



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

INFORMATION ONLY **No Meeting for March 2015**

Citizens Advisory Committee Members

Bobby Bivens (Chair)
SAN JOAQUIN COUNTY

Jim Hilson (Vice-Chair)
CITY OF LATHROP

Katrina Jaggars
LEAGUE OF WOMEN
VOTERS

Michael Caronba
BUSINESS INDUSTRY

Leonard Smith
CITY OF MANTECA

Gracie Marx
CITY OF ESCALON

Matthen Doss
CITY OF TRACY

LaCresia Hawkins
NAACP

Stephanie Hobbs
CITY OF RIPON

Richard Blackston
CITY OF LODI

Brian Young
TRANSIT ADVOCATE

Dr. Shanna Eller
UNIVERSITY OF THE
PACIFIC

Karl "Nate" Knodt
CITY OF STOCKTON

Vacant
AGRICULTURAL INDUSTRY

Michael Ballot
SIERRA CLUB

Albert Nunes
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. Regional Transportation Impact Fee (RTIF) Economic Incentives Program (Anderson) **INFORMATION**
2. Airport Land Use Compatibility Plan (ALUCP) Update For Stockton Metro Airport (Anderson) **INFORMATION**

Next Regularly Scheduled Meeting is Wednesday, April 15, 2015.

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.

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF)
Economic Incentive Program

RECOMMENDED ACTION: Information

SUMMARY:

In October 2014 the SJCOG board approved creating an economic incentive program (initially called the Jobs Balancing Investment Fund) utilizing Regional Transportation Impact Fee Program (RTIF) funds. The purpose of the program is provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. The program will be a tool in the implementation of the 2014 Regional Transportation Plan (RTP) policy in support of economic vitality, specifically the strategy to “*support transportation improvements that improve economic competitiveness and/or revitalization of commercial corridors and strategic economic centers.*” The program will be funded from the 15% regional share of the RTIF program that is available for programming at the discretion of the SJCOG Board. As of June 2014, an approximate net of \$5.583 million has been retained by SJCOG for programming to roadway and transit projects, with approximately \$2.237 million currently available for additional projects. Up to \$1 million annually would be allocated for economic incentives. SJCOG staff is currently coordinating with economic development specialists and a recently retained consultant to complete the technical requirements to put the program in place and begin implementation.

RECOMMENDATION:

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

FISCAL IMPACT:

The work required for the creation of the economic incentive program is being conducted in conjunction with the legislatively required AB 1600 update. FY 14/15 costs for this task will result in the expenditure of approximately \$6,000 in previously collected third-party costs. This carry-over will be exhausted this fiscal year. The remainder of the previously approved consultant contract for both this task and the full RTIF update will result in the billing of approximately \$93,000 in third-party costs to signatories to the RTIF Operating Agreement in June 2015 to cover tasks to be completed in FY 15/16. Eligible billable third party costs also

include legal and auditing fees. The creation of this program may result in the expenditure of up to \$1 million annually in regional share RTIF on eligible projects.

BACKGROUND:

Over the past several years the SJCOG Board of Directors has discussed the creation of a funding program to promote job development in San Joaquin County. The argument has been that the best way to reduce vehicle miles of travel by San Joaquin County residents is to have expanded employment opportunities within the county, thus reducing the length of trips. The argument is sound, but the existing and projected trend in San Joaquin County, as articulated by the University of the Pacific Business Forecasting Center, is a continuing deficit of jobs to population growth. Cities are taking steps to make their communities more attractive to potential employers looking to relocate or expand. However, the San Joaquin Council of Governments has not had such a program. While investments in transportation improvements through Measure K, Proposition 1B, and other funding sources are intended to attract economic growth, these are generally larger scale and not strategic in nature. In other words, their value is broad based and not specific to a particular potential employer.

The Program

The new economic incentive program provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund in order to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area. For instance, a firm may be asked to provide improvements, such as signalization, to an intersection on a local roadway to mitigate additional traffic caused by the firms' operations. These costs would normally be paid by the firm in question. In this case an allocation of \$250,000 to \$500,000 could be made to a local jurisdiction to assure the required improvement is made. Potential improvements could involve transit amenities, or capital investments in pedestrian improvements. It could involve a box culvert or a component of a shuttle service to an ACE station.

The following is a list of projects that could be deemed eligible:

- Traffic signals/intersection control devices on a public intersection
- Traffic signal synchronization
- Channelization at intersections
- Added turning lanes
- Acceleration/deceleration lanes
- STAA truck access improvements
- Capital transit facility amenities
- Bicycle/walking capital facilities

These projects would have to have value for both the target firm as well as the local public agency. Implementation of the project would be managed by the local public agency (for example the City of Lodi or the County of San Joaquin).

This would be a discretionary program and would have to be able to move quickly through an approval process as economic development professionals will be looking to negotiate a package of incentives expeditiously. Such an incentive would be unlikely to be the main determinant of a firm locating here but it would be a tool available to our economic development professionals.

Selecting Employment Opportunities

A committee of three professionals with economic development responsibilities and/or experience staffed by a COG staff member is to be selected by the Board of Directors to propose opportunities for investments. SJCOG staff has recommended that one of the three members be the CEO of the San Joaquin Partnership, who would act as the Chair. SJCOG staff will work with the San Joaquin Partnership CEO to identify the other two members of the committee. Under most circumstances proposals for funding would be submitted by the Partnership. A sample scenario would be that the Committee would be called together to hear a proposal to offer an incentive to a firm that is bringing 75 skilled technical jobs to the Lathrop area. The firm is looking to locate in the Bay Area or just beyond. The Partnership would like to include in the package of incentives to the firm an offer of \$350,000 in arterial roadway improvements fronting a proposed location in San Joaquin County. The Committee would review the idea, make a recommendation to the SJCOG Board of Directors – with the recommendation being reviewed and acted upon by the Board at its next meeting.

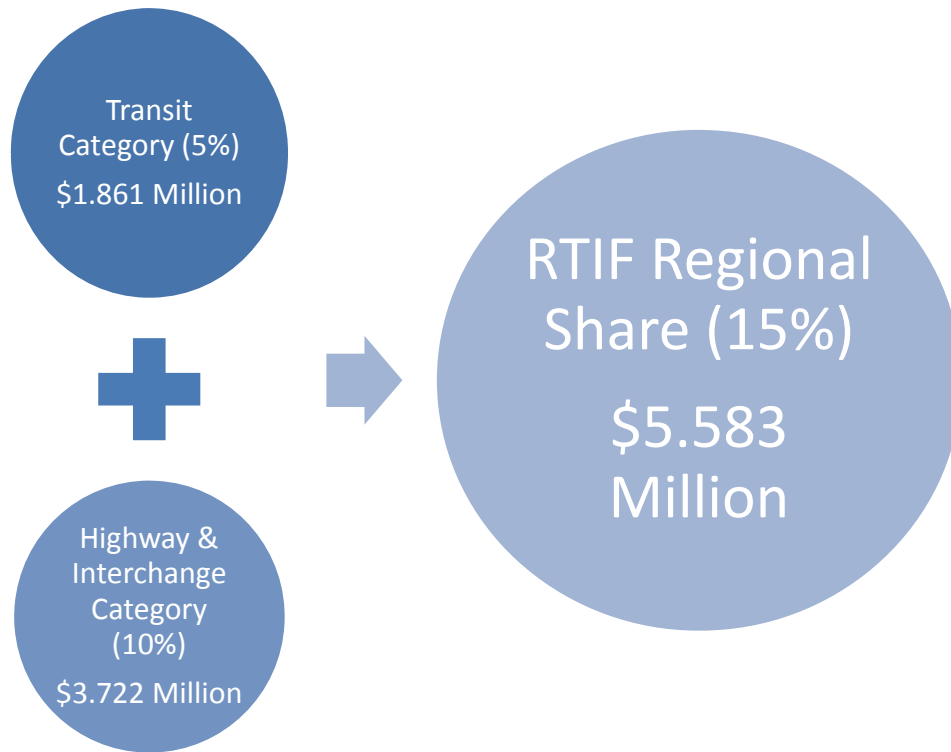
Beyond the ability to move quickly, two additional criteria will be essential: 1) regional geographic diversity, and 2) well qualified and vetted proposals - with an annual million dollar fund and a maximum limit of \$500,000 per proposal the fund could be depleted very quickly. Staff has recommended that the criteria for choosing projects/firms for funding be developed by the project selection committee. This is not a large amount of funding, and the need for flexibility will be key. To some extent the application of these funds to a particular potential employer may best be strategic...that is, carefully applied where it will make the greatest difference. The SJCOG Board's direction to the Committee is to recommend proposals that maximize the number and value of the jobs to the region and to use the program where it will provide a benefit in encouraging firms to locate in San Joaquin County.

RTIF “Regional Share”

SJCOG oversees a “regional share” component of the RTIF funding. As indicated earlier in the staff report, the net funding available in the “regional share” is \$5.583 million, which is a total amount representing funds already committed to projects and those still available for new projects. The “regional share” is further divided between transit and highway projects. Of the total 15%, 5% is designated for transit and 10% for highway, interchange, and regional roadway projects. The type of project proposed will dictate which “pool” of money is used.

Over the past five years there has been little growth in this fund since it is tied to development within the region. With an anticipated increase in development activity the fund is expected to grow and could potentially exceed a million dollars a year. The San Joaquin COG Board has full

discretion over the investment of these dollars in transportation projects based upon the adopted RTIF Operating Agreement among all member jurisdictions. SJCOG staff proposed and the SJCOG Board agreed that up to a million of this funding source be made available. This would solely be from the regional component of the fund and not from any individual jurisdiction's share. This would not change the percentage for public transit and the percentage for highways and regional arterials. The graphic and two tables that follow outline the status of the program as of June 30, 2014 and previous uses of the RTIF Regional Share funding.



Of the total available for transit projects, Table A identifies projects previously funded or currently programmed in this subcategory.

TABLE A: TRANSIT REGIONAL SHARE BALANCES

<i>Project (Transit)</i>	<i>Project Sponsor</i>	<i>Board approved Funding Amount</i>
Bus Rapid Transit (BRT) Hammer Triangle Project	SJRTD	\$800,000
Cabral Station Improvement Project	ACE	\$173,410
Regional Transportation Center Project	SJRTD	\$350,000
<i>Remaining Transit "Regional Share" Unprogrammed</i>		<i>\$537,590</i>

Of the total available in the Highway/Interchange/Roadway subcategory, Table B identifies the programming commitments and remaining balance.

TABLE B: HIGHWAY/INTERCHANGE/ROADWAY REGIONAL SHARE BALANCES

<i>Project</i>	<i>Project Sponsor</i>	<i>Funding Amount</i>
Navy Drive/BNSF Undercrossing Project	Port of Stockton	\$1,673,000
SR 99/Austin Road Interchange Improvements	Manteca	\$ 350,000
<i>Remaining Highway, Interchange, Regional Roadway Share Unprogrammed</i>		<i>\$1,699,000</i>

NEXT STEPS:

SJCOG staff is currently coordinating with economic development specialists (particularly The San Joaquin Partnership CEO), the RTIF consultant team, and SJCOG legal counsel to complete the technical requirements to put the program in place and begin implementation. Draft program guidelines are expected to be presented to the SJCOG Board at its March meeting.

Prepared by: Kim Anderson, Senior Regional Planner and Andrew T. Chesley, SJCOG Executive Director

STAFF REPORT

SUBJECT: Stockton Metropolitan Airport Land
Use Compatibility Plan Update

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

During the 2009 update to the countywide Airport Land Use Compatibility Plan (ALUCP), Stockton Metropolitan Airport (SMA) was excluded from the plan pending completion and final approval of its Airport Layout Plan (ALP). Thus, the adopted 2009 ALUCP covered only Tracy Municipal, New Jerusalem, Lodi (Lind's), and Kingdon, Airports, and Lodi (Precissi) Airpark. SMA has now gotten approval of its ALP, allowing SJCOG staff and its consultant team at Coffman Associates to move forward on completion of the Stockton Metro ALUCP update. SJCOG staff will convene an advisory group with largely similar representation as the 2009 update. A kick-off meeting is expected for the Planning Advisory Committee (PAC) in late March or early April. The diverse membership of this technical committee is further detailed later in the staff report; however, appropriate staff from each jurisdiction affected by the layout of the airport safety zones for Stockton Metro (Stockton, SJ County, Lathrop, and Manteca) will be asked to participate.

RECOMMENDATION:

This is an information item; no action is requested.

FISCAL IMPACT:

The contract and scope for this effort was approved by the SJCOG Board in June 2013. The full contract amount of \$92,600 has been budgeted in Work Element 801.03 in the FY 14/15 and Draft FY 15/16 Overall Work Plans.

BACKGROUND:

The California Public Utilities Code, Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670-21678, and the California Government Code, Section 65302.3 requires every county with an airport served by one or more commercial air carriers to have an Airport Land Use Commission (ALUC). For San Joaquin County, the San Joaquin Council of Governments (SJCOG) Board of Directors is the designated ALUC.

The role of the ALUC is to protect the public health, safety, and welfare by encouraging the orderly expansion of airports and the adoption of land use measures that minimize the exposure to excess noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. In addition, the ALUC is required to develop an Airport Land Use Compatibility Plan (ALUCP) with a twenty-year horizon supporting its role. Efforts to update the current 1993 ALUCP began in November 2007, with an updated ALUCP adopted for all the San Joaquin County airports except Stockton Metro in 2009.

Initial Project Tasks

The first phase of the project is to conduct a complete inventory of the Stockton Metro Airport and the communities in which the airport is located. Current safety zones for the SMA affect Stockton, the unincorporated county, and parts of Lathrop and Manteca. As part of the update process, SJCOG staff and the consultant team will meet with the community development departments in the affected jurisdictions to inform them of the process and address any questions/concerns about the ALUCP program and its update.

Current and future operational data obtained from this inventory, in conjunction with the guidelines set forth within the 2011 *California Airport Land Use Planning Handbook*, published by Caltrans Division of Aeronautics will be used to create contours of expected noise that will radiate from each of the airports during normal operations. The contours will then be used as a baseline for the land use compatibility zones. These draft maps and all other work products will be initially reviewed by SJCOG staff and the Planning Advisory Committee.

The full project scope, tasks, and deliverables are included as Attachment A.

Planning Advisory Committee

The PAC was formed to provide additional support and guidance to the update process. The initial 2009 committee consisted of nineteen members (not including SJCOG staff); however, it is anticipated that the PAC for the SMA update will be smaller. The primary role of the PAC will be to provide ongoing input to the study team, review submissions of report chapters for accuracy and clarity, and serve as a conduit to the group that each individual represents. At least two meetings of the PAC committee are anticipated during the course of the study. The PAC is intended to be a diverse committee consisting of pilots, airport managers/owners, both Caltrans Aeronautics and Planning Division, community development managers/directors from partner agencies, BIA, LAFCO, Farm Bureau, and local Chambers of Commerce. SJCOG is currently updating the list,

but expects representation to be substantially similar to the 2009 committee. A kick-off meeting is currently anticipated for late March or early April.

SCHEDULE:

The entire update process in 2009 took approximately 12 months. The current contract includes, scope, budget, and deliverables; however, because the timing of final approval of SMA's layout plan was unknown at the time the contract was executed, no schedule was included. SJCOG staff is currently working with the consultant to establish a schedule of deliverables based on a late March/early April kick-off meeting.

ATTACHMENTS:

- A. Project Scope / Tasks / Deliverables

Prepared by: Kim Anderson, Senior Regional Planner