



SAN JOAQUIN COUNCIL OF GOVERNMENTS

TECHNICAL ADVISORY COMMITTEE
SJCOG Conference Room
555 E. Avenue, Stockton, CA

Thursday, May 8, 2014
10:00 A.M.

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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.

A G E N D A

1. Call to Order / Introductions / Roll Call
2. Minutes: March 13, 2014
3. Public Presentation
At this time, the public may address the Technical Advisory Committee on any non-agenidized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item he or she is invited to address the Technical Advisory Committee at the time the item is up for consideration. A five-minute maximum time limit for a speaker will apply to all "items from the audience". The determination of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.
4. Technical Items: through B are C are **available for action by the committee**. The left hand column identifies only recommendations from staff.
 - A. Consent Calendar: None
 - Action B. 2014 Measure K Renewal Ordinance and Expenditure Plan Amendment - Mascardo
 - Information C. Bike to Work Week 2014 - McNickle
5. Other Matters of Business
6. Meeting Adjourned to Thursday, June 12, 2014 at 10:00 a.m.

TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments
555 E Weber Ave.
Stockton, CA 95202

Thursday, March 13, 2014

MINUTES

1. Call Meeting to Order/Introductions:

Chair Mark Houghton called the meeting to order at 10:05 a.m. and Wil Ridder took roll call.

Committee Members Present:

Barbara Hempstead	Caltrans, District 10
Mark Houghton	City of Manteca
Eric Alvarez	City of Stockton
Cindy Erdman	City of Stockton
Wes Johnson	City of Stockton
George Fink	Regional Rail Commission
Zabih Zaca	City of Tracy
Firoz Vohra	San Joaquin County
Dave Mendoza	San Joaquin County
Nathaniel Atherstone	SJRTD
Noel Canifax	SJRTD
Charles Swimley	City of Lodi
James Peace	City of Ripon
Ian Turner	Stockton Metropolitan Airport

Committee Members Not Present:

John Andoh	City of Escalon
Dameon Flores	City of Lathrop
Todd Greenwood	City of Stockton
Mike McDowell	City of Stockton
Alex Menor	City of Stockton
David Stagnaro	City of Stockton
Khoder Baydoun	City of Tracy
Ed Lovell	City of Tracy
Michael King	City of Lathrop
Paula Fernandez	City of Lodi
Johanna Ferriera	City of Manteca
Juan Villanueva	Port of Stockton
Josh Swearingen	Caltrans, District 10
Nabil Hasan	Caltrans, District 10
Parminder Singh	Caltrans, District 10
Tom Dumas	Caltrans, District 10
Kevin Werner	City of Ripon

Deffria Bass	SJRTD
George Lorente	SJRTD
Mahmoud Sagga	San Joaquin County
John Cadrett	SJVAPCD
Mike Selling	San Joaquin County

SJCOG Staff Present:

Diane Nguyen	Deputy Director
Wil Ridder	Senior Regional Planner
Anthony Zepeda	Associate Regional Planner
Nicole Gorham	Public Communications Specialist
Kim Anderson	Associate Regional Planner
David Ripperda	Regional Planner
Sandra Rodriguez	Office Assistant I

2. Meeting minutes from December 5, 2013 & February 13, 2014

It was moved/seconded (**Zaca/Hempstead**) to approve minutes from December 5, 2013 and February 13, 2014. Motion passed unanimously by voice vote.

3. Public Presentation:

None.

4. Technical Items: B through D

A. Consent Calendar Item: E

B. Congestion Management Air Quality (CMAQ) Program: Funding Recommendations for Federal Fiscal Year 2016/17 and Federal Fiscal Year 2017/18:

Mr. Zepeda stated that SJCOG formed the CMAQ Scoring Committee- whose membership is made up of representatives from our partner agencies. He also stated that SJCOG staff held a CMAQ Scoring Committee meeting with the local partners to score the project proposals. He added that the final project list will be included in the draft 2015 FTIP, which will be released later this month for public comment and review.

It was made/seconded (Mendoza/Fink) to recommend the Board approve the 2014 Congestion Mitigation and Air Quality (CMAQ) Project Funding recommendations. Motion passed unanimously by voice vote.

C. 2015 Federal Transportation Improvement Program (FTIP) Update: List of Projects

Mr. Zepeda briefly updated on the call for projects process and reviewed the next steps. Mr. Zepeda stated the scoring committee met with staff to score the project proposals and prepared a ranked list of projects. Mr. Zepeda stated there is \$20.2 million to be programmed in CMAQ funds for new projects.

SJCOG staff, TAC and CMAQ Policy Review Committee has worked with project sponsors to ensure the application process, scoring criteria and project selection/eligibility criteria have met all standards. He also stated that any transportation project requiring Federal funding or a Federal action to proceed must be included in the FTIP.

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

D. 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Related Supporting Documents

Ms. Nguyen presented the status of the Regional Transportation Plan.

This item was for information only-No action was taken.

E. One Voice® Federal Legislative Priorities

Ms. Nguyen stated highlighted the projects being introduced by SJCOG regarding One Voice®. She stated that there will be some challenges but overall it is worth presenting new projects for a good outcome. SJCOG is seeking input from the TAC to identify projects that meet the criteria of having a regional impact and a goods movement focus. She also stated outside organizations could submit a project, but were required to secure the endorsement of a local jurisdiction.

City of Stockton representative asked that the County and the Airport consider future scope changes to the Airport Project to include local roadway improvements to the airport along Arch-Sperry and Airport Road.

It was made/seconded (Vohra/Houghton) to recommend the Board endorse the Stockton Metropolitan Airport as the 3rd Regional Priority Project for the 2014 San Joaquin One Voice® Program. Motion passed unanimously by voice vote.

5. Other Matters of Business

None.

6. Adjournment

There being no further business to discuss, the meeting was adjourned at 11:10 a.m. to Thursday, April 10, 2014 at 10:00 a.m.

STAFF REPORT

SUBJECT: 2014 Measure K Renewal Ordinance and Expenditure Plan Amendment

RECOMMENDED ACTION: Amend the Measure K Expenditure Plan to Add Stockton Metropolitan Airport Improvements into the Measure K Regional Arterial Category

DISCUSSION:

SUMMARY:

On January 29, 2014, SJCOG staff sent out a letter to interested parties soliciting proposals for the amendment to the Measure K Renewal Ordinance and Expenditure Plan. SJCOG staff received an amendment request from San Joaquin County's Stockton Metropolitan Airport for terminal capital improvements in the amount of \$9.7 million. A copy of the amendment request is attached to this staff report.

RECOMMENDATION:

SJCOG staff is recommending an amendment to the Measure K Expenditure Plan which adds San Joaquin County's Stockton Metropolitan Airport improvements within the regional arterial program of Measure K. Exhibit A identifies the precise language amendment to the Measure K Expenditure Plan. There are no changes proposed to the Measure K Ordinance.

FISCAL IMPACT:

There is no funding commitment with adding projects to the Measure K Expenditure Plan. The programming of Measure K funds is subject to future SJCOG Board action as part of the Measure K Strategic Plan process, based upon a review of financial capabilities.

BACKGROUND:

In 2006, San Joaquin voters renewed the previous Measure K half-cent sales tax program to another 30-year period up to year 2041. The Measure K Expenditure Plan calls for street repairs,

safety and operational improvements on local streets and roads, projects to reduce congestion on streets and highways, passenger rail and bus service to provide alternatives to the car and improve air quality of the San Joaquin Valley, as well as separation of streets from railroads at designated crossings to improve safety.

Because the Measure K program covers a period of 30 years, there is a provision in both the Ordinance and Expenditure Plan that allows for the continued consideration of amendments to the Ordinance and Expenditure Plan every fiscal year. Amendments to the Ordinance included changes in program administration policy and procedures. Amendments to the Expenditure Plan include changes in project scope, funding category percentages, funding category distribution methodology, and the addition of new projects to the Measure K program. This process enables more flexibility in the Measure K program to respond to unforeseen circumstances since the first Measure K program in 1990.

This process does not address changes specific to cost, schedule, and funding of existing Measure K projects. Those are dealt with through a separate process and are considered amendments to the Measure K Strategic Plan. The Strategic Plan is the capital improvement program that identifies the specific funding allocations of Measure K projects. Strategic Plan amendments can be done at any time during the life of the program.

Measure K Ordinance and Expenditure Plan Amendment Proposal Evaluation

On January 29, 2014, SJCOG staff sent out a letter to interested parties soliciting proposals for the amendment to the Measure K Renewal Ordinance and Expenditure Plan for the 2014/15 fiscal year. SJCOG staff received only one response--an amendment request from San Joaquin County's Stockton Metropolitan Airport (the letter is attached to this staff report).

The amendment request is to add San Joaquin County's Stockton Metropolitan Airport terminal capital improvements for terminal expansion and modernization project for about \$9.7 million into the Measure K Renewal Ordinance and Expenditure Plan. The proposal indicated the planned improvements would *“advance ‘Regional Coordination’ by providing needed air service to improve the mobility of San Joaquin County residents by giving them a serious and viable option to the automobile as a way to travel within and outside of the region.”*

In 2001, San Joaquin County's Stockton Metropolitan Airport received Measure K Flexible Congestion Relief funding in the amount of \$600,000 for funding of the engineering and installation of various aircraft terminal facilities including ground handling equipment, passenger ticket counters, cargo service systems, communications, and security equipment. Those original Measure K funds came out of the San Joaquin County unincorporated area's jurisdictional share of Flexible Congestion Relief funds at the time. The total Flexible Congestion Relief funding to San Joaquin County's unincorporated area was over \$12 million of the \$24 million available in the Flexible Congestion Relief Category.

It should also be mentioned that the question of inclusion of airport projects was discussed extensively when the Measure K Renewal was being developed. A question was included in the survey about support for airport expenditures which produced a response of 46% support and

47% opposition. With such a high public opposition to airport expenditures it was not included in the Measure K Renewal Expenditure Plan. Instead a phrase was added to the Measure K Congestion Relief Program to deal with the possibility that an amendment to the plan would be requested in the thirty years of the Measure K program.

SJCOG staff has evaluated the amendment proposal and is recommending adding San Joaquin County's Stockton Metropolitan Airport capital terminal improvements to the Measure K Renewal Ordinance and Expenditure Plan. This recommendation is based upon the economic benefit of the Airport which warrants inclusion in Measure K. However, it should be noted that this does not constitute funding approval for the \$9.5 million requested by the County nor is the Expenditure Plan amendment a commitment of any Measure K funds. The Measure K program is at least \$2 billion short of forecasted revenues in its 30-year period.

It is because there is precedent in the previous measure to fund terminal improvements that SJCOG staff recommends this Expenditure Plan amendment. SJCOG staff recommends that should any funding become available, it would be from the proportionate share of the unincorporated area in the Regional Arterial Program.

If approved by the SJCOG Board, there are no immediate fiscal impacts of the Expenditure Plan amendment. Funding is only possible through an amendment to the Measure K Strategic Plan to allocate Measure K dollars to the project. Should there be a future action approving Measure K funding to the Stockton Metropolitan Airport Capital Improvement Project, the funding source will be from the unincorporated area's Measure K Regional Arterial Program.

San Joaquin County Request:

The County of San Joaquin staff has not been supportive of the SJCOG staff recommendation. The County Administrator, the Director of Aviation and the San Joaquin County Public Works Director are all concerned that the recommendation potentially forces the County to make a choice between funding a county roadway project or the airport improvements. This is a position they believe is not in the best interest of the County of San Joaquin, and have even expressed a desire to remove this request if SJCOG staff's recommendation moves forward to the Board of Directors.

In amending the Measure K Expenditure Plan the practice of the SJCOG Board has been to amend the plan to the minimum extent necessary. This recognizes that the Expenditure Plan was approved by the voters and that any amendment should respect the vote to the greatest extent. As a result, the amendments to the Expenditure Plan have been minor over time or have been to add projects to the plan when additional resources have presented themselves (an increase in revenue projections) or to substitute projects. For instance, in 2000 the Board added numerous projects in response to a change in the revenue estimate of over \$100 million.

The staff of the County of San Joaquin would likely be more comfortable with SJCOG staff recommending the airport projects be added to the State Highway category in the Congestion Relief Program. They would argue that airports are more similar to state highways in that they carry traveler's longer distances than regional arterials. Staff has not recommended this category

because it is not consistent with the previous actions of the SJCOG Board, is less consistent with the language already existing in the Plan, and the State Highway category is already oversubscribed through the life of the program. Adding a project to a category with no available funding would be an unusual move.

Another option discussed by the County staff has been to add the project to the Public Transit category. The argument being that planes are a form of mass transportation and that airport terminals are similar to multi-modal stations which have been funded with Measure K. SJCOG staff does not recommend an option along these lines for the following reasons. The Public Transit category did not envision a potential airport project like the Congestion Relief Category did. The comparison between airport terminals and multi-modal stations is arguably not applicable. This is a category where we are keeping allocations under 80% of the programmed funding because of the financial hit to the entire program. This is also a category that is going to be called upon to help meet Sustainable Communities Strategies in the Regional Transportation Plan. Lastly, while this category may eliminate the county airport versus the county roadway choice, it would instead create that same dilemma, but this time between the county airport and the Regional Rail Commission or the Regional Transit District.

RECOMMENDATION:

After consideration of all of the above issues, SJCOG staff is recommending an amendment to the Measure K Expenditure Plan which adds San Joaquin County's Stockton Metropolitan Airport improvements within the regional arterial program of the Measure K Congestion Relief Program. Exhibit A identifies the precise language amendment to the Measure K Expenditure Plan. There are no changes proposed to the Measure K Ordinance.

**EXHIBIT A:
SJCOG STAFF PROPOSED AMENDMENT
TO MEASURE K EXPENDITURE PLAN**

(Note: gray highlighted areas are proposed new text).

CONGESTION RELIEF IMPROVEMENTS Thirty-two and one-half percent (32.5%) of the net revenue generated under this measure will be allocated to regional capacity improvement projects and **various capital improvement projects at the Stockton Metropolitan Airport.** For the purposes of this Plan, "capacity improvement projects" are those capital projects which add lanes to roadways, improve traffic operations, or expand transit capabilities. The cost of these congestion relief projects can include such items as traffic signals, channelization, curbs and gutters, shoulders, bus rapid transit infrastructure, capital improvements at the Stockton Metropolitan Airport, project development, etc. as long as these costs are directly related to the project.

REGIONAL ARTERIAL PROGRAM:

Stockton Planning Area:

Stockton Metropolitan Airport Improvements

Next Step

May 22, 2014 – Following a public hearing, the SJCOG Board will consider SJCOG staff's recommendation and take action on whether to add San Joaquin County's Stockton Metropolitan Airport improvements in the Measure K Renewal Ordinance and Expenditure Plan.

ATTACHMENTS:

- 1) San Joaquin County's Stockton Metropolitan Airport Proposal

Prepared by: Donald Mascardo, Associate Regional Planner

STOCKTON METROPOLITAN AIRPORT

Northern San Joaquin Valley's Regional Airport

C.O.G. GRANT APPLICATION FOR AIRPORT TERMINAL EXPANSION AND MODERNIZATION PROJECT : ADDENDUM TO 2013 MEASURE K RENEWAL STRATEGIC PLAN

We are pleased to submit this proposed addendum to the 2013 Measure K Renewal Strategic Plan for funding in the amount of \$9.7 Million to implement the Stockton Metropolitan Airport Terminal Expansion and Modernization Project. Stockton Metropolitan, once a thriving local airport which offered air service to many major US destinations, has experienced a consistent decline in passenger service after the Airline Deregulation Act of 1978.

The funding program would advance Regional Coordination by providing needed air service to improve the mobility of our residents and giving them a serious and viable option to the automobile as a way to travel within and outside of the region.

The interests of the traveling public would be served because the 800,000 people in the county and immediate surroundings would have access to air service without having to travel to the Bay Area airports or Sacramento, hence reducing vehicle miles traveled in the region.

The Stockton Metropolitan Airport was mentioned as an eligible project in the Measure K literature, yet has received no funding from the renewal and only \$600,000 from the prior cycle in the late 1990's, whereas Fresno's COG has provided over \$19 Million in funding for the Fresno Airport in recognition of its importance to regional traffic management.

Adding regularly scheduled commercial air service will provide additional access to our county without incurring additional auto travel. Just as rail service is an important way of getting people out of private vehicles, air service provides a very strong and viable option which fits into a sustainable community strategy.

A regional transportation plan is incomplete without a comprehensive air services component. Inclusion of the funding for Stockton Metropolitan Airport will alleviate that deficiency.

More recently, from 2000 to 2006, there was no commercial airline service. Allegiant Air, one of the country's major low cost carriers, reinitiated commercial service in 2006 and has gradually increased service, adding seasonal flights to Hawaii as well as increasing the number of year round flights to Las Vegas. Beginning next summer Allegiant will add flights to Phoenix. Enplanements are up to over 70,000 annually.

For the first time in many years, the Airport administration has begun an aggressive pursuit of commercial airlines to augment the current limited service and connect Stockton to major hub airports

such as Los Angeles (LAX) and Seattle. Additionally, Airport administration has been in contact with Mexican carriers evaluating serving County's large and growing Hispanic population.

All of these initiatives will require major modernization and expansion of the current terminal facilities. While there was a fairly recent addition to the airport in 2010 when a new security and passenger holding area were added, the current 1960's terminal is in serious need of further expansion and modernization in order to attract and accommodate additional airline service. Among the major expansion and improvement needs are:

1) New Baggage Claim Area: The current facility is a small circular area that is easily overwhelmed even with just one flight. Expansion will require a build-out from the existing terminal building.

2) Additional passenger holding area: The current holding area can accommodate a single flight. Any increase in service will require additional capacity, and an airline coming in will request the additional space.

3) Refurbishing /enlarging the ticketing area: This area is embarrassing in its appearance and will require physical renovation. Again any other airline coming in will demand that this area be upgraded.

4) FIS/Customs Facility: In order to be approved for international service to Mexico, the airport will need to have a customs facility. Customs and Border Patrol (CBP) has very rigorous requirements for size and specific details that make this one of the more expensive additions. However, if it can be built along with the holding area expansion and the baggage facility, there are economies of scale that can be achieved.

5) Code updates to existing terminal: Because significant new additions will occur to the existing terminal, the older parts of the building will have to be brought up to current codes as well. The current terminal is not ADA compliant and will need to have various accessibility improvements including an elevator to the second floor. Fire sprinklers will have to be added, and asbestos in the ceiling, flooring and other areas will have to be abated. The only way to avoid these costs at this time would be to construct an entirely new terminal as a separate facility, which would be at least \$35 Million to \$50 Million, several multiples the cost of this program, based on the experience of other airports in the region (Fresno, Bakersfield) .

6) Additional parking lot improvements: Planned parking lot improvements aim at enhancing the passengers' small airport experience and eliminating the exiting congestion. Parking revenue is the Airport's largest operating revenue stream. Smart parking management and pricing aligned with demand are critical to reducing the Airport operating shortfall.

7) Leverage of C.O.G. Dollars: The focusing of C.O.G. Dollars on physical expansion and upgrading will allow the County to leverage more dollars from FAA to perform the maintenance projects that FAA dollars have traditionally been allocated to, such as replacement of the runway lights, paving /resurfacing of runways and taxi ways, and rebuilding the apron in front of the terminal. There are easily another \$8 Million of those projects which will need to be done. Current FAA funding has been a single annual entitlement grant of \$1 Million. With the prospect of C.O.G. funding as "matching dollars" the

administration would apply for an FAA DISCRETIONARY Grant to fund the outstanding maintenance projects.

8) Other funding:

a) The Airport Department has included the Capital program in the County's annual Community Economic Development (CEDS) application process with the Economic Development Administration in Washington, so that we may be eligible for additional funding.

b) Once there is real interest from another airline, the department will make an application for a Small Communities Air Services Grant from the Federal D.O.T. to help defray the start-up costs of a new airline.

STAFF REPORT

SUBJECT: Bike to Work Week 2014

RECOMMENDED ACTION: Information Only

DISCUSSION:

Mark your calendars; May 12th-16th, 2014 is Bike to Work Week!

Each year Commute Connection partners with local jurisdictions and employers to promote Bike to Work Week across San Joaquin, Stanislaus and Merced Counties. This annual event is part of a nationally celebrated campaign established in 1956 to promote bicycling and walking as healthy, pollution-free and efficient forms of alternative transportation. As Bike to Work Week grows each year, it has become a key way in which Commute Connection can motivate and support commuters in making the transition from driving alone to a sustainable commute alternative.



Bike to Work Week is promoted throughout the region with a series of pledge drives, community events, contests and public outreach efforts. In 2013, over 630 commuters pledged to try biking or walking to work instead of driving. Many large area employers partnered with Commute Connection and local agencies to promote Bike to Work events and campaigns, including Kaiser Permanente, University of the Pacific and Diamond Foods.

Bike to Work Week in 2014

The goal for Bike to Work Week in 2014 is to expand the successes of previous years while also establishing new partnerships, as a way to continue to increase outreach, participation and awareness in events, and encourage commuters and residents to make a shift from driving alone. Community-wide events and employer site exhibits are an important component of Bike to Work Week, and they will be supported by a series of county-wide challenges and prizes, designed to encourage broad commuter involvement and participation. There will be 2 challenges offered for the 2014 program:

- **Commuter Challenge:** Individuals can show their support for clean air and sustainable transportation by pledging to ride their bike or walk to work/transit at least one day during the week. Prizes will be awarded to participating individuals as an incentive to participate and as reward for their efforts, and winners will be chosen by random draw. This year's Grand Prize will be a bicycle tour and stay for two in the Napa/Sonoma region. Several other cash prizes will be awarded, as will free giveaways including t-shirts and bicycle safety items.
- **Corporate Challenge:** The Corporate Challenge recognizes that healthy, active employees are more focused, productive and energized. Employers are invited to partner with Commute Connection and promote Bike to Work Week activities at the workplace. The organization with the highest percentage of employees pledging to bike or walk to work/transit will be recognized for their efforts with a celebratory luncheon valued at \$500 for all participating employees.

Currently planned San Joaquin County events for 2014:

City of Stockton Bike to Work Day

Wednesday, May 14th, 2014
6:30AM – 9:00AM
Janet Leigh Plaza

City of Lodi Bike to Work Day

Thursday, May 15th, 2014
6:30-8:30AM
Veteran's Plaza

**City of Escalon
Energizer Station**
Friday, May 16th, 2014
7:00AM-9:00AM
City Hall



Opportunities to Engage

Local events have proven to be successful motivators for raising excitement and generating publicity around Bike to Work Week. These events can take the form of a downtown rally, a lunchtime gathering, energizer stations along popular commute routes, or a ride-along with a Mayor or public official. Commute Connection is available to partner with agencies and employers for successful Bike to Work Week events in the following ways:

Public Agency/Employer Engagement

- Assign a Bike to Work coordinator
- Work with local bike shops and organizations to identify a central meeting location to coordinate a Bike to Work Day rally
- Solicit local vendors to donate items to be distributed at central event
- Organize a bike convoy to work/event
- Recruit a bike to work champion (mayor, public official, executive) to lead a route to work or to a central event
- Issue a “Bike to Work Day” proclamation

Commute Connection Support

- County-wide bicycle commuter raffle
- County-wide corporate challenge
- Dedicated website promoting events and resources
- Route-mapping assistance for events
- Promotional items for events
- Posters/Flyers
- On-site table exhibit at community and employer events (depending on availability)
- Assistance with development of proclamation
- Presentations at City Council meetings and to community groups (depending on availability)
- Bike to School Day contest and promotion
- Dedicated website: ValleyBikeCommute.com

Commute Connection looks forward to partnering with jurisdictions and employers to establish Bike to Work Week as the premiere healthy commute event for the region.

Prepared by Kari McNickle, Regional Planner, SJCOC