



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Thursday, August 14, 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: June 12, 2014
3. Public Presentation
At this time, the public may address the Technical Advisory Committee on any non-agendized 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: B through D are **available for action by the committee**. The left hand column identifies only recommendations from staff.

Information A. Consent Calendar Item: E through F

Action B. Regional Transportation Impact Fee (RTIF) Formula Amendment - Dial

Action C. 2014 Active Transportation Program (ATP) Grant Process – Anderson

Information D. Call for Amendments to the Regional Transportation Impact Fee (RTIF)
Capital Project List – Anderson

CONSENT CALENDAR

Information E. San Joaquin County Regional Housing Needs Plan (RHNP) Release - Anderson

Information F. Regional Transit Systems Plan - Niblock

5. Other Matters of Business

6. Meeting Adjourned to Thursday, September 11, 2014 at 10:00 a.m.

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

Thursday, June 12, 2014

MINUTES

1. Call Meeting to Order/Introductions:

Mark Houghton called the meeting to order at 10:08 a.m. and introductions were made.

Committee Members Present:

Josh Swearingen	Caltrans, District 10
Eric Alvarez	City of Stockton
Cindy Erdman	City of Stockton
Karla Cervantes	City of Stockton
James Wong	City of Stockton
James Pease	City of Ripon
Patrick Flynn	City of Lathrop
George Fink	Regional Rail Commission
Zabih Zaca	City of Tracy
Firoz Vohra	San Joaquin County
Dave Mendoza	San Joaquin County
Mike Selling	San Joaquin County
Nathaniel Atherstone	SJRTD

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
Wes Johnson	City of Stockton
Khoder Baydoun	City of Tracy
Ed Lovell	City of Tracy
Michael King	City of Lathrop
Paula Fernandez	City of Lodi
Charles Swimley	City of Lodi
Johanna Ferriera	City of Manteca
Mark Houghton	City of Manteca
Juan Villanueva	Port of Stockton
Nabil Hasan	Caltrans, District 10
Parminder Singh	Caltrans, District 10
Tom Dumas	Caltrans, District 10

Nicholas Fung	Caltrans, District 10
Kevin Werner	City of Ripon
Harry Mavrogenes	Stockton Metropolitan Airport
Ian Turner	Stockton Metropolitan Airport
Deffria Bass	SJRTD
George Lorente	SJRTD
Noel Canifax	SJRTD
Mahmoud Sagga	San Joaquin County
John Cadrett	SJVAPCD

SJCOG Staff Present:

Andrew Chesley	Executive Director
Diane Nguyen	Deputy Director
Kim Anderson	Senior Regional Planner
David Ripperda	Regional Planner
Katy Castro	Office Assistant I

2. Meeting minutes from May 8, 2014

Mr. Selling commented that he wants to strike from the minutes the comment that “San Joaquin County staff would be more comfortable with SJCOG staff recommending the airport projects be added to the State Highway category in the Congestion Relief Program”. However he does want to keep San Joaquin County suggestion to add the airport project to the Public Transit Category, as county staff feels there’s a transit nixes.

It was moved/seconded (**Selling/Mendoza**) to approve the minutes with changes from May 8, 2014. Motion passed unanimously by voice vote.

3. Public Presentation:

None.

4. Technical Items: A through C

A. Consent Calendar Item: D through E

D. Update on the 2014 RTP/SCS, Federal Transportation Improvement Program (FTIP) and Associated Documents

E. 2014 Active Transportation Program Call for Projects

Mr. Vohra discussed item F the Annual Adjustment Report. He passed around a chart and discussed the chart.

Mr. Chelsey stated in two months staff will come back with staff’s recommendations on the Annual Programmatic Adjustment.

It was moved/seconded (**Erdman/Alvarez**) to approve the consent calendar as submitted. Motion passed unanimously by voice vote.

B. 2014 Measure K Renewal Ordinance and Expenditure Plan Amendment:

Mr. Chesley stated that 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. Staff also recommends the amendment to the Ordinance codifying a constraint to debt service on bond issuances to 35% of net sales tax.

Mr. Chesley stated that the Management & Finance Committee and the Citizen Advisory Committee took no action on the item but did discuss it extensively. The SJCOG Board discussed the item extensively. Once again there was a strong consensus on the value of the airport in promoting economic development and strong support for inclusion in the Measure K Expenditure Plan.

Ms. Anderson stated that some of the Citizen Advisory Committee members oppose and asked to table this item.

Mr. Fink stated that he supports the Airport project to be included in the Measure K Program for congestion relief but he doesn't want the funds to come out of transit.

Mr. Zaca stated that he is in favor of adding the project to the Measure K Expenditure Plan but is concern about the projection of the revenue.

Mr. Alvarez suggested not targeting a specific program but instead sharing the cost.

Mr. Selling stated that he numbers SJCOG staff provided does not give a perspective of what portion of the projected revenue would be. He stated when he looked at the numbers he came up with 3 1/2 % will come out of every agency. Mr. Selling discuss the other options.

Mr. Houghton asked for clarification on Exhibit A amendment. Ms. Nguyen stated that the amendment would be to the congestion relief improvement; add Stockton Metropolitan Airport and facility improvements.

It was moved/seconded (**Selling/Zaca**) 1) Amend the Measure K Expenditure Plan to Add Stockton Metropolitan Airport Improvements into the Expenditure Plan without identifying a particular funding category for the airport improvements. Amend the Measure K Expenditure Plan to Codify Constraining Debt Service on Bond Issuances to 35% of Net Sales Tax. Motion passed unanimously by voice vote.

C. Election of Fiscal Year 2014-15 Chair and Vice Chair:

It was moved/seconded (**Antherstone/Houghton**) to elect Mr. Zabih Zaca as the TAC Chairman and to elect Mr. Patrick Flynn, Lathrop as the TAC Vice-Chair for fiscal year 2014-15. 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, August 14, 2014 at 10:00 a.m.

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF)
Formula Amendment

RECOMMENDATION: Approve staff recommendation for SJCOG
Board adoption of the Amended Formula for
Annual Adjustment Effective July 1, 2015

DISCUSSION:

SUMMARY:

In June, SJCOG's standing committees and the Board was informed that the Regional Transportation Impact Fee annual adjustment, pursuant to the previously approved formula, would be -1.30%. This raised red flags among many that the formula as constructed was not accomplishing the desired result. The desired result was to smooth year over year changes. The unintended consequence, however, was that the annual change could be negative even though there were three years of increase, as was the case this year.

Retaining the original intent of the three year rolling average to smooth out annual spikes, staff recommends simplifying the adjusting formula by using the average change of the most recent three years of the Engineering News Record California Construction Code Index (CCCI). Adoption of this amended formula will accomplish the goal of smoothing out changes and keep the fee moving in the proper direction as construction costs change.

BACKGROUND

The RTIF Operating Agreement was fully executed by SJCOG and all member agencies in April 2006. As part of the program's policy, the RTIF structure is to be adjusted on an annual basis. Section 3.2 from the Operating Agreement states that the fee shall be adjusted by each Participating Agency on an annual basis at the beginning of each fiscal year (July 1). The original formula for adjusting the fee was based on the year over year percentage change in the CCCI.

For year 2011, the difference between the April 2010 and the April 2011 CCCI indicated an increase of 6.95%. Due to the substantial increase, and in light of the economy at that time, in May of 2011, the SJCOG Board of Directors approved delaying the implementation of the RTIF adjustment pending completion of the 5th year update of the RTIF in the fall of 2011.

An analysis was conducted on different indexes that could be used as the basis to annually adjust

RECOMMENDATION:

That the TAC support staff's recommendation that the Board of Directors adopt the amended RTIF adjustment formula whereby the result of the calculation of the average of the CCCI annual changes from the most recent three years be used to determine the fees for the upcoming fiscal year. This change would be effective July 1, 2015 for the FY 15/16 adjustment.

FISCAL IMPACT:

Based on building permit activity, there will be an increase in RTIF revenue by \$59.96 for each single-family dwelling unit, \$35.98 for each multi-family dwelling units, \$.02 for per square foot for retail and office land uses and a \$.01 for commercial/industrial.

STAFF REPORT

SUBJECT: 2014 Active Transportation Program (ATP)
Grant Process

RECOMMENDED ACTION: Approve an increase of \$1.5 million in funding to the Active Transportation Program from the SJCOG Regional Share-Surface Transportation Program (STP) funds

SUMMARY:

OVERVIEW:

Five San Joaquin County cities submitted 23 applications (out of a total of 770) to compete for approximately \$180 million in statewide ATP funds. The San Joaquin projects had a total funding request of approximately \$24 million. Caltrans will be making project recommendations to the California Transportation Commission (CTC) on August 8, 2014. The CTC will adopt the list of funded projects on August 20, 2014. Those applications not funded in the State level competitive process are required to be considered for the supplemental regional MPO only funding opportunity. SJCOG also held a supplemental call for projects for the regional funding pool of \$2.9 million in June 2014; no additional project applications were received. A summary of the San Joaquin region's projects is included as Attachment 1.

In this regional call for projects, SJCOG is required to convene a multi-disciplinary advisory committee to assist in the project selection process. The list of committee members is included as Attachment 2. An ATP scoring committee kick-off meeting was held on July 23. Project scoring sessions are scheduled for Tuesday, September 2 and Thursday, September 3.

With only \$2.9 million dollars in Active Transportation, there will be over \$21 million in project needs that cannot be funded. Therefore, SJCOG has explored the possibility of using its regional share of the Regional Surface Transportation Program. This program is allocated specifically to SJCOG for regional needs. Of the \$12 million allocated to this program from the SJCOG formula distribution to the "regional set-aside" since FY 2010/11, there is an unprogrammed balance of approximately \$3 million in this program. Approximately \$9 million in funding had previously been allocated to the Manteca Multimodal Station and the I-5/French Camp Interchange. Making some of this revenue available for the Active Transportation Program would enable more projects to be funded. Bicycle projects are an eligible activity with this source of funding.

RECOMMENDED ACTION:

SJCOG staff recommends increasing the total funding pool from \$2.9 million to \$4.4 million. The additional \$1.5 million in funding would be allocated from the 25% regional set-aside administered by SJCOG. Programming of the regional set-aside funds must be approved by the SJCOG Board.

FISCAL IMPACT:

When the grant funding is ultimately approved and if the Regional Set-aside STP funds are approved as well, it will result in \$4.4 million in projects to be programmed in the Federal Transportation Improvement Program.

BACKGROUND:

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.

RSTP is a flexible funding source and includes “carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.” Projects submitted to the ATP program are a good fit for the RSTP funding. In February 2012, SJCOG staff recommended and the Board approved, a continuation of the previous funding policy allocating RSTP funds to the local jurisdictions with a 25% regional set-aside as a “reserve fund” to be administered by SJCOG. The use of the reserve funds was at the Board’s discretion with a focus on augmenting funding for “high priority” regional projects. The 25% set-aside apportionment for SJCOG since FY 10/11 is \$12 million. As indicated earlier, approximately \$9 million had been approved for Manteca Multimodal Station (which completed construction) and the I-5/French Camp Interchange (which is under construction).

There remains approximately \$3 million available for other regional needs. SJCOG staff is proposing \$1.5 million to be allocated towards active transportation projects. (The remainder of the regional set-aside of approximately \$1.5 million would be for future programming to other regional needs.)

SCHEDULE:

- CTC adopts statewide ATP projects August 20, 2014
- SJCOG Board considers Regional Set-aside Programming August 28, 2014
- SJCOG regional project recommendations due to CTC September 30, 2014
- CTC adopts MPO project recommendations December 10, 2014

Prepared By: Kim Anderson, Senior Regional Planner and Diane Nguyen, Deputy Director

ATP Advisory Committee

First Name	Last Name	Title	Organization
Bill	Mitchell	Director	SJC Public Health
Michael	Caponio	Board Chair	SJC Bike Coalition
Kristine	Williams	Executive Director	SJC Bike Coalition
Nou	Hendricks	Research and Grant Development Program Manager	County Office of Education
Katelyn	Roedner Sutter	EJ Manager	Catholic Charities
Michael	Ballot		Sierra Club
David	Garcia	Director of Community Development	The Cort Group
Katrina	Jaggers	Program Coordinator	UOP

Jurisdiction	Project Name	Description	Request	Total Cost
Lathrop	5th Street Sidewalk Improvements	Construct a 5 foot wide sidewalk along the eastern side of 5th Street from H Street to O Street.	\$640,000	\$640,000
Lodi	Century Blvd/UPRR Pedestrian and Bicycle Overcrossing	Construct a Class 1 pedestrian and bike overcrossing at the UPRR mainline	\$1,062,360	\$7,761,000
Ripon	River Road Sidewalk and Intersection Improvements	Install sidewalk, replace 2-way stop with signalized intersection, add raised landscape median, curb, gutter, ADA ramps	\$550,000	\$1,227,000
Stockton	McKinley Elementary Safe Routes to School	Install a pedestrian hybrid beacon at a high visibility crosswalk, rumble strips, rectangular rapid flashing beacon, and frontage improvements	\$453,000	\$453,000
Stockton	San Joaquin Trail	Rehab portions of existing bikeway, install in-ground bike racks, ADA accessibility improvements, install exercise equipment, drinking fountains, irrigation, landscaping	\$1,394,000	\$1,479,000
Stockton	Miner Avenue Complete Street	Reduce traffic lanes from 4 to 2, add wider sidewalks, streetlights, street furniture, landscaping, bicycle lanes, bulb-outs	\$2,811,000	\$21,492,000
Stockton	Calaveras River Bicycle and Pedestrian Path Rehabilitation	Rehabilitate 6.7 miles of Class I Bike Path between Brookside Road and Cherokee Road	\$720,000	\$720,000
Stockton	Bicycle Master Plan Update	Perform public outreach and redesign the Stockton Bicycle Network. Rewrite the Bicycle Master Plan.	\$550,000	\$550,000
Stockton	Sidewalks to School Installation	Design and install new sidewalks, curbs, gutters, driveways, streetlights, storm drains, ADA ramps, and signage near Stagg High School and Washington Elementary School	\$1,368,000	\$1,368,000
Stockton	Fremont Square Sidewalk Reconstruction	Remove 1,200 lineal feet of existing broken curb, gutter, and sidewalks. Replace with rubberized asphalt sidewalks and concrete curb ramps. Install bike racks.	\$728,000	\$728,000
Stockton	Pacific Avenue Sidewalk Gap Closure	Install new sidewalks, curbs, gutters, driveways, ADA ramps, landscaping, signage	\$400,000	\$400,000

Jurisdiction	Project Name	Description	Request	Total Cost
Stockton	Safe Routes to School Plan	Coordinate with four school districts, perform public outreach, create a Safe Routes to School Plan for all schools within the city.	\$350,000	\$350,000
Stockton	March Lane EBMUD Trail Greenscape Phase 2	Repair and replace portions of Class I bike path and modify area slopes to prevent erosion. Install parallel pedestrian path, benches, irrigation, landscaping. Upgrade ADA ramps.	\$2,288,000	\$2,380,000
Stockton	Bike Pushbutton	At various signalized intersections, install bike pushbutton detections	\$456,000	\$456,000
Stockton	Robinhood Drive and Claremont Ave Bike Lane Installation	Install bike lanes on Robinhood between El Dorado and Pershing and on Claremont between Bianchi and Robinhood. Reduce from 4 lanes to 2 lanes with two-way left turn lane. Install bicycle detection and pedestrian audible signals at intersections, and a Rectangular Rapid Flashing Beacon.	\$688,000	\$777,000
Stockton	Ped Improvements at Five Downtown Crosswalks	Install Rectangular Rapid Flashing Beacons, upgrade existing crosswalk signs/crosswalks and frontage improvements	\$914,000	\$914,000
Stockton	Neighborhood Traffic Management Program and Five Raised Crosswalks	Create NTMP in the Northeast, Southwest, and Southeast quadrants of the City. Install five raised crosswalks with ADA improvements at elementary schools in disadvantaged communities.	\$548,000	\$748,000
Stockton	El Dorado Street Pedestrian Access Rehabilitation	Replace and widen broken up and non-ADA sidewalks on El Dorado Street from Mariposa Avenue to the Calaveras Bridge.	\$3,240,000	\$3,240,000
Stockton	Pedestrian Master Plan & ADA Accessible Bridge Improvements	Retrofit existing bridges to comply with ADA. Construct sidewalk, ramps, pedestrian railing, bridge joint, and sidewalk repairs. Hire a consultant to develop a Pedestrian Master Plan.	\$749,000	\$749,000
Stockton	March Lane EBMUD Bicycle & Ped Path Rehabilitation	Repair and replace portions of Class I bike path and modify area slopes to prevent erosion. Install parallel pedestrian path. Upgrade ADA ramps.	\$1,681,000	\$1,681,000
Stockton	Complete Streets Plan	Identify street corridors for future Complete Streets projects.	\$396,000	\$396,000

Jurisdiction	Project Name	Description	Request	Total Cost
Stockton	Ryde Bridge	Retrofit existing pedestrian and bicycle bridge. Modify access path layout, clean up portions of existing trail, add lighting, security fences/gates. Reinforce bridge foundations.	\$599,000	\$629,000
Tracy	Mt Diablo/Mt Oso/ C St. Improvements	Sidewalk, curb, gutter, and Lighting improvements to provide walking facility to school pedestrians.	\$966,000	\$1,166,000
Totals:			\$23,551,360	

STAFF REPORT

SUBJECT: Call for Amendments to the Regional
Transportation Impact Fee (RTIF) Capital
Project List

RECOMMENDED ACTION: Information

SUMMARY:

At least annually, each Participating Agency has the opportunity to recommend changes to the Regional Transportation Impact Fee (RTIF) Capital Projects List. Attached is the current version of the RTIF Capital Project List, which will also be updated for consistency with the 2014 Regional Transportation Plan. The SJCOG Board, in November 2012, approved the addition of the Navy Drive/BNSF Underpass Reconstruction Project to the RTIF network and Capital Projects List. This project, along with others determined to eligible for inclusion will be proposed for amendment into the program. Please forward any additional recommended modifications to Kim Anderson at anderson@sjcog.org no later than **September 8, 2014**.

BACKGROUND:

Per the RTIF Operating Agreement, SJCOG is responsible for establishing and maintaining the RTIF Capital Project List. From time to time, at the request of a Participating Agency, and at least annually, SJCOG shall review the RTIF Capital Projects List to *add, modify, or remove* a project(s). This includes project scope, costs, and year of delivery.

A capital project must be included in the fiscally constrained project list for the currently adopted Regional Transportation Plan. Any major modifications for existing projects and/or addition of new projects must also be screened for consistency under the requirements of the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) criteria for establishing a rational nexus. RTIF projects must also meet all of the following criteria:

Highway, Interchange, and Regional Roadway Improvements

- (a) The project is on the adopted Regional Transportation Network;
- (b) The project is scheduled for delivery within the time frame evaluated in the RTIF Technical Report; and,
- (c) The project involves a capacity improvement of one or more through travel or passing lanes, or auxiliary lanes (i.e. turn lanes). This criterion shall not be applied to interchange improvement projects.

Public Transit Improvements

- (a) The project is scheduled for delivery within the time frame evaluated in the RTIF Technical Report; and,
- (b) The project involves an improvement to an existing or a new service/facility which connects at least two (2) or more cities or regions.

NEXT STEPS:

The SJCOG Board of Directors is responsible for approving all modifications to the RTIF Capital Project List. Therefore, all recommended modifications received by September 8, 2014 will be screened for consistency under the requirements of the Mitigation Fee Act. Additional recommended modifications will be forwarded to the appropriate standing committees and the SJCOG Board of Directors for the review and consideration of approval.

ATTACHMENTS:

RTIF Capital Projects List

Prepared by: Kim Anderson, Senior Regional Planner

RTIF Capital Project List

RTIF UNIVERSAL CAPITAL PROJECT LIST

ID #	Public Facility	MAINLINE HIGHWAY PROJECTS		Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
			Project Description				
1	SR-4 Crosstown Widening		Widen 6 to 8 lanes	I-5 to SR-99	\$75,000,000		2035
2	SR-4 Extension		New alignment from Fresno Ave. to Navy Drive	Fresno Ave. to Navy Drive	\$174,000,000	X	2016
3	SR-4 Extension		Phase 2: New alignment	Navy Drive to Charter Way			2035
4	SR-4 Widening		Widen 6 to 8 lanes	SR-99 to Austin Road Extension	\$30,000,000		2035
5	I-5/SR-120		New branch connections (2 Lane Structures)	SR-120 West to I-5 North, and I-5 South to SR-120 East	\$35,500,000		2035
6	I-5 Widening		Widen 4 to 6 lanes (Inside)	SR-12 to County Line	\$91,000,000		2035
7	I-5 Widening		Widen 6 to 8 lanes (Inside)	Eight Mile Road to Gateway Boulevard			2035
8	I-5 Widening		Widen and construct HOV lanes in median with auxilliary lanes	Hammer Lane to Eight Mile Road	\$75,000,000	X	2024
9	I-5 Widening		Widen and construct HOV lanes in median from Country Club Blvd. To Hammer Lane and restripe existing median lanes to HOV lanes from Charter Way to Country Club Blvd.	Country Club to Hammer Lane	\$87,000,000	X	2015
10	I-5 Widening		Widen 6 to 8 lanes (Inside) (Includes HOV Lane)	French Camp Road to Charter Way	\$63,900,000	X	2022
11	I-5 Widening		Widen 6 to 8 lanes (Inside)	SR 120 to French Camp Road	\$71,000,000	X	2025
12	SR-12		Widen 2 to 4 lanes (Outside), add turn lanes, from SR-99 to SR-88	SR-99 to SR-88	\$50,500,000	X	2025
13	SR-26 Widening		Widen 6 to 8 lanes	SR-99 to Austin Road Extension	\$30,000,000		2035
14	SR-26 Widening		Widen 2 to 4 lanes (Outside)	Cardinal (diverting canal) to Jack Tone Rd.	\$48,000,000		2035
15	SR-88 Passing Lanes		Passing lanes	SR-12 to County Line	\$24,000,000		2035
16	SR-99 Widening		Widen 4 to 6 lanes using inside median w/ interchange modifications & realignment of the SR-4 east approach & connection to SR-99	Arch Road to Crosstown/SR-99 interchange	\$210,500,000	X	2015
17	SR-99 Widening		Widen 6 to 8 lanes (Outside)	City of Manteca (Yosemite Ave) to City of Ripon (West Ripon Road)	\$203,000,000		2035
18	SR-99 Widening		Widen 4 to 6 lanes (inside median)	Harney Road to Peltier Road	\$11,250,000		2035
19	SR-99 Widening		Widen 4 to 6 lanes (inside median)	Peltier Road to County line	\$86,000,000		2035
20	SR-99 Widening		Widen 6 to 8 lanes (Outside)	Cherokee Road to Armstrong Road	\$100,000,000		2035
21	SR-99 Widening		Widen 6 to 8 lanes (Outside)	Crosstown to Cherokee Road	\$194,000,000		2035
22	SR-99 Widening		Widen 6 to 8 lanes (Outside)	Arch to Crosstown	\$86,000,000		2035
23	SR-99 Widening		Widen 4 to 8 lanes (Outside)	French Camp Road to Mariposa Road	\$100,000,000		2035
24	SR-120 Widening		Widen 4 to 6 lanes (Inside)	I-5 to SR-99	\$90,600,000	X	2027
25	SR-120		West of Escalon, Widen from Jacktone Road 5 lane conventional to Sexton, new south alignment to McHenry	Jack Tone to Sexton and McHenry	\$75,000,000		2035
26	SR-120		East of Escalon, widen to 5 lane conventional to county line	McHenry to existing 120 @ Harold	\$25,000,000		2035
27	I-205 Widening / HOV		Widen 6 to 8 lanes (Inside/Outside)	I-580 to I-5	\$268,000,000	X	2030
TOTAL MAINLINE HIGHWAY PROJECTS					\$2,304,250,000		

ID #	Public Facility	HIGHWAY INTERCHANGE PROJECTS	Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description				
28	SR-12 @ I-5	Loop Ramps	SR-12 @ I-5	\$11,250,000		2035
29	I-5 @ SR 4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	I-5 @ SR 4 (Crosstown Freeway)	\$59,000,000		2035
30	SR-99 @ SR-26	Reconstruct interchange	SR-99 @ SR-26	\$19,500,000		2035
31	SR-99 @ Mariposa Road	Reconstruct interchange	SR-99 @ Mariposa Road	\$40,000,000	X	2015
32	SR 99 @ SR-4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	SR 99 @ SR-4 (Crosstown Freeway)	\$30,000,000		2035
33	SR-99 @ SR-12 (Kettleman Ln.)	Reconstruct interchange and widen to free flowing interchange	SR-99 @ SR-12 (Kettleman Ln.)	\$20,000,000		2035
34	SR-99 @ French Camp Road	Reconstruct interchange	SR-99 @ French Camp Road	\$47,500,000	X	2014
35	SR-99 @ SR-88	Reconstruct interchange	SR-99 @ SR-88	\$19,500,000		2035
Total Caltrans Interchange Projects				\$246,750,000		
36	I-5 @ Lathrop Road	Reconstruct interchange	I-5 @ Lathrop Road	\$33,000,000	X	2018
37	I-5 @ Roth Road	Reconstruct interchange	I-5 @ Roth Road	\$16,800,000	X	2018
38	I-205 / Chrisman Road	Phase 1: Construct new interchange east-west ramps	I-205 / Chrisman Road	\$30,000,000	X	2015
39	I-205 / Chrisman Road	Phase 2: Construct-new cloverleaf interchange	I-205 / Chrisman Road	\$31,000,000		2035
Total Lathrop Interchange Projects				\$110,800,000		
40	SR-99 @ Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 @ Harney Lane	\$39,183,247	X	2016
Total Lodi Interchange Projects				\$39,183,247		
41	SR-99 @ North Main	Reconstruct new interchange	SR-99 @ North Main	\$8,900,000		2035
42	SR-99 @ Austin Road	Reconstruct/Improve Interchange with new grade separation	SR-99 @ Austin Road	\$30,000,000		2035
43	SR-120 @ McKinley Ave.	Reconstruct/Improve Interchange including necessary auxilliary lanes (P.M. 2.2/.2)	SR-120 @ McKinley Avenue	\$30,200,000	X	2020
Total Manteca Interchange Projects				\$69,100,000		
44	SR-99 @ Olive Rd.	Construct Interchange to include connection with River Road	SR-99 @ Olive Rd.	\$40,000,000		2035
45	SR-99 @ Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 @ Eight Mile Road	\$122,100,000	X	2017
46	SR-99 @ March Lane/Wilson	New interchange - Construct combined Wilson Way, March Lane Interchange (P.M. 21.1-22.1)	SR-99 @ March Lane/Wilson	\$198,100,000	X	2019
47	I-5 @ French Camp/Arch Sperry Road (HR 3-193)	Reconstruct existing French Camp Road Interchange, construct auxilliary lane on I-5 , and realign Manthey Road (P.M. 20.8-21.2)	I-5 @ Arch Sperry/French Camp	\$60,400,000	X	2014
48	SR-99 @ Arch Sperry Rd.	Phase 2 interchange improvements	SR-99 @ Arch Sperry Road	\$15,000,000		2035
49	SR-99 @ Armstrong Road	Reconstruct interchange	SR-99 @ Armstrong Road	\$35,000,000		2035
50	I-5 @ Gateway Boulevard	Construction of a new interchange and auxilliary lanes (PM 36.0/36.9)	I-5 @ Gateway Boulevard	\$80,300,000	X	2018
51	SR-99 @ -Gateway Blvd.	Construction of new interchange	SR-99 @ Gateway Boulevard	\$105,800,000	X	2018

ID #	Public Facility	HIGHWAY INTERCHANGE PROJECTS		Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description					
52	SR-99 @ Morada Lane	Reconstruct interchange (PM 23.5-24.5)		SR-99 @ Morada Lane	\$110,800,000	X	2017
53	I-5 @ Eight Mile Road	Modification of interchange		I-5 @ Eight Mile Road	\$47,000,000	X	2017
54	I-5 @ Otto Drive	Construction of new interchange and auxillary lanes (PM 33.3/34.2)		I-5 @ Otto Drive	\$80,500,000	X	2015
55	I-5 @ Hammer Lane	Interchange Modification and auxillary lanes (PM 32.6)		I-5 @ Hammer Lane	\$20,000,000	X	2016
56	I-5 @ Matthews Road	Reconstruct interchange		I-5 @ Matthews Road	\$35,000,000		2035
Total Stockton Interchange Projects					\$950,000,000		
57	SR-132 @ I-5 and Bird Road	Upgrade interchange, lengthen ramps, widen approaches, install signal controls w/ necessary auxillary lanes (P.M. 2.2/2.2)		SR-132 @ I-5 and Bird Road	\$20,000,000	X	2011
Total San Joaquin County Interchange Projects					\$20,000,000		
58	I-580 @ Lammers Road	Construction of new interchange		I-580 @ Lammers Road	\$55,000,000		2035
59	I-580 @ Coral Hollow Road	Modification of existing interchange		I-580 @ Coral Hollow Road	\$20,000,000		2035
60	I-205 @ Lammers Road	Construction of new interchange		I-205 @ Lammers Road	\$89,000,000	X	2015
61	I-205 @ Grantline Road	Modification of existing interchange		I-205 @ Grantline Road	\$30,966,820	X	2017
Total Tracy Interchange Projects					\$194,966,820		
TOTAL INTERCHANGE PROJECTS					\$1,384,050,067		
ID #	Public Facility	REGIONAL ROADWAY		Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description					
62	Lower Sacramento Road	Widen from 2 to 6 lanes		Eight Mile Road to Grider Way	\$41,590,000	x	2013
63	Lower Sacramento Road	Widen from 2 to 6 lanes		Grider Way to Armor Drive	\$8,000,000	x	2015
64	Lower Sacramento Road	Widen from 2 to 6 lanes		Armor Drive to Morada Lane	\$3,470,000	x	2015
65	Lower Sacramento Road	Widen from 2 to 4 lanes		Armstrong Road to Eight Mile Road	\$10,000,000		2035
66	Eight Mile Road	Widen from 5 to 8 lanes		I-5 to Thornton Road	\$7,060,000	X	2015
67	Eight Mile Road	Widen from 2 to 8 lanes		Thornton Road to Lower Sacramento Rd.	\$25,000,000	X	2019
68	Eight Mile Road	Widen from 2 to 6 lanes		Lower Sacramento Road to West Lane	\$5,620,000	X	2020
69	Eight Mile Road	Widen from 2 to 6 lanes		West Lane to Holman Road	\$20,900,000	X	2020
70	Eight Mile Road	Widen from 2 to 6 lanes		Holman Road to SR-99	\$9,700,000	X	2015
71	Pacific Avenue	Widen from 6 to 8 lanes		Hammer Lane to March Lane - between the Calaveras River and Hammer Lane	\$55,800,000	X	2020
72	March Lane	Widen from 6 to 8 lanes		Claremont to West Lane	\$9,262,000		2035
73	March Lane Extension	Construct a new 8 lane Road		Holman to SR-99	\$14,390,000	X	2019
74	West Lane	Widen from 4 to 6 lanes		Armstrong Road to Eight Mile Road	\$10,000,000		2035
75	West Lane	Widen from 4 to 6 lanes		SPRR s/o Alpine-Calaveras River	\$44,200,000		2035
76	West Lane	Widen from 6 to 8 lanes		Eight Mile Road to Alpine Avenue	\$35,000,000		2035
77	West Lane/Airport Way	Widen from 4 to 6 lanes		Alpine Avenue to Arch Sperry Road	\$60,000,000		2035
78	Airport Way	Widen from 4 to 6 lanes		French Camp Road to Roth Road	\$15,000,000		2020

ID #	Public Facility	REGIONAL ROADWAY	Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description				
79	Airport Way	Widen from 4 to 6 lanes	Arch/Sperry Road to French Camp Road	\$31,500,000	X	2019
80	Airport Way	Widen from 6 to 8 lanes	Arch/Sperry Road to French Camp Road			2035
81	Gateway	Construct 4 lanes (Involves 2 railroad grade separations)	I-5 to SR-99	\$25,000,000		2035
82	Thornton Road	Widen from 4 to 6 lanes	Pershing Avenue to Bear Creek Bridge	\$15,000,000	X	2015
83	Thornton Road	Widen from 4 to 6 lanes	Bear Creek Bridge to Hammer Lane	\$1,000,000	X	2015
84	Aksland Avenue	Construct 4 lanes	Otto Drive to March Lane	\$10,000,000		2035
85	Ryde Avenue Bridge	Construct 4 lane bridge over the Calaveras River	Ryde Avenue	\$5,000,000		2035
86	Mariposa Road	Widen from 2 to 4 lanes	SR-99 to Austin Road	\$30,000,000		2035
87	Austin Road	Construct 6 lanes	SR-26 to Main Street	\$10,000,000		2035
88	Austin Road	Construct 8 lanes	Main Street to Mariposa Road	\$60,000,000		2035
89	Austin Road	Construct 6 lanes	Mariposa Road to Arch Road	\$5,000,000		2035
90	Austin Road	Construct 4 lanes	Arch Road to French Camp Road	\$20,000,000		2035
91	Arch-Sperry Road	Construct 2 to 8 lanes	I-5 to Performance Drive	\$65,000,000		2035
92	Arch-Sperry Road	Construct 2 to 8 lanes	Performance Drive to Frontier Way	\$35,000,000		2035
93	Arch-Sperry Road	Widen from 2 to 4 lanes	Frontier Way to Austin Road	\$10,000,000		2035
Total Stockton Regional Roadway Projects				\$697,492,000		
94	Harney Lane	Widen from 2 to 4 lanes	SR-99 to Lower Sacramento Road (2.6 miles)	\$22,008,760	X	2011
Total Lodi Regional Roadway Projects				\$22,008,760		
95	Jack Tone Road	Widen from 2 to 4 lanes	SR-99 to SR-88	\$27,000,000		2035
96	Peltier Road	Widen from 2 to 4 lanes	SR-99 to I-5	\$15,500,000		2035
97	Peltier Road	Widen from 2 to 4 lanes	SR-99 to Elliott Road	\$25,573,000		2035
98	Yosemite Avenue	Widen from 2 to 4 lanes	City limit to North Ripon Rd. 3.05 miles.	\$4,758,000		2035
99	Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road	\$17,352,000		2035
100	Mariposa Road	Widen from 2 to 4 lanes	Jack Tone Road to Escalon-Belota Road	\$20,063,000		2035
101	French Camp Road	Widen from 2 to 4 lanes	SR-99 to SR-120	\$26,084,000		2035
102	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	\$21,202,000		2035
103	Howard Road	Passing lanes and channelization	Howard Road	\$23,935,000		2023
104	Escalon-Belota Road	Widen from 2 to 4 lanes with shoulders	Escalon City limit to Mariposa Road	\$4,009,000		2035
Total San Joaquin County Regional Roadway Projects				\$185,476,000		

ID #	Public Facility	REGIONAL ROADWAY		Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description					
105	Airport Way	Widen from 2 to 4 lanes		Yosemite to SR-120	\$1,153,000		2035
106	Airport Way	Widen from 4 to 6 lanes		Lathrop Road to Roth Road	\$9,293,000		2035
107	Airport Way	Widen from 4 to 6 lanes		SR120-Lathrop Road (Manteca)	\$4,900,000	X	2025
108	Lathrop Rd.	Widen from 2 to 4 lanes		From east of UPRR to SR-99	\$2,870,280	X	2018
Total Manteca Regional Roadway Projects					\$18,216,280		
109	Golden Valley Parkway	Parallel facility along north/west side of I-5		Lathrop Road to Paradise Road	\$59,290,000	X	2020
110	Lathrop Rd.	Widen from 2 to 4 lanes		I-5 to east UPRR	\$2,771,026	X	2013
Total Lathrop Regional Roadway Projects					\$62,061,026		
111	Corral Hollow Road	Widen from 2 to 4 lanes		Parkside Drive to Linne Road	\$22,618,820	X	2016
112	Lammers Road	Widen from 2 to 4 Lanes		Phase I: I-205 to Old Schulte Road	\$35,000,000	X	2017
113	Linne Road	Widen from 2 to 4 lanes		Corral Hollow Road to Chrisman Road	\$8,600,000	X	2017
Total Tracy Regional Roadway Projects					\$66,218,820		
114	McHenry @ Ullrey Intersection	Intersection Improvement		McHenry @ Ullrey Intersection including UPRR Crossing	\$1,495,805	X	2015
115	Campbell Avenue	Widen from 2 to 4 lanes		Construct 2 lane extension between Santa Fe Avenue and SR-120	\$2,500,000		2035
116	Brennan Road	Widen from 2 to 4 lanes		SR 120 south to Jones Avenue	\$2,500,000		2035
117	Miller Road	Widen from 2 to 4 lanes		Escalon-Bellota Avenue to Campbell Ave.	\$1,123,005		2035
118	South Arterial #1	Widen from 2 to 4 lanes		Brennan Avenue to Harrold Avenue	\$5,054,790		2035
119	Jones Road	Widen from 2 to 4 lanes		Brennan Road to Harrold Avenue	\$2,000,115		2035
Total Escalon Regional Roadway Projects					\$14,673,715		
120	River Road, Phase I	Widen from 2 to 6 lanes		North Ripon Road to Jack Tone Road	\$5,000,000	X	2019
121	River Road, Phase II	Construct 6 Lane extension		Jack Tone Road to Olive Interchange			2035
122	West Ripon Road	Widen existing road from 2 to 4 lanes		Extend Ripon Road West to Eleventh Street in Tracy	\$50,000,000		2035
Total Ripon Regional Roadway Projects					\$55,000,000		
TOTAL REGIONAL ROADWAY PROJECTS					\$1,121,146,601		

ID #	Public Facility	PUBLIC TRANSIT	Project Limits	Project Cost 2011 RTP	RTP Tier I	Year Open to Traffic
		Project Description				
123	Bus Rapid Transit Vehicles	Purchase of buses for service expansion (Intercity/Interregional)	San Joaquin County - Capital	\$10,000,000	X	2035
124	BRT Project Pase III: Hammer Lane Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities, and access enhancements	San Joaquin County - Capital	\$10,000,000	X	2035
125	BRT Project Pase III: Hammer Lane Corridor / Hybrid Diesel - Electric Bus Procurement	Hammer Triangle Transfer Station	San Joaquin County - Capital	\$6,000,000	X	2035
126	BRT Project Pase III: Hammer Lane Corridor	Hammer Triangle Transfer Station	San Joaquin County - Capital	\$35,000,000	X	2035
127	Intercity/Interregional	Fleet Expansion	San Joaquin County - Capital	\$50,000,000	X	2035
127	Regional Transportation Center	Expand capacity of Regional Transportation Center from 110 to 250	San Joaquin County - Capital	\$28,000,000	X	2015
Total RTD Projects				\$139,000,000		
128	Express	Acquisition of ACE Corridor	Stockton to San Jose	\$45,000,000	X	2035
129	Express	Maintenance facility expansion from 9 train sets to 17 train sets Phase I	Not Applicable	\$17,000,000	X	2015
130	Express	Double track in Lathrop and track extension in Stockton	Between Stockton and Lathrop	\$4,000,000	X	2013
Total SJRRC Projects				\$66,000,000		
TOTAL TRANSIT PROJECTS				\$271,000,000		
TOTAL ALL RTIF PROJECTS				\$5,080,446,668		

STAFF REPORT

SUBJECT: San Joaquin County Regional Housing
Needs Plan (RHNP) Release

RECOMMENDED ACTION: Information

SUMMARY:

The proposed Final Regional Housing Needs Plan (RHNP) was released for public review and comment by member agencies, community stakeholders, and the public as of August 4, 2014. The document may be accessed at the following link:

<http://www.sjco.org/DocumentCenter/View/787>. The Executive Summary is attached to the staff report. Two public hearings are scheduled for August 18, 2014, one at 10am and one at 6pm in the SJCOG Board Room. Interested parties are encouraged to attend one of the public hearings to provide oral or written comments. Written comments may also be directed to Kim Anderson at anderson@sjco.org until 6pm on August 18, 2014. Any comments received will be addressed when the SJCOG board considers the plan for adoption on August 28, 2014.

The RHNP is based on the Regional Housing Needs Allocation (RHNA) process and is the official assignment of projected housing need unit totals to the jurisdictions in San Joaquin County across four family income categories of Very Low, Low, Moderate, and Above Moderate. Each jurisdiction is responsible for updating the housing element of their respective general plans to demonstrate the manner in which they will meet the allocated housing unit growth. For this cycle, the fifth for San Joaquin County, the allocation covers the period from January 1, 2014 through December 31, 2023. The allocation methodology was released for a 60-day public review period in January 2014 and was adopted by the SJCOG board on March 27, 2014.

RECOMMENDED ACTION:

Information only.

FISCAL IMPACT:

None to SJCOG's OWP which already programs staff costs related to this effort.

BACKGROUND:

RHNA is a State-mandated planning requirement for accommodating the projected housing need through each jurisdiction's General Plan housing element. The law requires, as the initial step in the RHNA process, that HCD project overall housing unit needs at the regional level for the planning period, then further divide the housing need into four income categories. This division is intended to ensure adequate housing affordable for all income levels in the region. The RHNA process between SJCOG and HCD was an iterative one. After receiving the initial RHNA determination from HCD in March 2013, HCD staff and SJCOG staff participated in numerous phone calls and face to face meetings to exchange information and refine the underlying assumptions utilized in the determination (e.g. housing vacancy rates, household formation rates).

This 5th RHNA cycle represents a ten (10) year period from January 1, 2014 through December 31, 2023. As a Council of Governments, SJCOG is mandated by California government code section 65584 to establish the process to allocate the countywide RHNA between jurisdictions. With the passage of the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, the RHNA process became integral to the Regional Transportation Plan (RTP). Previously, the RHNA was an independent analysis from the RTP. SB375 requires that the two processes be coordinated and that the RHNA allocations to the jurisdictions be consistent with the general land-use development pattern in the RTP.

Pursuant to Government Code 65583, each jurisdiction is required to update their housing element to plan and accommodate its entire RHNA share by income category eighteen (18) months after the adoption of the RTP. For SJCOG's member agencies, the housing element update is due on December 31, 2015 based on the June 26, 2014 adoption date of the RTP.

As part of the housing element update, communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The process is designed to account for housing across the median family income limits of very low, low, moderate, and above moderate. The RHNA is not intended to encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility and social equity, and fair share housing needs.

ATTACHMENTS

1. RHNP Executive Summary

Prepared by: Kim Anderson, Senior Regional Planner

SCHEDULE OF DELIVERABLES AND KEY MILESTONES

Preparation of Methodology _____ April 2013 – January 2014

- RHNA Advisory Committee
- Outreach to Local Jurisdictions
- Issue Proposed Methodology for Public Review (January 24, 2014)

Review of Methodology _____ January 2014 – March 2014

- Public Comment Period (60 Days – January 24, 2014 – March 25, 2014)
- Public Hearing about Proposed Methodology (February 26, 2014)
- Review of Final Methodology by Advisory Committee
- Present Final Methodology to SJCOG Board for Adoption (March 27, 2014)

Develop Draft RHNA _____ February 2014–March 2014

- SJCOG issues Draft Allocation Numbers (March 27, 2014)

Revision Requests / Appeals _____ March 2014-July 2014

- Local Jurisdictions may request revisions (60 day review period through May 27, 2014)

Note: No revision requests were received by SJCOG. Had a revision request been received by SJCOG, statute would have required SJCOG to respond to the revision request within 60 days to accept the revision, modify the determination, or explain what a proposed revision was inconsistent with the regional housing need. After the determination on the requested revision, SJCOG would have set a date by which the requesting jurisdiction could file an appeal of the decision and would have been required to hold a public hearing on the appeal within 60 days.

Preparation and Adoption of Final RHNA Plan _____ July 2014 – August 2014

- SJCOG issues Final RHNA Plan (August 4, 2014)
- Public Hearing Prior to Adoption Consideration by SJCOG Board of Directors (Aug18, 2014)
- SJCOG Board Considers Adoption of the 2014-2023 RHNP (August 28, 2014)
- Submit Adopted RHNA Plan to HCD

Due Date for Jurisdictions to Update their Housing Needs Element **December 31, 2015**

EXECUTIVE SUMMARY

The Regional Housing Needs Allocation (RHNA) sets forth the total number of housing units that each city and the unincorporated county must plan for during the specified planning period. This document, the Regional Housing Needs Plan (RHNP), is the official assignment of unit totals to the jurisdictions in San Joaquin County. Each jurisdiction is responsible for updating the housing element of their respective general plans to demonstrate the manner in which they will meet the allocated housing unit growth. For this cycle, the fifth for San Joaquin County, the allocation covers the period from January 1, 2014 through December 31, 2023.

Preparation of the Regional Housing Needs Allocation (RHNA) is mandated by California government code section 65584. The law requires that the California Department of Housing and Community Development (HCD) project housing construction needs at the county level. SJCOG is responsible for developing a methodology to sub-allocate the county level projection. The law requires, as the initial step in the RHNA process, that HCD project overall housing unit needs at the regional level for the planning period, then further divide the housing need into four income categories. This division is intended to ensure adequate housing affordable for all income levels in the region. To accomplish this, HCD utilized population and employment projections from the SJCOG Regional Transportation Plan (RTP) and the most recent projections by the California Department of Finance (DOF) as the basis of their housing need determination for the San Joaquin County region. In addition, HCD uses the most recent Census data to distribute housing units among the income levels of very low, low, moderate, and above moderate, calculated as a percent of median income.

In consultation with SJCOG staff, HCD determined that San Joaquin must plan for 40,360 housing units over the 10-year planning period. For this planning cycle, HCD included an adjustment recognizing the abnormally high housing vacancy rate owing to an unprecedented housing foreclosure rate and the prolonged effects of the national recession that began in 2008. The final regional allocation by family income category was received by SJCOG on December 30, 2013. The Regional Housing Need Determination for the region for the period of January 1, 2014 through December 31, 2014 is as follows:

<i>Income Category</i>	<i>Housing Unit Need</i>	<i>Percent</i>
<i>Very Low</i>	9,485	23.5%
<i>Low</i>	6,500	16.1%
<i>Moderate</i>	7,065	17.5%
<i>Above Moderate</i>	17,310	42.9%
<i>TOTAL</i>	40,360	100.0%

As noted, SJCOG is mandated to develop a methodology to distribute the regional allocation of 40,360 housing units to the incorporated cities and the unincorporated area within the San Joaquin region. In addition, SJCOG must maintain these family income percentages and the corresponding number of units on a countywide basis as it allocates units to each of the eight (8) local jurisdictions. Based on the most recent federal census, this allocation was distributed within the following household income categories for each jurisdiction:

Very Low:	Income not exceeding 50 % median family income in the county
Low:	Income between 50% and 80% of median family income
Moderate:	Income between 80% and 120% of median family income
Above Moderate:	Income above 120% of median family income

The housing units to be allocated as part of SJCOG’s final RHNA Plan are not a forecast of building or housing permits, nor are local agencies responsible for constructing housing. In other words, HCD recognizes that future housing production may not equal the regional housing need established for planning purposes. However, state law *does not* allow the RHNA process to take into consideration any local constraints that may prevent jurisdictions from receiving a “fair share” allocation of housing units. These constraints could include local growth control ordinances and sewer and water infrastructure capacity. The statute also requires that the allocation not perpetuate the concentration of low income housing within any jurisdiction in the region. Owing to the passage of Senate Bill 375 in 2008, the housing distribution to the jurisdictions must be consistent with the land-use distribution in the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

A technical advisory committee consisting of members from local jurisdictions and partnering agencies was formed and began meeting in April 2013 to provide guidance and expertise in the development of the RHNA methodology. The committee reviewed and discussed different methodology approaches as well as reviewed the elements in state statute regarding opportunities and constraints to development of additional housing in each member jurisdiction. Additionally, the RHNA discussion was incorporated into discussions and presentations to the RTP / SCS Advisory Committee, a multi-disciplinary advisory body, to insure consistency between RHNA and the RTP and to provide additional opportunities for public input from a wide variety of stakeholder groups. A proposed draft RHNA methodology was released for public review and comment on January 23, 2014 that was based on the same methodology used for the previous RHNA, with the addition of a factor to ensure consistency with the land-use allocation in the 2014 RTP / SCS. The mandated 60-day review period closed on March 25, 2014.

After a minor proportional adjustment to the allocation in order to meet the sum of the regional allocation by family income category, the allocation for each jurisdiction by family income category resulting from the allocation methodology is as follows:

Agency	Extremely Low (\$16,129 & Below)	Very Low (\$16,130 to \$26,882)	Low (\$26,883 to \$43,011)	Moderate (\$43,012 to \$64,517)	Above Moderate (\$64,518 & Above)	Total RHNA
Escalon	60	43	66	64	192	425
Lathrop	526	493	759	957	2,421	5,156
Lodi	244	253	331	333	770	1,931
Manteca	459	466	693	825	1,958	4,401
Ripon	154	154	215	231	726	1,480
Stockton	1,675	1,482	2,004	2,103	4,560	11,824
Tracy	513	467	705	828	2,463	4,976
SJ County	1,257	1,239	1,727	1,724	4,220	10,167
Total	4,888	4,597	6,500	7,065	17,310	40,360
	12.1%	11.4%	16.1%	17.5%	42.9%	100.0%

STAFF REPORT

SUBJECT: Regional Transit Systems Plan

RECOMMENDED ACTION: Information Only

DISCUSSION:

SUMMARY:

The San Joaquin Council of Governments (SJCOG) is initiating an update to the San Joaquin County Regional Transit Systems Plan (RTSP), last updated in 2009. The RTSP update will address possible improvements to enhance mobility opportunities for the San Joaquin County over the next 20 years. The RTSP process is a long-range, collaborative effort that will address how SJCOG should respond to projected growth in San Joaquin County, and how best to coordinate transit services in the region. The plan will utilize information coming from Short Range Transit Plan updates which are currently being prepared by transit providers in San Joaquin County. Development of the RTSP is consistent with the Measure K Renewal requirement and is included in SJCOG's Overall Work Program.

RECOMMENDED ACTION:

Information only.

FISCAL IMPACT:

This work effort is in the SJCOG approved budget. Funding for the contract to develop the Regional Transit Systems Plan is provided through Federal Transit Administration MPO Planning Funds and State Transit Assistance funds. There will be funding implications from the Plan's recommendations on the allocation of Federal transit dollars and related impacts to future funding policy.

BACKGROUND:

The primary objectives of the RTSP are to:

- Deliver an overview of current transit systems operations, current short-range and long-range transit plans, and relevant intercity and interregional integration and coordination policies;

- Identify opportunities to better coordinate the existing transit systems serving the County through an evaluation of current operations, as well as interviews with planning staff at all San Joaquin County-based transit operators;
- Develop a process that results in Federal transit apportionments for all urban operators based upon programs of projects which serve to effectively and efficiently use those funds on a countywide basis;
- Identify methods or approaches to improve the effectiveness of the Interagency Transit Committee (ITC);
- Evaluate the effectiveness of current transit performance measures in the light of transit policy and funding trends; and if needed, modify or establish new performance measures for use in San Joaquin County; and
- Establish a method for analyzing and prioritizing transit improvement projects that best facilitate both inter-regional and intra-regional transit service.

SJCOG is in the process of meeting with representatives of the ITC individually. The purpose of these meetings is to identify funding challenges, needs with respect to funding allotment, current and future transit plans and projects, pressing transit priorities, observations related to transit performance measures, and scoping recommendations for the RTSP. The results of these meetings will be used to inform project scoping, including tasks to be completed by a project consultant.

NEXT STEPS:

SJCOG staff will continue to meet with ITC representatives individually, and develop a scope of work and request for proposals for a transportation consultant.

Prepared by: Ryan Niblock, Associate Regional Planner