



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Wednesday, October 21, 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: Approve Minutes of September 16, 2015 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. Commute Connection – New Multi-Modal Trip Planning System Demonstration - McNickle INFORMATION
5. 2015 Regional Transit Systems Plan (RTSP) Policy Considerations - Nguyen DISCUSSION
6. 2015 Active Transportation Program (ATP) Funding Recommendation for Fiscal Years 2016 to 2018 - Ripperda ACTION
7. 2016 State Transportation Improvement Program (STIP) - Ripperda ACTION
8. INFORMATION ONLY Items
(a) Project Matrix
9. Staff Update on Future Agenda Items – Anderson (no staff report)
10. Committee Updates / Future Agenda Items
11. Adjourn to November 18, 2015

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

SJCOG

Andrew T. Chesley EXECUTIVE DIRECTOR

SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Wednesday, September 16, 2015

ACTION MINUTES

1) Call to Order

Vice Chair Stephanie Hobbs called the meeting to order at 6:02 pm.

Members Present

Gracie Marx, City of Escalon; **Richard Blackston**, City of Lodi; **Stephanie Hobbs**, City of Ripon; **Nate Knodt**, City of Stockton; **Bobby Bivens**, San Joaquin County; **Michael Carouba**, Business Industry; **LaCresia Hawkins**, NAACP; **Katrina Jaggears**, League of Women Voters; **Dr. Shanna Eller**, University of the Pacific; **Matthew Doss**, City of Tracy

SJCOG Staff present:

Diane Nguyen, Deputy Director, Kim Anderson, Senior Regional Planner; Tanisha Taylor, Senior Regional Planner; Ryan Niblock, Senior Regional Planner

Others Present

None

2) Minutes: Approve Minutes of May 20, 2015.

Action on the minutes was deferred to later in the meeting due to lack of a quorum. After Item 5 on the agenda, a motion was made and seconded (Blackston/Jaggears) to approve the minutes of May 20, 2015. The motion passed with one abstention (Doss).

3) Public Comments

No members of the public were in attendance.

4) Greenhouse Reduction Fund

Tanisha Taylor, SJCOG Senior Planner reviewed the recently released FY 16/17-17/18 draft concept paper for the Greenhouse Gas Reduction Fund (GGRF), noting that the draft GGRF Investment Plan is expected to be released in the September/October time frame. Ms. Taylor also noted that the Strategic Growth Council will soon be releasing the FY 15/16 Affordable Housing Sustainable Communities (AHSC) grant program. She indicated to the committee that SJCOG will be reviewing the guidelines carefully in light of some challenges with the first round of AHSC program funding with regard to geographic equity, transportation scoring criteria, and short time frames for project submission. SJCOG is committed to developing a series of workshops, in conjunction with the other seven valley MPOs, to

aid potential future applicants with technical analysis and application criteria. Of particular importance to the valley will be the set-asides for disadvantaged communities. Ms. Taylor indicated that the focus of staff's future efforts will be working collaborative to bring additional funding to the region under all the GGRF fund categories.

Questions from the committee were centered on past successful projects, how SJCOG is disseminating information to potential applicants and total available funding. Ms. Taylor reviewed the two projects from Stockton that were submitted during the first round of the AHSC program last year – highlighting that the Domas Development adaptive housing project for veterans was awarded funding. She also indicated that SJCOG would be glad to reach out to specific interested groups and that approximately \$400 million will be available statewide for the second round of AHSC grant opportunities.

This item was for information/discussion; no action was taken by the committee.

5) 2015 Regional Transit Systems Plan (RTSP)

Committee members Bobby Bivens and Matthew Doss joined the meeting during the discussion of this item.

Ryan Niblock of SJCOG's project programming staff summarized the RTSP policy considerations for the CAC. Mr. Niblock reminded the committee of the update process and its relationship to the Local Transportation Fund or LTF allocation issues previously before the committee and the SJCOG Board. He stated that SJCOG is looking at each fund source in detail so that all involved in the discussion of future policies around LTF are aware of the long-term ramifications of changes to LTF on all remaining fund sources. Mr. Niblock noted that this RTSP update has a stronger focus on funding for each agency and their 10-year revenue estimates. Another particular focus of this RTSP will be regional equity with regard to the Regional Transit District (RTD) and the Altamont Corridor Express (ACE) serving citizens in the various jurisdictions, but not receiving a share of funding allocated to these agencies for transit. Mr. Niblock also highlighted a potential policy to allocate a fixed percentage of Congestion Mitigation and Air Quality (CMAQ) funds to transit capital, particularly bus replacement, and the benefits of potentially identifying RTD as a Consolidated Transportation Services Agency or CTSA. He indicated that recommendations in the staff report are for discussion only and that the final policies will be shaped by additional research and input from the committees and the SJCOG Board. It was noted that a Board workshop was to be held the week of October 19 – 23, with a final date yet to be determined.

Extensive discussion by the committee was centered on the following issues:

- Clarification on what is being considered a regional system – citywide systems or systems that move people between cities – it was clarified that both are part of the regional transit system.
- Fare box recovery – SJCOG staff and Nate Knodt, committee member, provided an overview of typical systemwide farebox recovery. It was noted in particular that 3% farebox recovery for some of the smaller transit systems is not atypical.
- Some members of the committee noted that it is the pressure on LTF funds initiated by the ACE service claim on a greater share of the funding allocation that is driving the policy recommendations. The members noted that many of the recommendations appear

to be backfilling the void from the ACE LFT funding request and that the final result is going to be less money available to the smaller jurisdictions for both their transit systems and street repair.

- Committee members requested data or statistics on AQ improvements attributable to funding bus replacement. Staff committed to showing how the AQ improvements are calculated in the CMAQ applications.

This was a discussion item only; no action was taken by the committee.

6) Federal Project Delivery Status

Ryan Niblock also presented this item to the committee, highlighting as good news that additional project authorizations since the August meeting had increased the SJCOG region's obligation authority for delivery for CMAQ and RSTP funding to 114 percent. Mr. Niblock further noted that the SJCOG region has a history of meeting and exceeding its obligation targets for these two fund sources. He reviewed the 20 projects obligated in federal fiscal year 2014/15 and indicated the projects account for over \$14.8 million in obligation. Mr. Niblock stated that CalTrans Local Assistance was to be commended for the enormous amount of work in making sure project authorization requests were processed in a timely manner.

This was an information item; no action was taken by the committee.

7) Information Items

Kim Anderson reminded the committee that these items would not be presented by staff but were available for discussion or questions if the committee desired. She noted that the Annual Regional Economic Indicators Symposium was a free event and was being held jointly with SJCOG and the Center for Business & Policy Research at UOP with generous support from JP Morgan Chase. She encouraged committee members to register and attend.

8) Member's Reports / Future Agenda Items

Committee members requested an update on the Highway 99 and I-5 construction projects. Members also requested a presentation on Air Quality improvement in the region, short-haul rail and the potential for utilizing the Sharpe Depot infrastructure, the status of the High Speed Rail project and ACE Forward service to Modesto, and the potential for a presentation of Safe Routes to School program coordination.

9) Meeting Adjournment

The meeting was adjourned at 7:15 p.m.

STAFF REPORT

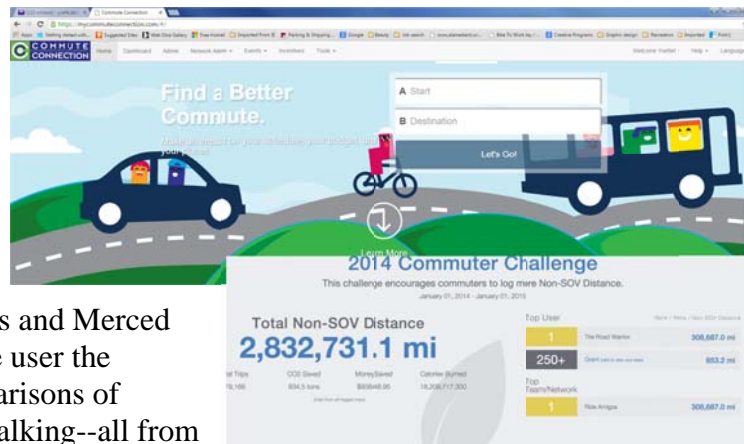
SUBJECT: Commute Connection New Multi-Modal Commute Trip Planning System Demonstration

RECOMMENDED ACTION: Presentation

DISCUSSION:

SUMMARY:

The Commute Connection program staff is pleased to introduce a new system to help commuters find a better way of commuting. The Program has operated a ridematching system to promote the use of alternative transportation options such as carpooling, vanpooling and using transit for San Joaquin, Stanislaus and Merced counties. The new system provides the user the opportunity to view side-by-side comparisons of various modes, including biking and walking--all from a single source. The innovative tool includes better information on inter-jurisdictional travel mode alternatives to help encourage commuters switch from driving alone to alternate modes, with the ultimate goal of reducing traffic congestion and improve air quality.



BACKGROUND

In 2013, the SJCOG Board accepted the analysis and recommendations of an Interregional Multi-Modal Commute Trip Planning Study to develop a web-based trip planning system to promote alternatives to single-occupancy vehicle (SOV) commuting. The study concluded that no single information source with all commute alternatives existed. This provided the opportunity to enhance Commute Connections's existing system to respond to the changing needs and advances in technology. The new system will achieve the following:

- Integrate all modes into a single, convenient, accessible system
- Engage commuters and employers with personalization, incentives and challenges
- Provide local governments and the community with data and information
- Serve as a resource to employers subject to Air District Trip Reduction Rule 9410
- Provide staff with a powerful administration and management tool to assess performance

STAFF REPORT

SUBJECT: 2015 Regional Transit Systems Plan (RTSP)
Policy Considerations

RECOMMENDED ACTION: Discussion

SUMMARY:

San Joaquin Council of Governments (SJCOG) staff has completed the process of cataloguing transit capital and operating expenses over a 10-year period, as well as anticipated revenues. The data indicates that transit needs for regional transit operations exceed anticipated revenue. As such, the RTSP reviews existing revenue sources, and determines the potential effect of funding policy adjustments on overall transit revenue.

BACKGROUND:

The 2015 RTSP is the first, 10-year step toward implementing the long-range regional transit vision in the 2014 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Anticipated transit costs in the San Joaquin region over a 10-year period have been catalogued and are being compared with the anticipated funding need. The result will be a complete transit funding outlook for San Joaquin County. From the data it is apparent that the transit funding need of the region exceeds anticipated revenues. Based on this finding, not only is it important for the RTSP to explore the best ways to distribute future transit funding throughout the region, it is essential that existing funding and established policies be re-examined to ensure that the County's transit demands can be met.

Last month, conceptual policy considerations have been discussed with the SJCOG committees. These conceptual policy considerations included:

- Local Transportation Fund (LTF)
- Assessment of a Community Share of RTD and ACE services
- Stockton Urbanized Area (UZA) funding split
- Congestion Mitigation Air Quality (CMAQ)
- Consolidated Transportation Services Agency (CTSA) designation
- Designated Recipient for Federal Transit Administration (FTA) funds

The committees asked for "precise numbers" in order to evaluate financial impacts to jurisdictions from policy scenarios. In response to this, SJCOG has provided the potential effects of the conceptual policy considerations on transit revenues in Attachment A to this report.

NEXT STEPS

- October 21, 2015: SJCOG Board workshop on October 21st, 2015 from 7:30am to 9:00am to update the Board on the RTSP, committee input to date, and feedback from SJCOG Board on policy scenarios. This workshop will be open to all members of the public.
- November: Interagency Transit Committee continues to review chapters and working documents for development of the administrative draft of the RTSP; continued policy refinement on RTSP through SJCOG Committees and Board.
- Late December/January: Release of public review Draft RTSP.
- February 25, 2016: SJCOG Board adoption of RTSP.

RECOMMENDATION:

Provide input and direction to SJCOG staff on policy elements. All input received will be used to shape the discussion and recommendations presented in the draft RTSP.

FISCAL IMPACT:

None at this time. The Regional Transit Systems Plan is anticipated to bring forward funding policy recommendations that will have direct fiscal impacts.

ATTACHMENTS:

- Exhibit A: Quantified Effects of Conceptual Policy Considerations on Transit Revenues
- Exhibit B: San Joaquin County Population Projections

Prepared by: Diane Nguyen, Deputy Director, Ryan Niblock, Senior Regional Planner

**Exhibit A: Quantified Effects of Conceptual Policy Considerations
on Transit Revenues**

**FOR DISCUSSION PURPOSES AND POLICY
DEVELOPMENT**

Local Transportation Fund

The RTSP considers a scenario where the San Joaquin Regional Rail Commission (SJRRRC) LTF apportionment is increased to \$4,000,000 per year. Table 1 below summarizes the effect of this adjustment on other LTF apportionments.

Table 1: LTF Apportionments after SJRRRC Adjustment

LTF Recipient	FY 14/15 Apportionment	FY 15/16 Apportionment	Difference
SJRRRC	\$700,209	\$4,000,000	\$3,299,791
RTD	\$13,883,531	\$11,983,723	(\$1,899,808)
Escalon	\$240,662	\$203,955	(\$36,707)
Lathrop	\$631,479	\$561,288	(\$70,191)
Lodi	\$2,098,196	\$1,801,549	(\$296,647)
Manteca	\$2,331,644	\$2,062,763	(\$268,881)
Ripon	\$485,432	\$420,449	(\$64,983)
Stockton	\$0	\$0	\$0
Tracy	\$2,802,048	\$2,409,934	(\$392,114)
Unincorporated	\$763,298	\$669,239	(\$94,059)

**“Community Share” of Regional Bus Transit (RTD) and Rail Transit (ACE)
Services**

The concept of the “Community Share” cost of RTD and SJRRRC services is under consideration. SJCOG staff is in the process of working with the Interagency Transit Committee in developing methodology for a “Community Share” of costs. *As a scenario for discussion purposes*, FTA 5307 apportionments were presented for consideration as the funding source in “Community Share” calculations.

Table 2: FTA 5307 Funds for FY 14/15

FTA 5307 Recipient	FY 14/15 Apportionment
Lodi UZA	\$1,494,685
Manteca UZA	\$2,107,827
Stockton UZA	\$7,241,307
Tracy UZA	\$1,813,086

Stockton Urbanized Area (FTA 5307)

FTA 5307 funds apportioned to the Stockton UZA are split between RTD and SJRRC. Table 3 illustrates the existing 71:29 split of these funds, as well as a conceptual 80:20 split.

Table 3: Stockton UZA

FTA 5307 Recipient	FY 14/15 Apportionment (with 71:29 Split)	FY 14/15 Apportionment (with 80:20 Split)	Difference
SJRRC	\$2,099,979	\$1,448,261	(\$651,718)
RTD	\$5,141,328	\$5,793,046	\$651,718

Congestion Mitigation and Air Quality Program

The concept of designating a “minimum” set percentage of CMAQ funds for all transit projects is under consideration. In this scenario, transit projects compete with transit projects for 50% of the CMAQ funds. One those are ranked, other transit projects which do not secure funding from this 50% transit category can then compete with the non-transit projects in the remaining 50% of CMAQ funds. Table 4 shows annual CMAQ apportionments, and the designation of 50 percent of CMAQ funds for Transit Projects.

Table 4: CMAQ

Project Type	Annual CMAQ Apportionment	50% for Transit
Transit	\$9,714,209	\$4,857,105
All Other Projects		\$4,857,105

Consolidated Transit Services Agency

The concept of designating RTD the CTSA for the region is discussed in the RTSP. Such a designation would result in an up to five percent (maximum) “off the top” apportionment to RTD. Table 5 summarizes the effect of this adjustment on other LTF apportionments, assuming that \$4,000,000 is also taken off the top for SJRRC.

Table 5: LTF Apportionment Adjustments after CTSA Designation

LTF Recipient	FY 14/15 Apportionment	FY 15/16 Apportionment	Difference
SJRRC	\$4,000,000	\$4,000,000	\$0
RTD	\$11,983,723	\$12,390,182	\$406,459
Escalon	\$203,955	\$193,757	(\$10,198)
Lathrop	\$561,288	\$533,224	(\$28,064)
Lodi	\$1,801,549	\$1,711,472	(\$90,077)
Manteca	\$2,062,763	\$1,959,625	(\$103,138)
Ripon	\$420,449	\$399,427	(\$21,022)
Stockton	\$0	\$0	\$0
Tracy	\$2,409,934	\$2,289,437	(\$120,497)
Unincorporated	\$669,239	\$635,777	(\$33,462)

Designated Recipient of Stockton Urbanized Area

The concept of SJCOG being identified as the Designated Recipient for all FTA funding apportionments in the region is under discussion in the RTSP. Currently, San Joaquin RTD is the Designated Recipient for the Stockton Urbanized Area FTA 5307 funding. Such a change in designation would not have an impact on total funding levels. However, the duties of programming funds and allocating to projects would become SJCOG responsibility.

Exhibit B:

San Joaquin County Population Projections			
	2015	2020	2025
Escalon	7,413	7,832	8,335
Lathrop	20,353	26,415	34,530
Lodi	63,719	65,095	66,979
Manteca	73,787	80,156	87,702
Ripon	14,922	16,491	18,357
Stockton	306,999	319,959	335,872
Tracy	85,296	91,627	99,137
Unincorporated County	147,022	159,069	171,843
Total County	719,511	766,644	822,755

STAFF REPORT

SUBJECT: 2015 Active Transportation Program (ATP)
Funding Recommendations for Fiscal Years
2016/2017, 2017/2018, and 2018/2019.

RECOMMENDED ACTION: Recommend the SJCOG Board approve the
2015 Active Transportation Program (ATP)
Project Funding Recommendations

DISCUSSION:

OVERVIEW:

The San Joaquin Council of Governments (SJCOG) has completed the Active Transportation Program (ATP) Project Selection Process. An Active Transportation Multidisciplinary Committee was established, per state guidelines, which reviewed the projects and developed a programming recommendation for the \$2.9 million in available ATP funds.

RECOMMENDATION:

Recommend that the SJCOG Board approve the Scoring Committee's 2015 ATP Cycle 2 funding recommendation for Fiscal Years 2016/2017, 2017/2018, and 2018/2019, as identified in Attachment A. Included in the funding recommendation is also a contingency list of four projects in the event of cost savings or a non-deliverable project from the funded list.

FISCAL IMPACT:

Approval of the 2015 ATP funding will result in \$2.9 million to be programmed in the Federal Transportation Improvement Program (FTIP).

BACKGROUND:

What is the Active Transportation Program?

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking & walking.

The ATP consolidates funding from the federal Transportation Alternatives Program (TAP), the federal Safe Routes to School (SRTS) program, the state Safe Routes to School (SR2S) program, and the state Bicycle Transportation Account (BTA). Consistent with the federal TAP requirements, the ATP Guidelines distribute the total annual funding capacity between three

separate programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded with the requirement that 25% of the funds in each program benefit disadvantaged communities. The ATP has two separate grant processes—one led by the State and the other led by the nine large MPOs including SJCOG.

Previous 2014 ATP Cycle 1

In 2014, the SJCOG board approved using \$50,000 in Measure K funds to provide consultant assistance to local jurisdictions for applications for the first ATP Cycle. 29 applications were submitted by San Joaquin County jurisdictions, among 770 applications statewide that requested a total of over \$1 billion.

Four projects from the City of Stockton received approximately \$3 million from the statewide portion of the ATP. During the regional portion of the ATP, the SJCOG Board approved eight projects from the cities of Lathrop, Lodi, Ripon, Stockton, Tracy, and the County of San Joaquin to receive a combination of \$2.97 million in ATP funds and \$1.5 million of Regional Surface Transportation Program (RSTP) funds. The SJCOG Board approved using these RSTP funds from the 25% SJCOG regional share to supplement the limited ATP funds available. The CTC adopted these recommendations on November 12, 2014.

2015 ATP Cycle 2

For ATP Cycle 2, no discretionary funding was available to provide consultant assistance or to supplement the regional ATP funding set aside for SJCOG. SJCOG staff offered technical assistance to local jurisdictions for the preparation of grant applications, including providing mapping support and providing assistance related to Disadvantaged Communities and census data.

As shown in Exhibit A, 16 applications from the region were part of the 617 applications statewide which competed for approximately \$180 million in statewide ATP funds. These 617 applications requested a total of over \$1 billion. The City of Stockton and the County of San Joaquin were the only local jurisdictions to submit ATP applications for Cycle 2.

Statewide ATP Cycle 2 Funding Results

The California Transportation Commission staff have recommended \$396,000 in statewide ATP funding for the City of Stockton's Greater Downtown Active Transportation Plan. This recommendation will be tentative until formally adopted by the CTC on October 22.

Regional ATP Cycle 2 Funding Recommendation

SJCOG considered all of the applications submitted in the State level competitive process for the supplemental regional funding opportunity. SJCOG also held a supplemental call for projects for the regional funding pool of \$2.9 million from June 1 to July 31; no additional project applications (not previously submitted to the state process) were received.

As required by the State ATP Guidelines, SJCOG formed a multi-disciplinary committee to assist in the project selection process, the format of which was approved by the SJCOG Board in May 2015. On Tuesday September 22, the scoring committee convened and reviewed all 16 projects.

Table 1: 2015 ATP Cycle 2 Multidisciplinary Advisory Scoring Committee Membership

Name	Organization	Title	Expertise
Barb Alberson	San Joaquin County Public Health Services	Senior Deputy Director Policy & Planning	Public Health
David Garcia	Ten Space Development	Director of Community Development	Infill Development, Bike/Ped Advocacy
Nou Hendricks	San Joaquin County Office of Education	Research and Grant Development Program Manager	SRTS Grants
Craig Hoffman	City of Lodi	Senior Planner	Land Use Planning
George Lorente	San Joaquin Regional Transit District	Grants Manager	Transit Operations and Grants
Katelyn Roedner Sutter	Catholic Charities	Environmental Justice Program Manager	Disadvantaged Communities
Greg Showerman	City of Manteca	Deputy Public Works Director	Civil Engineering
Kristine Williams	San Joaquin Bike Coalition	Executive Director	Bicycle Advocacy

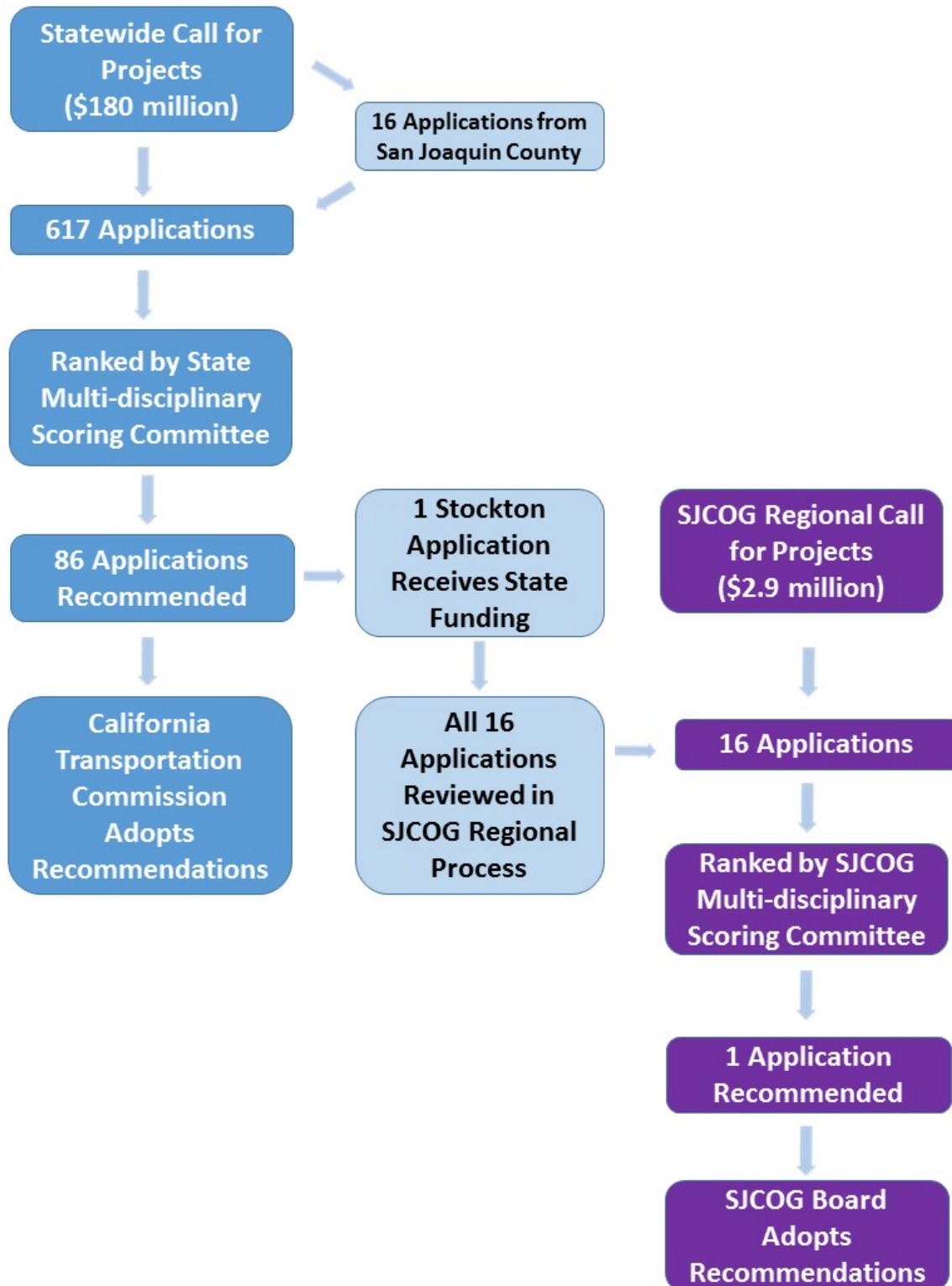
The Scoring committee evaluated the merits of each project by examining the following scoring criteria consistent with the state ATP Guidelines:

- Potential for increasing walking and bicycling (0 to 30 points)
- Potential for reducing fatalities, injuries, and safety hazards (0 to 25 points)
- Public participation and planning (0 to 15 points)
- Improved public health (0 to 10 points)
- Benefit to disadvantaged communities (0 to 10 points)
- Cost effectiveness (0 to 5 points)
- Leveraging of non-ATP funds (0 to 5 points)
- Use of the California Conservation Corps or a certified Conservation Corps (0 or -5 points)

Average project scores were generated by gathering the eight final scores, omitting the high and low scores for each project, and averaging the remaining six scores. The resulting ranked list is shown in Attachment A.

Due to the limited amount of ATP funds that were available, the scoring committee recommended only the highest ranked project be funded, the City of Stockton’s Miner Avenue Complete Streets Improvements project. Attachment B provides additional information describing this project. As the original funding request exceeds the amount of ATP funding available, City of Stockton staff have indicated that they can provide local funds to make up the \$41,000 difference. In addition, the scoring committee, determined the next four projects on the scoring list will make up the contingency project list for this ATP cycle as shown in Attachment A.

Exhibit A: Active Transportation Program Process



COMMITTEE ACTIONS:

- *Technical Advisory Committee* – Unanimously approved the scoring committee funding recommendations.

The Executive Committee will take action on this item at their meeting on October 16. The Management & Finance Committee will take action on this item at their meeting on October 21.

NEXT STEPS/SCHEDULE:

- | | |
|--|-------------------|
| • CTC adopts Statewide ATP projects | October 22, 2015 |
| • SJCOG board adopts Regional ATP projects | October 22, 2015 |
| • MPO project recommendations due to CTC | November 15, 2015 |
| • CTC adopts MPO project recommendations | December 10, 2015 |

ATTACHMENTS:

- A. Regional ATP Project Ranked Scores and Funding Recommendations
- B. Miner Avenue Complete Streets Improvements Project Summary

Prepared By: David Ripperda, Assistant Regional Planner

STAFF REPORT

SUBJECT: 2016 State Transportation Improvement Program

RECOMMENDED ACTION: Approve 2016 STIP Programming

SUMMARY:

The California Transportation Commission (CTC) will consider the 2016 State Transportation Improvement Program (STIP) for adoption in March 2016. SJCOG is required to submit our region's programming priorities to CTC in the form of the 2016 Regional Transportation Improvement Program (RTIP) by December 15, 2015. The 2016 STIP Fund Estimate as adopted by the CTC forecasts there is "zero" programming capacity available. Therefore, no new projects may be added to the STIP and some existing projects will need to be delayed to later years in which there is funding capacity; however, no existing STIP projects are in danger of losing their funding.

SJCOG staff has prepared programming recommendations for the 2016 STIP in coordination with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley. This coordination explores 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.

RECOMMENDED ACTION:

SJCOG staff recommends the CAC recommend to the SJCOG board that they approve the proposed programming recommendations.

FISCAL IMPACT:

None at this time. There is no new funding in the STIP and the action reflects schedule changes only. Specifically, there are no STIP dollar amount changes for existing programmed projects.

BACKGROUND:

In August 2015, SJCOG staff informed the SJCOG committees and Board of 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 gasoline excise taxes has resulted in an adverse impact on STIP revenue. The 2016 STIP Fund Estimate as adopted by the CTC forecasts "zero" programming capacity. Therefore, no new projects may be added to the STIP; many of the existing projects will need to be reprogrammed to years where there is funding capacity available.

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 again, will need to be pushed back.

Existing Commitments of RTIP Funding

The 2014 STIP funded projects to be carried over to the 2016 STIP/RTIP include:

Project Sponsor	Project Title	Existing STIP Funding	2014 STIP Programming Year	Proposed 2016 STIP Programming Year
Lodi	SR 99/Turner Road Operational Improvements	\$3,061,000	2017/18	2018/19
Manteca	SR 120/McKinley Avenue Interchange	\$12,300,000	2018/19	2018/19
Ripon	Stockton Avenue Widening	\$1,000,000	2016/17	2017/18
Tracy	MacArthur Drive Widening (Schulte Road to Valpico Road)	\$3,194,000	2015/16	2016/17
SBCAG	Carpenteria Creek-Sycamore Creek Route 101 HOV Lanes (in Santa Barbara County) ¹	\$8,853,000	2018/19	2018/19
SJCOG	Planning, Programming, and Monitoring	\$600,000	Multiple	Multiple
	TOTAL =	\$29,008,000		

¹ In November 2012, the SJCOG Board approved the revenue neutral exchange of \$8.853 million in SJCOG’s 2014 RTIP shares with \$8.853 million in State and Local Partnership Program (SLPP) from the Santa Barbara County Association of Governments (SBCAG). This action included the prioritization of the programming of an \$8.8 million project for SBCAG in SJCOG’s 2014 RTIP. Through this exchange SJCOG was able to immediately exchange the \$8.853 million of SBCAG’s SLPP funds for \$8.853 million of Measure K Renewal funds committed to the State Route 99 South Stockton Widening project. The SJCOG Board subsequently included in their action the dedication of the \$8.853 million in Measure K Renewal funds freed from the State Route 99 South Stockton Widening project to fully fund the construction of the County of San Joaquin’s Lower Sacramento Road Widening (Pixley Slough to Harney Curve) project.

NEXT STEPS/SCHEDULE

The following are the major actions and dates remaining for the completion of the 2016 STIP:

- August 27, 2015: STIP Fund Estimate and Guidelines adopted by CTC.
- October 15, 2015: Caltrans submits its draft ITIP (Interregional Improvement Program) to the CTC
- November 19, 2015: SJCOG Board scheduled to adopt 2016 RTIP (this is the formal planning document that identifies 2016 STIP projects)
- December 15, 2015: STIPs (Final ITIP and RTIP) are due to the CTC
- February 19, 2016: CTC staff releases its recommendations
- March 17, 2016: Following public hearings on January 21 and 26th, the CTC to adopt the STIP

ATTACHMENTS:

1. Summary of 2016 Regional Transportation Improvement Program Projects

Summary of 2016 RTIP Projects
San Joaquin Council of Governments
2016 Regional Transportation Improvement Program
Project and Funding Summary

Existing 2014 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2014/15	2015/16	2016/17	2017/18	2018/19	PAED	PSE	RW SUP	CON SUP	RW	CON
3045	SR 99/Turner Road Operational Improvements	Lodi, City of	3,061	0	0	0	0	3,061	0	0	0	0	0	0	3,061
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	0	0	0	12,300	0	0	0	0	0	12,300
6627	Stockton Avenue Widening	Ripon, City of	1,000	0	0	0	1,000	0	0	0	0	0	0	0	1,000
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	0	3,194	0	0	0	0	0	0	0	0	3,194
6630	Harney Lane Grade Sep / UPRR*	Lodi, City of	12,100	0	0	0	12,100	0	0	0	0	0	0	0	12,100
7101	Carpenteria Crk-Sycamore Crk Rte 101 HOV Lanes	SBCAG	8,853	0	0	0	0	0	8,853	0	0	0	0	8,853	0
7952	Planning, programming and monitoring	SJCOG	1,000	0	200	200	200	200	200	0	0	0	0	0	1,000
		Totals	41,508	0	200	3,394	13,300	200	9,053	0	0	0	0	8,853	17,294

*Project received early allocation June 2015.

Proposed 2016 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2016/17	2017/18	2018/19	2019/20	2020/21	PAED	PSE	RW SUP	CON SUP	RW	CON
3045	SR 99/Turner Road Operational Improvements	Lodi, City of	3,061	0	0	0	3,061	0	0	0	0	0	0	0	3,061
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	0	12,300	0	0	0	0	0	0	0	12,300
6627	Stockton Avenue Widening	Ripon, City of	1,000	0	0	1,000	0	0	0	0	0	0	0	0	1,000
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	3,194	0	0	0	0	0	0	0	0	0	3,194
7101	Carpenteria Crk-Sycamore Crk Rte 101 HOV Lanes	SBCAG	8,853	0	0	0	8,853	0	0	0	0	0	0	8,853	0
7952	Planning, programming and monitoring	SJCOG	600	0	200	200	200	0	0	0	0	0	0	0	600
		Totals	29,008	0	3,394	1,200	24,414	0	0	0	0	0	0	8,853	20,155

Proposed Programming Changes to Existing STIP Projects

New STIP Projects/Programming (n/a)

STAFF REPORT

SUBJECT: Status of Major Highway Projects

RECOMMENDED ACTION: Project Matrix

DISCUSSION:

Attached to this staff report is a project matrix developed as a project management communication tool to provide updates on the current delivery status of projects on the state highway system. For these major highway projects, SJCOG is an implementing agency, financial sponsor, or both and shares in the responsibility in helping to insure the successful delivery of the projects identified. Please see project notes section on the spread sheet for related information.

State Route 4 Western Extension “Crosstown” to Navy Drive

Constructing the Crosstown Freeway is underway, and, as part of this project, is the full reconstruction of Tillie Lewis between Charter Way and Navy Drive. Tillie Lewis is scheduled to be closed to through traffic from Monday Oct 5, 2015 to November 30, 2015, pending weather and scheduling issues. There will be No Parking signs posted, and local traffic flow will enter from Charter Way, with one way traffic, and exit to Navy Drive. The reconstruction will be done “½ width” with temporary access provided at all time. The driveways are also scheduled to be reconstructed, so significant coordination with property management and tenants will be required. If multiple driveways are available, then one or more driveways will be closed for reconstruction while one is being kept open. This work is scheduled to be completed between 6 and 8 weeks, with consideration for inclement weather.



Planting and Landscaping Mitigation Projects

In April 2015, the Governor issued another State of Emergency for severe drought conditions. The State Water Resources Control Board adopted mandatory local water restrictions. Caltrans issued a Drought Action Plan placing a moratorium on new landscaping projects to delay projects until November 2016. For planting required by environmental laws, regulations or permit agreements, wherever possible, Caltrans will work with the appropriate resource agencies to delay plantings. The current projects that have recently completed construction subject to these provisions are the Interstate 5 French Camp Interchange and State Route 99 Manteca Widening projects.

Prepared By: Kevin Sheridan, Project Manager

Major Highway Project in Construction

Project Schedule Exceeding Expectations
 Project Schedule Meeting Expectations
 Project Schedule 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 Phase Date	Comments
			Measure K Highway	Measure K Local	RTIF Highway	RTIF Local		TCIF	CMIA	Route 99	HRCSA	SLPP	STIP Local (RIP)	STIP State (IIP)					
State Route 99/120 Connector Project. Improve State Route 99 connection to State Route 120.	TBD	5					5 RSTP			TBD							PID/Environmental & Preliminary Design	Spring 2017	SJCOG issued a Request for Proposals (RFP) to solicit consulting firms from the newly approved SJCOG pre-qualified vendor list for the Environmental and Preliminary Design phase. Caltrans is preparing a Project Initiation Document to identify the cost, scope, and schedule support for the Environmental and Preliminary Design phase. Verbal update at PDC
State Route 99 Lodi 6-Lane Widening Project. Widen State Route 99 to the inside between Hamney Lane and Turner Road.	TBD	\$300K					PPM										Project Initiation Document (PID)	TBD	SJCOG awarded the contract to BKF Engineers to prepare the Project Initiation Document. Project Study Report/Project Development Support Document to identify the cost, scope, and schedule for the Environmental and Preliminary Engineering Phase. The project kickoff meeting was held at Caltrans on September 28.
State Route 99 Victor to Turner Road Auxiliary Lane. Modify existing Northbound Onramp and construct Auxiliary Lane to Turner Road	4														SHOPP		Environmental & Preliminary Design	Fall 2016	Project Initiation Document completed by SJCOG for Caltrans to program SHOPP funding. Caltrans will resubmit this Fall to fully fund this project from State Highway Operational Protection Program (SHOPP).
State Route 99 Austin Road, NB Waterloo to Hammer Lane Ramp Meter Projects. Construct and install multiple ramp meters.	3.1	2.5						2.5							.6 SHOPP		Construction	Spring 2015	Ramp metering project(s) located at Austin, and Northbound locations at Fremont, Waterloo, Cherokee, and Hammer Interchanges. Caltrans is providing the construction management. The contract awarded for 5% less than the engineer's estimate.
State Route 99 Fremont to Hammer Lane SB Ramp Meter Projects. Construct and install multiple ramp meters.	8.41	8.41						2							6.410 SHOPP		Design/Construction	Spring 2015	Ramp metering project(s) Southbound locations at Fremont, Waterloo, Cherokee, and Hammer Interchanges. Caltrans is providing the construction management. Project is in construction, contractor is beginning at Hammer and moving South.
Navy Drive BNSF Railroad Grade Separation. Correct curve and widen Navy Drive at BNSF overcrossing	8.9				1.673		1.5 Port of Stockton				5.74						Construction	Spring 2015	The Port of Stockton has awarded the construction contract to the State Route 4 Crosstown Freeway contractor Brosamer & Wall as the low bidder. Construction ongoing.
Highway 12 Bouldin Island Rehabilitation (Caltrans SHOPP) shoulder widening to 10' and pavement rehab from Terminus to Moke River	56.33	56.33													56.33 SHOPP		Construction	October 2013	Future roadway in place on the south side of existing highway for placement of settlement items for the settlement period. Once the settlement items and materials are in place, the roadbed will be preloaded to compact for 6 months.
Western Extension Highway 4 (Crosstown Freeway) Extend Crosstown Freeway from Fresno Ave to Navy Drive.	140.4	193.64	52.4					70.2									Construction	Nov 2013	Construction ongoing. Contractor continuing to work on viaduct structure on the East side of the BNSF Railroad. Major utility work complete along Navy Drive. SJCOG and Caltrans continuing work on contaminated soil remediation (95% complete). Tillie Lewis temporary closure, see Project Matrix Staff Report for additional information
Route 99 South Stockton (Crosstown Freeway to Arch Road) Inside widening to 6 lanes, interchange modification/construction, and auxiliary lanes	214.46	214.46	36.56	11						132.26		16.01	17.02	1.558			Construction	February 2013	Golden Gate MLK Interchange and BNSF Railroad Structure construction on going. Mariposa Interchange being reconstructed. Caltrans continuing to negotiate Right of Way settlements. New Charter Way overcrossing complete by November.
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 highway and interchange construction complete. Frontage roads being adjusted for final striping and paving. Project ribbon cutting ceremony held in July. Project Planting Mitigation put on hold due to drought. See PDC Matrix cover Staff Report for additional information.
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												32.8 SHOPP for Construction		Construction	August 2011	Northbound traffic shifted from the median between Country Club and Hammer Lane. Southbound traffic shifted to the lanes in the median so that the new Southbound lanes can be constructed. Caltrans constructing rehabilitation project between 8th Street and Country Club Blvd. Multiple temporary ramp closures in effect. Project schedule change, see related PDC Staff Report
(Millions) Total =	709.34	755.00	164.91	21.50	1.67	0.00	6.50	72.70	33.35	221.80	5.74	19.81	49.79	1.56	96.14	14.40			
			186.41		1.67		6.50			353.40					147.49	14.40			