



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Wednesday, February 17, 2016
6:00 p.m.

Citizens Advisory Committee Members

- Jim Hilson (Chair) CITY OF LATHROP
Stephanie Hobbs (Vice-Chair) CITY OF RIPON
Bobby Bivens SAN JOAQUIN COUNTY
Vacant LEAGUE OF WOMEN VOTERS
Michael Carouba BUSINESS INDUSTRY
Leonard Smith CITY OF MANTECA
Gracie Marx CITY OF ESCALON
Matthen Doss CITY OF TRACY
LaCresia Hawkins NAACP
Richard Blackston CITY OF LODI
Brian Young TRANSIT ADVOCATE
Dr. Shanna Eller UNIVERSITY OF THE PACIFIC
Karl "Nate" Knodt CITY OF STOCKTON
Vacant AGRICULTURAL INDUSTRY
Michael Ballot SIERRA CLUB
Albert Nunez TRUCKING INDUSTRY

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 235-0600 at least 24 hours prior to the meeting.

Note: All items are available for action by the committee. The right hand column identifies staff recommendations.

AGENDA

- 1. Call to Order
2. Minutes: Approve Minutes of January 20, 2016 ACTION
3. Public Comments
At this time the public may address the CAC on any non-agendized item that is within the subject matter of this agency. A five minute maximum time limit will apply to all public comments.
4. Fiscal Year 2016/17 LTF Revenue Estimate and Update on SJRRC Funding Recommendations (Dial) DISCUSSION
5. 2016 State Transportation Improvement Program Update (Niblock) DISCUSSION
6. 2014 Regional Transportation Plan Regionally Significant Amendment (Anderson) INFORMATION
7. Updates from SJCOG Staff
8. Committee Updates / Future Agenda Items
9. Meeting Adjourned to Wednesday, March 16, 2016.

SJCOG

Andrew T. Chesley EXECUTIVE DIRECTOR

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

SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

Wednesday, January 20, 2016

ACTION MINUTES

1) Call to Order

Chair Jim Hilson called the meeting to order at 6:02 pm.

Members Present

Jim Hilson, City of Lathrop; **Richard Blackston**, City of Lodi; **Leonard Smith**, City of Manteca; **Stephanie Hobbs**, City of Ripon; **Nate Knodt**, City of Stockton; **Michael Carouba**, Business Industry; **Katrina Jaggears**, League of Women Voters; **Michael Ballot**, Sierra Club; **Gracie Marx**, City of Escalon; **Albert Nunes**, Trucking Industry.

SJCOG Staff present:

Andrew T. Chesley, Executive Director, Steve Dial, Deputy Executive Director/CFO, Diane Nguyen, Deputy Director; Kevin Sheridan, Project Manager; Kim Anderson, Senior Regional Planner.

Others Present

None

2) Minutes: Approve Minutes of October 21, 2015.

A motion was made and seconded (Blackston/Smith) to approve the minutes of October 21, 2015. The motion passed with one abstention (Ballot).

3) Public Comments

No members of the public were in attendance.

4) Project Matrix / Update on Major Projects

Committee Members Nate Knodt, Katrina Jaggears, and Michael Carouba arrived during the discussion of this item.

Kevin Sheridan, SJCOG Project Manager, indicated he was available to answer any questions concerning any of the projects on the project matrix. He indicated that due to committee and public interest he had some handouts on the future State Route 99/120 project and would be discussing the project in more detail. He then discussed the need for the project and went over several possible alternatives for a new alignment of the SR 99 / SR 120 connectors.

Committee questions included further clarification on the potential alignments and their relationship to the Austin Road Business Park. There were also questions about the process of notifying neighboring businesses and the public input process. Mr. Sheridan responded with additional information on the possible alignments, clarification that the project is based on identified need/transportation deficiencies on the state highway system as opposed to being driven by private development needs, and reviewed the environmental document/public input process for the project. He also reviewed the current funding outlook for the project and project costs.

The committee also inquired about the current schedule for the I-5 widening / HOV lane project; Mr. Sheridan updated the committee on the current schedule. He noted that the project was meeting expectations for budget, but may not meet the current schedule depending on weather conditions.

This item was for information; no action was requested of the committee.

5) 2016 Measure K Ordinance and Expenditure Plan Amendment Process

Diane Nguyen, Deputy Director, introduced the staff report. Ms. Nguyen noted that this was an annual process that is part of the Measure K Renewal approved by the San Joaquin voters. The amendment process dictates a solicitation from members of the public and local agencies that may want to submit a change or amendment to the Ordinance or Expenditure plan, including policies or allocation formulas. Ms. Nguyen reviewed recent amendments and noted this was for information and would be brought back to the committee should any amendments be proposed.

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

6) 2016 Measure K Strategic Plan Update

Diane Nguyen also introduced this item to the CAC. She indicated that the Strategic Plan is the capital improvement program or implementation of Measure K. Ms. Nguyen identified that the strategic plan currently covers the period to the year 2021 and includes most of the “early action” program. She then introduced Steve Dial to discuss the financial aspects of the plan, noting the importance of this issue due to the fact that there are currently more projects than revenue in current strategic plan. Ms. Nguyen informed the committee that staff would be reaching out to local agency public works departments to ascertain project priorities for the next 10 years of the Measure K program.

Steve Dial continued the discussion noting that the key to the Measure K program is the revenue estimate, which was substantially reduced during the recent recession. He noted that the recession essentially eliminated \$3 billion dollars from the program. The result was the SJCOG Board chose to only consider programming for the first 10 years of the program, through 2021. He also went over the elements of the staff report, including sales tax growth rates and declines, the current Measure K revenue outlook, the deficit in the Measure K early action program, and the implications for future Measure K funding. Mr. Dial told the committee that the main purpose of the current strategic plan update is to give member agencies a target date for when additional funding may become available so that they can start developing projects.

The committee discussion on this item centered on the reasons for the sales tax growth and subsequent decline in that growth, as well as discussion of other economic indicators.

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

7) San Joaquin Regional Rail Commission Funding and Policy Recommendations for FY 2016-17 & 2017-18

Chair Hilson noted that Item 7, which had been listed for *Action*, was instead being presented as a *Discussion* item with no action requested.

Steve Dial of SJCOG staff presented the staff report to the CAC and reiterated that was a discussion item only. He also noted that everything being recommended is for two years only for FY 16/17 and 17/18. Mr. Dial went on to review the rail commission ask for \$4 million in RTF funding and outlined the compromise solution being proposed by SJCOG over the next two years, noting that the two years will allow more time to find a more permanent solution to the funding dilemma. Mr. Dial then reviewed the recommendations for the committee, including the history of the rail commission's use of LTF funding and previous compromises on the funding issue. He highlighted the on-going Regional Transit Systems Plan work and how that process will assist in finding a longer-term solution to transit funding.

Committee discussion/questions were:

- Subsidies currently provided to various rail operators
- Recommendation that the legal opinions be revisited and litigated
- Stanislaus and the Bay Area counties should contribute or contribute more to the ACE service
- Expenditure of LTF to streets and roads should be prioritized

Mr. Chesley, SJCOG's Executive Director, provided additional information on the compromise solutions and negotiations around these issues in the past. Nate Knodt provided RTD's position on the issue, particularly noting the possibility of unmet transit needs and Title VI issues, potential service cuts, and RTD's separate legal opinion.

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

8) 2016 Active Transportation Program Cycle 3

Kim Anderson presented this item to the CAC. Ms. Anderson noted that we are heading into Cycle 3 of this relatively new state program and that San Joaquin County had been successful in previous cycles of the program. She reviewed some of previously successful projects, noted that the draft guidelines have been released, and gave the date for an upcoming workshop for program applicants.

Discussion from the committee was primarily to do with working with the school districts for Safe Routes to Schools projects and the lack of interest from multiple agencies with regard to safety issues at the schools.

This was a discussion information; no action by the committee was requested.

9) Stockton Metropolitan Airport Land Use Compatibility Plan (ALUCP) Update

Kim Anderson reviewed the current schedule for the ALUCP for Stockton Metropolitan Airport, particularly noting the final draft and the accompanying environmental document had been released for a 30-day public review period and that the review period would end on February 12. Ms. Anderson reviewed the function and purpose of the compatibility plan and indicated to the committee that the plan should be before the SJCOG Board in March. She further indicated that no comments letters to date had been received but that it was likely that there would be comment letters. Questions from the committee had to do with how safety zones were determined and how often the compatibility plans should be updated. The committee also had questions concerning the possibility of the expansion of Forward Landfill. Ms. Anderson reviewed the various proposed expansion projects at Forward Landfill and some of the previous land-use projects that were in the vicinity of the airport. There was also a discussion of future airport operations.

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

10) Member's Reports / Future Agenda Items

During this portion of the meeting SJCOG Executive Director Andrew Chesley provided information to the committee on the 2016 State Transportation Improvement Program (STIP). Mr. Chesley indicated that, due to a drop in gas tax collected, the funding in the STIP program is 37% lower than previously expected. He went on to note that this means that SJCOG will have to cut projects currently programmed to meet the 37% reductions. Mr. Chesley briefly reviewed some of the current projects programmed in the STIP.

The committee further discussed some of the traffic issues associated with the SR 99/SR 120 interchange.

Nate Knodt provided additional information to the CAC on service and staff cuts implemented by RTD and RTD's position on the previously discussed LTF/RTSP issue. He also noted that he was sensitive to a potential conflict of interest with this issue as he represents the City of Stockton and is also an employee of RTD.

Chair Hilson thanked the committee for the civility of the meeting and asked staff to bring back a set of general meeting guidelines for the committee to consider for adoption due to concerns about the tone of discussion and comments at some previous meetings.

11) Meeting Adjournment

The meeting was adjourned at 8:26 pm.

STAFF REPORT

SUBJECT: FY 2016-17 Local Transportation Fund
Estimate and Update on SJRRC Funding
Recommendations

RECOMMENDED ACTION: Discussion

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 the Board adopt, as its official LTF revenue estimate for Fiscal Year 2016-2017, the sum of \$27,689,000.

JUSTIFICATION

The \$27,689,000 estimate is 4% higher than the expected revenue in FY 2015-16. Pursuant to Section 6620 of the California Code of Regulations, the San Joaquin County Auditor-Controller shall issue the revenue estimate for the coming year, has been requested to, and has confirmed the revenue estimate.

SJCOG staff believes the \$27,689,000 estimate is justified for the following reasons:

- 1) Current fiscal year estimate. The adopted revenue estimate for FY 15-16 is \$25,600,000. After seven months or 58% of the FY, current year LTF revenue is 60% of the adopted revenue estimate. Using estimates from the California Department of Finance and MuniServices®, SJCOG staff conservatively estimates FY 2015-16 will be 4% higher than original estimate or \$26,624,000. Again, using estimates from the California Department of Finance and MuniServices®, growth could average 5% over the four quarters starting July 2016. Staff recommends adopting a more conservative 4% growth rate to start the year.

- 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%. FY 2012-13 grew at just under 5%. FY 2013-14 grew 4.19% over the previous year and FY 14-15 only increased 3.04% falling short of an expected 5% growth rate. FY 2015-16 was estimated to be unchanged from FY 14-15, however, the first 7 months of the FY indicate an expected 4% growth rate.

FY 15-16	FY 15-16	FY 16-17
Adopted	Projected	Estimate
\$ 26,500,000	\$ 26,624,000	\$ 27,689,060

FISCAL IMPACT

Adopting the \$27,689,000 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

The apportionments will be developed following the San Joaquin Regional Rail Commission meeting Friday February 5, 2016. If apportionment recommendations are ready by the CAC meeting, they will be handed out and continue the discussion on the SJRRC Recommendations from the last committee meetings.

STAFF REPORT

SUBJECT: 2016 State Transportation Improvement Program Update

RECOMMENDED ACTION: Discussion

SUMMARY:

SJCOG submitted this region's 2016 Regional Transportation Improvement Program (RTIP) by December 15, 2015, for inclusion in the (statewide) 2016 State Transportation Improvement Program (STIP). Regional transportation agencies were directed to submit an RTIP that did not include new projects, but rather, pushed back projects because there would be no infusion of new funds into the program.

Since the submission date, Caltrans has prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax downward adjustment, changes resulting from the federal Fixing America's Surface Transportation (FAST) Act, and other budget uncertainties. This new fund estimate forecasts funding reductions in the STIP program. As a result, the California Transportation Commission (CTC) is asking that projects be deleted in order to comply with these revised financial budgets. Specifically, in San Joaquin County, approximately \$10 million of existing STIP projects would need to be deleted to comply with the CTC request.

DISCUSSION:

BACKGROUND

A "Zero" STIP: The STIP is a funding program that covers a five-year period and is updated every two years. The reduction in gasoline excise taxes has resulted in an adverse impact on STIP revenue. As a result, the initial 2016 STIP Fund Estimate forecasted "**zero**" new programming capacity. As a result, no new projects can be added to the STIP; however, existing projects would not lose previously approved funding. SJCOG staff prepared the Draft 2016 RTIP to be in compliance with the financial constraint requirement, and the SJCOG Board approved the Draft 2016 RTIP at its November Board Meeting.

A "Negative STIP": Since the submittal of the RTIP, Caltrans prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax adjustment, changes resulting from the federal FAST Act, and other budget uncertainties. This new fund estimate forecasts even less funding available for the STIP program than previous estimates, resulting in the need for approximately \$754 million of the currently programmed STIP projects

to be deleted from the over \$2 billion program. This total represents approximately one third of existing STIP projects.

All regional transportation planning agencies are being directed to identify projects for deprogramming to reduce capacity constraints for the program as a whole. Specifically, the CTC has identified a target of \$10 million in cuts from the San Joaquin County region, from its existing \$29 million in STIP projects. All previously submitted RTIPs are to be revised and resubmitted by February 26th. What happens to deprogrammed projects would be up to the SJCOG Board. An option would be that they be reprogrammed when STIP programming capacity is available.

It should be noted that the CTC is ultimately responsible for adopting a STIP document that demonstrates \$754 million in cuts statewide, and shifts projects into years with programming capacity in order to ensure that the STIP is financially constrained on a year-by-year basis. As such, it is possible that the recommendations proposed by SJCOG (in its revised 2016 STIP) may be modified by the CTC due to capacity constraints.

Thus, where regional agencies do not meet their targeted deletion amounts, the CTC will identify projects for deletion for the region. Preliminary discussions with CTC staff suggests that their methodology for identifying projects for deletion will include the application of the following priorities:

1. AB 3090
2. Planning, programming, and monitoring
3. STIP & other competitive funds
4. At risk of federal fund lapse
5. Required mitigation
6. Safety on the state highways
7. Operational improvements on state highways
8. Capacity expansion/operation improvements intercity rail
9. Capacity expansion/operation improvements urban transit w/intercity significant regional benefits
10. Capacity expansion state highway/freight/economy/multicorridor elements
11. Capacity expansion state highway/freight/economy
12. Local road rehabilitation/reconstruction
13. Local road/transit operational improvements
14. Active Transportation
15. Capacity expansion state highways
16. Capacity expansion local road/transit
17. Preconstruction
18. Other

As shown, existing projects on state highways, intercity transit, required mitigation, and projects leveraging large discretionary funds or funds in danger of lapse would receive high priority. Projects on local roads, local transit, or those projects in preconstruction would be at risk for removal. For reference, existing STIP projects in the San Joaquin Region include:

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

⁽¹⁾ In November 2012, the SJCOG Board approved the revenue neutral exchange of \$8.853 million in SJCOG's 2014 RTIP shares with \$8.853 million in State and Local Partnership Program (SLPP) from the Santa Barbara County Association of Governments (SBCAG). This action included the prioritization of the programming of an \$8.8 million project for SBCAG in SJCOG's 2014 RTIP.

RECOMMENDATION:

None at this time. Item is provided for discussion purposes.

FISCAL IMPACT:

None at this time. The revised 2016 RTIP circulated to the SJCOG Board in February will identify projects for deprogramming.

NEXT STEPS/SCHEDULE

- February 26, 2016 Regions submit revised RTIPs
- February 26, 2016 Caltrans submits revised ITIP
- March 24, 2016 CTC STIP Hearing
- April 22, 2016 CTC publishes staff recommendations
- May 18-19, 2016 CTC adopts 2016 STIP

Prepared By: Ryan Niblock, Senior Regional Planner

STAFF REPORT

SUBJECT: 2014 Regional Transportation Plan
Regionally Significant Amendment

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

Periodically, SJCOG in coordination with the other seven San Joaquin Valley MPOs process regionally significant amendments to the Regional Transportation Plan (RTP). Regionally significant RTP amendments are RTP amendments that allow changes (significant cost, scope, or schedule changes) to regionally significant capacity increasing projects (widening and capacity increasing interchange projects) within the SJCOG RTP.

This staff report is to alert members of the TAC of the forthcoming amendment. What do we need from you? SJCOG staff requests local jurisdictions identify regionally significant RTP amendment needs through December 2016. SJCOG staff will meet with each jurisdiction to ensure the RTP amendment captures appropriate amendment needs.

SJCOG anticipates releasing the RTP regionally significant amendment for 30-day public review in the April/May 2016 timeframe. Board approval of the amendment is anticipated in June 2016 with federal approval anticipated in July, 2016. After the federal approval, the next opportunity to complete regionally significant amendments to the RTP will be with the 2017 FTIP update.

FISCAL IMPACT:

No impact to the SJCOG OWP.

BACKGROUND:

The purpose of the 2014 Regional Transportation Plan (RTP) is to provide the vision for long range transportation planning in San Joaquin County, and to guide public policy decisions regarding transportation expenditures and financing. The plan recognizes that our transportation network is a tremendous resource that has a significant bearing and impact on the region's quality of life and economic vitality.

The basic premise behind the FTIP is that it's the incremental implementation (four years) of the long-range Regional Transportation Plan (20 years). The FTIP is a fiscally constrained document developed by SJCOG through its member agencies and in cooperation with state and federal

agencies and the other seven San Joaquin Valley counties. The FTIP presents federal funding agencies with manageable components for funding the long-range plan. The FTIP compiles individual projects and project lists from various sources. Any surface transportation project requiring federal funding or a federal action to proceed must be included in the FTIP.

Periodically, SJCOG in coordination with the other seven San Joaquin Valley MPOs process regionally significant amendments to the Regional Transportation Plan (RTP). Regionally significant RTP amendments are RTP amendments that allow changes (significant cost, scope, or schedule changes) to regionally significant capacity increasing projects (widening and capacity increasing interchange projects) within the SJCOG RTP. Examples of project changes that require regionally significant RTP amendments include:

- Change in the open to traffic year of a regionally significant project.
- Significant change to the scope of a regionally significant project.
- Significant cost changes that impact the scope of a regionally significant project.

NEXT STEPS:

- June 23, 2016 – Anticipated SJCOG board approval
- July 2016 – Anticipated State and Federal Approval of Amendment

Prepared by: Tanisha Taylor, Senior Regional Planner