committee Determinations

SJCOG staff met with the SSTAC Unmet Transit Needs subcommittee on January 29, 2013 to review and evaluate the public comments received for this cycle. The committee reviewed and compared the comments received to the following:

- Whether the comment meets the definition of an unmet transit need or not
- Whether the comment can be served by the existing transportation system or not
- Whether the comment met the six reasonableness criteria or not

Following the initial review of the comments, the SSTAC Unmet Transit Needs subcommittee further recommended one of the following findings for each comment:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet; or,
3. There are unmet transit needs, including needs that are reasonable to meet.

City of Escalon:

There is an unmet need for transit services on Saturday in the City of Escalon. However, the unmet need “is not reasonable to meet” during this UTN cycle because the ridership demand is insufficient to warrant an extension of service hours. The City of Escalon is conducting further community outreach and system analysis to determine the feasibility of adding limited Saturday transit service.

City of Manteca:

There is an unmet need for extending transit service to the southeastern area of the City of Manteca. However, the unmet need “is not reasonable to meet” during this cycle because current ridership and demand levels, as well as potential cost-effectiveness criteria, are insufficient to warrant additional service routes and hours. The City of Manteca will further evaluate the demand for extending transit service to the southeast area of the city in the next Short Range Transit Plan update (2013).

There is also an unmet need for adding both fixed-route transit and additional Dial-A-Ride (DAR) service on weekends. However, the unmet need “is not reasonable to meet” during this UTN cycle because current ridership and demand levels are insufficient to warrant additional service hours on weekends. The City of Manteca will further evaluate the need for fixed-route and additional DAR weekend service in the next Short Range Transit Plan update (2013).

Stockton Metropolitan Area (SMA) Fixed Route Service:

There is an unmet need for greater SMA weekend coverage and evening service hours. However, the unmet need “is not reasonable to meet” during this cycle because the City of Stockton already dedicates 100% of the Local Transportation Fund (LTF) General Apportionment to SJRTD for SMA Services. Nine comments were received regarding the SJRTD Stockton Metropolitan Areas

(SMA) weekend service restructuring that occurred in October 2011 as a result of declining revenue streams. Current SJRTD weekend service consists of seven routes which includes two intercity routes. SJRTD will continue to examine the feasibility of adding greater weekend and evening service hours.

Additional comments addressed cancelation of former routes, less frequency on existing routes, and existing routes no longer serving as many destinations as previously provided. These comments are considered unmet transit needs. However, these unmet needs are “not reasonable to meet” during this UTN cycle because the City of Stockton already dedicates 100% of the Local Transportation Fund (LTF) General Apportionment to SJRTD for SMA Services.

Intercity Services/County Hopper (Regional)

There are no unmet transit needs

Non-Taxi Paratransit Services (Regional)

There are no unmet transit needs.

County-Wide General Public Dial-A-Ride (GP/DAR)

There are no unmet transit needs.

Interregional Services

There are no unmet transit needs.

Other Transit Services

There are no unmet transit needs.

SCHEDULE:

Date	Milestone/Deliverable
February 22, 2013	Circulate Draft Report
March 25, 2013	Public Hearing—Deadline to Submit Comments on Draft Report
April 3, 2013	Present to SSTAC for approval of Final Draft
April 25, 2013	Present to SJCOG Board for approval of Final Draft

ATTACHMENTS:

1. FY 13/14 UTN Public Hearing Schedule
2. Draft FY 13/14 Analysis and Determination of Unmet Transit Needs

ATTACHMENT ONE

FY 2013-2014 UTN Public Hearing Schedule

Date of Hearing	Location of Hearing	Sponsoring Jurisdiction	Time of Hearing
October 2, 2012	City Hall	Ripon	7:00 p.m.
October 16, 2012	City Hall	Manteca	7:00 p.m.
October 16, 2012	Tracy Transit Station	Tracy	1:30 p.m.
October 16, 2012	City Hall	Tracy	7:00 p.m.
November 5, 2012	Escalon Library	Escalon	7:00 p.m.
November 5, 2012	City Hall	Lathrop	7:00 p.m.
November 13, 2012	SJRTD Downtown Transit Center	SJRTD	12:00 p.m.
November 14, 2012	Lathrop Community Center, Lathrop	SJRTD	6:00 p.m.
November 15, 2012	Old Lockeford School House, Lockeford	SJRTD	7:00 p.m.
November 19, 2012	Delta College, Mustang Room, Stockton	SJRTD	5:30 p.m.
November 20, 2012	SJRTD Downtown Transit Center	SJRTD	5:30 p.m.
November 21, 2012	Carnegie Forum	Lodi	7:00 p.m.
November 27, 2012	SJRTD Downtown Transit Center	SJRTD	3:00 p.m.
November 29, 2012	Farmers & Merchants Bank, Linden	SJRTD	7:00 p.m.
December 5, 2012	SJCOG Board Room	SJCOG	3:00 p.m.
March 25, 2013	SJCOG Board Room	SJCOG	2:00 p.m.

STAFF REPORT

SUBJECT: 2014 Regional Transportation
Plan/Sustainable Communities Strategy
Status Update on Scenario Planning and
Performance Measures

RECOMMENDED ACTION: Discussion

DISCUSSION:

SUMMARY:

The 2014 Regional Transportation Plan (RTP) will be the first RTP in San Joaquin County to contain a Sustainable Communities Strategy (SCS), the result of the Sustainable Communities and Climate Protection Act of 2008 (i.e., SB-375). SJCOG, working with the RTP/SCS Advisory Committee prepared descriptions of the key assumptions that will form the basis for the scenarios for evaluation in the SCS. The scenarios will illustrate varying land use options and transportation investments that could be realistically expected over the RTP/SCS period (2040). The advisory committee has also provided feedback on performance measures that will be used to assess the differences between the baseline and three “SCS” scenarios.

This staff report summarizes the work completed to date on the conceptual descriptions of the SCS scenarios and the performance measures. Staff is seeking comment on both the conceptual descriptions and performance measures.

RECOMMENDATION:

This item is for discussion only.

FISCAL IMPACT:

The development of the 2014 RTP/SCS is programmed in the SJCOG’s Overall Work Program. The ability to capture the intent of SB-375 through the SCS process and satisfying the greenhouse reduction targets has direct future implications on the SJCOG Regional Transportation Plan and related Federal Transportation Improvement Program. Should the SB-375 GHG target not be met or the 2014 RTP/SCS adopted, there are future financial implications related to project funding, project delivery, and CEQA relief (of the project applicant).

BACKGROUND:

The adoption of SB-375 requires the development of a Sustainable Communities Strategy that demonstrates the ability of the San Joaquin region to reduce greenhouse gas emissions from cars and light duty trucks through integrated land use, transportation investments, and policies. The 2014 RTP will identify how and where the region's future population will be housed and the corresponding transportation investments through 2040. In September 2010, the California Air Resource Board (ARB) adopted provisional "Valleywide" targets of 5 percent per capita reduction of greenhouse gas emission from 2005 levels by 2020 and 10 percent per capita reduction by 2035 for the eight San Joaquin Valley MPOs.

The development of the SCS is being guided by the RTP/SCS Advisory Committee that consists of member agencies and local stakeholders. The SJCOG Board finalized the advisory committee composition in June 2012. The committee will provide guidance and feedback on both policy and technical elements of the SCS, review public input received during the SCS development, and make recommendations to the SJCOG board.

Scenario Planning – Conceptual Descriptions

SJCOG, through the RTP/SCS Advisory Committee and public outreach process will develop a baseline and three distinct SCS "scenarios" that emphasize various aspects of the goals and objectives of the RTP/SCS. The "scenarios" will demonstrate the range of benefits that can be achieved by identifying a range of housing types to fit the future population needs, locating jobs and housing in closer proximity, developing interconnected communities, and providing complementary transportation choices for the region.

SJCOG staff and the Advisory Committee began the discussion of scenario development around the following five functional attributes:

- Development Pattern - The proportion of new development that occurs within and immediately adjacent to or within existing urbanized areas versus non-urbanized areas.
- Housing Options – The proportion of new development type that is of single family (conventional large lot or small lot homes) and multifamily (townhomes, condos, apartments) housing types.
- Growth Location & Intensity – The proportion of new growth that will occur in greenfield, infill, and redevelopment areas and the densities of the development.
- Economic Development – Future employment, based on employment projection provided by UOP, with a focus on co-locating specific employment sectors with future housing.
- Transportation Investments – Transportation options are intended to complement the land use patterns in each scenario and will vary in the amount of congestion relief, bicycle/pedestrian, transit, and transportation systems management investments.

The committee was then asked a series of prompting questions regarding residential densities, the proportion of new single family units in comparison to multi-family units, and the proportion of new development in greenfield areas in comparison to infill and reinvestment sites identified in the SJCOG Smart Growth and Transit Oriented Development Plan. The Economic Development

attribute began as a discussion regarding the potential for future shifts in employment sectors (e.g., manufacturing to hi-tech) to minimize the number of residents commuting out of county. The committee anticipated that the employment forecasts provided by UOP took into account future sector shifts and felt that the attribute should focus on the ability to co-locate future jobs and housing in the region.

Working with the Advisory Committee, SJCOG staff prepared the following four conceptual “Scenario” descriptions. The land use concepts contained in each “scenario” will build upon local agencies’ action plans and regional planning studies; however, elements such as amount, type, and location of new growth may differ between the 2014 RTP/SCS and general plans due to different planning horizons.

Scenario A “Baseline” – This scenario represents a continuation of the growth pattern occurring in San Joaquin County over the past decade. Future growth will continue in an outward expansion into greenfield areas not currently served by existing transit. This scenario would have the largest development footprint.

- New residential housing stock will continue to be predominately large lot single family homes (approximately 95-98%).
- Density will remain in the lower end allowed by local general plans. The countywide average density is approximately 4.5 dwelling units per acre.
- Employment in the region is guided by locations identified in the general plans and employment forecasts provided by UOP.
- The transportation investments would be focused on planned freeway and local road construction or expansions to accommodate outward development pattern. Transit investments consist of operations and maintenance of existing bus and passenger rail services with expansion of key services.

Scenario B – This scenario represents growth patterns that align with recent general plan updates, climate/sustainability action plans, and regional studies undertaken since the 2011 RTP. The growth pattern reflects continued greenfield development, but in a more compact form and with a greater mix of housing units than Scenario A. Scenario B introduces mixed-use developments in targeted infill and reinvestment locations such as downtowns, mixed-use/multimodal corridors, and along and near existing BRT corridors and rail stations.

- New residential housing stock will diversify with a targeted split of 76% single family and 24% multi-family units.
- Residential densities would shift to the low to mid-range allowed by general plans to achieve a countywide average target density of approximately 7.7 dwelling units per acre.
- 1/3 of the transit oriented development (TOD)/infill sites identified in the SJCOG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use opportunities contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements and demand management

strategies. Additional bike, pedestrian, and transit investments would enhance transportation in the infill and reinvestment areas.

Scenario C –This scenario builds upon Scenario B by shifting a greater proportion of future growth to existing and planned BRT and local transit corridors, rail stations, and more compact development in greenfield areas. Scenario C incorporates more mixed-use development and transit oriented neighborhoods in select corridors than Scenario B, placing more destinations within walking and biking distance.

- New residential housing stock will diversify to a greater degree with a targeted split of 61% single family and 39% multi-family units.
- Residential densities would shift to the mid-range allowed by general plans to achieve a countywide average targeted density of approximately 10 dwelling units per acre.
- 2/3 of the transit oriented development (TOD)/infill sites identified in the SJCOG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use areas contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments begin to focus more on operational and demand management strategies than expansion and new roadway construction. Transit expansion for intra-city, intercity, and interregional service would see greater investments than Scenario B. Investments in bicycle and pedestrian facilities would focus on mobility in infill and reinvestment areas.

Scenario D – This scenario builds upon Scenario C by focusing new development in existing urban core areas with an emphasis on coordinated jobs, housing, and transportation centers. New growth shifts from rural/suburban locations to existing urban areas. Development is maximized in and around bus transit and rail hubs/stops. Greenfield development occurs where future development is not reasonably accommodated in infill and reinvestment areas or within existing city boundaries. This scenario has the smallest development footprint.

- New residential housing stock will diversify to a greater degree than Scenario C. SJCOG staff and the Advisory Committee are working to identify a targeted split of single family and multi-family units.
- Residential densities would shift to the mid to higher end allowed by general plans. SJCOG staff and the Advisory Committee are working to identify a countywide average density.
- 100% of the transit oriented development (TOD)/infill sites identified in the SJCOG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use opportunities contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments maximize roadway mobility through operational improvements, TSM, and TDM strategies with limited roadway expansion. Increased expansion for intra-city, intercity, and interregional transit services as well as bicycle and pedestrian facilities in comparison to Scenarios B and C.

The conceptual scenario descriptions will be input into a land use sketch planning tool called Envision™. Envision™ will be used to quantify the benefits and impacts of each land use plan.

For example, the amount of developed farm land, residential water usage, and amount of infill development can be quantified. The exact measures of effectiveness to be used are discussed in the following section.

PERFORMANCE MEASURES

SJCOG staff has been working with the RTP/SCS Advisory Committee to identify performance measures to quantify the benefits and trades-offs between the SCS scenarios described above. The performance measures will also aid in the identification and recommendation of a “Preferred Scenario” to the SJCOG Board.

SJCOG staff presented a list of performance measures for discussion by the Advisory Committee at the February meeting. The performance measures presented were assembled from other Metropolitan Planning Organization’s RTP/SCS, performance indicators required by the Air Resources Board, and other organizations non-governmental organizations such as the Human Impact Partners and the National Resource Defense Council. The performance measures are categorized by the following topical areas:

- Travel Related
- Health
- Resource Conservation
- Efficiency
- Housing and Employment
- Equity (Environmental Justice Analysis)
- Economic Vitality

The Advisory Committee reviewed and provided comments on the working draft Performance Measures (see **Attachment 1**) at their February 21st meeting. The comments identified the need to consider the following:

- A metric that identifies the increased investments in transit service and pedestrian and bicycle infrastructure
- A metric related to safety of the transportation system
- Whether there the resource conservation metrics of acres of land consumed and acres of prime farmland consumed are redundant
- A point of reference for which the resource conservation and efficiency metrics are compared against
- The number of times that the air quality standards may be exceeded
- A metric that quantifies the distance or duration of biking and/or walking trips per day
- Consider how the health risk assessment would positively or negatively be influence by more residential development in mixed use corridors that may also serve as truck routes

SJCOG staff is seeking additional input from the TAC to refine the working draft performance measures. Input on the performance measures should consider the availability of data, technical capability and resources of SJCOG staff, provide meaningful distinction between scenario outcomes, and how they relate to the Goals and Objectives.

NEXT STEPS

The 2014 RTP/SCS is anticipated for Board adoption in October 2013. The major milestones and deliverables leading up to the release of the Draft RTP/SCS and Environmental Impact Report in July 2013 are listed on the following page.

Overall 2014 RTP/SCS Schedule	
Date	Milestone/Deliverable
December 2012 – January 2013	Identify Revenues Projections
October 2012 – April 2013	Develop Project List and Financial Revenue Projections
October 2012 – April 2013	Develop Policy Element and Performance Indicators
November 2012 – April 2013	Scenario Development
February 2013 – May 2013	Evaluate Scenario Performance
July 3, 2013	Release Draft RTP/SCS & EIR (55 day public review period)
October 24, 2013	SJCOG Board Adoption

SJCOG Staff is coordinating a date for the next RTP/SCS Advisory Committee which will be tentatively held in late March early April. The Advisory Committee meetings are open to the public and material prepared for the meeting can be automatically received through an interested parties email list. Please contact Aaron Hoyt if you are interested in receiving regular updates on the RTP/SCS Advisory Committee.

SJCOG staff will continue to provide monthly updates at critical milestones in the development of the 2014 RTP/SCS.

Attachment 1



**Working Draft
2014 RTP/SCS Performance Measures**

Measure of Effectiveness	Description
Travel Related Indicators	
Vehicle Miles Traveled (VMT) per Capita	Vehicle miles traveled per person
Trip Mode Share	Percent of trips by mode of travel (e.g., auto, bike, walk, transit, car share 2+)
Congested Travel Time	Proportion of time roadway is at or exceeds capacity. Also indicator for Goods Movement travel.
Transit Ridership	Number of transit riders per day
Bike and Walk Trips	Number of bike and walk trips per day
Health Indicators	
Criteria Pollutants per Capita	Total pollutants from all vehicle (passenger and freight) types
GHG Emissions per Capita	Total CO ₂ (GHG precursor) from passenger vehicles and light duty autos only
Resource Conservation Indicators	
Acres of Land Consumed	Total acres of land consumed due to new development
Acres of Prime Farmland Consumed	Total acres of prime farmland consumed due to new development
Efficiency	
Energy Usage	Total energy consumption from new growth
Water Consumption	Total tons of water usage from new growth
Land Use Mix	Percentage of new development that is infill development, redevelopment, and Greenfield
Housing and Employment	
Housing and Employment near Major Transit Routes and Stations	Percent of new housing and employment located within ½ mile of major transit route (15-minute headway) or station
Residential Density	Change in residential density for new housing
Housing Type	Percent of new housing by type (large-lot, small-lot, attached, multi-family)
Equity (Environmental Justice Areas vs. Non-Environmental Justice Areas)	
Health Risk Assessment of Roadway Pollutants	Percentage of households within 500 feet of high-volume roadway (>100,000 average daily traffic)
Transportation Costs	% of household income spent on transportation
Economic Vitality	
Job Creation	Number of direct and indirect jobs