



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

ISADORE'S

680 N. Main Street, Manteca, CA 95336

HOSTED BY: SAN JOAQUIN REGIONAL RAIL COMMISSION

Wednesday, February 20, 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 January 16, 2012 Action
4. Fiscal Year 2013-14 Revenue Estimate of the Local Transportation Fund & Apportionment Schedule Action
5. Fiscal Year 2013-14 State Transit Assistance Estimated Revenue and Apportionment Schedule Action
6. One Voice® Federal Legislative Priorities Action
7. 2014 Regional Transportation Plan/Sustainable Communities Strategy Status Update on Goals & Objectives and Scenario Planning Discussion
8. Measure K Ordinance and Expenditure Plan Amendment Process Information
9. Executive Director's Report
10. Other Matters of Business
11. Adjourn to next regular scheduled meeting on Wednesday, March 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

January 16, 2013

MINUTES

1. The meeting was called to order by Manuel Lopez at 12:15 p.m.

Attendance and Self Introductions:

John Abrew, Escalon Deputy City Manager; Leon Churchill, Tracy City Manager; Donna DeMartino, SJRTD General Manager; Bob Deis, Stockton City Manager; Manuel Lopez, County Administrator; Karen McLaughlin, Manteca City Manager; Brian Schmidt; SJRRC Director of Operations; Stephen Salvatore, Lathrop City Manager; Charlie Swimley, Lodi Deputy Director; Kevin Werner, Ripon Deputy Administrator; Andrew Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director/CFO; Diane Nguyen, SJCOG Deputy Director; Wil Ridder, SJCOG Senior Regional Planner; Rosie Vargas, SJCOG Office Services Supervisor.

Committee Members Not Present:

Rad Bartlam, Lodi City Manager; Leon Compton, Ripon City Administrator; Stacey Mortensen, SJRRC Executive Director.

Others Present:

Harry Mavrogenes, County Chief Deputy Administrator.

2. Public Comment:

None.

3. Approve Minutes of October 17, 2012:

It was moved/seconded (McLaughlin/Churchill) to approve the minutes of October 17, 2012. Motion passed by voice vote.

4. Fiscal Year 2012 Regional Transportation Impact Fee (RTIF)

Ms. Nguyen presented this item stating this is a requirement of the RTIF where COG prepares an annual report for the past year. Ms. Nguyen stated \$2.7 million in RTIF revenue was generated in FY 2011-12 which is up from the last several years. Ms. Nguyen stated in the attached Annual Report there is a graph of the historical trend of RTIF collected from 2006 to 2012. There is approximately \$24 million committed in RTIF funding among the 17 projects and in the report it shows how the funding is committed.

It was made/seconded (DeMartino/Schmidt) to approve the Fiscal Year 2012 RTIF Activity Report. Motion passed unanimously (10/0) by voice vote.

5. Smart Growth Program Call for Projects

Mr. Ridder stated staff's recommendation is for funding of three projects in San Joaquin County up to \$4.3 million in Federal Transportation Enhancement funds. Mr. Ridder stated there is an opportunity to advance these funds from the program as future year reserves. Mr. Ridder discussed the handout that describes the three proposed projects that staff believes meet the requirements. Mr. Ridder noted that the total cost of projects is above of what is available, but at this point staff is looking to advance these projects through the Caltrans environmental process in order to see which ones will be delivered in this constrained window of opportunity. Mr. Ridder stated staff is hopeful that the \$4.3 million of projects will be delivered.

Mr. Mavrogenes stated he is pleased to see these types of urban projects being developed and asked what happens with lesser money. Mr. Ridder stated at this point it is hard to address. It might be that one of the projects does not meet the environmental deadline by April 15th. Mr. Mavrogenes asked if there is a risk of losing these funds. Mr. Ridder stated with the changes in MAP-21 there will be no funding source for these reserves; they will remain as county share balance. Mr. Chesley added one of the challenges is to be aggressive in managing this opportunity.

Mr. Lopez asked is there a reason for such a short turnaround time. Mr. Ridder stated the reason is because of implementation of MAP-21 and the changes at the state level. Mr. Ridder stated one of the changes is because of the consolidation of many state and federal program enhancement type projects. Mr. Ridder stated if there are projects that could not meet this timeframe there will be other opportunities to fund under the TAP program as well as he next cycle of the Smart Growth incentive program. Mr. Chesley stated there is a challenge at the statewide level in terms of implementing MAP-21. There are components of these federal funding programs that change and the state can take several different paths in terms of implementing them. Mr. Chesley explained that this window could have opened up earlier but these challenges delayed that, and has to happen before the end of this fiscal year.

It was made/seconded (Salvatore/McLaughlin) to recommend the SJCOG Board approval of funding up to \$4.3 million in Federal Transportation Enhancement (TE) eligible Smart Growth projects. Motion passed unanimously (10/0) by voice vote.

6. 2014 Regional Transportation Plan (RTP) Update

Ms. Nguyen gave an overview on this item stating the RTP is a requirement for SJCOG to update every 2 years. Ms. Nguyen stated the RTP is a circulation on the region and is a long range transportation plan that sets for the list of multi-modal transportation improvements and their costs over the next 20 years. Ms. Nguyen stated SB-375 requires that COG in the development of the RTP identify different scenarios for transportation mixes and demonstrate the ability to reduce GHG emissions. Ms. Nguyen stated over the course of the next 6 months staff is expecting a lot of collaboration with key planning Public Works departments and local stakeholders. Ms. Nguyen emphasized that the COG Regional Transportation Plan is a transportation plan and is COG's responsibility to develop this plan and that all agencies are protected in moving forward for funding in transportation projects.

Ms. Nguyen stated staff's effort it to make sure the RTP is consistent with our agencies general plan and it is not possible to be a Xerox copy of each jurisdictions general plan. Ms. Nguyen stated part of the effort COG is required to look at general plan designated land uses throughout the region and project out population and employment because those figures run our transportation model and they drive where the demand is. Ms. Nguyen stated there will be a disconnect but staff will make every effort to minimize that disconnect.

Mr. Chesley added additional examples where challenges can arise with disconnect. Mr. Chesley stated there maybe growth to general plans that may not be accommodated in the RTP and urged the committee members to have their planning department pay close attention to this in the development of the RTP.

Mr. Chesley stated there is not a penalty associated with failing to meet your SCS. The penalty is if you fail to do everything possible to meet your SCS.

Mr. Deis suggested that staff work closely with the City Development Director.

Mr. Lopez asked once the RTP is adopted when can it be amended. Ms. Nguyen said the RTP can be amended at any time if there is a need. Mr. Chesley said, however, it is not an easy thing to do because of air quality conformity requirements, plus the funding in the plan has always been an issue.

Mr. Mavrogenes asked if the city's general plan is being used. Mr. Chesley said yes, but after times only to a limited extent.

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

7. Status of Major Highway Projects

Ms. Nguyen stated this is information only and attached is the project matrix of active transportation highway projects.

Mr. Chesley gave a brief update on the Route 4 Crosstown Freeway extension. Mr. Chesley stated South Stockton construction should begin in spring. French Camp Interchange on Highway 99 is under construction and Lathrop Road/Highway 99 Interchange construction should begin in the summer. I-5 construction will continue to 2015 and is on schedule.

Mr. Lopez asked about the status for Arch Sperry extension. Mr. Chesley said it cannot open to traffic until French Camp I-5 Interchange is complete. Arch Sperry should be done by the end of this calendar year.

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

8. MAP 21: MPO Structure

Mr. Chesley discussed this item stating this item will be on the Board agenda next week. Mr. Chesley stated MAP 21 changed the language about representation on the governing boards for Metropolitan Planning Organization (MPOs). Mr. Chesley stated the Federal Transit

Administrator indicated in his view this meant the voting by major transit providers. Mr. Chesley stated this item was brought to the Executive Committee in December and his recommendation is to wait until guidance is received from the U.S. Department of Transportation.

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

9. Executive Director's Report

Mr. Chesley reported that COG has a number of appointments to make. Mr. Chesley stated the seat for the SJ Valley Partnership was discussed at the Executive Committee and staff recommended filling the seat with a member from the Board of Supervisor's. It will most likely be Supervisor Steve Bestolarides appointed to the SJ Valley Partnership.

Mr. Chesley reported that there are no appointments from the City of Stockton at this time for the two empty Board seats.

Mr. Chesley recommendation is to not fill former Mayor Johnston's seat on the Rail Commission until there is a full contingent from the City of Stockton on the COG Board.

Mr. Chesley stated the seat on the Delta Protection Commission is vacant and that they meet the same time as the COG Board meeting. This position will come from Tracy, Lathrop, Stockton, Lodi or the County of San Joaquin.

10. Other Matters of Business

None.

11. Adjournment

There being no further business to discuss, the meeting was adjourned at 1:10 p.m. to Wednesday, February 20, 2013.

STAFF REPORT

SUBJECT: FY 2013-2014 Revenue Estimate of the
Local Transportation Fund & Apportionment
Schedule

RECOMMENDED ACTION: Motion to Recommend Approval of the FY
2013-2014 Revenue Estimate of \$22,747,600
& FY 2013-2014 Apportionment Schedule

DISCUSSION:

BACKGROUND

The Local Transportation Fund (LTF) is an important source of transit, roads and streets funding in San Joaquin County. Revenues to the LTF are derived from 1/4 cent of the 7 1/4 cents retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

In San Joaquin County, SJCOG administers the LTF. Before the start of each fiscal year, the SJCOG Board must adopt a total LTF revenue estimate.

LTF REVENUE ESTIMATE

SJCOG staff recommends that the Board adopt, as its official LTF revenue estimate for Fiscal Year 2013-2014, the sum of \$22,747,600.

JUSTIFICATION

The \$22,747,600 estimate is 5% higher than the revenue estimate for FY 2012-13 of \$21,664,335. Pursuant to Title 21, Chapter 3, Sub-chapter 2, Article 3, Section 6620 of the California Code of Regulations, the San Joaquin County Auditor-Controller shall, and has been requested to, confirm the revenue estimate.

SJCOG staff believes the \$22,747,600 estimate is justified for the following reasons:

- 1) Current fiscal year estimate. After six months or halfway through the year, current year LTF revenue is 53% of the adopted revenue estimate. Due to a slower than expected holiday period and to the uncertain economic conditions, staff prudently estimates FY 2012-13 revenue to be about that of the adopted estimate or \$21,664,335. Quarter over quarter revenues have shown strong positive growth rates over the two and a half years, however, staff does not believe that double-digit increases will continue, and therefore, is recommending a return to historical norms

and a 5% increase over the estimated actual FY 12-13 or \$22,747,600 as the 2013-2014 revenue estimate.

- 2) Recent LTF History. FY 07/08 declined 3.2% and, FY 08-09 also declined 11.02% and FY 09-10 declined another 14.6%. Fiscal Year 2010-11 increased 8.6% and FY 2011-12 increased 11%. The first five months of FY 2012-13 grew 13.6% over the same period last year, however, the six month fell 9.07%. Volatility continues to be present.

FISCAL IMPACT

Adopting the \$22,747,600 revenue estimate will provide local agencies with a prudent number from which to budget the coming fiscal year's transportation programs. In the event revenues are higher than this estimate, local agencies will be able to claim the difference later in the fiscal year. Conversely, if LTF revenue does not reach the estimate, claimants will not receive those funds nor will they be available in the future.

LOCAL TRANSPORTATION FUND APPORTIONMENTS

Once the revenue estimate is adopted, the LTF apportionments follow according to procedures specified in the Transportation Development Act. First, the TDA administrative expenses of the County Auditor and the SJCOG must be broken out. Pursuant to statute, the County Auditor-Controller maintains the Trust and writes out the payment checks. SJCOG controls and administers TDA funds, and acts as the policy making body on TDA issues.

Pursuant to TDA statute:

Administration Allocations

99233.1

There shall be allocated to the county and the transportation-planning agency such sums as are necessary to administer this chapter.

The San Joaquin County Auditor has notified SJCOG that office's expenses will be \$2,000, the same as last year.

SJCOG is requesting \$225,000 to administer TDA funds. This is an increase of \$25,000 over the most recent, non-Triennial Performance Audit years. For the past few fiscal years, third party expenses (independent auditor) and SJCOG staff effort have exceeded the \$200,000 TDA administration annual apportionment. Last year the total to administer the TDA was \$242,000; the previous year, \$273,000. These overages have been managed by transferring SJCOG's LTF planning funds to TDA administration reducing SJCOG's planning funds availability.

The primary expense is the independent auditor at \$175,000 this year. About \$100,000 is the SJCOG financial statements and \$75,000 for the TDA compliance and fiscal audits the nine claimants. One-third of the Chief Accountant's time and one-third of the Staff Accountant's time, over \$50,000 of staff time, is spent in the TDA process including preparing the revenue estimate and apportionment tables, assisting member agencies in preparation of their claims, payment of

claims, internal accounting for all TDA funds.

The TDA administration apportionment was last raised in 2004-05 from \$160,000 to \$200,000.

Next, SJCOG policy is to apportion 3% of estimated revenues for transportation planning. Next, pursuant to TDA, 2% of the total funds remaining (after the TDA administrative and planning expenses are deducted) are allocated for bicycle/pedestrian projects. That equates to \$436,763 for bicycle/pedestrian and \$682,428 for planning. The 2% bicycle/pedestrian apportionment is required by TDA section 99233.3.

If a community determines that these funds are better used to meet other transportation needs, then it may pass a resolution to that effect. The SJCOG Board then may allocate these funds for that purpose.

The transportation planning funds are for SJCOG. These funds are used as match for approximately \$4,000,000 in federal and state funds as well as undertaking projects lacking outside funding. While SJCOG Board policy is that these funds are “off the top” and frozen regardless of the actual revenue fund receipts, over the past three years, SJCOG has been allocated only the 3% of the actual revenue received.

Pursuant to Section 99233.4, the San Joaquin Regional Rail Commission (RRC) can claim for service operations and capital improvements. By law, these funds are taken off the top prior to apportioning the remaining funds to other claimants.

At its July 2005 meeting, the SJCOG Board adopted a policy providing the RRC with 2.5% above the increase in the LTF revenue estimate. However, this policy also dictates that in years where the revenue estimate does not increase or decreases, RRC will share in the decrease with the other claimants. The recommended revenue estimate of \$22,747,600 results in an apportionment of \$622,186 for FY 2013-2014.

All remaining funds are available for general transportation purposes. The initial estimate for these funds is \$20,779,223. Actual funds received will be more or less than the initial apportionment depending on whether total revenues received are more or less than anticipated. State law requires that these funds be distributed by population.

The specific apportionments for each claimant are shown in the attached Table 2.

By statute, the San Joaquin Regional Transit District (SJRTD) is the primary claimant for TDA funds within the SJRTD boundaries. Since the City of Stockton is completely within the SJRTD boundaries, it (Stockton) has no population estimate for general transportation purposes. Since a portion of the unincorporated population live within the SJRTD boundaries, the Transit District's population estimate includes them as well. Additionally, SJRTD and the County have negotiated an agreement transferring the operation of County Area Transit over to SJRTD. Per their agreement, SJRTD is to receive 76% of the County's LTF funds (excluding bicycle/pedestrian funds and the SJCOG planning allocation). Stockton and the County, however, share fully in the 2% bicycle/pedestrian funds. At the bottom of Table 2, the composition of SJRTD's apportionment is detailed.

RECOMMENDATION

The Management & Finance Committee recommend to the Board adoption of the Local Transportation Fund estimate of \$22,747,600 for FY 2013/14 and the apportionment schedule as identified in Tables 1 and 2, attached.

ATTACHMENTS

1. LTF Apportionment Tables 1 & 2

TABLE 1

LOCAL TRANSPORTATION FUND
REVENUE ESTIMATE AND RECOMMENDED OVERALL APPORTIONMENT
FISCAL YEAR: 2013-14

ESTIMATED REVENUE FY 2013-14	\$	22,747,600
RECOMMENDATIONS		
I. LESS ADMINISTRATIVE ALLOCATIONS		
COUNTY AUDITOR*	2,000	
COG TDA ADMINISTRATION*	225,000	
A. COG TRANSPORTATION PLANNING		
3% PLANNING APPORTIONMENT**	682,428	
		21,838,172
B. COUNTY AND CITIES		
2% BICYCLE/PEDESTRIAN* APPORTIONMENT	436,763	
B. SAN JOAQUIN REGIONAL RAIL COMMISSION ***		
	622,186	
II. BALANCE AVAILABLE FOR 2013-14 BY AREA		
GENERAL PURPOSES (TRANSIT, STREETS, ETC.)**		20,779,223

*Upon adoption by the COG Board, these amounts are fixed and will be apportioned "off the top".

**These amounts will vary with actual revenues received.

*** Per TDA taking off the top \$666,866 x .933=\$622,186

TABLE 2

LOCAL TRANSPORTATION FUND AREA APPORTIONMENT
FISCAL YEAR: 2013-14

CLAIMANTS	POPULATION ESTIMATE*	%	BIKE/PED APPT.	GENERAL APPT.	TRANS. PLANNING	TOTAL APPT.
SAN JOAQUIN REGIONAL TRANSIT DISTRICT	415,706	0.59749	0	12,415,449	395,892	12,811,341
LATHROP	18,908	0.02718	11,870	564,705	18,007	594,582
LODI	62,825	0.09030	39,439	1,876,327	59,831	1,975,597
MANTECA	69,815	0.10034	43,827	2,085,090	66,487	2,195,404
TRACY	83,900	0.12059	52,669	2,505,752	79,901	2,638,322
RIPON	14,535	0.02089	9,124	434,101	13,842	457,068
ESCALON	7,206	0.01036	4,524	215,214	6,863	226,600
UNINCORPORATED**	22,855	0.03285	89,678	682,585	21,766	794,028
SAN JOAQUIN REG. RAIL COMM	0	0.00000	0	622,186	19,840	642,026
STOCKTON	0	0.00000	185,633	0	0	185,633
COUNCIL OF GOVT'S TRANSPORTATION PLANNING		0.00000			682,428	
TOTAL	695,750	1.00000	436,763	21,401,409	682,428	22,520,600
SAN JOAQUIN RTD		POP.	PCT.	GENERAL APPT		
CITY OF STOCKTON		295,707	0.7113	281,613		
CO. OF SAN JOAQUIN		47,625	0.1146	45,355		
CO. OF SAN JOAQUIN - CAT		72,374	0.1741	68,924		
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TOTAL		415,706	1.00	395,892		

*State Department of Finance population estimates (January, 2012).

**Unincorporated population not used in SJRTD calculation

STAFF REPORT

SUBJECT: Fiscal Year 2013-2014 State Transit Assistance Estimated Revenue and Apportionment Schedule

RECOMMENDED ACTION: Motion to Recommend Approval of the FY 2013-14 STA Estimated Revenue of \$4,549,941 and Apportionment Schedule

DISCUSSION:

The office of the State Controller's released the preliminary revenue estimate of the State Transit Assistance (STA) funds to be allocated to San Joaquin Council of Governments on January 25, 2013. The total revenue estimate for San Joaquin County is \$4,549,941. The estimate is comprised of \$3,618,961 in Section 99313 funds and \$930,980 in Section 99314 funds. It is anticipated that these estimates could change when the SCO issues final STA revenue apportionments.

Attached are tables detailing the FY 2013-14 STA Revenue Estimate and apportionments. Table I identifies total funds available by allocation purpose. The specific apportionments for each claimant are detailed in Table II.

BACKGROUND

The regional allocation of 99313 funds is based upon the ratio of population of San Joaquin County to the total population of the state while the allocation of 99314 funds is based on the ratio of Article 4 Claimants (SJRTD, SJRRC, Lodi, and Ripon) fare revenue to the total fare revenue of the state. The population estimates are issued from the California Department of Finance.

The FY 2013/14 apportionment of Section 99313 funds to individual transit operators is based on the SJCOG Board STA Policy adopted on June 24, 2010. The adopted STA Policy, as recommended by the STA Policy Review Committee, allocates Section 99313 funding through a modified ridership formula based on the latest audited ridership for the state fiscal year. That percentage is then adjusted to reflect a minimum funding allocation of \$5,000 (rather than a percentage allocation) to the Cities of Escalon and Ripon while holding the ridership percentage constant for the City of Lodi (to reflect the 100% use of LTF funds for transit) and increasing the SJRRC's baseline percentage by five percent (to reflect length of interregional trips and split of FTA 5307 funds between SJRRC and RTD).

RECOMMENDATION

The Management & Finance Committee recommend to the Board adoption of the State Transit Assistance Fund estimate of \$4,549,941 for FY2013/14 and the apportionment schedule as identified in Tables 1 and 2, attached.

FISCAL IMPACT

These funds are a primary component in transit service delivery throughout the County. Adoption of this apportionment schedule allows the funds to be claimed by eligible recipients. This action will provide \$4,549,941 in regional and local transit funding in San Joaquin County.

ATTACHMENTS

1. STA Apportionment Tables I & II

TABLE 1

STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS

FISCAL YEAR: 2013/2014 (1-25-13)

STA Apportionment Estimate

ESTIMATED REVENUE	FY 2013-14	PTA 99313	3,618,961
		PTA 99314	930,980
	Total		4,549,941
RECOMMENDATIONS			
I. LESS PUC 99314 ALLOCATIONS			
		<u>PTA</u>	
SJRTD		\$709,968.00	
LODI		\$17,436.00	
RIPON		\$67.00	
SJRRC		\$203,509.00	
II. BALANCE AVAILABLE FOR APPORTIONMENT BY AREA - PUC 99313			3,618,961
A. REGIONAL APPORTIONMENT 2% COG TRANSIT PLANNING			72,379
B. REGIONAL TRANSIT SYSTEM PURPOSES			\$3,546,582

Note: STA allocation estimate based on State Controller's Office apportionment letter dated January 25, 2013.

TABLE 2
APPORTIONMENT OF FISCAL YEAR 2013/14 STA REVENUE

CLAIMANTS	Ridership Est. FY 10/11	Ridership % FY 10/11	Allocation % PUC 99313	Transit Appt. PUC 99313	Area Appt. PUC 99314	Transit Plng Appt. (PUC 99313)	TOTAL APPT.
RTD	4,158,078	84.30%	81.201%	\$ 2,984,978	709,968	60,946	3,694,946
LODI	208,769	4.23%	4.225%	\$ 149,761	17,436	3,058	167,197
MANTECA	48,373	0.98%	0.979%	\$ 34,697	0	708	34,697
TRACY	94,599	1.92%	1.918%	\$ 67,977	0	1,388	67,977
RIPON	2,257	0.05%	0.118%	\$ 5,000	67	85	5,067
ESCALON	3,879	0.08%	0.118%	\$ 5,000	0	85	5,000
SJRRRC	416,646	8.45%	8.439%	\$ 299,169	203,509	6,108	502,678
RIDERSHIP	4,932,601	100.00%	100.00%	3,546,582	930,980		4,477,562
SJCOG TRANSIT PLANNING						72,379	
TOTAL			100.00%	3,546,582	930,980	72,379	4,549,941

Source: ¹ Audited FY 10/11 ridership figures

² SJRRRC ridership reflective of the 58% of passengers from San Joaquin County.

STAFF REPORT

SUBJECT: One Voice[®] Federal Legislative Priorities

RECOMMENDED ACTION: Consideration and Possible Recommendation of a Third Regional Priority for the 2013 San Joaquin One Voice[®] Program

DISCUSSION:

SUMMARY:

Attached is the San Joaquin One Voice[®] Regional Legislative Requests that were approved by the SJCOG Board at their January meeting.

The County and the city of Stockton submitted three requests for federal funding. The cities of Tracy, Manteca, Lathrop, and Ripon all submitted two requests and the city of Lodi submitted one request. Additionally, this year there are requests from the San Joaquin Rail Commission, the San Joaquin Regional Transit District, the Stockton East Water District, and the Ripon Community Athletic Foundation, for a total of 20 projects.

From this pool of projects, SJCOG identified the Altamont Corridor Capital Improvements and Regional Transit Center projects as top priority for the region and recommended them to the SJCOG Board in January for the overall regional priorities for 2013 program. The Board approved the two priorities but asked staff to come back in February with a recommendation for a transportation/road project as a possible third regional priority. Staff is working with our legislative consultants to identify projects that meet the criteria of having a regional impact and a goods movement focus and will present the options to the TAC at the February 14th meeting.

RECOMMENDATION:

Motion to consider and possibly recommend the SJCOG Board adoption of a third regional priority from the list of projects presented.

FISCAL IMPACT:

No impact to SJCOG OWP. Earmarks are not expected in the 2013 budget; however funding allocations are available from departments and through grants. The status of requests for federal funding for some projects will not be known until next fiscal year.

BACKGROUND:

This is the 13th annual trip for SJCOG. Our efforts are positively recognized at the federal level and we have been encouraged to continue our collaborative approach and build upon the relationships and communications established with our federal representatives. All told, the visits have resulted in more than \$104 million for transportation and economic development projects in San Joaquin County.

In October 2012, SJCOG distributed a call for projects. The City of Stockton and the County of San Joaquin were asked to submit three projects, while the other jurisdictions, the Port, and the transit agencies were asked to submit two projects. Outside organizations could submit a project, but were required to secure the endorsement of a local jurisdiction.

Historically, the Board endorses 2-3 projects as overall priorities for the region. For the 2013 program, staff makes the following regional priority recommendations:

Altamont Corridor Capital Improvements:

- Much work has been accomplished on the Alternatives Analysis, Supplemental Alternatives Analysis, and the full EIR/EIS which aim to improve the Altamont Corridor for passenger rail travel. Specific projects have now been identified for the Altamont which can greatly increase the effectiveness of this corridor for passenger and commuter service.
- Such projects are: construction of additional track sidings, track realignments and super-elevations, better connection to Central Valley rail lines, improving the connection to BART in the Silicon Valley.
- Also identified is the ACE extension to Modesto. The demand for a new Central Valley ACE stop has been increasing and a dedicated passenger rail line to Modesto would jumpstart future expansion along the 99 corridor.
- The proposed funding request is \$38.5M Federal with a \$38.5M State/Local match

San Joaquin Regional Transit District Regional Transportation Center:

- The Regional Transportation Center (RTC) construction project will centralize transit operations, maintenance activities, and mobility management activities. The new facility will reduce operating costs, improve the efficiency of transit operations, and provide the capacity to expand the coordination of human service transportation in the San Joaquin County.
- It has environmental clearance, land acquisition, and design plans complete and construction award is anticipated for summer 2013.

- Received programmed Federal, State, and Local funding: \$38,475,725 (received 2nd State of Good Repair grant of \$7.9M in August 2012) The proposed funding request is \$29,1661,338 to close the gap in financing Phases II and III of the project.

COMMITTEE ACTIONS:

Technical Advisory Committee—The TAC recommended the Board select the third priority from the following three projects:

- *State Route 4 Corridor Improvement Project (San Joaquin County)*
Key Points: Goods movement component; safety, additional capacity, and operational improvements critical to economic development. Funding used for PSR/Environmental.
- *I-5 North Stockton Interchanges & Widening (City of Stockton)*
Key Points: Large local impact. Goods movement component. Has received prior One Voice funding for environmental clearance. Shovel ready project. Funding for completion of Phase II design work.
- *Austin Road/ State Route 99 Interchange Improvements (City of Manteca)*
Key Points: Goods movement component. Shovel ready project. City to provide 50% match. Vital to economic development.

ATTACHMENTS:

1. 2013 SJCOG Regional Project Summary List

2013 One Voice® Project Requests Summary	Federal Request	Total Project Cost
City of Lathrop		
Louise Avenue I-5 Interchange Improvements Project Fund Final Design, Right-of-Way and Utility costs. Ultimately, widen Louise Avenue to three lanes in each direction, accommodating a new left turn onto the northbound on ramp and a new loop onramp to southbound I-5. New signalized intersections and retaining walls.	\$ 5,000,000	\$ 29,500,000
Lathrop Road I-5 Interchange Improvements Project Complete PSR, Environmental, Final Design, and partial Right-of-Way costs. Ultimately, project would widen Lathrop Road to three lanes in each direction and construct new loop onramps to I5.	\$ 5,000,000	\$ 38,300,000
City of Lodi		
Harney Lane Grade Separation Project Separating Harney Lane traffic from the Union Pacific Railroad tracks will eliminate train blocking/delay times for vehicles, reduce vehicle emissions, provide needed infrastructure for a future high-speed train corridor, improve emergency vehicle and pedestrian/bicycle access on this increasingly important east-west corridor. Funding would 4 million requested will be used for right-of-way acquisition and construction.	\$ 4,000,000	\$ 20,000,000
City of Manteca		
Austin Road/State Route 99 Interchange Design work is nearly complete, so funding would pay for the construction to modify the existing interchange. When completed, the improvements will provide additional capacity for proposed Austin Road Business Park and Yosemite Square Business Park. Improvements will include signalization and widening to provide access for STAA trucks.	\$ 1,200,000	\$ 2,400,000
New McKinley Avenue/State Route 120 Interchange Preliminary design and environmental approval are currently underway and should be complete this year. Funding would facilitate completion of right of way acquisition and final design.	\$ 2,000,000	\$ 25,000,000
City of Ripon		
Ripon Surface Water Supply Funding will be used for construction of a five-mile pipeline that would connect Ripon's water distribution system to the South San Joaquin Irrigation District (SSJID) South County Surface Water Supply Project. This conjunctive use project would allow Ripon to supplement a portion of the City's current water supply (groundwater) with a surface water supply.	\$ 3,500,000	\$ 5,800,000
Class 1 Regional Bikeway Connection The proposed three-mile Ripon-Manteca Regional Bikeway Connection project would provide a regional connection to the north of Ripon and connect over thirteen (13) miles of Class 1 Bikeways between Ripon, Manteca, and Stanislaus County. Funding will be used to purchase right-of-way to connect the existing Ripon and Manteca Class 1 Bikeways, providing a safe connection for bicyclists.	\$ 2,500,000	\$ 4,900,000

2013 One Voice® Project Requests Summary	Federal Request	Total Project Cost
County of San Joaquin		
Eleventh Street Corridor Improvement Project - Lovely Road & Bird Road Replace painted medians with raised barriers to improve safety in the corridor, install roundabouts at key intersections with Lovely Road and Bird Road to improve safety and operations as well as increase capacity.	\$ 3,700,000	\$ 6,900,000
State Route 4 Corridor Improvement Project Study and environmental analysis of the entire SR 4 corridor within western San Joaquin County. Ultimately, widen SR 4 from a two-lane road to four lanes between the City of Stockton and Byron Road to enhance safety and improve traffic operations.	\$ 5,000,000	\$ 20,000,000
Stockton Metro Airport Capitol Improvement Project Reconstruct terminal aircraft parking ramp from failing asphalt to concrete will help support current operations and allow for growth of airline operations. The current runway lighting system is outdated and needs rehabilitation to enhance safety, security, and capacity concerns.	\$ 2,650,000	\$ 2,915,000
City of Stockton		
North Stockton I-5 Interchanges & Widening Project Multi-phased project. City is requesting \$450,000 to complete the Phase 2 design, and \$2,100,000 to complete the I-5/Otto Drive interchange final design. Completion is scheduled for 2015.	\$ 2,550,000	\$ 290,000,000
Hammer/Thornton Regional Arterial Widening Project Hammer Lane will be widened to six lanes between Alexandria Place and Thornton Rd. Hammer Lane/Pershing Avenue intersection will be reconstructed and new sidewalks, drainage facilities, and medians will be installed. Thornton Road will be widened to six lanes. Improvements include 4 improved traffic signals, 1 new signal, and bicycle lanes, landscaping, and pavement overlay.	\$ 23,500,000	\$ 23,500,000
Miner Avenue Downtown Improvement Project Project will upgrade and transform a ten-block section of Miner Avenue into a "complete street" between Center Street and the Cabral Station. Travel lanes will be reduced to 1 in each direction with turn lanes. In general, the improvements will return Miner Avenue to its historic status as a major downtown boulevard and connector to the downtown waterfront.	\$ 20,661,000	\$ 22,961,000
City of Tracy		
Lammers/I-205 Interchange Improvements Project includes a new interchange at I-205/Lammers Road, new connector to Eleventh Street and Byron Road, and east/west bound ramps at the interchange. Funds will be used for preparation of project plans, specifications and estimates, and acquisition of right of ways.	\$ 5,000,000	\$ 63,000,000
New MacArthur Drive Above Grade Crossing Existing conditions divide the City into two separate unconnected areas for the duration of freight train movement on the Mococo line. Project includes a new above grade crossing over the UPRR Mococo line at the new MacArthur Drive alignment.	\$ 5,000,000	\$ 28,000,000

2013 One Voice® Project Requests Summary	Federal Request	Total Project Cost
Port of Stockton		
Navy Drive Widening Project Funds are for preliminary design, environmental documentation, right of way, and construction. Project would widen Navy Drive from 2 to 4 lanes from the BNSF railway undercrossing to Washington Street. Includes AC overlay, striping, utility relocation, and a new signal at Navy Drive/Washington Street intersection.	\$ 5,000,000	\$ 7,813,000
Washington Street Widening Project Funds are for preliminary engineering, final design, right of way, and construction. Project would widen Washington Street from Navy Drive to Port Road 13 by removing and replacing the westbound lane, constructing two new lanes, constructing a rock shoulder, and relocating a drainage ditch and appurtenances.	\$ 3,000,000	\$ 3,000,000
San Joaquin Regional Rail Commission		
Altamont Corridor Captial Improvements Much work has been accomplished on the Alternatives Analysis, Supplemental Alternatives Analysis, and the full EIR/EIS which aim to improve the Altamont Corridor for passenger rail travel. Specific projects have now been identified for the Altamont which can greatly increase the effectiveness of this corridor for passenger and commuter service. Such projects are: construction of additional track sidings, track realignments and super-elevations, better connection to Central Valley rail lines, and improving the connection to BART in the Silicon Valley. Also identified is the ACE extension to Modesto. Commuter studies show a large group of ACE passengers who board at the Lathrop/Manteca station originate from the Modesto area, and a major source of drivers going to the Silicon Valley is in Stanislaus County. The demand for a new Central Valley ACE stop has been increasing, and with the introduction of a dedicated passenger rail line to Modesto comes the start of future expansion along the 99 corridor.	\$ 38,500,000	\$ -
Outreach to Underserved Populations Ridership demographic data obtained from passenger surveys suggests many populations are not using rail as a mode of alternative transportation. Recent Census data, as compared to ridership demographics, portray a division between the type of outreach currently used and the different populations who may need this mode. For the use of public transportation, and for the planning of future services, it is imperative we look at innovative ways of both marketing and seeking input for rail. Examples of this include translating outreach material in various languages and dedicated outreach representatives who personally meet with these underserved populations.	\$ 400,000	\$ -
San Joaquin Regional Transit District		
Regional Transportation Center Project has environmental clearance, land acquisition, final plan approval, and is shovel-ready for construction by summer 2013. Project would include construction of 100,000 square foot centralized operations facility and centralize operations, mobility mangement activities, and maintenance activities. Has received \$38,475,725 in programmed federal, state, and local funding (received 2nd State of Good Repair grant of \$7.9 M in August 2012).	\$ 29,161,338	\$ 67,637,063

2013 One Voice® Project Requests Summary	Federal Request	Total Project Cost
Ripon Community Athletic Foundation		
Ripon High School Stadium Project	\$ 1,646,000	\$ 1,646,000
<p>Phase 1 of the project is nearly complete and includes a new regulation-length dirt track, a new football field that also accomodates soccer, \$1 million worth of infrastructure for future phases and sidewalks, a new double-sided score board and new flag pole. The project is seeking additional funding to install "shovel-ready" all-weather track, replace bleachers that have been declared unsafe, replace non ADA compliant restrooms, and install fire-marshall required fire wall behind bleachers. The six year grassroots project has raised \$1 million through local donors. Project endorsed by the City of Ripon.</p>		
Stockton East Water District		
East San Joaquin County - Farmington Dam - Farmington Groundwater Recharge & Seasonal Habitat Program	\$ 2,500,000	\$ 33,333,333
<p>The critical condition of the Eastern San Joaquin County Basin is well documented. To allow for the recovery of groundwater levels and prevent further saline intrusion, this groundwater basin requires an annual average artificial recharge rate of approximately 200,000 acre-feet. Four construction projects are proposed for Fiscal Year 2014 providing the infrastructure needed to continue addressing this recharge goal. These projects will provide over 200-acres of land for direct recharge, and over 500-acres of land to convert from using groundwater to using surface water (in-lieu recharge); resulting in at least 25,000 acre-feet of annual recharge capability.</p>		

STAFF REPORT

SUBJECT: 2014 Regional Transportation
Plan/Sustainable Communities Strategy
Status Update on Goals & Objectives and
Scenario Planning

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 has prepared draft Goals and Objectives to guide the development of the 2014 RTP/SCS. The advisory committee has also provided direction on conceptual land use and transportation elements to guide the development of one baseline and three “SCS” scenarios that illustrate varying land use options and transportation investments that could be realistically expected over the RTP/SCS period (2040).

This staff report summarizes the work completed to date on the Goals and Objectives and Scenario Planning.

RECOMMENDATION:

This item is for discussion only.

FISCAL IMPACT:

The development of the 2014 RTP/SCS is programmed in the SJCOG’s Overall Work Program. The ability to capture the intent of SB-375 through the SCS process and satisfying the greenhouse reduction targets has direct future implications on the SJCOG Regional Transportation Plan and related Federal Transportation Improvement Program. Should the SB-375 GHG target not be met or the 2014 RTP/SCS adopted, there are future financial implications related to project funding, project delivery, and CEQA relief (of the project applicant).

BACKGROUND:

The adoption of SB-375 requires the development of a Sustainable Communities Strategy 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. The 2014 RTP will identify how and where the region's future population will be housed and the corresponding transportation investments through 2040. 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.

The development of the SCS is being directed by a RTP/SCS Advisory Committee of member agencies and local stakeholders. The SJCOG Board finalized the advisory committee composition in June 2012, which consists of the following:

- City of Escalon
- City of Lathrop
- City of Lodi
- City of Manteca
- City of Ripon
- City of Stockton
- City of Tracy
- San Joaquin County
- Regional Rail Commission
- Regional Transit District
- Campaign for Common Ground
- Sierra Club
- League of Women Voters
- Business Council, Inc. of San Joaquin County
- Visionary Homebuilders
- San Joaquin Partnership
- Building Industry Association
- San Joaquin County Farm Bureau

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.

Draft Goals and Objectives

SJCOG and the RTP/SCS Committee have prepared Draft Goals and Objectives to guide the development of the 2014 RTP/SCS. The advisory committee began the process by reviewing the adopted 2011 RTP Goals and Objectives and participating in a visioning exercise on value statements. Through the discussions with the Advisory Committee, the following concepts will be reinforced or incorporated into the 2014 RTP/SCS Goals and Objectives:

- Improving future mobility options for all residents and improving safety
- Increasing economic attractiveness of region through revitalization of existing neighborhoods
- Expanding the types of housing options available and the affordability to all income ranges
- Minimizing the impact of suburban/urban traffic and growth impacts on rural areas
- Capturing recent local policies aimed at promoting walkable and bikeable communities

During the RTP/SCS meetings, members of the public also suggested that the goals and objectives incorporate statements to improve public health and reduce household and transportation costs through coordinated land use and transportation planning.

Attachment 1, contains the working draft of the Goals and Objectives that reflect input and guidance provided by the RTP/SCS Advisory Committee. The Draft Goals and Objectives will be presented to the SJCOG Board in February to solicit feedback. Input from the public will also be sought through public workshops in March.

Scenario Planning

SJCOG, through the RTP/SCS Advisory Committee and public outreach process will develop a baseline and 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 land use concepts contained in each “scenario” will be built upon local agencies’ general plans and land use regulations; however, elements such as amount, type, and location of new growth may differ between the 2014 RTP/SCS and general plans due to different planning horizons. To supplement the general plans, SJCOG staff will also look to recent planning efforts on Climate/Sustainability Action Plans, Measure K Smart Growth Transit Oriented Development /Infill Study, and other guiding plans.

The scenarios are built around five functional areas:

- Development Pattern - The proportion of new development that occurs within and immediately adjacent to or within existing urbanized areas versus non-urbanized areas.
- Housing Options – The proportion of new development type that is of single family (conventional large lot or small lot homes) and multifamily (townhomes, condos, apartments) housing types.
- Growth Location & Intensity – The proportion of new growth that will occur in greenfield, infill, and redevelopment areas and the densities of the development.
- Economic Development – Future employment, based on employment projection provided by UOP, with a focus on co-locating specific employment sectors with future housing.
- Transportation Investments – Transportation options are intended to complement the land use patterns in each scenario and will vary in the amount of congestion relief, bicycle/pedestrian, transit, and transportation systems management investments.

The land use strategies do not supersede local land use authority, but illustrate the benefits that can be achieved by more efficiently aligning land use and transportation options.

The RTP/SCS Advisory Committee weighed-in conceptually on the range future development occurs within each of the five functional areas above. Future development will be strategically targeted for areas that are prime for redevelopment, infill of underutilized areas along or near current or future high frequency transit corridors, and the amount of compact development that occurs adjacent to current land use patterns as compared to urban core areas.

SJCOG staff and the RTP/SCS Advisory Committee will identify specific land use strategies relating to the functional areas above at their February 21st meeting. SJCOG staff will provide an update to the Management & Finance Committee as more specific details of the SCS “scenarios” are defined.

NEXT STEPS:

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 on the following page.

Overall 2014 RTP/SCS Schedule	
Date	Milestone/Deliverable
December 2012 – January 2013	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 2013	Release Draft RTP/SCS & EIR (55 day public review period)
October 24, 2013	SJCOG Board Adoption

The next RTP/SCS Advisory Committee meeting is tentatively scheduled for February 21, 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.

Attachment 1 - Working Draft 2014 RTP Goals and Objectives

SJCOG 2014 RTP Goals & Objectives

SJCOG Goal A: Enhance the Environment for Existing and Future Generations / ~~Quality of Life~~ / & Conserve Energy

Objective #1: Encourage Efficient Development Patterns that Maintain the Agricultural Viability and Natural Resources ~~Minimize Environmental Impacts & Improve Public Health~~

Objective #2: Enhance the Connection between Landuse and Transportation Choices through projects supporting energy and water efficiency

Objective #3: Improve Air Quality by Reducing Transportation Related Emissions

SJCOG Goal B: ~~Increase~~ Maximize Mobility & Accessibility & ~~Mobility~~

Objective #1: Improve Regional ~~Roadway~~ Transportation System Efficiency ~~Performance~~

Objective #2: Optimize Public Transportation System to Provide Efficient & Convenient Access for Users at All Income Levels ~~Provide Greater Transportation Opportunity, & Expand Choice~~

Objective #3: Facilitate Transit Oriented Development to Maximize Existing Transit Investments ~~Improve Access and Use of Public Transit System~~

Objective #4: Provide Transportation Improvements to Facilitate Non-Motorized Travel

Objective #5: Improve Major Transportation Corridors to Minimize Impacts on Rural Roads

SJCOG Goal C: Increase Safety & Security

Objective #1: Facilitate Projects that ~~Reduce the Number of & Severity of Traffic Incidents~~

Objective #2: Encourage Active Transportation Projects & Support Projects that Increase Safety & Security

Objective #3: Improve Communication & Coordination between Agencies & Public

SJCOG Goal D: Preserve the Efficiency of the Existing ~~Regional~~ Transportation System & Promote Efficient Roadway System

Objective #1: Optimize Existing Transportation ~~Roadway~~ System Capacity Through Available and/or Innovative Strategies

Objective #2: Support the Continued Maintenance to Facilitate Preservation of the Existing Transportation System

Objective #3: Encourage System Efficiency with Transportation Improvements that Facilitate Greater Jobs/Housing Balance ~~Improve Existing Roadway Productivity~~

Objective #4: Improve Transportation Options Linking Residents to Employment Centers Within and Out of the County

SJCOG 2014 RTP Goals & Objectives

SJCOG Goal E: Support Economic Vitality

Objective #1: Improve Freight Roadway Access to Key Strategic Economic Centers

Objective #2: Promote Safe & Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck

Objective #3: Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers

SJCOG Goal F: Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective #1: Provide Equitable Access to Transportation Planning

Objective #2: Engage the Public Early, Clearly, & Continuously

Objective #3: Use a Variety of Methods to Engage the Public Encouraging Representation from Diverse Income and Ethnic Backgrounds

SJCOG Goal G: Maximize Cost Effectiveness

Objective #1: Support the Use of State & Federal Grants to Supplement Local Funding and Pursue ~~Local, State & Federal~~ Discretionary Grant Funding Opportunities from Outside the Region

Objective #2: Support Projects that Maximize Cost Effectiveness

Objective #3: Maximize Funding of Existing Transportation Options

SJCOG Goal H: Improve the Quality of Life for Residents

Objective #1: Encourage Transportation Investments That Support a Greater Mix of Housing Options at All Income Levels

Objective #2: Improve the Connection Between Land Use and Transportation to Reduce Transportation Costs to the End User

Objective #3: Facilitate Active Transportation Projects to Improve Public Health

STAFF REPORT

SUBJECT: Measure K Ordinance and Expenditure Plan
Amendment Process

RECOMMENDED ACTION: Information

SUMMARY:

On January 25, 2013, SJCOG staff sent out a letter to interested parties soliciting proposals for amendments to the Measure K Ordinance and Expenditure Plan. The proposed amendments are for the 2013/14 fiscal year. Proposed requests must be submitted in writing by the County Administrator, City Manager, Public Works Director, San Joaquin Regional Transit District (SJRTD) General Manager, San Joaquin Regional Rail Commission (SJRRC) Executive Director, any interested party or individual citizen to SJCOG by **March 22, 2013 at 5:00 p.m.** This is a firm deadline, and no amendment request will be accepted after this time. Postmarks or facsimiles will not be accepted.

The SJCOG Board approved the 2011 Measure K Renewal Strategic Plan and identified priority funding in the first 10-years through 2021. SJCOG staff is not looking at this year's amendment process as a call for projects.

During last year's amendment process for FY 2012/13, no amendment proposal was received.

Process Schedule:

Date	Activities
March 22	Deadline to submit proposed amendment requests
March/April	Compile requests/circulate recommendation through committees
May	Committee input. Adoption of amendment by SJCOG Board of Directors, if any
May/June	Public hearing at SJCOG Board meeting

RECOMMENDATION:

Information only

FISCAL IMPACT:

None

ATTACHMENTS:

- 1) 2013 Measure K Renewal Expenditure Plan Amendment Process Schedule
- 2) Measure K Renewal Ordinance and Expenditure Plan – Sections 8 and 9

Prepared by: Donald Mascardo, Associate Regional Planner

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2013 Measure K Ordinance and Expenditure Plan Amendment Process

January

SJCOG sends out letter to agencies and special districts soliciting proposals to the Measure K Ordinance and Expenditure Plan.

March 22

Deadline: Interested agencies, special districts, or interested individuals submit a written proposal to SJCOG to amend the Measure K Ordinance and Expenditure Plan.

May 1 – 23

Committee input. On May 23rd SJCOG Board holds a public hearing on the proposed amendments. Upon completion of the hearing, the amendments must be passed by a roll call vote and must have two-thirds majority of concurrence.

May 23

If the SJCOG Board passes any amendments, SJCOG staff will notify the Board of Supervisors, City Councils, and Commissioners of the cities and special districts in the county providing each entity with a copy of the proposed amendments.



March 23 – April 30

SJCOG staff analyzes the proposals and develops recommendations for Committees. A public notice and public hearing notice on the proposed amendments is published in the major local newspapers at least 45 days prior to public hearing date.

May 24 – July 8

In the event that a local jurisdiction does not agree with the amendments, it must, by majority vote, notify SJCOG via mail, of their intent to obtain an override of the amendments from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. The deadline for this letter is July 8, 2013, 45 days after SJCOG provides notification of amendment. On June 27th, a public hearing may be also held during this 45-day period at the SJCOG Board meeting. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment to the Expenditure Plan will stand.

If SJCOG Board takes action NOT to amend the Expenditure Plan, then the steps identified for May 24-July 8 are not applicable.

MEASURE K RENEWAL - SAN JOAQUIN COUNTY LOCAL TRANSPORTATION IMPROVEMENT PLAN

Sections 8 & 9

SECTION 8. AMENDMENTS TO THE TRANSPORTATION EXPENDITURE PLAN.

8.01. Except as specifically provided within the Transportation Expenditure Plan regarding amending the Local Street Repair and Roadway Safety Funds distribution formula, the Authority may annually review and propose amendments to the Transportation Expenditure Plan to provide for the use of additional federal, state and local funds to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall act on only one package of amendments each fiscal year. The Authority shall establish a process for proposed Transportation Expenditure Plan amendment(s) which ensures that the affected Authority committee(s), established pursuant to this Ordinance, participate in the development of the proposed amendment(s).

8.02. Upon completion of this process, amendments(s) to the Transportation Expenditure Plan must be passed by a two-thirds majority of the Authority by a roll call vote entered in the minutes of the Authority following a noticed, public hearing of the Authority. Notice of the public hearing shall be published pursuant to Government Code section 6062. Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, the Authority shall hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

8.03. In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

8.04. The Transportation Expenditure Plan shall be updated by the Authority every ten years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board. Any changes to the Transportation Expenditure Plan must be adopted in accordance with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority.

SECTION 9. AMENDMENTS TO THIS ORDINANCE.

9.01. This Ordinance may be amended to further its purposes. The Authority shall establish a process for proposed Ordinance amendment(s) which ensures that the Authority committees established by this Ordinance participate in the development of the proposed Ordinance amendment(s).

9.02. Upon completion of that process, amendment(s) to this Ordinance must be passed by a two-thirds majority of the Authority by a roll call vote entered in the minutes of the Authority. The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

9.03. In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.