



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee

ACE Maintenance Facility
1020 East Alpine Avenue, Stockton, California

Wednesday, August 19, 2015
6:00 p.m.

Citizens Advisory Committee Members

- Jim Hilson (Chair) CITY OF LATHROP
Stephanie Hobbs (Vice-Chair) CITY OF RIPON
Bobby Bivens SAN JOAQUIN COUNTY
Katrina Jaggears LEAGUE OF WOMEN VOTERS
Michael Carouba BUSINESS INDUSTRY
Leonard Smith CITY OF MANTECA
Gracie Marx CITY OF ESCALON
Matthen Doss CITY OF TRACY
LaCresia Hawkins NAACP
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 Nunez TRUCKING INDUSTRY

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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: Defer Minutes of May 20, 2015
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. Update on State Transportation Improvement Plan (STIP) Fund Estimate Information
5. Draft ALUCP for Stockton Metropolitan Airport Information
6. Support for Valleywide Effort to Provide Technical Support for the Affordable Housing Sustainable Community Information
7. Meeting Adjourned to Wednesday September 16, 2015.

SJCOG

Andrew T. Chesley
EXECUTIVE DIRECTOR

# STAFF REPORT

**SUBJECT:** State Transportation Improvement Program

**RECOMMENDED ACTION:** Information

**DISCUSSION:**

## SUMMARY:

The purpose of this staff report is to highlight the challenges facing the State Transportation Improvement Program. The STIP is a funding program that covers a five-year period and is updated every two years. In the last two STIP cycles, SJCOG had available--in each cycle--\$25 million (approximately) for programming to various transportation projects. The California Transportation Commission (and Caltrans) has notified regional agencies that the reduction in excise taxes has resulted in an adverse impact on STIP revenue. They forecast there is “zero” programming capacity in the 2016 STIP update.

This staff report examines the implications of a “zero STIP” to the San Joaquin region and explores strategies to address the STIP challenges.

- ❖ *How does this impact projects “already on the books?”* SJCOG staff discusses the need to coordinate with fellow Metropolitan Planning Organizations in the San Joaquin Valley. This coordination will explore ways to keep existing STIP projects (already programmed) from being delayed. One approach is identifying opportunities where one agency’s delay--can help leverage programming capacity--and keep another project on schedule.
- ❖ *Are there any legislative efforts or fixes underway?* SJCOG staff discussed SBX1-1 which has been proposed to address the excise tax issue.

## RECOMMENDATION:

Information/Discussion Only.

## FISCAL IMPACT:

The San Joaquin region relies on State Transportation Improvement Program funds to advance transportation projects and leverage dollars on projects. With CTC’s announcement that there is no STIP programming capacity, then any candidate STIP projects will remain unfunded and opportunities to leverage will be lost.

## Background

Senate Bill 45 (SB 45), Chapter 622, Statutes of 1997, made major changes in the state's transportation programming process. Specifically, SB 45 significantly restructured the State Transportation Improvement Program (STIP).

The STIP is a biennial five year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. SB 45 requires 25 percent of STIP funds be used for projects identified in an ITIP (Interregional Improvement Program), and 75 percent of STIP funds be used for projects included in Regional Transportation Improvement Programs (RTIP).

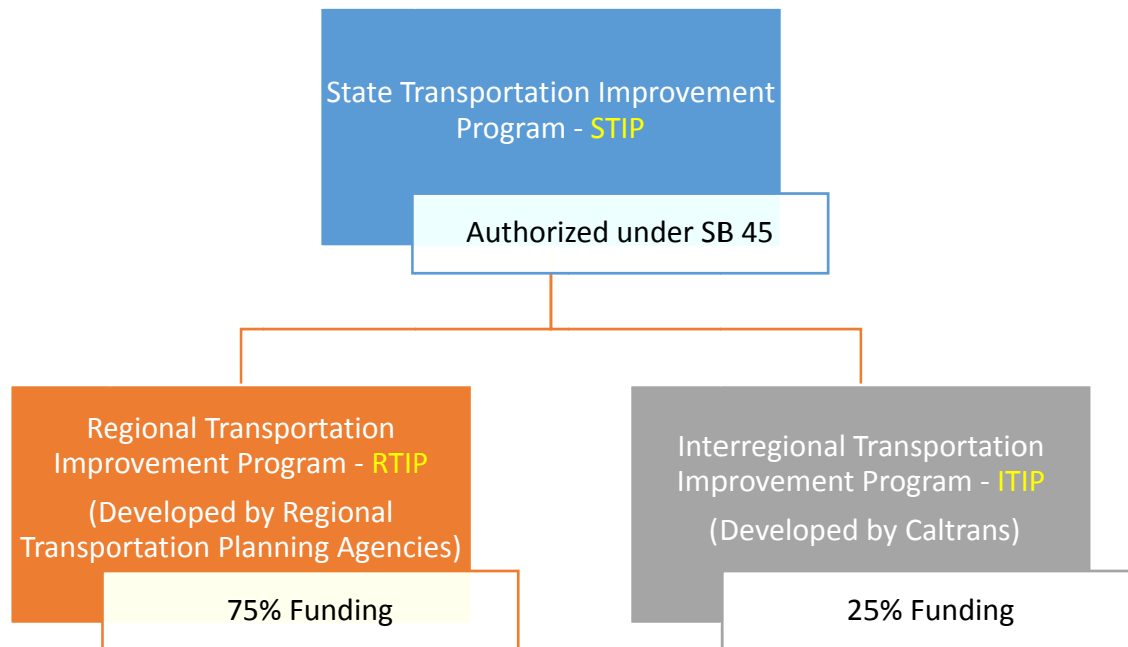


Figure 1. STIP (Authorized under SB 45)

State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The 2016 STIP, which will likely be adopted in March 2016, will cover the five-year period from 2016-17 through 2020-21.



Figure 2. STIP: A Five-Year Funding Program

The existing STIP projects (both Regional Improvement Program and Interregional Improvement Program funded) are in the attachment entitled **Exhibit A: 2014 State Transportation Improvement Program (Current Official STIP)**.

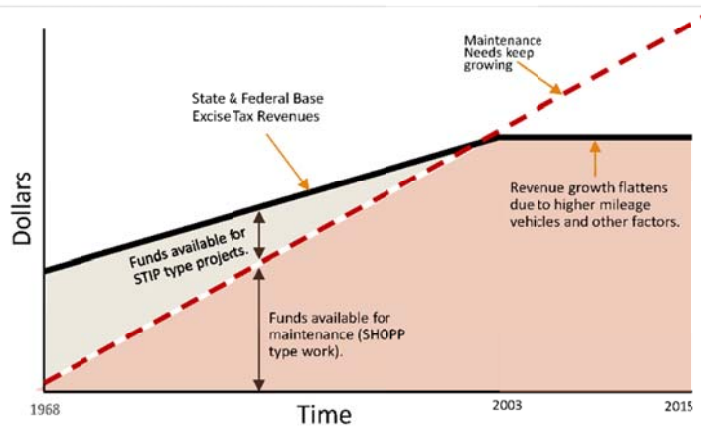
### STIP Fund Estimate – A “Zero” STIP

The STIP Fund Estimate (FE) is the forecast of funds available for programming in the five-year STIP. The STIP is constrained by the amount of funds estimated to be available for the STIP period in the fund estimate, which is developed by Caltrans and adopted by the Commission every other odd year (scheduled for August 2015 adoption). The amount available for the STIP is then constrained by formulas for regional and interregional shares per Streets and Highways Code (Sections 164, 187, 188 and 188.8).

According to the Caltrans STIP FE, many of the revenues forecasted in the FE fluctuate with the status of the economy. During the economic growth associated with 2003 through 2006, California realized a slight rise in gasoline and diesel consumption (despite improved fleet fuel economy) and record increases in weight fee revenues. However, during the housing market crisis from 2007 through 2012, moderate decreases in both weight fee collections and fuel consumption occurred. California’s economy has since initiated a rebound from the downturn of the previous seven years. Predicting when the economy will recover to pre-2007 levels is nearly impossible, and may not occur over the FE period (fiscal year 2016-17 through 2020-21).

The base excise tax on gasoline was last adjusted in 1994 to 18 cents per gallon. The price-based excise tax was introduced in 2010 as part of the Fuel Tax Swap. The intent of the Swap was to replace gasoline sales tax with an excise tax, adjusted annually to equal what would have been generated had the sales and excise tax rates remained unchanged. **Consequently, the price of gas directly impacts excise tax collections.** The recent volatility in gas prices makes forecasting total revenues difficult at best.

## Excise Tax Falls Short



\*Schematic not adjusted for inflation.

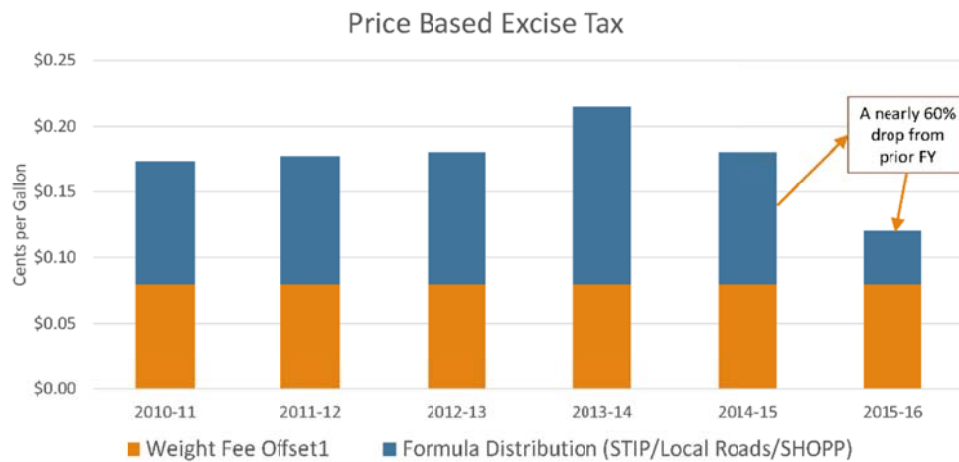
Figure 3. Excise Tax Falls Short

(Source: Exhibit produced by Caltrans)

Assembly Bill (AB) 105 authorized the transfer of weight fee revenues from the State Highway Account (SHA) to the Transportation Debt Service Fund (TDSF). In turn, an off the top amount from the price-based excise tax on gasoline is transferred to the SHA in the form of backfill, with the remainder allocated to STIP, Local Streets and Roads, and SHOPP. The Department of Finance projects that weight fee revenues will increase slightly over the FE period. Given that current statute directs the entirety of weight fees diversions to be reimbursed first, the remaining revenue available to fund such projects is heavily influenced by adjustments in the price-based excise tax rate.

In March 2015, the Board of Equalization (BOE) voted to decrease the 2015-16 price-based excise tax rate on gasoline from 18 cents per gallon to 12 cents per gallon.

## Amplified Revenue Swings



Weight Fee Offset portion of the excise tax is estimated at near 8 cents/gallon based on recent collection rates.

Figure 4. Amplified Revenue Swings (Source: Exhibit produced by Caltrans)

The net result of the Fund Estimate is as follows:

- ❖ **No programming capacity.** Only **\$46 million** identified statewide as new STIP revenue in FY 20-21, however, that amount will not be made available for programming. In the last STIP, that amount was **\$1.3 Billion**. This situation is effectively referred to as a “zero” STIP because there is effectively zero capacity available for programming additional projects.



- ❖ **STIP Reprogramming is not a choice, but a must.** The STIP revenue forecasts further shows there is no ability to meet the existing, programmed commitments of the 2014 STIP. Projects are “over-committed” against the revenue/cash flow available and thus will need to be pushed back. Figure 4 (below) shows how much needs to be shifted to later years in order to align with funding capacity estimates.

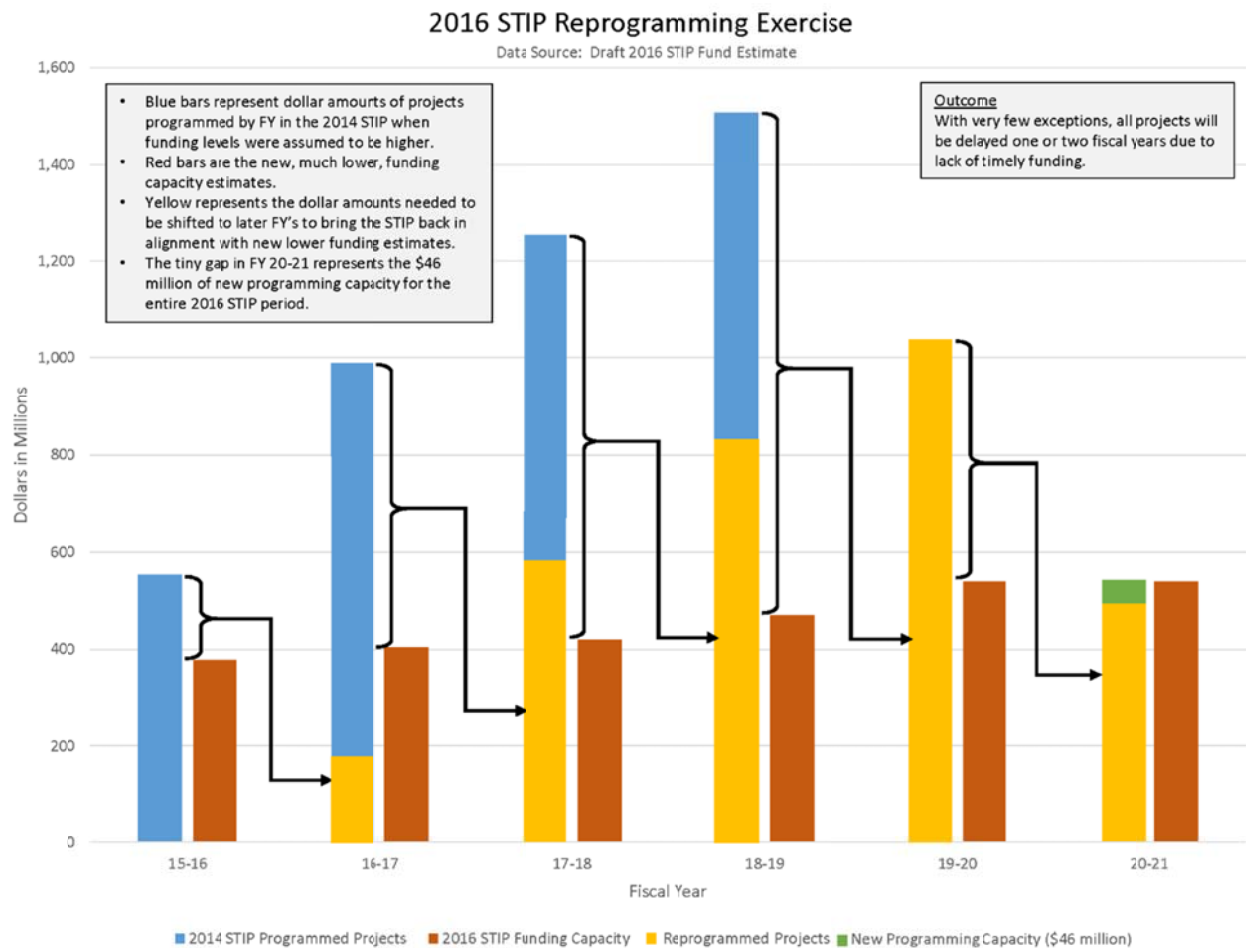


Figure 4. 2016 STIP Reprogramming Exercise

(Source: Exhibit produced by Caltrans)

### Current Strategies to Address STIP Challenges

There are two primary efforts underway in response to the zero STIP. They are as follows:

- ❖ **Valley Coordination on a “Valleywide STIP”:** As identified earlier in this staff report, all regional agencies statewide still have to prepare a 2016 STIP even if there are no new projects. The updated STIP must demonstrate a cash flow of projects that falls in line

with (projected) funding capacity. All STIP projects are impacted but most immediately are projects programmed in FY 15/16 and 16/17. In the San Joaquin region, this would be Tracy's Eleventh Street Widening and Ripon's Stockton Avenue Widening, respectively. If regional agencies choose not to delay or "push back" projects, the California Transportation Commission will elect to push them back in order to adopt a financially constrained STIP.

SJCOG has engaged our fellow COGs in the Valley to discuss collaborations. There is a unanimous consensus that Valley COGs should "join forces" in the development of a Valleywide STIP. The concept behind this valleywide effort would be to tackle the STIP through valleywide "triage."

1. Identify those priority projects which absolutely cannot be delayed and therefore must remain in the Fiscal Year of programming.
2. Identify projects which can be pushed back a year or more.
3. Prepare an analysis that showcases (to the CTC) the eight-county cumulative effort to push back projects; then, include a compelling argument that "we have collectively worked together" in order to keep priority projects from delay.

#### **SBX1-1:**

Absent of any legislative change and increases to excise taxes, the future of "zero STIP cycles" will be a constant fixture in transportation programming.

Senator Beall introduced SB 16 earlier this year and later re-introduced it as SB X1-1. (An amended version (dated July 22, 2015) of the text can be located at:

[http://www.leginfo.ca.gov/pub/15-16/bill/sen/sb\\_0001-0050/sbx1\\_1\\_bill\\_20150714\\_amended\\_sen\\_v98.html](http://www.leginfo.ca.gov/pub/15-16/bill/sen/sb_0001-0050/sbx1_1_bill_20150714_amended_sen_v98.html) )

Please refer to Exhibit B, a Policy brief prepared by the California Association of Councils of Governments (SJCOG is a member). It proposes many avenues to increase transportation revenue to goods movement corridors, local streets and roads, and the STIP. Specific to the STIP, the bill proposes to reset the excise tax to 17.3 cents/gallon. It also proposes that Consumer Price Index (CPI) applies to all excise tax.

If approved, this provision (in addition to the others identified in SBX1-1) would arguably be the most impactful legislation addressing transportation funding dilemmas while offering a consistent revenue stream for transportation needs.

#### **STIP Schedule & Key Milestone Dates**

Below are some key milestones in the 2016 STIP Process.

**August 27, 2015:** STIP Fund Estimate and Guidelines are scheduled for adoption by California Transportation Commission.

**October 15, 2014:** Caltrans submits its draft ITIP (Interregional Improvement Program) to the California Transportation Commission.

**December 15, 2015:** STIPs (Final ITIP and RTIP) are due to the California Transportation Commission.

**March 17, 2016:** Following public hearings on January 21 and 26th, California Transportation Commission is scheduled to adopt the STIP.

**February 19, 2016:** California Transportation Commission staff releases its recommendations

**March 16-17, 2016:** California Transportation Commission adopts the 2016 STIP.

#### **ATTACHMENTS:**

1. Exhibit A: 2014 State Transportation Improvement Program (current official STIP)
2. Exhibit B: Policy Brief from CALCOG

*Prepared by: Diane Nguyen, Deputy Director of Planning, Programming, & Project Delivery*



**2014 State Transportation Improvement Program**

**EXHIBIT A**

**Current Official STIP - (STIP funds, RIP and IIP only)**

**San Joaquin County**

**State Funds by Fiscal Year & Component (IIP & RIP Funds Only)**

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)					R/W ENG	CON ENG			
							LAST DATE	TOTAL		14/15	15/16	16/17	17/18	18/19			19/20	R/W	CON
10	SJ		6627	Ripon, City of - Stockton Avenue Widening -	RIP				1,000		1,000							1,000	
PM:			112-0000-0323	<b>Note: Ripon was approved for reprogramming to FY 16/17).</b>															
KP:			Local Assistance		TOTAL:				1,000		1,000								1,000
10	SJ		6629	Tracy, City of - MacArthur Drive Widening and Reconstruction -	RIP				3,194		3,194							3,194	
PM:			112-0000-0325																
KP:			Local Assistance		TOTAL:				3,194		3,194								3,194
10	SJ		6630	Lodi, City of - Harney Lane Grade Separation -	RIP				12,100		12,100							12,100	
PM:			112-0000-0326	<b>Note: Lodi secured advanced allocation.</b>															
KP:			Local Assistance		TOTAL:				12,100		12,100								12,100
10	SJ		7952	San Joaquin Council of Governments - Planning, Programming and Monitoring -	RIP		10/08/14	2,452	3,252	200	200	200	200	200				3,252	
PM:			112-0000-0026																
KP:			Local Assistance		TOTAL:				2,452	3,252	200	200	200	200	200				3,252
10	SJ	120	3046	Manteca, City of - McKinley Avenue/State Route 120 Interchange -	RIP				12,300					12,300				12,300	
PM: R2.0 / R2.6			112-0000-0348																
KP:			Capital Outlay		TOTAL:				12,300					12,300					12,300
10	SJ	99	3045	1C260 Lodi, City of - Turner Road Interchange Operational Improvements -	RIP				3,061				3,061					3,061	
PM:			112-0000-0347																
KP:			Capital Outlay		TOTAL:				3,061				3,061						3,061
75	SJ		2030B	San Joaquin Council of Governments - Stockton to Escalon Double Track Project Segment 4	IIP				23,000				23,000					23,000	
PM:			112-0000-0343																
KP:			Rail		TOTAL:				23,000				23,000						23,000
75	SJ		2081	Caltrans - Stockton Station Relocation -	IIP				11,500						10,750		100	650	
PM:			112-0000-0277																
KP:			Rail		TOTAL:				11,500						10,750		100	650	
<b>Total San Joaquin County: 8 Projects</b>					RIP:			2,452	34,907	200	4,394	12,300	3,261	12,500				34,907	
					IIP:			34,500					23,000		10,750	23,000	100	650	
					Total:			2,452	69,407	200	4,394	12,300	26,261	12,500	10,750	57,907	100	650	



# POLICY BRIEF

EXHIBIT B

## TRANSPORTATION FUNDING UPDATE: EXTRAORDINARY SESSION

California Association of Councils of Governments

July 21, 2015

### I. SB 16 and SBX1-1 (Beall) Transportation Funding

Senator Beall introduced SB 16 earlier this year. CALCOG took a “support” position on the version in print on April 15. Then, SB 16 was re-introduced in the Extraordinary Session as SB 1X-1. Significant new amendments went into print on July 14. See below.

<b>SB 16—SB X1-1 COMPARISON TABLE</b>		
<b>Key Element</b>	<b>SB 16 (June 1)</b>	<b>SBX1-1 (July 14)</b>
<b>Effective Term</b>	5 years	Unlimited
<b>Revenue</b>	<b>\$3.4 to \$3.9 Billion/Yr.</b>	<b>\$4.3 to \$4.6 Billion/Yr.</b>
<b>Sources</b>	<ul style="list-style-type: none"> <li>• 10¢/gal. tax increase on gasoline</li> <li>• 12¢/gal increase on diesel fuel</li> <li>• \$35 vehicle registration fee</li> <li>• \$100 zero emission vehicle fee</li> <li>• Loan repayments over 3 years</li> <li>• .65% vehicle license fee increase</li> </ul>	<ul style="list-style-type: none"> <li>• 12¢/gal. tax increase on gasoline</li> <li>• 22¢/gal. Increase on diesel fuel</li> <li>• \$35 vehicle registration fee</li> <li>• \$100 zero emission vehicle fee</li> <li>• Loan repayments over 3 years</li> <li>• \$35 road access fee</li> </ul>
<b>Truck Weight Fees</b>	Transferred and backfilled with VLF	Not affected
<b>Goods Movement (TCIF)</b>	2¢/gal. on diesel to TCIF (approx. \$50 million/yr.)	12¢/gal. on diesel to TCIF (approx. \$300 million/yr.)
<b>Self Help Incentive</b>	5% off-the top allocation	5% of the top allocation-ongoing
<b>Distribution of Remainder</b>	<ul style="list-style-type: none"> <li>• 50% to SHOPP</li> <li>• 50% to Local Streets &amp; Roads</li> </ul>	<ul style="list-style-type: none"> <li>• 50% to SHOPP</li> <li>• 50% to Local Streets &amp; Roads</li> </ul>
<b>Inflation Adjustment (CPI)</b>	N/A	Excise tax adjusted every three years beginning 2019
<b>Local Streets and Road Fund Flexibility</b>	N/A	“Other transportation priorities” allowed if PMI exceeds 85
<b>STIP</b>	N/A	<ul style="list-style-type: none"> <li>• Excise tax reset to 17.3 ¢/gal.</li> <li>• CPI applies to all excise tax</li> </ul>
<b>Active Transportation Eligibility</b>	N/A	Pedestrian and bike safety in conjunction with other projects
<b>Caltrans Accountability</b>	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%
<b>Local Street and Roads Accountability</b>	CTC estimates fund amount, develop performance criteria	CTC develops performance criteria

## II. Other Key Bills In the First Extraordinary Session

### Assembly Bills:

- **AB X1-1 (Alejo). Weight fees.** Returns weight fees to the State Highway Fund; repays outstanding transportation loans over three years
- **AB X1-2 (Perea) Public Private Partnerships.** Extends P3 authority indefinitely; includes Santa Clara VTA in definition of regional agency.
- **AB X1-3 and ABX1-4 (Frazier, Atkins) Spot language.** Spot bills to establish permanent, sustainable sources of funding for highways, local roads, bridges, etc.
- **AB X1-6 (Hernandez) AHSC program.** Creates a 20% rural set aside in AHSC Program.
- **AB X1-7 (Nazarian). Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **AB X1-8 (Chiu & Bloom) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.

### Senate Bills:

- **SB X1-1 (Beall) Transportation Funding.** See previous page.
- **SB X1-2 (Huff) GHG reduction fund.** Dedicates cap and trade taxes paid from gasoline production to improving infrastructure, including streets and roads.
- **SB X1-3 (Vidak) HSR Bonds.** Amends HSR bond funding initiative (and requires a general vote) to redirect HSR Bone funds to repair or construct highways and local streets and roads.
- **SB X1-6 (Runner) GHG reduction fund; transportation.** Prohibits use of cap and trade proceeds on HSR and redirects funds to highways, local street and roads, and public transit.
- **SB X1-7 (Allen) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.
- **SB X1-8 (Hill) Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **SB X1 9 (Moorlach) Department of Transportation.** Prohibits Caltrans from using temporary funding (e.g., bonds) to support permanent positions; encourages contracting.
- **SB X1 10 (Bates) Regional Capital Improvements.** Converts STIP to block grants based on county shares; eliminates CTC retains some oversight, but programming role discontinued
- **SB X1 11 (Berryhill) CEQA exemption, road improvements.** Exempts road repair and maintenance on existing rights of way from CEQA, including for areas over 100,000.
- **SB X1-12 (Runner) Transportation Commission.** Makes the CTC independent and authorizes CTC to approve the Department's individual repair and maintenance projects.
- **SB X1-13 (Vidak) Inspector General.** Creates an Inspector to assure that Caltrans and HSRA operates efficiently, effectively, and in compliance with federal and state laws.
- **SB X1 14 (Canella) Public Private Partnerships.** Eliminates the sunset provision that allowed RTPAs and Caltrans to enter into PPPs.

### Senate Constitutional Amendments:

- **SCA X1-1 (Huff).** Guarantees that transportation taxes are used for transportation purposes.

## 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. With FAA approval of SMA's existing ALP earlier this year, SJCOG staff and its consultant team at Coffman Associates restarted the process to complete the ALUCP update originally begun in 2007.

SJCOG staff convened a working group with largely similar representation as the 2009 update. A kick-off meeting of the Airport Land Use Working Group was held on April 28, 2015. Since that time Coffman Associates and SJCOG staff have been working to gather data and complete the technical analyses necessary to produce a preliminary draft of the plan for review and comment by both the technical working group and the public. SJCOG expects the preliminary public draft to be made available for review at the end of August, with an Airport Land Use Working Group meeting and public workshop to follow in mid-September. Once any public or working group comments have been considered, the final draft of the ALUCP and accompanying initial environmental document will be released for a 30-day review and comment period. It is anticipated that the final document will be brought before the SJCOG standing committees and the SJCOG Board for consideration in January, 2016 leading to an anticipated approved ALUCP for Stockton Metro in February 2016. A more detailed schedule is included later in the staff report. All documents related to the SMA ALUCP update process may be reviewed on the project website: <http://stocktonalucp.airportstudy.com/>. The information presented at the initial meeting of the Airport Land Use Working Group is located under the *Public Outreach* tab.

#### 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 was budgeted in Work Element 801.03 in the FY 14/15 and FY 15/16 Overall Work Plan (OWP).

## **BACKGROUND:**

### **Role of the ALUC and ALUCP**

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.

### **Project Tasks and Update Process**

The first phase of the project was 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 contacted 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. SJCOG and the consultant team also convened a meeting of the Airport Land Use Working Group to outline the study process, present preliminary information and address any questions or concerns of the group related to the process. This working group represents an array stakeholders with technical knowledge of airport related issues and/or an interest in land-use considerations surrounding the airport. It consists of pilots, airport managers/owners, Caltrans Aeronautics and Planning, community development managers/directors from partner agencies, BIA, LAFCO, Farm Bureau, and local business representatives. The intent of the group is to provide technical and process feedback to SJCOG staff and the consultant team on the ALUCP; it does not represent an advisory or voting committee and will not be making a formal recommendation to the SJCOG Board.

Current and future operational data obtained from SMA and the land-use inventory, in conjunction with the guidelines set forth within the 2011 *California Airport Land Use Planning Handbook*,

published by Caltrans Division of Aeronautics, has been used to create contours of expected noise that will radiate from each of the airports during normal operations. The contours are used as a baseline for the land use compatibility zones. These draft maps and other technical work products will be incorporated into a preliminary draft of the ALUCP, which will be initially reviewed by SJCOG staff, then made available for review by the Airport Land Use Working Group and the general public. After release of the document, SJCOG staff and Coffman Associates will convene a meeting with the working group to discuss the preliminary draft and conduct a public open house to answer questions and discuss the draft with other stakeholders and members of the public. SJCOG anticipates releasing the preliminary draft ALUCP for SMA by the end of August 2015, with the working group meeting and public workshop to follow in mid-September. A graphic outlining the update process is attached to the staff report; the anticipated schedule leading to the approved ALUCP document for Stockton Metro is outlined below.

**SCHEDULE:**

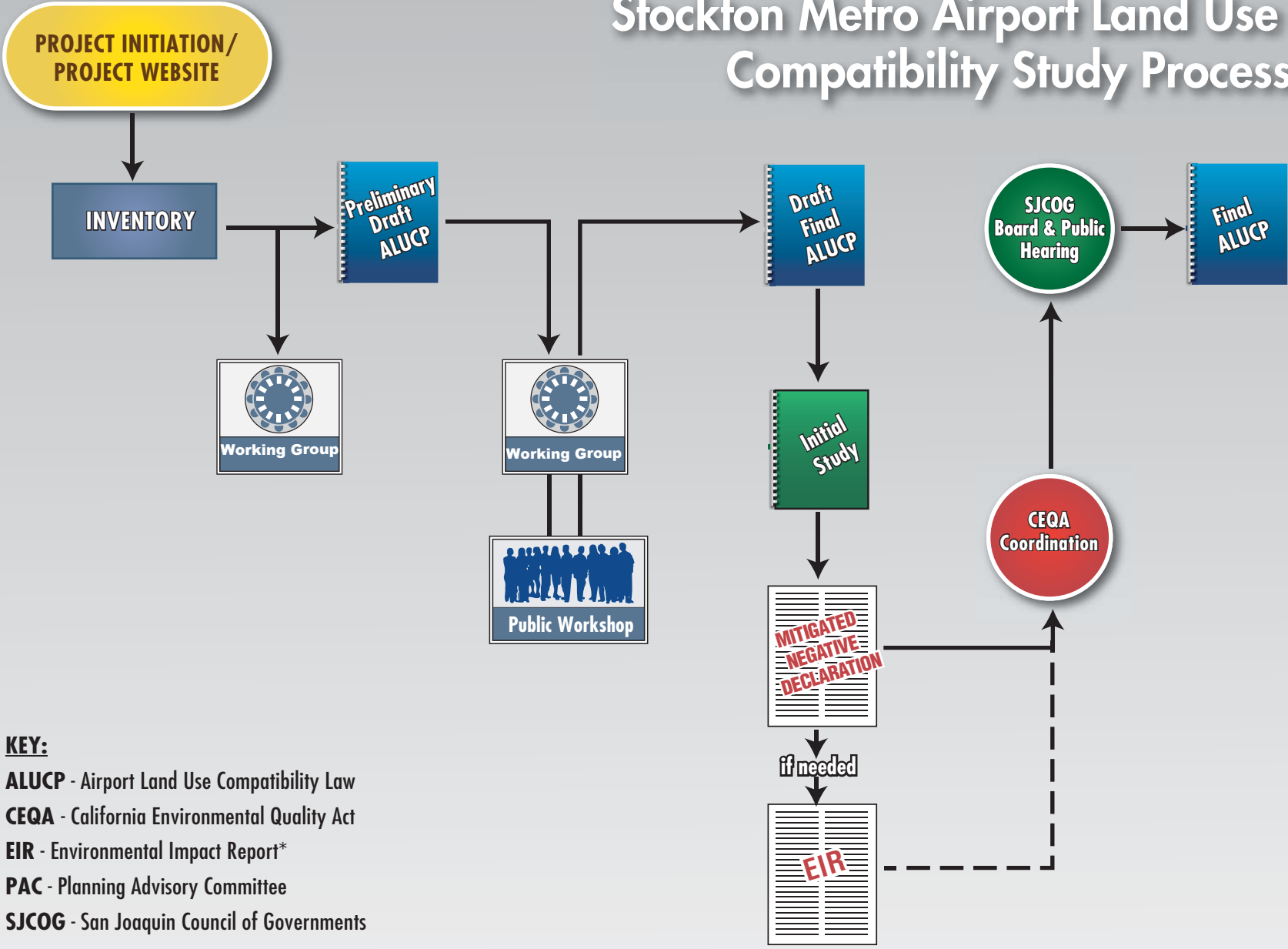
<b>Milestone</b>	<b>Date</b>
Release of Preliminary Draft ALUCP	Late August 2015
Working Group Meeting & Public Workshop	Mid-September 2015
Release of Final Draft & Environmental Document	Mid-October 2015
Conclusion of 30-day Review & Comment Period	Mid-November 2015
SJCOG Committee Review & Board Consideration	January 2016
Approved ALUCP	February 2016

**ATTACHMENTS:**

ALUCP Study Process Graphic

*Prepared by: Kim Anderson, Senior Regional Planner*

# Stockton Metro Airport Land Use Compatibility Study Process



**KEY:**

- ALUCP** - Airport Land Use Compatibility Law
- CEQA** - California Environmental Quality Act
- EIR** - Environmental Impact Report\*
- PAC** - Planning Advisory Committee
- SJCOG** - San Joaquin Council of Governments

\* Not included in current scope

## STAFF REPORT

**SUBJECT:** Support for Valley-wide Effort to Provide Technical Support for the Affordable Housing Sustainable Community (AHSC) Program

**RECOMMENDED ACTION:** Information

### DISCUSSION:

### SUMMARY:

With recognition that, statewide, regions and project applicants are not created equal in their ability to provide technical support to Affordable Housing Sustainable Community (AHSC) applicants, the San Joaquin Valley Unified Air Pollution District (Air District) is coordinating an effort to strengthen the technical support network across the Valley. For example the Bay Area, with its extensive network of technical support, was awarded \$47 million from the FY 14/15 AHSC program. That is slightly smaller than the southern California, Sacramento, and San Diego regions combined and is largely a result of their technical support network.

To strengthen the technical support network across the Valley, the air district's effort includes linking potential project applicants with professional planning and technical staff throughout the Valley. The San Joaquin Valley Regional Planning Agencies' Directors' Committee provided their support for the efforts being carried out by the Air District at their July 2<sup>nd</sup> meeting.

The SJCOG board took action to support the Valley effort to provide technical assistance to the AHSC program in July 2015. It is anticipated this will increase SJCOG's competitiveness within the AHSC program.

### FISCAL IMPACT:

No fiscal impact.

### BACKGROUND:

The Strategic Growth Council's (SGC) Affordable Housing Sustainable Community (AHSC) Program is intended to fund land-use, housing, transportation, and land preservation projects that support infill and compact development, which aid in reducing greenhouse gas emissions (GHG) by improving mobility options resulting in potential decreases in vehicle miles traveled (VMT)



and associated GHG and other emissions. The AHSC program awards funding intended to help with the implementation of the RTP/SCS.

As a new Cap and Trade funding program FY 14/15 was the first year for the AHSC program and can be considered a learning year. San Joaquin County was awarded one project in the first round. In addition, 4 of the total 28 projects awarded statewide were within the San Joaquin Valley (\$16.2 million of \$121 million available). Thirteen Valley projects were not recommended for funding. We believe, as a region, San Joaquin County and the Valley can do better.

In staff's assessment of the first round AHSC program, we came to the following program observations. Regions and project applicants statewide are not created equal. Large regions, with significant resources and more developed technical support networks were better able to meet the technical demands of the AHSC program application process. The Bay area, for example, received \$47 million in AHSC program funding. Staff believes this is due in large part to their established technical support network for these types of projects. Technical support increases the potential for Valley projects to be awarded funding. Valley-wide technical support is anticipated to help link applicants to professional staff throughout the Valley increasing the strength of their AHSC applications, which, in turn has the potential to increase Valley applicants' competitiveness within the program.

Currently, the Air District is coordinating the effort to strengthen the technical support network across the Valley. This effort includes linking potential project applicants with professional planning and technical staff throughout the Valley. The San Joaquin Valley Regional Planning Agencies' Directors' Committee provided their support for the efforts being carried out by the Air District at their July 2<sup>nd</sup> meeting. The SJCOG board provided its support at its July 23<sup>rd</sup> meeting.

Examples of technical support that may be provided through the Valley-wide effort include coordination of applicants with the applicable local agency, non-governmental agency, or MPO professional staff; support in the quantification of project greenhouse gas emissions reductions, etc.

#### **NEXT STEPS:**

Next steps include continued coordination with the other 7 Valley MPOs and the San Joaquin Valley Unified Air Pollution District to determine the nature of technical support best suited for AHSC applicants.

*Prepared by: Tanisha Taylor, Senior Regional Planner*