



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Wednesday, July 17, 2013
6:00 p.m.

Citizens Advisory Committee Members

Joseph Crist (Chair)
CITY OF MANTECA

Katrina Jaggars (Vice Chair)
LEAGUE OF WOMEN
VOTERS

Kurt Danziger
CITY OF ESCALON

Matthew Doss
CITY OF TRACY

Bobby Bivens
SAN JOAQUIN COUNTY

Harry Hodge
NAACP

Stephanie Hobbs
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 / New Member Introduction
- 2) Minutes: Approve Minutes of May 15, 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 on Information Requests from May Meeting (verbal updates, no staff report) Discussion
 - a) Status Update on I-5, SR99 & Hwy 12 Projects
 - b) Status Update of San Joaquins JPA & ACE Service Improvements
- 5) Congestion Mitigation and Air Quality (CMAQ) Program Award Increase – Ridder Action
- 6) Information Only Items: Information
 - a) Measure K Strategic Plan Update – Mascardo
 - b) Save the Date, Fall Policy Conference – Gorham
 - c) Upcoming Workshops on the 2014 RTP/SCS – Hoyt
- 7) SJCOG Monthly Report of Major Activities (no staff report)

8) Member's Report/Future Agenda Items (no staff report)

9) Meeting Adjourned to Wednesday, August 21, 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, May 15, 2013

ACTION MINUTES

1. Call to Order

Chair Joseph Crist called the meeting to order at 6:01 p.m.

Members present:

Joseph Crist, City of Manteca; **Katrina Jaggears**, League of Women Voters; **Matthew Doss**, City of Tracy; **Bobby Bivens**, San Joaquin County; **Harry Hodge**, NAACP; **Richard Blackston**, City of Lodi; **Nate Knodt**, City of Stockton; **Jim Hilson**, City of Lathrop; and **Michael Carouba**, Business Industry.

SJCOG Staff present:

Mike Swearingen, Senior Regional Planner; Anthony Zepeda, Associate Regional Planner; Donald Mascardo, Associate Regional Planner; and Nicole Gorham, Public Communications Specialist

2. Minutes: Approve Minutes of March 20, 2013

Motion was made and seconded (Blackston/Hilson) to approve the minutes of March 20, 2013. The motion passed unanimously.

3. Public Comments: Stephanie Hobbs, President of the Ripon Community Athletic Foundation, introduced herself as an interested party who may seek to join the committee as a representative for the City of Ripon.

4. Analysis and Determination of Unmet Transit Needs for FY 2013-2014

Mr. Zepeda presented the draft report. He reviewed the timeline and the outreach activities and stated the report will be going before the SJCOG Board at their May meeting.

Motion was made and seconded (Blackston/Hilson) to approve the report. The motion passed with Michael Carouba abstaining.

** Nate Knodt, Bobby Bivens, and Michael Carouba arrived during the discussion of this item.**

5. Regional Transportation Plan/Sustainable Community Strategy Update

Mr. Swearingen provided a brief update on the RTP/SCS process and stated that the schedule has been pushed out to March 2014. All the eight valley counties are on the same expanded schedule.

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

6. Public Health Trends in the Region (no staff report)

Mr. Swearingen provided a handout on health facts in San Joaquin County. He stated that the item stemmed from discussion at the April Board of Directors meeting regarding transportation infrastructure and the public health. The handout looked at how SJC compared to the valley and California as a whole in regards to diabetes, obesity, and asthma statistics.

A lengthy discussion ensued regarding whether there was a nexus between transportation planning and public health issues. The members discussed economic status as a variable and how that drives effects food and lifestyle decisions. They discussed the connection to commuting and food choices and how longer commutes can negatively impact food choices.

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

7. FFY 2012/13 Federally Funded Project Delivery Status Report

Mr. Mascardo reported on the status of the Project Delivery for RTSP and CMAQ funds and indicated that all the projects are moving forward.

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

8. SJCOG Monthly Report of Major Activities

Ms. Gorham reported that she was working with SJRRC staff to get an update on Amtrak, ACE train, and the new facility. We hope to have a representative at the June meeting.

She provided an update on the Dana Cowell Highway Sign fundraiser, sharing that \$1800 has been raised.

She indicated that Kevin Sheridan would attend the June meeting to provide an update to the members on Highway 12 and Lathrop Road Overpass construction activities.

Mr. Swearingen gave a brief report on the Bike to Work Week activities for Stockton and the surrounding counties.

Mr. Bivens discussed the Work Net summer program and asked if SJCOG participated.

9. Member's Report/Future Agenda Items

Mr. Carouba asked what the Caltrans policy was for maintaining the Oleander bushes on the side of SR 99 and whether developers can remove/trip them. He indicated that

visibility to businesses along the freeway is blocked when the bushes become overgrown.

Mr. Blackston reported that the Boggs Tract area along Venture Street was cleaned up by Caltrans. He indicated that he hadn't seen construction activity along I-5 and requested an update by staff at the next meeting. He also discussed pedestrian safety and the need for crosswalks/proper lighting at all intersections.

Mr. Knodt reported that the charging station for the electric buses at the Downtown Transit Center is complete. A launch celebration is planned for Monday, May 20th in downtown Stockton. The electric buses will go into regular service along Route 51 in June. He responded to an early comment regarding sidewalks and stated that RTD is only able to implement service improvements in areas of the city where sidewalks exist. He also reported that Heald College is starting an internship program at RTD. He stated that the ACE Maintenance Facility is scheduled for completion in October and the Manteca Transit Station is scheduled for completion in late June.

Mr. Bivens requested an update on the High Speed Rail issue.

Mr. Christ highlighted a recent article in the Manteca Bulletin regarding air quality and the reduction of emissions.

- 10. Adjournment** – The meeting adjourned at 7:15 p.m.

Major Highway Project in Construction

Project Exceeding Expectations
 Project Meeting Expectations
 Project Not Meeting Expectations

Project Description	Total Project Cost (millions)	Existing Funding Commitment	Measure K		RTIF		Other Local	PROP 1B					STIP		Other State	Federal Funds	Project Phase	Begin Construction Date	Comments
			Measure K Highway	Measure K Local	RTIF Highway	RTIF Local		TCIF	CMIA	Route 99	HRCSA	SLPP	STIP Local (RIP)	STIP State (IIP)					
Highway 12 Improvements (I-5 to Terminous) Intersection Improvement, left turn channelization, lane extension, and ITS.	20.5	20.5											20.5				Construction	May 2012	Project construction on going, target completion in Summer 2013
Highway Bouldin Island Rehabilitation (Caltrans SHOPP) shoulder widening to 10' and pavement rehab from Terminous to Moke River	56.33	56.33													56.33 SHOPP		Design	Summer/Fall 2013	Caltrans scheduled advertise date for the construction contract in April 2013 and awarding in July 2013. Construction beginning in Fall 2013
Western Extension Highway 4 (Crosstown Freeway) Extend Crosstown Freeway from Fresno Ave to Navy Drive.	193.64	193.64	93.82		3			96.82									Complete RW & Design Summer 2013	Nov 2013	Right of Way Certification and CTC funding request approved at the June CTC meeting. The project is now ready to list for construction contract advertisement in September. SJCOG and Caltrans to finalize remaining Right of Way activities and contaminated soil remediation.
Route 99 South Stockton (Crosstown Freeway to Arch Road) Inside widening to 6 lanes, interchange modification/construction, and auxilliary lanes	214.46	214.46	36.56	11						132.26			16.01	17.02	1.558		Construction	February 2013	Caltrans Pre-construction meeting held 1/7. Groundbreaking ceremony held on 2/20 Public outreach meetings on going, Caltrans gave Board of Supervisors presentation on 2/12, City of Stockton presentation scheduled in March to discuss construction staging and detours.
Route 99 Manteca (Arch Road to Rt. 120) Inside widening to 6 lanes, interchange modifications/construction.	154.84	154.84	22.53	10						89.54				32.77			Construction	Phases 1 & 2 Summer/Fall 2012, Phase 3 Winter 2012	Project split into three construction phases. Construction on going for all phases. Phase 1 Hwy. 99 inside widening, Phase 2 French Camp Interchange, Phase 3 Lathrop Road/Main Street Interchange. Caltrans gave Board of Supervisors presentation on 2/12. All phases construction on going on schedule.
I-5 North Stockton Widening Inside widening to 8 lanes from Country Club to Hammer Lane with some auxiliary lanes and HOV lane option beginning at Charter Way.	119.5	119.5	44.22							33.35					32.8 SHOPP for Construction		Construction	August 2011	Stage I to widen the median and bridges in progress, Swain Road temporarily closed per plan to Aug 2013. Swain road utility conflicts resolved between City of Stockton and Caltrans. Contractor preparing for Stage II to shift traffic to the median Northbound from Country Club to Hammer Lane by the end of July.
I-205 Auxiliary Lanes construct 2 aux lanes between Mt. House and 11th Street and (5) Accel/Decl lanes at Grant Line, Tracy Blvd., and Holly Dr.	19.72	19.72	10.65							9.07							Construction.	April 2011	Construction completed April 2013.
I-5 French Camp Road Interchange Modify and reconstruct Interchange	48.90	48.9	9.2	.50			21								14.4 RSTP & IMD		Construction	January 2013	Groundbreaking ceremony held 11/20/12. Pre-construction meeting held 12/21/12. Parsons Brinkerhoff Construction Management firm for the City of Stockton. Construction contractors are Bay Cities/Myers Inc. Joint Venture. Partnering meetings being held between Contractors, City of Stockton, and SJCOG staff. Construction on going.
Sperry Road Extension and realignment of approximately 5,300 linear feet of Sperry Road from Performance Drive to French Camp Road	47.90	47.90		9.2		1.5	13.50	23.7									Construction	June 2011	The project is about 65% complete with anticipated completion by October 2013
North Stockton Grade Separations Constructing two roadway overpass on Eight Mile Road and an underpass crossing at Lower Sacramento Road	71.20	55.2		27.8			16.3 City & 2.6 UPRR				19.3	5.1					Construction	January 2011	The project is about 90% complete with anticipated completion by August 2013
Total =	946.99	930.99	216.98	58.50	3.00	1.50	53.40	120.52	42.42	221.80	19.30	24.91	70.29	1.56	89.13	14.40			
			275.48		4.50		53.40	428.95					160.98		14.40				

STAFF REPORT

SUBJECT: Congestion Mitigation and Air Quality
(CMAQ) Program Award Increase

RECOMMENDED ACTION: Recommend that the SJCOG Board
Approve the Increase of \$118,605 in CMAQ
Funds for Two Existing CMAQ Projects in
the City of Stockton

SUMMARY:

SJCOG staff is recommending the increase of \$118,605 in CMAQ funds for two existing CMAQ projects in the City of Stockton, including the Benjamin Holt Drive/Cumberland Place and Benjamin Holt Drive/Inglewood Avenue traffic signals. These two projects were previously awarded \$835,455 in CMAQ funds by the SJCOG Board in the 2011 CMAQ cycle based upon cost estimates at that time. On June 6, 2013 the City of Stockton opened bids for both projects with the lowest bids resulting in total project costs \$134,017 higher than estimated. The CMAQ share is 88.53% of the project or \$118,605. Consistent with the SJCOG Board adopted CMAQ cost savings policy, the City of Stockton is requesting an increase of CMAQ funds to award the construction contract.

RECOMMENDATION:

Recommend that the SJCOG Board approve the increase of \$118,604 in CMAQ funds for two existing CMAQ projects in the City of Stockton, including \$66,509 for the Benjamin Holt Drive/Cumberland Place traffic signal and \$52,412 to the Benjamin Holt Drive/Inglewood Avenue traffic signal.

FISCAL IMPACT:

The staff recommendation would result in the programming and expenditure of \$118,604 in CMAQ funds from the existing balance of \$1 million in regional CMAQ apportionments available. The \$1 million balance in regional CMAQ apportionments was carried over from the 2011 CMAQ cycle. The programming and expenditure of the recommended increase in CMAQ funds for the two City of Stockton projects will not have any impact on the delivery of the other currently funded CMAQ projects. The balance of CMAQ apportionments following the recommended SJCOG Board action will continue to be maintained according to the CMAQ cost savings policy and then considered for programming as part of the 2013 CMAQ cycle.

BACKGROUND:

The CMAQ funding cycles have traditionally been linked to the update of the Federal Transportation Improvement Program (FTIP) where SJCOG is provided with new CMAQ funds for programming in the two new (outer) years of the 4-year FTIP period. Following a call for project applications, SJCOG facilitates an application review and scoring process with a committee of local agency representatives. Based upon the total available CMAQ funding and the number of project applications, some projects may only be recommended for partial funding if there is a rational way to deliver only part of a project and still realize air quality benefits. It is not uncommon for transit vehicle purchases to be funded at a number less than the original application total.

Funding awarded to local project sponsors through the CMAQ program is based upon a competitive process focused on the air quality benefits of the project relative to the investment of CMAQ funds. While project sponsors provide detailed estimates of project costs as part of their project applications, most of the applications precede full environmental analysis and engineering design to establish the anticipated cost to construct the project under current construction bidding prices. Even with final design cost estimates, actual project costs realized by project sponsors are subject to the competitive construction bidding environment. Due to the decline in the housing construction market, many transportation projects have experienced construction bids below final design cost estimates over the last several years resulting in cost savings. However, with the historical volatility of the transportation construction industry, it is foreseeable that situations will also continue to occur where construction bids come in over final design cost estimates resulting in the need for additional funds to deliver the project.

CMAQ Cost Savings Policy

The intent of the CMAQ cost savings policy is to better address a variety of circumstances CMAQ project sponsors may experience in the delivery of their projects while maintaining the overall CMAQ program goals. In situations where project sponsors realize lower project costs than programmed cost estimates, the total cost savings will be shared between the CMAQ program and the project sponsor based upon the original programmed funding shares. By sharing the costs savings both the project sponsor benefits and the CMAQ benefits by being able to invest in new air quality improvement projects. In situations where project sponsors realize higher costs than programmed cost estimates either at contract award or completion of the project, the CMAQ cost savings pool can help offset the increased cost to deliver the project. Additionally, in situations where a CMAQ project applicant did not receive an award of CMAQ funds, the CMAQ cost savings pool can provide a way to fund additional projects between the normal biennial CMAQ calls for projects as part of the FTIP updates.

In using the original programmed funding shares as the basis for cost savings, the CMAQ cost savings policy ensures that CMAQ cost effectiveness of the original funding award is maintained. The SJCOG Board then has flexibility to award the CMAQ cost savings to projects on a case by case basis according to individual project circumstances or to hold the cost savings until the next normal CMAQ call for projects cycle. The policy also allows sponsors of CMAQ projects that were only partially funded through a CMAQ award cycle to be able to expand the

scope of their programmed project as a result of lower project costs up to the project scope presented in the original CMAQ application. In this situation additional air quality benefits can be realized with the same amount of both CMAQ and local match funding as originally programmed.

The benefit of the cost savings policy is that savings returned to the CMAQ program are available for consideration by the SJCOG Board to:

- Provide additional CMAQ funds for projects where project sponsors realize cost increases over the original programming estimates either at award or completion of the project. Such increases in CMAQ funding would be considered on a case by case basis for consideration of CMAQ funding 100% of the cost increases or as a percentage of original programming funding shares.
- Program to new CMAQ eligible projects through a call for projects. Such a call for projects could occur between the normal biennial Federal Transportation Improvement Program (FTIP) updates at any time when sufficient CMAQ funds warrant a new call for projects.
- Program to existing CMAQ funded projects to fully fund a project that was only partially funded through a prior CMAQ award cycle. Such increases in CMAQ funding would be considered on a case by case basis for consideration of CMAQ funding 100% of the cost increases or as a percentage of original programming funding shares.

CMAQ Cost Savings Process

As CMAQ project sponsors deliver their projects, the CMAQ cost savings policy would require that:

1. Project sponsors communicate to SJCOG staff any differences between project authorization and construction bid amounts at the time of the construction bids opening.
2. Project sponsors request the deobligation of CMAQ cost savings from Caltrans, if realized, prior to the submittal of the contract award package to Caltrans.
3. Project sponsors request any increase of CMAQ funds from the CMAQ cost savings pool from SJCOG staff prior to the construction contract award by the project sponsor.
4. SJCOG staff present project sponsors' requests for any increase of CMAQ funds from the CMAQ cost savings pool for consideration by the SJCOG standing committees and SJCOG Board in a timeline to reasonably accommodate the project sponsors' construction contract award schedule.

As CMAQ cost savings are realized back into the CMAQ program. The CMAQ cost savings policy requires that:

1. SJCOG staff provides periodic reporting to the Technical Advisory Committee on balances of CMAQ funds.

2. SJCOG staff provides recommendations to the SJCOG Board for use of any savings realized in the CMAQ program based upon discussion with the Technical Advisory Committee and according to “guiding principles” in the following priority:

- Existing CMAQ projects needing additional CMAQ funds to award construction
- Existing CMAQ projects needing additional CMAQ funds to close-out construction
- New CMAQ projects

ATTACHMENTS:

1. City of Stockton Request for Additional CMAQ Funds Letter, dated June 25, 2013

Prepared by: Wil Ridder, Senior Regional Planner



RECEIVED
JUN 27 2013

CITY OF STOCKTON
San Joaquin Council of Governments

PUBLIC WORKS DEPARTMENT

22 East Weber Avenue, Room 301 • Stockton, CA 95202-2317 • 209/937-8411 • Fax 209/937-8277
www.stocktongov.com

June 25, 2013

Wil Ridder, AICP
Senior Regional Planner
San Joaquin Council of Government
555 East Weber Avenue
Stockton, CA 95202

REQUEST FOR ADDITIONAL FUNDS – BENJAMIN HOLT DRIVE TRAFFIC SIGNAL AND SAFETY LIGHTING INSTALLATION PROJECTS AT CUMBERLAND PLACE AND INGLEWOOD AVENUE [FEDERAL PROJECT NUMBERS CML 5008 (111) AND CML 5008 (110)]

Consistent with the San Joaquin Council of Government's (SJCOG) Congestion Mitigation and Air Quality (CMAQ) Program Cost Savings Policy, the City of Stockton hereby submits its request to increase funding for the Construction phases of our Benjamin Holt Drive traffic signal installation projects at Cumberland Place and Inglewood Avenue Intersections (Federal-Aid project numbers CML 5008(111) and CML 5008 (110), respectively).

Background

At its June 2012 Board meeting, SJCOG adopted a CMAQ Cost Savings Policy. The policy allows SJCOG to program additional CMAQ funds from a cost savings pool to projects that realize cost increases over the original programming estimates at award.

On January 6, 2010, the City of Stockton submitted two applications to SJCOG for the subject projects for CMAQ funds and was subsequently awarded grant funding. On November 21, 2011, staff received Authorization to Proceed with the Preliminary Engineering (PE) phases.

The original cost estimates of \$462,000 for the Benjamin Holt Drive/Cumberland Place and \$467,000 for the Benjamin Holt Drive/Inglewood Avenue projects were calculated prior to receiving the Authorization to Proceed with PE. Upon completion of the design, staff discovered that the cost to construct these two projects had increased based on PS&E estimates. Based on economic conditions at the time, staff proceeded with advertising the projects in anticipation that the responsive low bidders would be lower than the original estimated project costs. On June 6, 2013, bids were received for both projects. The following are the results of the bid openings:



Benjamin Holt Drive/Cumberland Place

Tim Paxin's Pacific Excavation, Inc., Elk Grove.....	\$377,985
Columbia Electric, San Leandro	\$382,802.10
Steiny and Company, Vallejo	\$463,302
Engineer's Estimate	\$373,841

Benjamin Holt Drive/Inglewood Avenue

Columbia Electric, San Leandro	\$368,274
Tim Paxin's Pacific Excavation, Inc., Elk Grove.....	\$373,484
Steiny and Company, Vallejo	\$430,327
Engineer's Estimate	\$347,429

The increase in cost is due to higher bid prices reflective of the recovery in the construction industry in California. Detailed bid comparison sheets are attached.

Present Situation

Benjamin Holt Drive/Cumberland Place

The current total cost estimated to complete the construction phase including Construction Engineering is \$478,152. The CMAQ program funds up to 88.5% of project cost, or \$423,164. Currently, only \$356,655 in CMAQ funds are programmed to the Construction phase. Therefore, the City requests an additional \$66,509 in CMAQ funds to build this project. The requested change in federal funding is reflected in the following table:

	Current Total Cost	88.5% Fed Funds	Programmed Fed Funds	Change in Fed Funds
Preliminary Engineering	\$59,000	\$52,215	\$52,215	0
Construction	\$415,784	\$367,969	\$310,135	\$57,834
Construction Engineering	\$62,368	\$55,195	\$46,520	\$8,675
Total	\$537,152	\$475,379	\$408,870	\$66,509

Benjamin Holt Drive/Inglewood Avenue

The current total cost estimated to complete the construction phase including Construction Engineering is \$465,866. The CMAQ program funds up to 88.5% of project cost, or \$412,291. Currently, only \$360,195 in CMAQ funds are programmed to the Construction phase. Therefore, the City requests an additional \$52,096 in CMAQ funds to build this project. The requested change in federal funding is reflected in the following table:

	Current Total Cost	88.5% Fed Funds	Programmed Fed Funds	Change in Fed Funds
Preliminary Engineering	\$60,000	\$53,100	\$53,100	0
Construction	\$405,101	\$358,514	\$313,213	\$45,301
Construction Engineering	\$60,765	\$53,777	\$46,982	\$6,795
Total	\$525,866	\$465,392	\$413,295	\$52,096

Wil Ridder, AICP
June 25, 2013
Page 3

Based on the above tables and the detailed bid comparison sheets, the City requests additional federal funds in the amount of \$66,509 for Benjamin Holt Drive/Cumberland Place and \$52,096 for Benjamin Holt Drive/Inglewood Avenue. The City will provide the additional \$15,412 in total local funds needed to maintain the required CMAQ program federal/local match ratio for both projects. Revised Finance Letters reflecting the new cost breakdowns are attached.

Your consideration of our request for additional funding is appreciated. If further information is needed to approve our request, please contact me at (209) 937-8611.

GORDON A. MACKAY, DIRECTOR
PUBLIC WORKS DEPARTMENT



TODD GREENWOOD
CITY TRAFFIC ENGINEER

GM:TG:PC:cae

Enclosures

emc: Gary Dickson, Program Manager III
Cynthia Erdman, Administrative Analyst II
Parminder Singh, DLAE, District 10
Yousef Yousef, HSIP District 10 Coordinator

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Benjamin Holt Drive / Inglewood Avenue Intersection Traffic Signal Safety and Lighting Project No. 11-27 ; Federal Project No CM L - 5008 (110)														
Owner: City of Stockton			Engineer's Estimate			Columbia Electric, Inc			Stemny and Company			Tim Paxin's Pacific Excavation		
Bid Opening : 06/06/13			TJKM			1980 Davis Road San Leandro, CA 94577			27 Sheridan Street Vallejo, CA 94590			9796 Kent Street Elk Grove, CA 95624		
Item	Item Description	Quantity	Unit of Measure	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	
1	MOBILIZATION	1	LS	\$21,000.00	\$21,000.00	\$12,750.00	\$12,750.00	\$8,000.00	\$8,000.00	\$5,400.00	\$5,400.00		\$5,400.00	
2	TRAFFIC CONTROL SYSTEM	1	LS	\$15,500.00	\$15,500.00	\$4,920.00	\$4,920.00	\$20,000.00	\$20,000.00	\$3,700.00	\$3,700.00		\$3,700.00	
3	CONSTRUCTION STAKING	1	LS	\$1,500.00	\$1,500.00	\$3,600.00	\$3,600.00	\$6,500.00	\$6,500.00	\$2,040.00	\$2,040.00		\$2,040.00	
4	CONSTRUCTION AREA SIGNS	4	EA	\$300.00	\$1,200.00	\$700.00	\$2,800.00	\$1,750.00	\$7,000.00	\$295.00	\$1,180.00		\$1,180.00	
5	CONSTRUCTION SITE MANAGEMENT	1	LS	\$1,500.00	\$1,500.00	\$2,000.00	\$2,000.00	\$3,000.00	\$3,000.00	\$185.00	\$185.00		\$185.00	
6	CLEARING AND GRUBBING	1	LS	\$1,800.00	\$1,800.00	\$1,200.00	\$1,200.00	\$3,000.00	\$3,000.00	\$1,500.00	\$1,500.00		\$1,500.00	
7	CONCRETE WASHOUT	1	EA	\$500.00	\$500.00	\$750.00	\$750.00	\$1,500.00	\$1,500.00	\$250.00	\$250.00		\$250.00	
8	PAVEMENT, CONCRETE, AND SUBGRADE	1320	SF	\$3.50	\$4,620.00	\$2.20	\$2,904.00	\$6.00	\$7,920.00	\$2.00	\$2,640.00		\$2,640.00	
9	DI PROTECTION	4	EA	\$200.00	\$800.00	\$330.00	\$1,320.00	\$425.00	\$1,700.00	\$300.00	\$1,200.00		\$1,200.00	
10	EARTHWORK (ROUGH GRADING)	20	CY	\$80.00	\$1,600.00	\$77.00	\$1,540.00	\$160.00	\$3,200.00	\$70.00	\$1,400.00		\$1,400.00	
11	HOT MIX DEEPLIFT PATCH BACK	13	TONS	\$150.00	\$1,950.00	\$330.00	\$4,290.00	\$500.00	\$6,500.00	\$300.00	\$3,900.00		\$3,900.00	
12	CONCRETE FLATWORK	1112	SF	\$12.00	\$13,344.00	\$6.60	\$7,339.20	\$14.00	\$15,568.00	\$6.00	\$6,672.00		\$6,672.00	
13	CURB AND GUTTER	79	LF	\$25.00	\$1,975.00	\$29.70	\$2,346.30	\$41.00	\$3,239.00	\$27.00	\$2,133.00		\$2,133.00	
14	TRUNCATED DOMES	48	SF	\$15.00	\$720.00	\$27.50	\$1,320.00	\$25.00	\$1,200.00	\$25.00	\$1,200.00		\$1,200.00	
15	ADJUST ROADWAY FACILITIES	1	LS	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$7,000.00	\$7,000.00	\$250.00	\$250.00		\$250.00	
16	SIGNING AND STRIPING	1	LS	\$7,620.00	\$7,620.00	\$7,694.50	\$7,694.50	\$8,000.00	\$8,000.00	\$6,496.00	\$6,496.00		\$6,496.00	
17	TRAFFIC SIGNAL AND ELECTRICAL	1	LS	\$217,600.00	\$217,600.00	\$297,500.00	\$297,500.00	\$283,000.00	\$283,000.00	\$291,249.00	\$291,249.00		\$291,249.00	
18	FIBER OPTIC SYSTEM	1	LS	\$52,700.00	\$52,700.00	\$12,500.00	\$12,500.00	\$44,000.00	\$44,000.00	\$42,089.00	\$42,089.00		\$42,089.00	
TOTAL					\$347,429.00		\$368,274.00		\$430,327.00		\$430,327.00		\$373,484.00	
Listed Subs														
						Berneman, Inc	\$368,274.00	Integrity Data & Fiber	\$430,327.00	Berneman, Inc	\$373,484.00			
						Walnut Creek, CA	\$23,845.00	Vacaville, CA	\$8,425.00	Walnut Creek, CA	\$23,845.00			
						Center Line Striping	\$6,995.00	Norwood Constr	\$10,235.00	Sierra Traffic Markings	\$6,496.00			
						Elk Grove, CA	\$6,995.00	Byron, CA	\$6,995.00	Roseville, CA	\$6,496.00			
								Center Line Striping	\$6,995.00	Tully Consulting Group	\$650.00			
								Elk Grove, CA	\$6,995.00	Dixon, CA	\$650.00			
								Quimu Contracting	\$30,000.00	Northstar Engr Group	\$2,040.00			
								Dixon, CA	\$30,000.00	Modesto, CA	\$2,040.00			
										Wallac Kuhl	\$2,250.00			
										W. Sacramento, CA	\$2,250.00			
										Global Enviro	\$185.00			
										Fountain Vally, CA	\$185.00			
										Intele Com Data & Fiber	\$3,600.37			
										Elk Grove, CA	\$3,600.37			
TOTAL					\$30,840.00		\$55,655.00		\$55,655.00		\$55,655.00		\$39,066.37	

STAFF REPORT

SUBJECT: 2013 Measure K Strategic Plan Update

RECOMMENDED ACTION: Information/Discussion

SUMMARY:

In July, SJCOG staff will be initiating the 2013 Measure K Strategic Plan update. This update is consistent with the communication provided at the March 2013 SJCOG Board workshop on the 2013 Measure K Strategic Plan update indicating the following: (1) there is no change in the 30-year revenue projections and (2) the ongoing focus of the Measure K program implementation is the delivery of the existing Early Action Program (EAP). However, with the modest increase in sales tax and low interest rates, debt capacity has developed in the congestion relief category. SJCOG staff is exploring the possibility of another bond issuance in 2014.

As part of the 2013 Strategic Plan update SJCOG staff will be working with the local project sponsors to assess the opportunity to advance additional projects currently programmed beyond the first 10-year EAP period. This assessment will include the review of existing policy on funding priorities and the financial implications of debt service on total program delivery. It is the intent of SJCOG staff to develop a conceptual program of projects that can be advanced through this bond issuance for discussion with the SJCOG Board in September. To accomplish this, SJCOG staff is proposing to have individual meetings with the project sponsors for solicitation of projects and to answer any specific questions regarding the bond issuance.

RECOMMENDATION:

For information and discussion.

FISCAL IMPACT:

With no additional revenue to the Measure K program, the 2013 Strategic Plan update will evaluate the financial implications of advancing projects through a potential Measure K Renewal bond issuance. SJCOG staff will be working with SJCOG's financial consultant, Public Financial Management (PFM), to update the financial plan and develop a financial capacity analysis associated with the proposed bond issuance.

BACKGROUND:

Pursuant to the adopted Measure K Renewal program general guideline and policies, the Strategic Plan will be reviewed on an on-going basis with full updates every two years. Funding prioritization will be focused on leveraging outside funds, but with recognition of balancing equity and project readiness when such a case would be presented by project agencies for consideration by the SJCOG Board. The Strategic Plan will continue to serve as the guiding document for delivery of the Measure K Renewal projects and programs. Full copy of the Strategic Plan is downloadable at www.sjco.org.

In March 2013, SJCOG staff facilitated the Measure K Strategic Plan Workshop to provide program reviews and updates since the adoption of the 2011 Measure K Strategic Plan. The workshop also identified accomplishments by the Early Action Program (EAP). Moving forward, the general direction from the SJCOG Board at the conclusion of that workshop is to stay the course of the previously Board approved 10-year priority programming of projects and allocations through 2021. It was also identified there would be no update or additional revenue in the Measure K Financial Plan. It was previously scheduled that by July 2013, staff would have developed a draft 2013 Measure K Strategic Plan for the standing committees to review and for Board adoption in August 2013.

At last month's SJCOG Board meeting, during the culmination of the 2013 Measure K Ordinance and Expenditure Plan Amendment Process for the 2013/14 fiscal year, SJCOG staff stated there may be a ~~a bond~~ bond issuance and that this would be a part of the 2013 Measure K Strategic Plan Update going through the standing committees this summer. However, SJCOG staff would like to note that ~~this bond~~ this bond issuance of about \$70 million is not additional revenue to the Measure K program; but rather, it is a funding opportunity to advance projects scheduled for beyond the 10-year priority. As in any bond issuance, there is a cost associated with financing.

SJCOG staff will be working with SJCOG's financial consultant, PFM, to update the financial plan and develop a financial capacity analysis associated with ~~this bond~~ this bond issuance. PFM will have their work completed by September 2013. SJCOG staff's intent is to develop a conceptual program of projects by September that can be advanced through the revenues of ~~this bond~~ this bond issuance. To accomplish this, SJCOG staff is proposing to have individual meetings with the project sponsors for solicitation of projects and to answer any specific questions regarding the bond issuance.

SCHEDULE:

SJCOG staff intent to follow the schedule below:

July - August 2013	One-on-one meetings with project sponsors
September 2013	Conceptual program of projects and bond capacity analysis to SJCOG Board

October 2013 Draft 2013 Measure K Strategic Plan to SJCOG Board for adoption and Board resolution for bond issuance

March/April 2014 Proceeds from bond issuance available for allocations

CONTINUATION OF POLICIES:

During this development of the conceptual program of projects for the proposed bond issuance, SJCOG staff's intent is to continue the guiding principles as previously identified in the 2011 Strategic Plan that have supported the development of the policies and specific programming and scheduling recommendations, and the delivery of the EAP projects to date. These specifically include:

- Maximize the cost-effective use of sales tax dollars.
- Maximize leveraging of outside (i.e., non-Measure K) funding sources.
- Support timely and cost-effective project delivery, with the objective that all strategies result in the achievement of measurable improvements.
- Promote a balanced use of funds throughout the County.

Prepared by: Donald Mascardo, Associate Regional Planner

STAFF REPORT

SUBJECT: San Joaquin Valley Fall Policy Conference

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

SAVE THE DATE – October 10–11, 2013 for the San Joaquin Valley Fall Policy Conference.

San Joaquin Council of Governments and the Stanislaus Council of Governments are co-hosting the 2013 San Joaquin Valley Fall Policy Conference in Stockton. Make plans to attend this two-day event for an exciting conference that examines regional transportation issues and challenges in the San Joaquin Valley, as well as exploring emerging trends in regional planning. Conference agenda and hotel reservation materials will be made available soon.

RECOMMENDATION:

Information only.

FISCAL IMPACT:

Resources for the conference activities are included in SJCOG's annual Overall Work Program (OWP) and staff will solicit sponsorships to help offset conference costs.

BACKGROUND:

The 2013 Fall Policy Conference will be the 9th annual gathering of the San Joaquin Valley local and regional agencies. This conference has been designed to provide the administration, planning, and public works professionals from the local and regional agencies with expert information on current important topics, new or critical state and federal requirements, and an opportunity for enhanced communication through networking with the various agencies and presenters. The information is presented in the form of panel discussions, presentations, and interactive exercises.

SJCOG and StanCOG are part of a sixteen member Regional Policy Council that was established to discuss and build regional consensus on issues of Valley importance. The Council consists of two elected officials and one alternate appointed from each of the regional planning agencies'

policy boards. The Council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all Valley residents. The Policy Council provides guidance on common interregional policy issues and also represents the San Joaquin Valley at public forums such as the California Transportation Commission, the Governor and his administration, as well as State and Federal legislative bodies that require a common voice from the San Joaquin Valley. The eight valley planning agencies rotate the responsibility of planning and hosting the annual policy conference.

*Prepared by: Nicole Gorham, Public Communications Specialist
M:\Staffrpt2013\July\CAC\Fall Policy Conference*

STAFF REPORT

SUBJECT: Upcoming Workshops on the 2014 Regional Transportation Plan/Sustainable Communities Strategy

RECOMMENDED ACTION: Information

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 staff and the RTP/SCS Advisory Committee have been working on various elements of the 2014 RTP/SCS since fall 2012 and are nearing completion of the draft SCS Scenarios. SJCOG staff will be conducting two rounds of public outreach, the first occurring in late July and the second in mid-August. This staff report highlights the upcoming outreach efforts.

RECOMMENDATION:

This item is for information 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 January 2013, the California Air Resource Board (ARB) reaffirmed "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 a RTP/SCS Advisory Committee of member agencies, transit operators, and local stakeholders representing business, development, environmental, and agricultural interests. The committee has provided guidance to SJCOG staff in the development of working drafts of the Goal & Objectives, Performance Measures, and Conceptual Scenario Descriptions. Each of the working drafts were presented to the SJCOG Board.

Upcoming Public Outreach Opportunities

SJCOG staff is planning two rounds of public outreach workshops for July and August 2013. The first round of outreach is targeted at the end of July and will serve as informational meetings setting the tone for the August workshops. The July workshops will highlight the RTP/SCS process, work completed to date, upcoming scenario workshops, and engage participants in preference surveys on transportation, housing, and regional growth. The focus of the August workshops will be the four SCS scenarios. SJCOG staff will identify how each scenario emphasizes various aspects of the Goals & Objectives, the growth patterns, transportation elements, and benefits and trade-offs between the scenarios. Staff will also identify how the responses to the July workshop surveys are embodied in the scenarios. The workshop participants will be asked to weigh in on their preferences for various aspects of each scenario. The feedback received from the meetings will be shared the SJCOG Board in order to identify a preferred scenario.

SJCOG staff will notify the CAC members of the upcoming meeting dates and locations when they are confirmed.

2014 RTP/SCS Schedule

The 2014 RTP/SCS milestone dates and deliverables leading up to the release of the Draft RTP/SCS and Environmental Impact Report and adoption are listed below.

2014 RTP/SCS Schedule	
Date	Milestone/Deliverable
Spring 2013	Identify Revenues Projections
Spring 2013	Develop Project List and Financial Revenue Projections
Spring 2013	Develop Policy Element and Performance Indicators
Spring-Summer 2013	Scenario Development
Summer 2013	Evaluate Scenario Performance
Fall 2013	Select Preferred Scenario
Late Fall 2013	Release Draft RTP/SCS & EIR (55 day public review period)
March 2014	SJCOG Board Adoption