



**SAN JOAQUIN COUNCIL OF GOVERNMENTS  
MANAGEMENT AND FINANCE COMMITTEE**

**ISADORE'S**

**680 N. Main Street, Manteca, CA 95336**

**HOSTED BY: CITY OF LATHROP**

**Wednesday, January 16, 2013**

**Noon**

The San Joaquin Council of Governments is in compliance with the American with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at (209) 235-0600 at least 24 hours prior to the meeting.

**A G E N D A**

1. Call to Order and Self Introductions
2. Public Comments
3. Approve Minutes of October 17, 2012 Action
4. Fiscal Year 2012 Regional Transportation Impact Fee (RTIF)  
Activity Report Action
5. Smart Growth Program Call for Projects Action
6. 2014 Regional Transportation Plan (RTP) Update Discussion
7. Status of Major Highway Projects Information
8. MAP 21: MPO Structure Information
9. Executive Director's Report
10. Other Matters of Business
11. Adjourn to next regular scheduled meeting on Wednesday, February 20, 2013.

Chairman: Manuel Lopez  
County of San Joaquin

Vice Chairman: Steve Salvatore  
City of Lathrop

SAN JOAQUIN COUNCIL OF GOVERNMENTS  
MANAGEMENT AND FINANCE COMMITTEE

Meeting held at  
Isadore's  
680 N. Main Street, Manteca, CA 95336

October 17, 2012

**MINUTES**

1. The meeting was called to order by Bobby McGee substituting for Chair Manuel Lopez at 12:10 p.m.

Attendance and Self Introductions:

John Abrew, Escalon Deputy City Manager; Rad Bartlam, Lodi City Manager; Bob Deis, Stockton City Manager; Karen McLaughlin, Manteca City Manager; Stacey Mortensen; SJRRC Executive Director; Stephen Salvatore, Lathrop City Manager; Andrew Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director/CFO; Tanisha Taylor, SJCOG Senior Regional Planner; Rosie Vargas, SJCOG Office Services Supervisor.

Committee Members Not Present:

Leon Churchill, Tracy City Manager; Leon Compton, Ripon City Administrator; Donna DeMartino, SJRTD General Manager/CFO; Manuel Lopez, County Administrator.

Others Present:

Kevin Werner, City of Ripon.

2. Public Comment:  
None.
3. Approve Minutes of July 18, 2012:  
It was moved/seconded (McLaughlin/Salvatore) to approve the minutes of July 18, 2012, with San Joaquin County abstaining. Motion passed by voice vote.
4. Measure K Renewal Capital Program Funding Update  
Mr. Dial gave a brief update on the status of the Early Action Program and funding project delivery. Mr. Dial distributed a hand out that has a graph of the progress report to date.  
  
This item was for information only, no action was taken.
5. San Joaquin One Voice® Call for Projects  
Mr. Chesley presented this item stating staff is seeking project requests from each jurisdiction to take back to Washington D.C. Mr. Chesley stated at this time COG staff has not selected a regional project and the Board will take under consideration what the top regional project will be selected at their next meeting. The deadline to submit your project is December. The One Voice® trip is April 21-25, 2013.

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

6. SB 375 Target Recommendations Update

Ms. Taylor gave an update on this item stating staff is anticipating in bringing a SB 375 Target recommendation in November to SJCOG Board. Ms. Taylor stated there is an existing target to date and valleywide. Ms. Taylor discussed SJCOG's process, what is a SB 375 Target, and why meeting SB 375 target's is important to the region and local jurisdictions.

Ms. Taylor stated the eight MPO directors have held several meetings to discuss what are some of the options and will continue to meet. Ms. Taylor reviewed the milestone schedule and next steps stating through January 2013 which staff anticipates an ARB action, please note not an official action. The adopted target will remain as 5% and 10% for the San Joaquin Valley.

Mr. Chesley stated there has been a lot of modeling in terms of what we can expect on greenhouse gas emissions Mr. Chesley said not everybody can meet a 5 and 10% target. Mr. Chesley discussed some of the challenges and stated the eight MPO directors are leaning in the direction of lumping everyone together under a 5 and 10% target.

Mr. Deis asked what staff's interaction with city staff in regards to information. Mr. Chesley said we have our Technical Advisory Committee and have formed a SB 375 SCS committee which involves planning staff in both efforts, plus staff has been making phone calls to keep them updated on current discussions. Mr. Chesley stated valleywide verses individual county questions have recently only been brought forward to local planning staff for comments.

Mr. Bartlam asked what's the timing. Mr. Chesley said in December the Regional Policy Council will take a position on an appropriate target and valleywide verses individual MPO's target and other scenarios before the ARB in January 25.

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

7. Project Delivery Accomplishments Report for the Federal Fiscal Year 2011/12 Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) Program

Mr. Chesley presented this item stating the attachment to the staff report is Caltrans delivery report which has a table on local assistance delivery. Mr. Chesley stated the COG Board decides how those funds are distributed in San Joaquin County.

Mr. Chesley stated in regards to the table you want to be at a 100% in the percent target obligational authority delivered category. One of the advantages of being over 100% is the greater amount you are over a 100%, and there is any additional revenue available to California, that additional revenue gets distributed among those who are over 100%.

Mr. Chesley credited Public Works Department for being aggressive in terms of their delivery, the transit agencies in San Joaquin County and credited COG staff for looking for opportunities to bring more federal revenue in to San Joaquin County.

Mr. Bartlam asked how much of the \$27 million will be provided to SJCOG region. Mr. Chesley said about \$3 million.

This item was for information only, no action taken.

8. PM 2.5 Air Quality Update

Ms. Taylor gave an update on this item stating there are two important deadlines: one is July 20<sup>th</sup> and the other, early 2015. These milestones are important to local jurisdictions in terms of project delivery as they represent dates SJCOG may lapse. If SJCOG lapses, widening projects cannot advance beyond the phase of work for which they have federal or state approval. Ms. Taylor stated there is a solution on the table that at least minimizes some of the impact that we can control.

Mr. Chesley discussed some of the challenges that may arise down the road by trying to solve today's problems with PM 2.5.

This was for information only, no action was taken.

9. Executive Director's Report

Mr. Chesley discussed the letter from StanCOG's chair Charlie Goeken regarding consolidating SJCOG, COG Merced and StanCOG. Merced COG has already indicated they are not interested and the SJCOG Board is reluctant to go down this road.

Mr. Chesley stated he will recommend SJCOG's chair meet with StanCOG chair to discuss concerns and outline why COG is reluctant to do this.

Mr. Chesley said this item will be discussed at the Executive and the Board meeting.

10. Other Matters of Business

None.

11. Adjournment

There being no further business to discuss, the meeting was adjourned at 12:55 p.m. to Wednesday, November 14, 2012.

# STAFF REPORT

**SUBJECT:** Fiscal Year 2012 Regional  
Transportation Impact Fee (RTIF)  
Activity Report

**RECOMMENDED ACTION:** Motion to Accept the Fiscal Year 2012  
RTIF Activity Report

## DISCUSSION:

### SUMMARY:

The RTIF Program objective is to obtain funding from new development projects that have an impact upon the Regional Transportation Roadway Network and to integrate these funds with federal, State, and other local funding to make transportation improvements identified in the RTIF Program.

This RTIF Annual Activity Report (Report) represents the period of July 1, 2011 through June 30, 2012 and satisfies the requirements under the Fee Mitigation Act (Gov. Code §§ 66000 et seq.). This report was developed based on annual RTIF activity reported to SJCOG from all participating agencies. SJCOG staff continues to work with partner agency staff to ensure that the information reported is accurate. All activity involving individual submissions and supplementary information submitted to SJCOG by participating agencies is subject to an annual fiscal audit conducted by an outside independent consulting firm.

The Report includes all necessary information regarding the RTIF Program funds held by SJCOG and the County that were distributed to the County and SJCOG from the Participating Agencies pursuant to section 5.2 of the program's executed Operating Agreement. Furthermore, it documents the collection and expense activities and land use activities subject to the RTIF for the report period and provides a summary of activities since program inception.

### RECOMMENDATION:

SJCOG staff is seeking M&F's acceptance of the Fiscal Year 2012 RTIF Annual Activity Report.

### ATTACHMENTS:

1. Fiscal Year 2011/2012 RTIF Activity Report

# ANNUAL REPORT

## Regional Transportation Impact Fee

FY 2012



## Fiscal Year 2012 Regional Transportation Impact Fee (RTIF) Activity Report

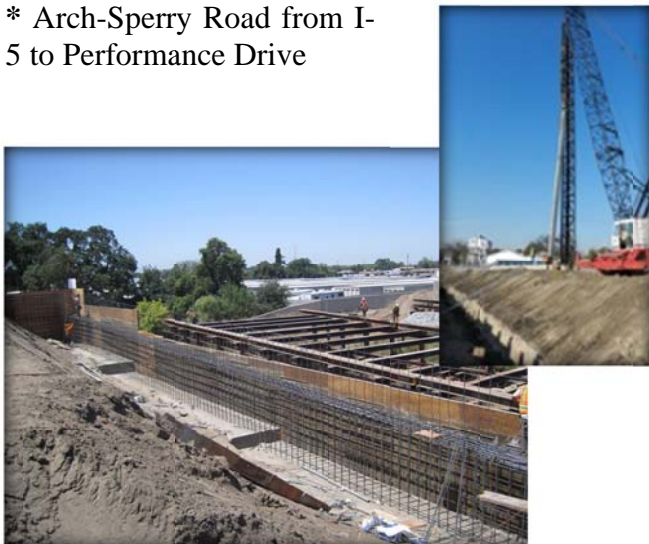
Since its inception in Fiscal Year 2005, \$31 million of RTIF has been generated. Along with interest and after program administration expenses, a net of \$30.4 million has become available to support project delivery. As of June 30, 2011, \$9.58 million has been expended on 13 regionally significant transportation projects.

### Sample Projects Benefitting from RTIF Program

\* Eight Mile Road Widening from West Lane to Holman which includes a Grade Separation



\* Arch-Sperry Road from I-5 to Performance Drive



\* SR 99 at Harney Lane Interchange



\* Hammer Triangle Regional / Interregional Bus Rapid Transit System



*Participating agencies have committed \$23.9 million across 17 eligible RTIF projects.*

*Exhibit A provides a summary of RTIF Revenue Commitments and Expenditures by project and by participating agency.*

## FY 2011/2012 RTIF Structure

The RTIF program involves the application of a region-wide uniform fee structure to help mitigate the impacts new development has on the regional transportation network. While the RTIF Program and the RTIF Program Fee is imposed and collected by the Participating Agencies, the RTIF Program is managed for the benefit of the entire County region.

For fiscal year 2012, the uniform fee structure was as follows:

| Regional Transportation Impact Fee (RTIF) Schedule |                         |
|--|-------------------------|
| Land Use Type                                      | FY 11/12 RTIF Structure |
| Residential (Single Family DUE)                    | \$2,987.08              |
| Residential (Multi-Family DUE)                     | \$1,792.25              |
| Retail (Sq. Ft.)                                   | \$1.19                  |
| Office (Sq. Ft.)                                   | \$1.50                  |
| Commercial/Industrial (Sq. Ft.)                    | \$0.90                  |

### Project Eligibility Criteria

RTIF can only be expended on regionally significant capital projects that have met specific criteria. The criteria for highway, interchange, and regional roadway improvement projects include:

1. Falls on the adopted RTIF regional roadway network.
2. Identified in Tier I of the most recent Regional Transportation Plan (RTP).
3. Excluding interchanges, involves a capacity improvement of one or more through travel or passing lanes, or auxiliary lanes (i.e., turn lanes).
4. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

The criteria for public transit improvement projects include:

1. Must involve an improvement to an existing or a new service/facility which connects at least two (2) or more cities or regions.
2. Identified in Tier I of the most recent Regional Transportation Plan (RTP).
3. Project is modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

### RTIF Capital Project List

During this report period, there were 62 projects that met the eligible criteria to expend RTIF revenue for delivery. Of those projects, 9 were highway widening, 20 were highway interchange, 24 were regional roadway, and 9 were public transit projects.

SJCOG is responsible for establishing and maintaining the RTIF Capital Project List. Opportunity to modify any of the projects occurs, at minimum, on an annual basis. However, as needs and priorities change over time, a participating agency can request modifications to an existing project and or delete/add a project to the list.

SJCOG will make any and all changes to the Capital Project List annually taking into consideration the comments received from each Participating Agency consistent with the project eligibility criteria.

The Master Capital RTIF (RTP Tier I) Project List found in **Exhibit B** which provides greater detail regarding project description and limits. During this report period, the RTIF Capital Project List did not experience any modifications.

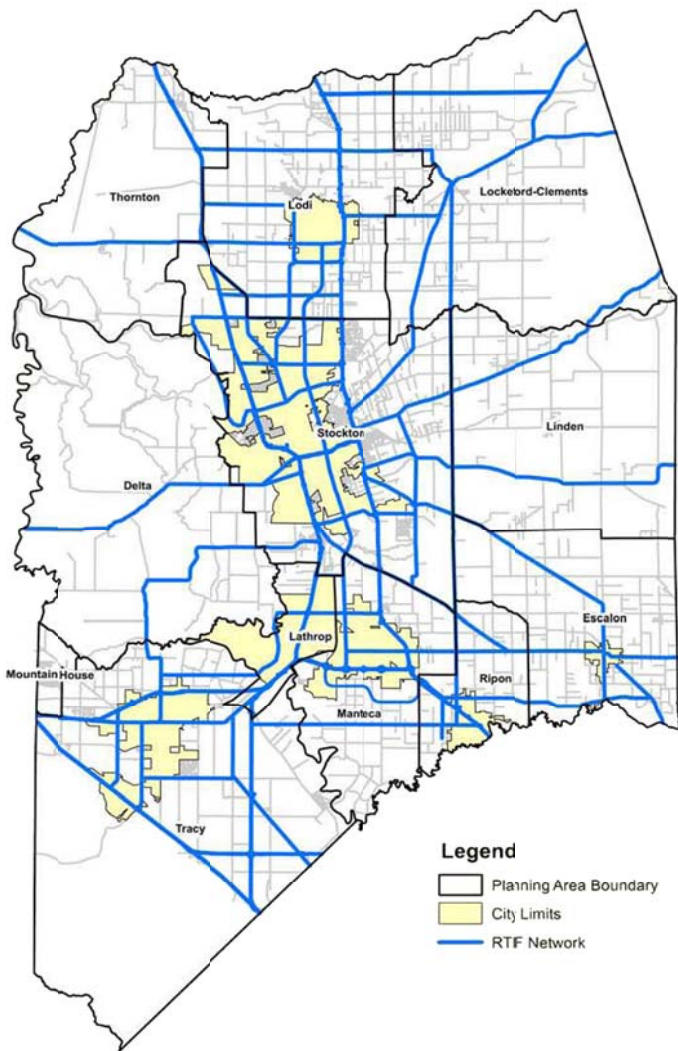
### The RTIF Roadway Network

The RTIF Regional Roadway Network consists of all highway facilities along with select existing and future arterials that are considered regionally significant. During the 5<sup>th</sup> year update of the program, the 2 major arterials that were included to the network involved Roth Road from I-5 to Airport Way and the Arch-Sperry Road extension from Performance Drive to I-5.



Both these facilities are regionally significant to the goods movement industry and the region's economy. During the report period, the network was not modified.

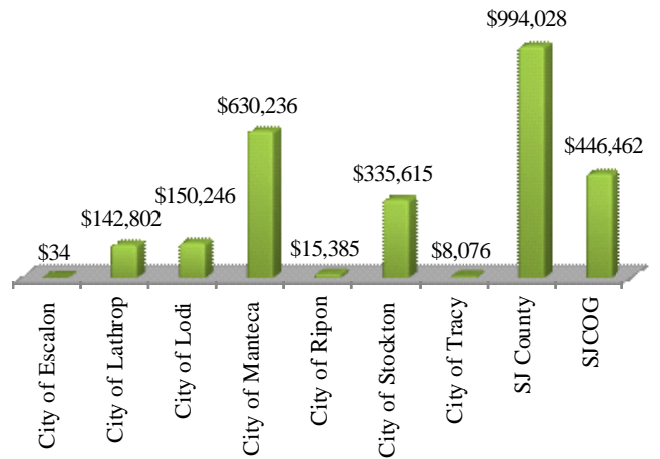
***RTIF Regional Roadway Network***  
**Summary of FY 2011/2012 RTIF Activity**



The RTIF Annual Activity Report spread sheet for the can be found under **Exhibit C**. The following is a summary of the activity for the report period:

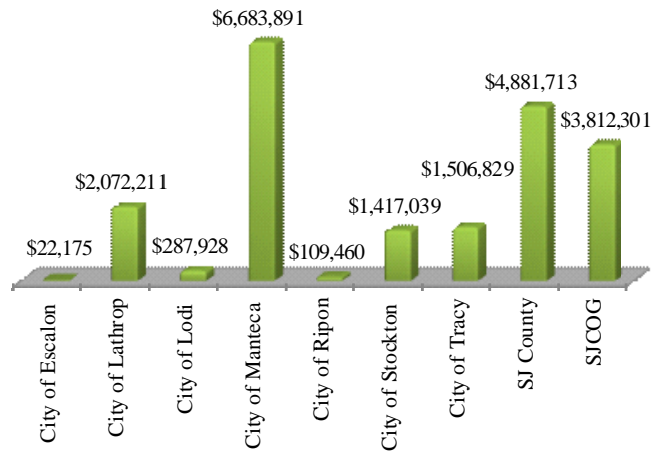
1) After distributions and operational deductions, the net RTIF generated across participating agencies for this report period was \$2,722,884.

**Current Report Period by Participating Agency:**



2) After distributions and operational deductions, the total net RTIF retained by the end of the report period across participating agencies was \$20,793,547.

**FY 2006 ~ FY 2012 by Participating Agency:**

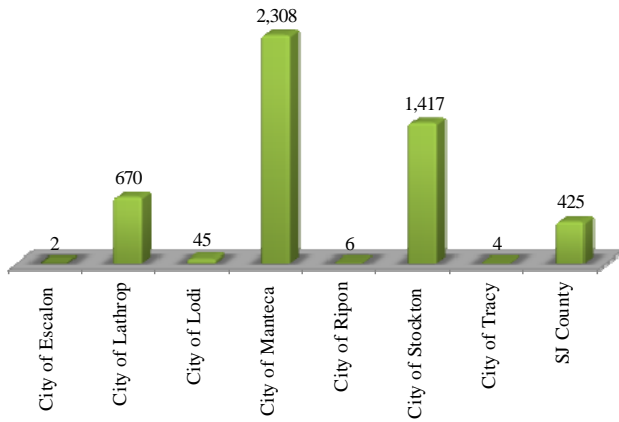


3) The total single-family residential land use activity for this report period involved 475 units. Of this, the City of Manteca had the greatest activity of 278 units followed by the City of Stockton at 94, City of Lathrop at 70, and the County of San Joaquin at 30. The County of San Joaquin had the only activity involving multi-family dwelling units at 36.

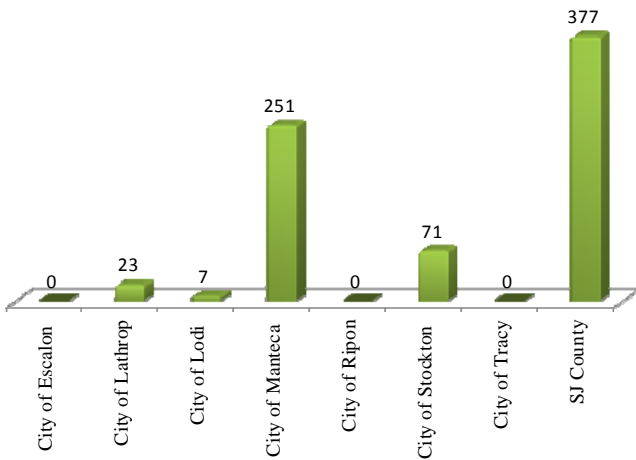
Since program inception, 87% of the total residential activity has been single-family. The total residential (Single & Multi-Family) dwelling unit land use activity through June 30, 2012 is 4,877 for single-family and 729 for multi-family.

FY 2006 ~ FY 2012 Residential Activity by Participating Agency:

**Single-Family Homes**

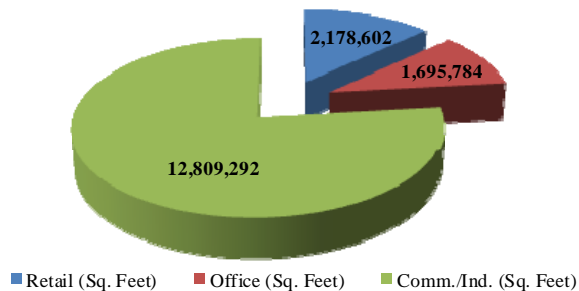


**Multi-Family Homes**



4) The non-residential land use activity for this report period included 247,249 square feet of retail, 62,658 square feet of office, and 174,409 square feet of commercial/industrial.

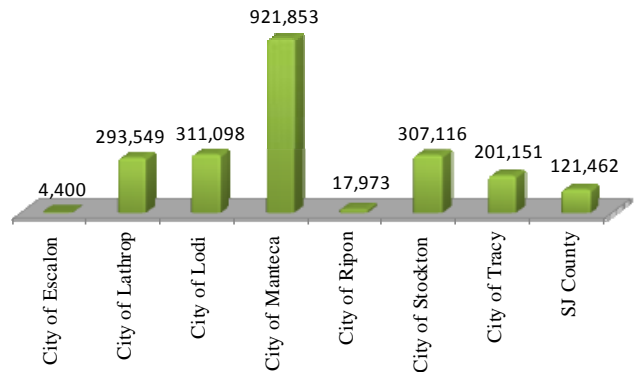
FY 2006 ~ FY 2012 of Regional Non-Residential Activity:



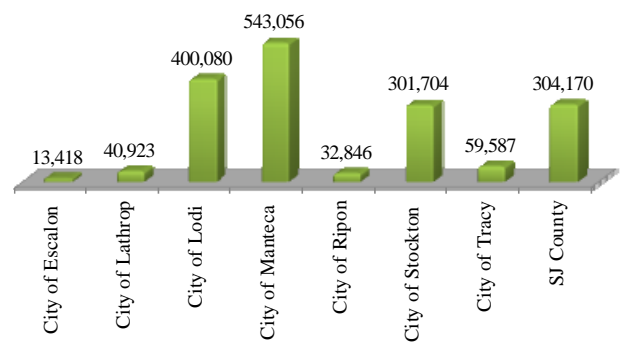
Since program inception, of the 16.6 million square feet of non-residential development subject to the RTIF, the majority (77%) has been commercial/industrial.

FY 2006 ~ FY 2012 Non-Residential Activity by Participating Agency:

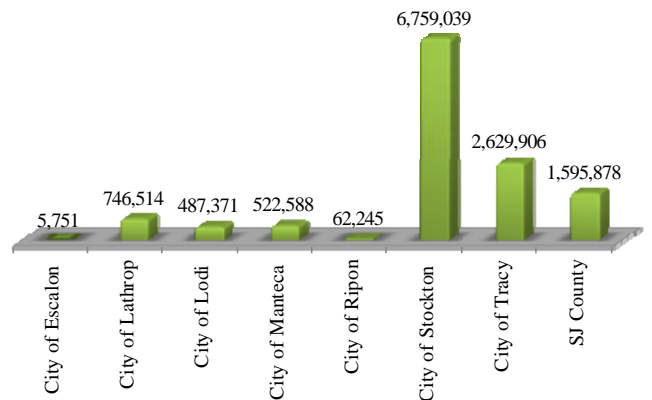
**Retail (Square Feet)**



**Office (Square Feet)**



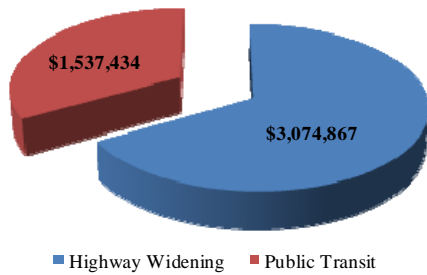
**Commercial/Industrial (Square Feet)**



5) Of the RTIF collected by participating agencies, 15% is distributed to SJCOG to manage and program on eligible Highway Widening and Public Transit projects. The net RTIF generated and retained for highway widening and public transit projects between July 1, 2011 and June 30, 2012 was \$446,462.

Since program inception, the net amount of RTIF revenue forwarded to and retained by SJCOG for programming on eligible highway widening and transit projects is \$4,612,301. By formula, two-thirds of the total is for highway widening and the remainder is for public transit.

FY 2006 ~ FY 2012 of RTIF for Public Transit and Highway Widening Projects:

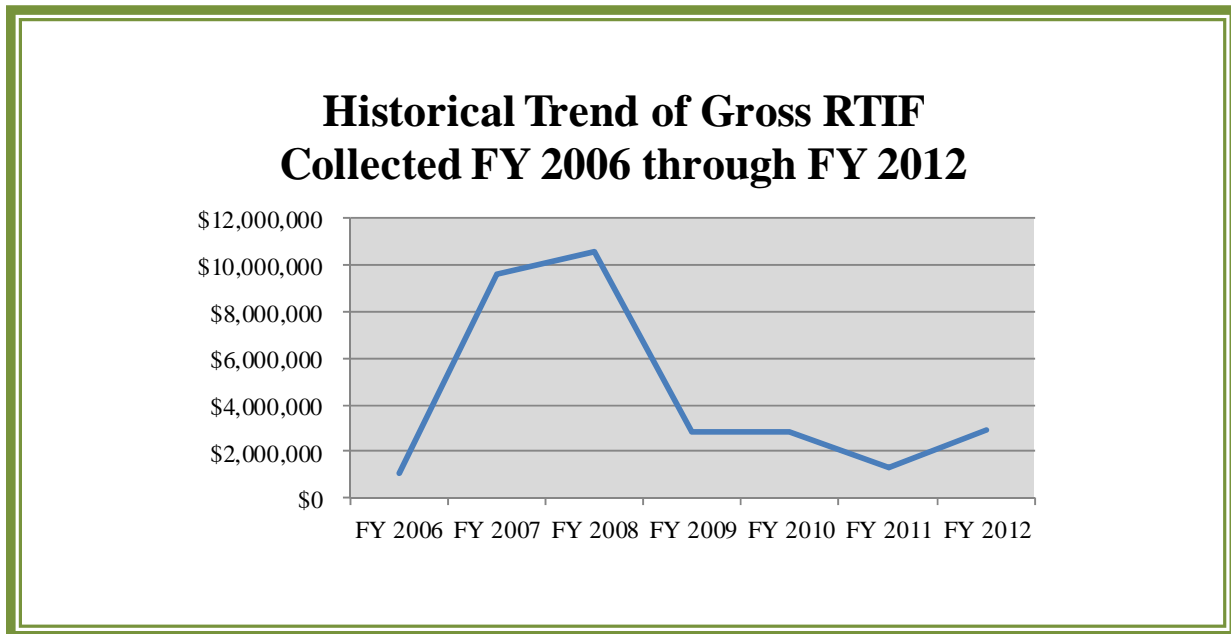


As of this report period, \$800,000 of \$1.5 million of RTIF for public transit has been approved and expended on the Regional Transit District’s Bus Rapid Transit “Hammer Triangle” project. An additional \$173,410 has been approved and committed to the Cabral Station Improvement Project which includes Park & Ride accommodations.

The \$3,074,867 million of RTIF revenue for highway widening has been programmed on the SR 4 Extension Project.

**HISTORICAL RTIF COLLECTION**

In summary, there has been \$30.9 million of RTIF collected by all the incorporated cities and the County of San Joaquin. The graph below shows the historical trend of gross RTIF collection since program inception:



**EXHIBIT A**

**RTIF Project Revenue Commitments & Expenditures**

| ID#           | Project | RTP TIER I RTIF PROJECTS                |  | Gross Project Cost   | Project Nexus | RTIF Eligible Cost   | RTIF Committed      | RTIF Expended      | Developer Improvemnts |
|---------------|---------|---|--|----------------------|---------------|----------------------|---------------------|--------------------|-----------------------|
|               |         | Project Description                     |  |                      |               |                      |                     |                    |                       |
| 7             | COG     | SR-4 Extension                          | New alignment from Fresno Avenue to Daggett Road                             | \$150,000,000        | 43.5%         | \$65,250,000         | \$3,959,331         | \$0                |                       |
| 12            | LAT     | I-5 @ Lathrop Road                      | Reconstruct Interchange  | \$33,000,000         | 79.1%         | \$26,100,000         | \$1,525,500         | \$25,500           | \$14,381              |
| 15            | LOD     | SR-99 @ Harney Lane                     | Reconstruct interchange  | \$39,200,000         | 54.1%         | \$21,200,000         | \$740,000           | \$722,725          |                       |
| 17            | MAN     | SR-120 @ McKinley                       | Reconstruct/Improve interchange  | \$30,200,000         | 62.0%         | \$20,500,000         | \$800,000           | \$48,319           |                       |
| 18            | STK     | SR-99 @ Eight Mile Road                 | Reconstruct Interchange  | \$122,000,000        | 87.0%         | \$106,200,000        | \$1,100,000         | \$960,851          |                       |
| 21            | STK     | North Stockton I-5 Mainline Interchange | Construction of new interchange  | \$80,300,000         | 76.5%         | \$61,800,000         | \$1,131,000         | \$1,105,034        |                       |
| 23            | STK     | SR-99 @ Morada Lane                     | Reconstruct interchange  | \$110,800,000        | 96.0%         | \$106,400,000        | \$1,100,000         | \$987,023          |                       |
| 24            | STK     | I-5 @ Eight Mile Road                   | Interchange modification   | \$47,000,000         | 84.0%         | \$39,500,000         | \$15,773            | \$15,773           |                       |
| 28            | TRA     | I-205 @ Lammers Road                    | Construction of new interchange  | \$86,100,000         | 58.0%         | \$49,900,000         | \$2,331,655         | \$326,697          |                       |
| 36            | STK     | Eight Mile Road                         | Widen from 2 to 6 lanes, West Lane to Holman (Grade separation @ UPRR)       | \$50,000,000         | 69.5%         | \$34,750,000         | \$5,217,000         | \$2,518,500        |                       |
| 42            | STK/SJC | Arch-Sperry Road                        | Construct 2 to 8 lanes, I-5 to Performance Drive                             | \$55,000,000         | 78.0%         | \$42,900,000         | \$3,483,638         | \$2,064,946        |                       |
| 45            | LAT     | Lathrop Road                            | Widen from 2 to 4 lanes, I-5 to east UPRR                                    | \$2,800,000          | 71.4%         | \$2,000,000          | \$5,000             | \$5,000            |                       |
| 47            | LAT     | Golden Valley Parkway                   | Parallel facility along north/west side of I-5 from Lathrop Road to Paradise | \$59,300,000         | 86.0%         | \$51,000,000         | \$0                 | \$0                | \$130,012             |
| 52            | ESC     | McHenry @ Ullrey Intersection           | Intersection improvement   | \$1,500,000          | 73.3%         | \$1,100,000          | \$23,396            | \$0                |                       |
| 57            | COG     | Bus Rapid Transit (BRT)                 | Regional/Inter-Regional BRT System (Hammer Triangle)                         | \$35,000,000         | 34.0%         | \$11,900,000         | \$800,000           | \$800,000          |                       |
| 61            | COG     | ACE Capital Project                     | ACE Maintenance and Facility Expansion                                       | \$4,000,000          | 50.0%         | \$2,000,000          | \$173,410           | \$0                |                       |
| <b>TOTALS</b> |         |   |  | <b>\$902,200,000</b> |               | <b>\$640,500,000</b> | <b>\$22,405,703</b> | <b>\$9,580,368</b> | <b>\$144,393</b>      |

| Agency                   | Net RTIF            | Committed           | Expended           | Net RTIF Balance    |
|--------------------------|---------------------|---------------------|--------------------|---------------------|
| City of Escalon          | \$22,175            | \$23,396            | \$0                | \$22,175            |
| City of Lathrop          | \$2,102,711         | \$1,530,500         | \$30,500           | \$2,072,211         |
| City of Lodi             | \$1,010,651         | \$740,000           | \$722,725          | \$287,926           |
| City of Manteca          | \$6,732,210         | \$800,000           | \$48,319           | \$6,683,891         |
| City of Ripon            | \$109,460           | \$0                 | \$0                | \$109,460           |
| City of Stockton         | \$7,569,166         | \$12,047,411        | \$6,152,127        | \$1,417,039         |
| San Joaquin County       | \$6,381,713         | \$1,500,000         | \$1,500,000        | \$4,881,713         |
| City of Tracy            | \$1,833,526         | \$2,331,655         | \$326,697          | \$1,506,829         |
| SJCOG                    | \$4,612,301         | \$4,932,741         | \$800,000          | \$3,812,301         |
| <b>TOTALS</b>            | <b>\$30,373,913</b> | <b>\$23,905,703</b> | <b>\$9,580,368</b> | <b>\$20,793,545</b> |
| <b>Balance Remaining</b> | <b>\$20,793,545</b> |                     |                    |                     |

**EXHIBIT B**

**Master Capital RTIF (RTP Tier I) Project List**

| ID   | Facility Name/Route                   | Project Description   | Project Limits                           |
|--|---------------------------------------|---|--|
| <b><i>Mainline Highway Projects</i></b>    |                                       |   |  |
| 1  | SR-4 Extension                        | New alignment from Fresno Ave. to Navy Drive  | Fresno Avenue to Navy Drive              |
| 2  | I-5 Widening                          | Widen and construct HOV lanes in median with auxiliary lanes  | Hammer Lane to Eight Mile Road           |
| 3  | 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              |
| 4  | I-5 Widening                          | Widen 6 to 8 lanes (Inside) and construct HOV lanes   | French Camp Road to Charter Way          |
| 5  | I-5 Widening                          | Widen 6 to 8 lanes (Inside)   | SR 120 to French Camp Road               |
| 6  | SR-12                                 | Widen 2 to 4 lanes (Outside), add turn lanes, from SR-99 to SR-88   | SR-99 to SR-88                           |
| 7  | 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 |
| 8  | SR-120 Widening                       | Widen 4 to 6 lanes (Inside)   | I-5 to SR-99                             |
| 9  | I-205 Widening / HOV                  | Widen 6 to 8 lanes (Inside/Outside)   | I-580 to I-5                             |
| <b><i>Highway Interchange Projects</i></b> |                                       |   |  |
| 10   | SR-99 @ Mariposa Road                 | Reconstruct interchange   | SR-99 @ Mariposa Road                    |
| 11   | SR-99 @ French Camp Road              | Reconstruct interchange   | SR-99 @ French Camp Road                 |
| <b><i>Subtotal State Projects</i></b>      |                                       |   |  |
| 12   | I-5 @ Lathrop Road                    | Reconstruct interchange   | I-5 @ Lathrop Road                       |
| 13   | I-5 @ Roth Road                       | Reconstruct interchange   | I-5 @ Roth Road                          |
| 14   | I-205 @ Chrisman Road                 | Phase 1: Construct new interchange east-west ramps  | I-205 / Chrisman Road                    |
| <b><i>Subtotal Lathrop Projects</i></b>    |                                       |   |  |
| 15   | 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                      |
| <b><i>Subtotal Lodi Project</i></b>        |                                       |   |  |
| 16   | SR-120 @ McKinley Exp.                | Reconstruct/Improve interchange including necessary auxiliary lanes (P.M. 2.2/.2)   | SR-120 @ McKinley Avenue                 |
| 17   | SR-99 @ McKinley Exp.                 | Construct new interchange   | SR-99 @ McKinley Exp.                    |
| <b><i>Subtotal Manteca Projects</i></b>    |                                       |   |  |
| 18   | SR-99 @ Eight Mile Road               | Reconstruct Interchange (PM 35.1-35.5)  | SR-99 @ Eight Mile Road                  |
| 19   | SR-99 @ March Lane/<br>Wilson         | New interchange - Construct combined Wilson Way, March Lane Interchange (P.M. 21.1-22.1)  | SR-99 @ March Lane/Wilson                |
| 20   | I-5 @ French Camp/Arch<br>Sperry Road | Reconstruct existing French Camp Road Interchange, construct auxiliary lane on I-5 , and realign Manthey Road (P.M. 20.8-21.2) (HR 3-193 #2067)                       | I-5 @ French Camp/Arch Sperry Road       |

| ID                                      | Facility Name/Route                       | Project Description   | Project Limits  |
|---|---|---|---|
| 21                                      | I-5 @ Gateway Boulevard                   | Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)  | I-5 @ Gateway Boulevard   |
| 22                                      | SR-99 @ Gateway Blvd.                     | Construction of new interchange   | SR-99 @ Gateway Boulevard   |
| 23                                      | SR-99 @ Morada Lane                       | Reconstruct interchange (PM 23.5-24.5)  | SR-99 @ Morada Lane   |
| 24                                      | I-5 @ Eight Mile Road                     | Modification of interchange   | I-5 @ Eight Mile Road   |
| 25                                      | I-5 @ Otto Drive                          | Construction of new interchange and auxiliary lanes (PM 33.3/34.2)  | I-5 @ Otto Drive  |
| 26                                      | I-5 @ Hammer Lane                         | Interchange Modification and auxiliary lanes (PM 32.6)  | I-5 @ Hammer Lane   |
|   | <b><i>Subtotal Stockton Projects</i></b>  |   |   |
| 27                                      | SR-132 @ I-5 and Bird Road                | Upgrade interchange, lengthen ramps, widen approaches, install signal controls w/ necessary auxiliary lanes (P.M. 2.2/2.2)          | SR-132 @ I-5 and Bird Road  |
|   | <b><i>Subtotal SJ County Projects</i></b> |   |   |
| 28                                      | I-205 @ Eleventh Street                   | Construct Interchange I-205 @ Eleventh Street; realign and widen Eleventh Street to 6 lanes north of Grant Line Road to Byron Road. | I-205 @ Eleventh Street   |
| 29                                      | I-205 @ Grantline Road                    | Modification of existing interchange  | I-205 @ Grantline Road  |
|   | <b><i>Subtotal Tracy Projects</i></b>     |   |   |
| <b><i>Regional Roadway Projects</i></b> |   |   |   |
| 30                                      | Lower Sacramento Road                     | Widen from 2 to 6 lanes   | Eight Mile Road to Grider Way   |
| 31                                      | Lower Sacramento Road                     | Widen from 2 to 6 lanes   | Grider Way to Armor Drive   |
| 32                                      | Lower Sacramento Road                     | Widen from 2 to 6 lanes   | Armor Drive to Morada Lane  |
| 33                                      | Eight Mile Road                           | Widen from 5 to 8 lanes   | I-5 to Thornton Road  |
| 34                                      | Eight Mile Road                           | Widen from 2 to 8 lanes (involves 1 railroad grade separation)  | Thornton Road to Lower Sacramento Rd.                                       |
| 35                                      | Eight Mile Road                           | Widen from 2 to 6 lanes   | Lower Sacramento Road to West Lane  |
| 36                                      | Eight Mile Road                           | Widen from 2 to 6 lanes (Involves 1 railroad grade separation)  | West Lane to Holman Road  |
| 37                                      | Eight Mile Road                           | Widen from 2 to 6 lanes   | Holman Road to SR-99  |
| 38                                      | Pacific Avenue                            | Widen from 6 to 8 lanes   | Hammer Lane to March Lane - between the Calaveras River and Hammer Lane     |
| 39                                      | March Lane Extension                      | Construct a new 8 lane Road   | Holman to SR-99   |
| 40                                      | Airport Way                               | Widen from 4 to 6 lanes   | Arch/Sperry Road to French Camp Road  |
| 41                                      | Thornton Road                             | Widen from 4 to 6 lanes   | Purshing Avenue to Bear Creek Bridge  |
| 42                                      | Arch-Sperry Road                          | Construct elevated 4 lane arterial  | French Camp @ I-5 Interchange to Sperry Road/Performance Drive intersection |
|   | <b><i>Subtotal Stockton Projects</i></b>  |   |   |
| 43                                      | Harney Lane                               | Widen from 2 to 4 lanes   | SR-99 to Lower Sacramento Road  |
|   | <b><i>Subtotal Lodi Project</i></b>       |   |   |
| 44                                      | Airport Way                               | Widen from 4 to 6 lanes   | SR120-Lathrop Road (Manteca)  |
| 45                                      | Lathrop Road                              | Widen from 2 to 4 lanes   | From east of UPRR to SR-99  |

| ID                                | Facility Name/Route                         | Project Description   | Project Limits  |
|-----------------------------------|---|---|---|
| 46                                | McKinley Expressway                         | Construct new 4 lane expressway   | SR-120 to SR-99                                       |
|                                   | <i>Subtotal Manteca Projects</i>            |   |   |
| 47                                | Golden Valley Parkway                       | Parallel facility along north/west side of I-5  | Lathrop Road to Paradise Road                         |
| 48                                | Lathrop Road                                | Widen from 2 to 4 lanes   | I-5 to east UPRR                                      |
|                                   | <i>Subtotal Lathrop Projects</i>            |   |   |
| 49                                | Corral Hollow Road                          | Widen from 2 to 4 lanes   | Parkside Drive to Linne Road                          |
| 50                                | Lammers Road                                | Widen from 2 to 4 Lanes   | Phase I: I-205 to Old Schulte Road                    |
| 51                                | Linne Road                                  | Widen from 2 to 4 lanes   | Corral Hollow Road to Chrisman Road                   |
|                                   | <i>Subtotal Tracy Projects</i>              |   |   |
| 52                                | McHenry @ Ullrey Intersection               | Intersection Improvement  | McHenry @ Ullrey Intersection including UPRR Crossing |
|                                   | <i>Subtotal Escalon Projects</i>            |   |   |
| 53                                | River Road, Phase I                         | Widen from 2 to 6 lanes   | North Ripon Road to Jack Tone Road                    |
|                                   | <i>Subtotal Ripon Projects</i>              |   |   |
| <b>Transit Projects</b>           |   |   |   |
| 54                                | Bus Rapid Transit Vehicles                  | Purchase of buses for service expansion (Intercity/Interregional)   | San Joaquin County - Capital                          |
| 55                                | BRT Phase III: Hammer Lane Corridor         | Corridor improvement costs including traffic signal upgrades, bus stop amenities, and access enhancements | San Joaquin County - Capital                          |
| 56                                | BRT Phase III: Hammer Lane Corridor         | Hybrid Diesel - Electric Bus Procurement  | San Joaquin County - Capital                          |
| 57                                | BRT Phase III: Hammer Lane Corridor         | Hammer Triangle Transfer Station  | San Joaquin County - Capital                          |
| 58                                | Intercity/Interregional Bus                 | Fleet Expansion   | San Joaquin County - Capital                          |
| 59                                | Regional Transportation Ctr.                | Expand capacity of Regional Transportation Center from 110 to 250 buses                                   | San Joaquin County - Capital                          |
|                                   | <i>Subtotal SJRTD Projects</i>              |   |   |
| 60                                | ACE Corridor                                | Acquisition of ACE Corridor   | Between Lathrop and Niles Junction                    |
| 61                                | ACE Capital: Maintenance Facility Expansion | Maintenance facility expansion from 9 train sets to 17 train sets Phase I                                 | Location to be determined                             |
| 62                                | ACE Capital: Track extension                | Double track in Lathrop and track extension in Stockton   | Between Stockton and Lathrop                          |
|                                   | <i>Subtotal SJRRC<sup>6</sup> Projects</i>  |   |   |
| <b>Total RTIF Update Projects</b> |   |   |   |

**EXHIBIT C**

**RTIF Annual Activity Report: July 1, 2011 ~ June 30, 2012**

| Agencies         | Land Use Type       |                    |                   |                   |                      | RTIF Revenue / Interest / Distribution / Cost |                            |                      |                     |                       |                       |  |                                   |                |                 |                    | Report Period Net Total | TOTAL Program Net   |
|------------------|---------------------|--------------------|-------------------|-------------------|----------------------|---|----------------------------|----------------------|---------------------|-----------------------|-----------------------|--|-----------------------------------|----------------|-----------------|--------------------|-------------------------|---------------------|
|                  | Single Family Homes | Multi-Family Homes | Retail (Sq. Feet) | Office (Sq. Feet) | Comm./Ind (Sq. Feet) | RTIF Funds Collected                          | Earned Interest on Account | RTIF Funds +Interest | 10% SJC w/ Interest | 15% SJCOG w/ Interest | SJCOG Interest Earned | Credits, Reimbursements, Refunds, Adj. | 15% SJCOG + Interest from Account | 3rd Party Cost | 2% Admin. Cost  | Project Costs      |                         |                     |
| City of Escalon  | 0                   | 0                  | 0                 | 0                 | 51                   | \$46  | \$0                        | \$46                 | \$5                 | \$7                   | \$10                  | \$0                                    | \$17                              | \$0            | \$0             | \$0                | \$34                    | \$22,175            |
| City of Lathrop  | 70                  | 0                  | 0                 | 1,200             | 4,160                | \$192,353                                     | \$1,482                    | \$193,835            | \$19,247            | \$28,871              | \$1,724               | \$144,393                              | \$30,595                          | \$0            | \$2,914         | \$0                | \$142,802               | \$2,072,211         |
| City of Lodi     | 3                   | -1                 | 136,038           | 7,403             | 32,671               | \$202,760                                     | \$1,656                    | \$204,416            | \$20,442            | \$30,662              | \$652                 | -\$2,764                               | \$31,315                          | \$0            | \$3,066         | \$98,597           | \$150,246               | \$287,928           |
| City of Manteca  | 278                 | 0                  | 13,000            | 6,127             | 1,215                | \$856,162                                     | \$1,298                    | \$857,460            | \$85,746            | \$128,616             | \$5,414               | \$0                                    | \$134,030                         | \$0            | \$12,862        | \$48,319           | \$630,236               | \$6,683,891         |
| City of Ripon    | 0                   | 0                  | 0                 | 13,941            | 0                    | \$20,912                                      | \$20                       | \$20,931             | \$2,093             | \$3,140               | \$65                  | \$0                                    | \$3,205                           | \$0            | \$314           | \$0                | \$15,385                | \$109,460           |
| City of Stockton | 94                  | 0                  | 15,685            | 17,774            | 141,491              | \$453,454                                     | \$3,166                    | \$456,620            | \$45,662            | \$68,494              | \$5,765               | \$0                                    | \$74,259                          | \$0            | \$6,849         | \$363,596          | \$335,615               | \$1,417,039         |
| City of Tracy    | 0                   | 0                  | 8,796             | 0                 | 571                  | \$10,981                                      | \$5                        | \$10,986             | \$1,098             | \$1,647               | \$1,399               | \$0                                    | \$3,046                           | \$0            | \$165           | \$176,294          | \$8,076                 | \$1,506,829         |
| SJ County        | 30                  | 36                 | 890               | 16,213            | 67,090               | \$1,192,850                                   | \$11,696                   | \$1,204,546          | \$0                 | \$190,231             | \$2,032               | \$0                                    | \$192,263                         | \$0            | \$20,286        | \$1,500,000        | \$994,028               | \$4,881,713         |
| SJCOG            |                     |                    |                   |                   |                      |   |                            |                      |                     |                       | \$3,905               |  |                                   | \$0            | \$9,111         | \$0                | \$446,462               | \$3,812,301         |
| <b>Totals</b>    | <b>475</b>          | <b>35</b>          | <b>174,409</b>    | <b>62,658</b>     | <b>247,249</b>       | <b>\$2,929,517</b>                            | <b>\$19,323</b>            | <b>\$2,948,840</b>   | <b>\$174,293</b>    | <b>\$451,668</b>      | <b>\$20,966</b>       | <b>\$141,629</b>                       | <b>\$468,729</b>                  | <b>\$0</b>     | <b>\$55,568</b> | <b>\$2,186,806</b> | <b>\$2,722,884</b>      | <b>\$20,793,547</b> |

**RTIF Program Summary: Program Inception ~ June 30, 2011**

| Agencies         | Land Use Type       |                    |                   |                   |                      | RTIF Revenue / Interest / Distribution / Cost |                  |                       |                    |                    |                 |  |                      |                  |                  |                    | NET TOTAL           |
|------------------|---------------------|--------------------|-------------------|-------------------|----------------------|---|------------------|-----------------------|--------------------|--------------------|-----------------|--|----------------------|------------------|------------------|--------------------|---------------------|
|                  | Single Family Homes | Multi-Family Homes | Retail (Sq. Feet) | Office (Sq. Feet) | Comm./Ind (Sq. Feet) | RTIF Funds Collected                          | Earned Interest  | RTIF Funds + Interest | 10% SJC            | 15% SJCOG          | SJCOG Interest  | Credits, Reimbursements, Refunds, Adj. | 15% SJCOG + Interest | 3rd Party Cost   | 2% Admin. Cost   | Project Costs      |                     |
| City of Escalon  | 2                   | 0                  | 4,400             | 13,418            | 5,700                | \$30,715                                      | \$913            | \$31,627              | \$3,163.00         | \$5,471            | \$136           | \$0                                    | \$5,606              | \$378            | \$475            | \$0                | \$22,141            |
| City of Lathrop  | 600                 | 23                 | 293,549           | 39,723            | 742,354              | \$2,593,787                                   | \$94,993         | \$2,688,779           | \$268,878          | \$387,942          | \$19,099        | \$115,631                              | \$407,041            | \$32,965         | \$39,086         | \$30,500           | \$1,929,409         |
| City of Lodi     | 42                  | 8                  | 175,060           | 392,677           | 454,700              | \$1,172,055                                   | \$13,136         | \$1,185,191           | \$118,519          | \$176,377          | \$4,259         | (\$1,979)                              | \$180,636            | \$12,104         | \$17,786         | \$624,126          | \$236,279           |
| City of Manteca  | 2,030               | 251                | 908,853           | 536,929           | 521,373              | \$8,296,291                                   | \$78,486         | \$8,374,777           | \$837,478          | \$1,245,582        | \$22,825        | (\$1,304)                              | \$1,268,407          | \$79,330         | \$110,412        | \$0                | \$6,101,974         |
| City of Ripon    | 6                   | 0                  | 17,973            | 18,905            | 62,245               | \$127,282                                     | \$1,218          | \$128,500             | \$12,850           | \$19,093           | \$319           | \$0                                    | \$19,412             | \$553            | \$1,927          | \$0                | \$94,076            |
| City of Stockton | 1,323               | 71                 | 291,431           | 283,930           | 6,617,548            | \$9,818,611                                   | \$60,388         | \$9,879,000           | \$987,900          | \$1,467,162        | \$25,144        | (\$35,970)                             | \$1,492,306          | \$84,325         | \$106,060        | \$5,788,533        | \$1,445,021         |
| City of Tracy    | 4                   | 0                  | 192,355           | 59,587            | 2,629,335            | \$2,466,311                                   | \$25,272         | \$2,491,583           | \$249,158          | \$370,013          | \$7,763         | \$0                                    | \$377,776            | \$12,442         | \$34,521         | \$150,403          | \$1,675,046         |
| SJ County        | 395                 | 341                | 120,572           | 287,957           | 1,528,788            | \$3,523,983                                   | \$32,987         | \$3,556,970           | \$0                | \$528,673          | \$8,629         | \$11,514                               | \$537,302            | \$48,692         | \$81,381         | \$0                | \$5,387,684         |
| SJCOG            | 0                   | 0                  | 0                 | 0                 | 0                    | n/a   | \$0              | \$0                   | \$0                | \$0                | \$0             | \$0                                    | \$0                  | \$48,132         | \$74,516         | \$800,000          | \$3,365,839         |
| <b>Totals</b>    | <b>4,402</b>        | <b>694</b>         | <b>2,004,193</b>  | <b>1,633,126</b>  | <b>12,562,043</b>    | <b>\$28,029,035</b>                           | <b>\$307,392</b> | <b>\$28,336,427</b>   | <b>\$2,477,946</b> | <b>\$4,200,313</b> | <b>\$88,174</b> | <b>\$87,892</b>                        | <b>\$4,288,487</b>   | <b>\$318,921</b> | <b>\$466,164</b> | <b>\$7,393,562</b> | <b>\$20,257,469</b> |

**RTIF Program Summary: Program Inception ~ June 30, 2012**

| Agencies      | Land Use Type       |                    |                   |                   |                      | RTIF Revenue / Interest / Distribution / Cost |                  |                      |                    |                    |                  |  |                      |                  |                  |                    | NET TOTAL           |
|---------------|---------------------|--------------------|-------------------|-------------------|----------------------|---|------------------|----------------------|--------------------|--------------------|------------------|--|----------------------|------------------|------------------|--------------------|---------------------|
|               | Single Family Homes | Multi-Family Homes | Retail (Sq. Feet) | Office (Sq. Feet) | Comm./Ind (Sq. Feet) | RTIF Funds Collected                          | Earned Interest  | RTIF Funds +Interest | 10% SJC            | 15% SJCOG          | SJCOG Interest   | Credits, Reimbursements, Refunds, Adj. | 15% SJCOG + Interest | 3rd Party Cost   | 2% Admin. Cost   | Project Costs      |                     |
| <b>Totals</b> | <b>4,877</b>        | <b>729</b>         | <b>2,178,602</b>  | <b>1,695,784</b>  | <b>12,809,292</b>    | <b>\$30,958,553</b>                           | <b>\$326,716</b> | <b>\$31,285,268</b>  | <b>\$2,652,239</b> | <b>\$4,651,981</b> | <b>\$109,140</b> | <b>\$229,521</b>                       | <b>\$4,757,216</b>   | <b>\$318,921</b> | <b>\$521,732</b> | <b>\$9,580,368</b> | <b>\$22,980,353</b> |



# STAFF REPORT

**SUBJECT:** Smart Growth Program Call for Projects

**RECOMMENDED ACTION:** Motion to Recommend the SJCOG Board Approval of Funding Up to \$4.3 Million in Federal Transportation Enhancement (TE) Eligible Smart Growth Projects

**SUMMARY:**

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the previous federal Transportation Enhancement (TE) program has been removed. The state has, however, agreed to allow federal funding under the new Transportation Alternatives Program (TAP) to flow through the State Transportation Improvement Program (STIP) to support previously programmed TE projects for the current 2012/13 fiscal year. Based upon this action and the large balance of prior year TE apportionments, the California Transportation Commission (CTC) is allowing the advancement of funding for previously programmed future year TE projects, including TE reserves. These circumstances present a unique opportunity for SJCOG to identify and advance TE eligible projects that can meet a very limited delivery schedule.

Based upon prior SJCOG Board action to specifically designate anticipated TE funds as TE reserves for the SJCOG Smart Growth Program, SJCOG staff is working with local agencies to identify those projects that are both TE eligible and meet the general criteria of the Smart Growth Program with focus on downtown revitalization and infill locations. SJCOG staff will be identifying specific projects for discussion and action of the Management and Finance Committee (M&F) by the January 16, 2013 M&F meeting.

**RECOMMENDATION:**

SJCOG staff is recommending the approval of funding up to \$4.3 million in federal TE eligible smart growth projects.

**FISCAL IMPACT:**

Approval of the SJCOG staff recommendation would result in the potential funding of up to \$4.3 million of TE eligible projects subject to meeting the required delivery milestones and CTC approval. This funding would be reduced from SJCOG's future TE reserves programmed between fiscal years 2013/14 and 2016/17 that are currently unfunded county STIP shares based upon federal funding changes under MAP-21.

## **BACKGROUND:**

As part of the adoption of the 2010 and 2012 Regional Transportation Improvement Program (RTIP) programming recommendations to the California Transportation Commission (CTC), the SJCOG Board approved the programming of all TE funds as TE reserves subject to future project identification. With the 2010 RTIP the SJCOG Board specifically designated the \$2.4 million of TE funds available at that time as TE reserves for the SJCOG Smart Growth Program in recognition of the importance of the program and the limited availability of direct Measure K Smart Growth Incentive Program funds. With the 2012 RTIP the SJCOG Board did not designate the use of the TE reserves due to the uncertainty of whether the new federal transportation reauthorization would include a TE program.

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the previous federal Transportation Enhancement (TE) program has been absolved. The state has, however, agreed to allow federal funding under the new Transportation Alternatives Program (TAP) to flow through the State Transportation Improvement Program (STIP) to support previously programmed TE projects for the current 2012/13 fiscal year. Based upon this action and the large balance of prior year TE apportionments, the California Transportation Commission (CTC) is allowing the advancement of funding for previously programmed future year TE projects, including TE reserves. These circumstances present a unique opportunity for SJCOG to identify and advance TE eligible projects that can meet a very limited delivery schedule.

The limited project delivery schedule includes:

1. Federal National Environmental Protection Act (NEPA) clearance by April 15, 2013
2. Completion of the full federal Request for Authorization (RFA) package by May 16, 2013, including right-of-way certification and final design.

This schedule is based upon the project preparation schedule for 2012/13 fiscal year with the final opportunity for CTC action at their June 11, 2013 meeting.

## **Project Identification**

To support the identification of projects that are able to meet both the limited project delivery schedule and the general Smart Growth Program goals, SJCOG staff is working with all of the local agencies to identify prospective projects by the January 16 M&F meeting. The criteria intended to be used to recommend projects to the SJCOG Board are:

1. Construction funding only
2. TE eligibility
3. Full funding
4. Project delivery within June 2013 CTC preparation schedule milestones

5. Project location either within existing downtown area or supporting identified infill development area from 2012 Smart Growth/TOD Master Plan

SJCOG staff recognizes that while the SJCOG Board may approve projects according to the project selection criteria above, NEPA clearance by April 15, 2013 will be subject to Caltrans District 10 Environmental Division review of project specific environmental issues and resources to perform NEPA delegation activities. Projects that are approved by the SJCOG Board for funding, but are unable to meet the June 2013 CTC deadline will be considered for a secondary opportunity to fund projects eligible under the new MAP-21 TAP program as well as the next cycle of the Measure K Renewal Smart Growth Incentive Program. This opportunity will also exist for those projects that are identified by local project sponsors through SJCOG staff's current outreach efforts that simply cannot meet the initial delivery deadlines.

*Prepared by: Wil Ridder, Senior Regional Planner*

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# STAFF REPORT

**SUBJECT:** 2014 Regional Transportation Plan Update

**RECOMMENDED ACTION:** Discussion

## **DISCUSSION:**

### **SUMMARY:**

The 2014 Regional Transportation Plan (RTP) will be the first RTP in San Joaquin County to contain a Sustainable Communities Strategy (SCS), the result of the Sustainable Communities and Climate Protection Act of 2008 (i.e., SB-375). SJCOG, working with the RTP/SCS Advisory Committee and through a public outreach process, will develop an SCS that demonstrates the ability of the San Joaquin region to reduce greenhouse gas emissions from cars and light duty trucks through integrated land use, transportation investments, and policies.

Integral to the development of the SCS is the input by member agencies on future land use assumptions and transportation projects. SJCOG staff has begun individual one-on-one meetings to verify future assumptions.

This staff report summarizes milestones and schedule for member agency input in the development of the 2014 RTP/SCS.

### **RECOMMENDATION:**

This item is for discussion only.

### **FISCAL IMPACT:**

There are no direct impacts to SJCOG's Overall Work Program. However, capturing the intent of SB-375 through the SCS process and satisfying the greenhouse reduction targets have direct implications of the SJCOG Regional Transportation Plan and related Federal Transportation Improvement Program. Therefore, there are financial implications related to project funding, CEQA relief, and project delivery if compliance to the SB-375 targets is not met.

### **BACKGROUND:**

The adoption of SB-375 altered the approach that Metropolitan Planning Organizations (MPO) previously used to identify, prioritize, and fund transportation investments over a 20-year horizon. The 2014 RTP will incorporate a SCS that demonstrates the ability of the San Joaquin region to reduce greenhouse gas emissions from cars and light duty trucks through integrated land use,

transportation investments, and policies. In September 2010, the California Air Resource Board (ARB) adopted provisional “Valleywide” targets of 5 percent per capita reduction of greenhouse gas emission from 2005 levels by 2020 and 10 percent per capita reduction by 2035 for the eight San Joaquin Valley MPOs. SJCOG is coordinating with the other seven MPOs to identify an approach to collectively meet these targets.

The development of the SCS is being directed by a RTP/SCS Advisory Committee of member agencies and local stakeholders. The committee will provide direction on both policy and technical elements of the SCS, review public input received during the SCS development, and make recommendations to the SJCOG board.

SJCOG, through the RTP/SCS Advisory Committee and public outreach process will develop three distinct SCS “scenarios” that emphasize various aspects of the goals, objectives, and policies of the RTP/SCS. The “scenarios” will demonstrate the range of benefits that can be achieved by identifying a range of housing types to fit the future population needs, locating jobs and housing in closer proximity, developing interconnected communities, and providing complementary transportation choices for the region. The “scenarios” will build upon recently updated General Plans, Sustainability Action Plans, Climate Action Plan, Measure K Smart Growth TOD /Infill Study, and other guiding plans.

### **SCS Milestones and Schedule**

#### Overall Schedule

The 2014 RTP/SCS is anticipated for Board adoption in October 2013. The major milestones and deliverables leading up to the release of the Draft RTP/SCS and Environmental Impact Report in July 2013 are listed below.

| <b>Overall 2014 RTP/SCS Schedule</b> |   |
|--------------------------------------|---|
| <b>Date</b>                          | <b>Milestone/Deliverable</b>                              |
| December – January 2012              | Identify Revenues Projections                             |
| October 2012 – February 2013         | Develop Project List and Financial Revenue Projections    |
| October 2012 – February 2013         | Develop Policy Element and Performance Indicators         |
| November 2012 – April 2013           | Scenario Development                                      |
| February 2013 – April 2013           | Evaluate Scenario Performance                             |
| July 23, 2013                        | Release Draft RTP/SCS & EIR (55 day public review period) |
| October 24, 2012                     | SJCOG Board Adoption                                      |

#### Critical Milestones

Of critical importance at this point in the project is the verification of future land use assumptions and transportation project lists. SJCOG staff has begun conducting one-on-one meetings with local agencies to discuss these topics that feed into the SCS “scenario planning”. The goal of the SCS “scenarios” is to demonstrate the reduction in VMT by better coordinating land use and transportation options. Future land use will play a major role in the amount of VMT generated,

thus it will be important for SJCOG to confirm assumptions relating to the location, density, and mix of future land uses. Additionally, SJCOG will need to verify that the candidate transportation project lists submitted in Spring 2012 are still valid. The one-on-one meetings will also provide the opportunity to fine-tune project scope, cost, and schedules as well as highlight elements of projects that include ITS, bike, pedestrian, and other TDM measures. Accounting for these elements will provide a more detailed analysis of future transportation investments.

SJCOG staff will need to conduct the one-on-one meetings and receive input by local agencies by the end of January in order to develop the individual land use and transportation options for each of the SCS scenarios.

**NEXT STEPS:**

The next RTP/SCS Advisory Committee meeting is tentatively scheduled for January 31, 2013. This meeting is open to the public and material prepared for the meeting can be automatically received through an interested parties email list. Please contact Aaron Hoyt if you are interested in receiving regular updates on the RTP/SCS Advisory Committee.

SJCOG staff will continue to provide updates on critical juncture points and identify ways to participate in the 2014 RTP/SCS process.

# STAFF REPORT

**SUBJECT:** Status of Major Highway Projects

**RECOMMENDED ACTION:** Information

**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.

## STAFF REPORT

**SUBJECT:** MAP-21 MPO Structure

**RECOMMENDED ACTION:** Information Only

### DISCUSSION:

The recently passed federal legislation added some new language about representation on the governing boards for Metropolitan Planning Organizations (MPOs). The language reads:

“(2) Structure.— Not later than 2 years after the date of enactment of MAP-21, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of—

- (A) local elected officials;
- (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and
- (C) appropriate State officials.”

This is not the finest written language. For instance, what does “representation” mean? What would be considered an “appropriate” state official? What would be considered “major modes of transportation”? The lack of clarity is probably due to the fact that the language was added into MAP-21 very late in the process with no apparent discussion in committee.

SJCOG staff is prepared to wait for guidance from the USDOT but we have asked counsel to do an initial look to see if there is some insight they might gather. Alas, there is little to glean. Two USDOT webinars provide two completely different answers to the question “What does this section mean?” The General Manager of the San Joaquin Regional Transit District has informed staff that Administrator Rogoff of the Federal Transit Administration believes this requires Transit Districts to have voting membership. Unless there is some better clarity, SJCOG staff suggests that we continue to follow our existing JPA and By-Laws which offer “representation” and wait for USDOT guidance.

The question of Transit District voting has come up in the past. The discussion has resulted in the Board expressing satisfaction with the existing representation and while the SJRTD would like voting membership they have not pushed the issue. The previous federal reauthorization indicated that Transit Districts would have to be provided voting membership in newly formed MPOs. That has not applied to SJCOG.



The reason staff brings this up at this time is that there may be a request from the Transit District or its representative for some immediate action on this question. So that you are aware, any action would impact our By-Laws and our Joint Powers Agreement. The last time we amended our Joint Powers Agreement (six years ago) there was quite a bit of negotiation and some disagreement. In fact, not all jurisdictions approved the amendment, but it received the required supermajority to pass.

Staff will keep abreast of any information on this subject. If there is any interest in further exploring the subject, staff is ready upon the Board's direction.

Prepared by: Andrew T. Chesley, Executive Director  
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