



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue, Stockton, CA 95202

TECHNICAL ADVISORY COMMITTEE

**Thursday, August 12, 2021
10:00 A.M.**

<https://sjcog.zoom.us/j/97740373196>

Teleconference Number: 1-669-900-6833

Webinar ID: 977 4037 3196

Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID above.

Attention Callers: Please mute the call unless speaking

NOTICE **Coronavirus COVID-19**

*In accordance with Governor Newsom's Executive Order N-33-20, The San Joaquin Council of Governments and staff will be participating in this meeting via teleconference. In the interest of maintaining appropriate social distancing, members of the public may participate in the meeting electronically using the Zoom link, and shall have the right to observe and offer public comment at the appropriate time during this meeting. **To be recognized to speak, please use the "raise hand" or chat feature in Zoom.***

*We have also provided a call-in number, as identified on this Agenda, and encourage you to attend by telephone. To be recognized to speak, press *9 which will signal the moderator.*

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A G E N D A

1. Call to Order / Introductions / Roll Call
2. Minutes: June 10, 2021
3. Public Presentation

At this time, the public may address the Technical Advisory Committee on any non-agendized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item he or she is invited to address the Technical Advisory Committee at the time the item is up for consideration. A five-minute maximum time limit for a speaker will apply to all "items from the audience". The determination of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.

4. Technical Items: B through C are available for action by the committee. The left hand column identifies only recommendations from staff.

Action A. Consent Calendar Item D

Action B. Revised FY 2021-22 State Transit Assistance (STA) Revenue Estimate and Apportionment Schedule (Steve Dial)

Discussion C. 2022 State Transportation Improvement Program Process (Ryan Niblock)

CONSENT CALENDAR

Action D. Final SJCOG Regional Congestion Management Program (RCMP) Update (Travis Yokoyama)

5. Other Matters of Business

6. Meeting Adjourned to Thursday, September 9, 2021, at 10:00 a.m.

AGENDA ITEM 2



TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments • 555 E. Weber Avenue • Stockton, CA 95202
VIA TELECONFERENCE

Thursday, June 10, 2021

MINUTES

Present	Member Name	Jurisdiction	Present	Member Name	Jurisdiction
	Michael Chung	SJC			
X	Awni Taha	SJC	X	John Andoh	City of Escalon
X	Najee Zarif	SJC		Kimberly Gayle	SJRTD
	Eric Alvarez	City of Stockton		Juan G. Villanueva	Port of Stockton
X	Wes Johnson	City of Stockton		Tom Dumas	Caltrans D-10
X	Dodgie Vidad	City of Stockton		Josh Swearingen	Caltrans D-10
X	Georgia Graham	City of Lodi		Marlon Regisford	Caltrans D-10
X	Lyman Chang	City of Lodi	X	David Ripperda	SJRRC
	Juan Portillo	City of Manteca		John Cadrett	SJVAPCD
X	Koosun Kim	City of Manteca		Russell Stark	Stk. Metro Airport
X	Anju Pillai	City of Tracy			
	Ed Lovell	City of Tracy			
	Elizabeth Quilici	City of Ripon			
X	Michael King	City of Lathrop			

Alternates/Others: Miguel Mendoza, Stockton; Ray Deyto, Stockton

SJCOG Staff: Ryan Niblock, Senior Regional Planner; Christine Corrales, Senior Regional Planner; Shyla Solis, Programming Analyst; Travis Yokoyama, Associate Regional Planner; Isaiah Anderson, Assistant Regional Planner; Katy Castro, Administrative Technician.

1. Call Meeting to Order/Introductions:

Chair John Andoh called the meeting to order at 10:02 a.m. and roll was called.

2. Meeting Minutes from May 13, 2021:

It was moved/seconded (Ripperda/Zarif) to approve the meeting minutes from May 13, 2021. Motion passed unanimously by voice vote.

Najee Zarif asked for clarification on item 4B. He asked if Surface Transportation Block Grant (STBG) will be combined with STIP. Ryan Niblock stated that SJCOG's position is to keep them separate because each program has its own set of directions.

3. Public Presentation:

None.

4. Technical Items for Discussion and Action: B through E

Consent Calendar: None.

B. 2021 Measure K Ordinance and Expenditure Plan Amendment

Ryan Niblock stated that there are no changes since the last time he presented. SJCOG is asking for approval of the 2021 MK Ordinance and Expenditure Plan Amendment.

It was moved/seconded (Zarif/Ripperda) to approve the proposed amendment to the Measure K Ordinance and Expenditure Plan.

C. FY 2021-2022 Unmet Transit Needs Assessment

Joel Campos stated this year's assessment included two virtual public hearings, an online survey posted on SJCOG's website, a new email address for receiving comments, and downloadable English and Spanish paper surveys. The effort produced 17 comments on transit service from specific individuals. After a review of all comments with the Social Services Transportation Advisory Council, SJCOG found no unmet transit needs that were reasonable to meet.

It was moved/seconded (Graham/Vidad) to approve the recommendation that the SJCOG Board adopt the findings in the FY 2021-2022 Unmet Transit Needs Assessment Report.

D. FY 2021-2022 Election of Chair and Vice-Chair

It was moved/seconded (Andoh/Ripperda) to appoint Najee Zarif SJC as chair of the TAC.

It was moved/seconded (Graham/Andoh) to appoint David Ripperda SJRRC as vice-chair to the TAC.

E. Draft SJCOG Regional Congestion Management Program Policy Document

Travis Yokoyama reported that the update of the Regional Congestion Management Program (RCMP) Policy document removes state-specific mandates and specifically tailors the RCMP to address the Federal Congestion Management Process requirements. This resulted in modifications to the RCMP roadway network, the selection of specific performance measures, and establishment of an implementation process that facilitates performance-based planning and programming. In addition, optional performance measures have been added to better align with metrics required by Federal Highway Administration (FHWA).

Dodgie Vidad asks for clarification on the speed/safety metrics. Travis Yokoyama stated that the speed data relates to 60 percent of free full speed. Mr. Vidad asked if speed is replacing Level of Service (LOS). Mr. Yokoyama stated that speed travel metrics will be used as identifying congestion.

This item was for information only.

5. Other Matters of Business:

Ryan Niblock asked TAC members for their feedback on going back to in-person meetings. TAC members agreed to have in-person meetings quarterly and the rest through zoom.

6. Adjournment: There being no further business to discuss. The meeting was adjourned at 10:34 a.m. to Thursday, August 12, 2021.

AGENDA ITEM **4B**



August 2021
TAC

STAFF REPORT

SUBJECT: Revised Fiscal Year 2021-2022 State Transit Assistance Revenue and Apportionment Schedule

RECOMMENDED ACTION: Recommend the Board adopt the Revised FY 21-22 STA Estimated Revenue and Apportionment Schedule

DISCUSSION:

Background

In March of 2021, the SJCOG Board adopted a State Transit Assistance (STA) revenue estimate for Fiscal Year 2021-2022 based on the State Controller's estimate issued in January of 2021. The original estimate was \$1,244,359 of 99314 funds and \$5,341,234 of 99313 funds. The State Controller's Office has issued a revised revenue estimate for San Joaquin County based on new revenue estimates included in the California state budget. The State Transit Assistance Fund receives revenue from the sales tax on diesel fuel. The operator revenue basis used for the revision is the same revenue basis used for the preliminary estimate in January and frozen at that level by legislation. The new estimate is based on an increased final State Budget revenue amount enacted June 28, 2021.

The new estimate is \$1,515,830 of 99314 funds and \$6,642,523 of 99313 funds. The revised estimate overall is 24.7% higher than the original estimate. The 99314 funds increased by \$271,471 while the 99313 funds decreased by \$1,301,289

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 qualifying revenue amounts for each STA-eligible operator, determined from annual reports submitted to the Controller pursuant to PUC section 99243.

State Transit Assistance is funded through the California budget process. The state originally budgeted \$549,330,000 for STA. The revised STA Funds budget is \$669,172,000. The SCO anticipates the first quarter's allocation will be paid by November 30, 2021.

Attached are tables detailing the Revised FY 2021-22 STA Revenue Estimate and apportionments. The specific apportionments for each claimant are detailed in Table II.

RECOMMENDATION:

The TAC Committee recommend to the board adoption of the Revised FY 21/22 STA Revenue Estimate and apportionments.

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 a more accurate allocation estimate for claiming purposes in FY 21-22.

TABLE 1					
STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS					
FISCAL YEAR: 2021-2022 (7-30-21)					
<u>REVISED STA Apportionment Estimate</u>				FY21-22 Prelim Estimate (Jan 2021)	Change
ESTIMATED REVENUE	FY 2021-22	PTA 99313	6,642,523	5,341,234	1,301,289
		PTA 99314	1,515,830	1,244,359	271,471
		Total	8,158,353	6,585,593	1,572,760
RECOMMENDATIONS					
I. LESS PUC 99314 ALLOCATIONS					
		<u>PTA</u>		PUC 99314	PUC 99314
				20-21	Change
	Escalon	3,049		2,503.00	546
	Lodi	52,148		42,808.00	9,340
	Manteca	4,571		3,752.00	819
	Ripon	2,604		2,138.00	466
	Tracy	11,424		9,378.00	2,046
	San Joaquin Regional Transit District	596,570		489,730.00	106,840
	San Joaquin Regional Rail Commission	845,464		694,050.00	151,414
II. BALANCE AVAILABLE FOR APPORTIONMENT					
	BY AREA - PUC 99313		6,642,523	5,341,234.00	1,301,289
A. REGIONAL APPORTIONMENT					
	<i>2% COG TRANSIT PLANNING</i>	132,850		106,825	26,025
B. REGIONAL TRANSIT SYSTEM PURPOSES					
	99313 Regional Transit Systems Apportionment		6,509,673	5,234,409.32	1,275,263.68
<i>Reserved for Weekend Bart and Mountain House Services¹</i>			-63,171		
Remaining 99313 Regional Transit Systems Apportionment			6,446,502		

Note: STA allocation estimate based on State Controller's Office apportionment letter dated January 28, 2021.

¹ Exact expenditures to be determined

TABLE 2									
<u>REVISED</u> FY21-22 REVENUE APPORTIONMENTS									
CLAIMANTS	Ridership FY 17/18	Ridership % FY 17/18 ¹		Transit Appt. PUC 99313	BART ² Wknd Svc	Area Appt. PUC 99314	TOTAL AGENCY APPTORTIONMENT	<i>FY21-22 Prelim. Estimate</i>	<i>Total Change</i>
SJRTD	3,403,527	70.87%		\$ 4,568,648	\$ 63,171	596,570	5,228,389	4,217,767	1,010,622
LODI	301,666			\$ -		52,148	52,148	42,808	9,340
MANTECA	61,679			\$ -		4,571	4,571	3,752	819
TRACY	167,702			\$ -		11,424	11,424	9,378	2,046
RIPON	1,685	-		\$ -		2,604	2,604	2,138	466
ESCALON	3,262	-		\$ -		3,049	3,049	2,503	546
SJRRC	1,398,954	29.13%		\$ 1,877,854		845,464	2,723,318	2,200,422	522,896
RIDERSHIP	5,338,475	100.00%		6,446,502	63,171	1,515,830	8,025,503		
SJCOG									
TRANSIT PLANNING							132,850	106,825.00	26,025
TOTAL				6,446,502	63,171	1,515,830	8,158,353	6,585,593	1,572,760

Source: ¹ Audited FY 17/18 ridership figures

² Exact expenditures to be determined

AGENDA ITEM **4C**



August 2021
TAC

STAFF REPORT

SUBJECT: 2022 State Transportation Improvement
Program Process

RECOMMENDED ACTION: Discussion Only

SUMMARY:

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects funded with revenues from the State Highway Account and other funding sources. The California Transportation Commission (CTC) is finalizing its 2022 STIP fund estimate and anticipated amounts available to the San Joaquin region are expected to be available for discussion by the time of the August Technical Advisory Committee meeting. The 2022 STIP will cover Fiscal Years 2022-23 through 2026-27, however, nearly all new funding capacity will be in Fiscal Years 2024-25 through 2026-27.

RECOMMENDATION:

Discussion only.

FISCAL IMPACT:

None at this time.

BACKGROUND:

The CTC adopts a new STIP every two years. The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System funded with revenues from the State Highway Account and other funding sources. As part of the STIP development process, each region in California is required to develop a Regional Transportation Improvement Program (RTIP), which consists of the region's priorities for funding through the STIP. Concurrent with the RTIP development at the regional level, Caltrans works to put together the Interregional Transportation Improvement Program (ITIP) consisting of interregional priorities set by Caltrans in collaboration with the regions. Caltrans merges the region's RTIPs and Caltrans' ITIP into the statewide STIP document and submits it to the CTC for approval.

The STIP is generally our region's largest source of capital funding besides the Measure K program. STIP funding may be used for highway/roadway widening, traffic operational improvements, and transit capital improvements. All project development phases from environmental through construction are eligible for funding. A new project must have a Project Study Report (PSR) or equivalent to support the programming of project costs.

2022 STIP Fund Estimate Expectations

The CTC is finalizing its 2022 STIP fund estimate and anticipated amounts available to the San Joaquin region are expected to be available for discussion by the time of the August Technical Advisory Committee meeting. The 2022 STIP will cover Fiscal Years 2022-23 through 2026-27, however, nearly all new funding capacity will be in Fiscal Years 2024-25 through 2026-27.

For reference, the region’s previous STIP commitments (from the 2020 STIP document) are summarized in Table 1 below. It should be noted that the table only shows STIP funding for projects, and not total project funds. Each project listed is experiencing some degree of funding shortfall to complete phases in progress.

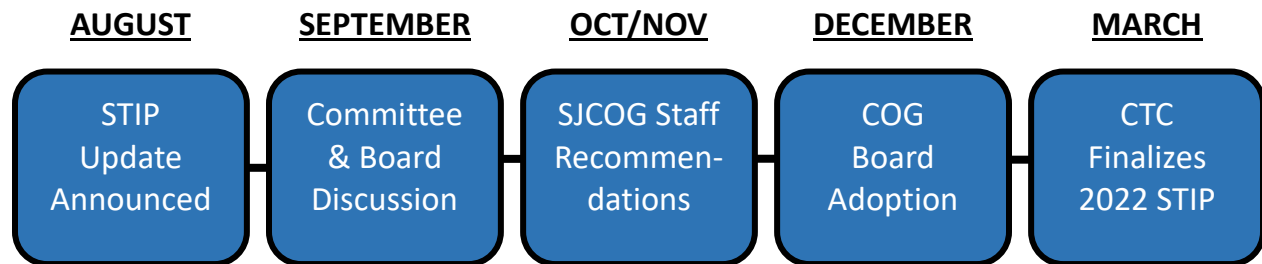
Table 1: 2020 STIP Programming – San Joaquin County

Project	Phase	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Rt 99/120 Connector, Phase 1A	ROW, CON	\$0	\$10,142	\$0	\$0	\$0
Rt 99/120 Connector, Phase 1B	CON	\$0	\$0	\$0	\$7,893	\$0
Rt 205 Managed Lanes	PS&E	\$0	\$0	\$26,000	\$0	\$0
Planning, programming, and monitoring	----	\$290	\$290	\$290	\$290	\$291
Total:	----	\$290	\$10,432	\$26,290	\$8,183	\$291

Note: dollars are shown in thousands.

Tentative 2022 STIP Schedule

The 2022 STIP final schedule and fund estimate are planned for adoption by the CTC at their August 18-19, 2021, meeting. SJCOG staff will be evaluating project candidates for the 2022 STIP shortly after the CTC adoption of the fund estimate. The intention is to have projects selected by October 2021, with SJCOG Board adoption of the 2022 RTIP in December 2021, and submission to the CTC by the December 2021 deadline. A tentative schedule of the 2022 STIP development process is shown below:



Milestone	Anticipated Date
CTC Adopts Fund Estimate	August 18, 2021
Development of SJCOG Staff Recommendations	August 19 - October 15, 2021
Preparation of Draft RTIP document	September - November 2021
30-Day Public Notice of Comment Period to Newspapers	October 11, 2021
30-Day Public Comment Period Begins	October 18, 2021
TAC Adoption of Draft RTIP	November 9, 2021
Public Hearing and SJCOG Board Adoption of Draft RTIP	November/December 2021
RTIPs and ITIPs due to Caltrans	December 15, 2021
CTC publishes staff recommendations	February 28, 2022
CTC adopts STIP	March 2022

ATTACHMENTS:

None.

Prepared by: Ryan Niblock, Deputy Director of Programming & Project Delivery

AGENDA ITEM **4D**



August 2021
TAC

STAFF REPORT

SUBJECT: Final SJCOG Regional Congestion Management Program (RCMP) Update

RECOMMENDED ACTION: Recommend the SJCOG Board Approve the Final RCMP

SUMMARY:

The final Regional Congestion Management Program (RCMP) update removes state Congestion Management Program-specific mandates, updates the RCMP roadway network and performance metrics, and reformats the RCMP update to align with the steps of the Federal congestion management process. SJCOG met the threshold for becoming exempt from the State Congestion Management Program in August 2020 (A resolution, finding SJCOG met this threshold, will accompany the final RCMP update to SJCOG's Board for approval). Detailed descriptions of those changes and background information were included in the June 2021 board [staff report](#) when the draft RCMP update was made available for review. This draft was forwarded to a steering committee of jurisdiction staff, and to SJCOG's Technical Advisory Committee (TAC), where no comments were received. The final RCMP update is available for [download](#). Once approved, the final RCMP update will replace the draft on the RCMP page: <https://www.sjcog.org/398/Regional-Congestion-Management-Program-R>.

RECOMMENDATION:

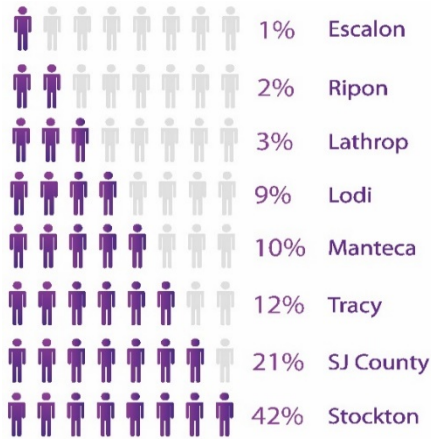
SJCOG staff requests this committee recommend that SJCOG's Board approve the final RCMP update.

FISCAL IMPACT:

The update to the RCMP is funded through element 801.04 of SJCOG Overall Work Program. Sufficient funds have been programmed in both the FY 20-21 and FY 21-22 to complete the project.

BACKGROUND:

In December 2019, the board approved R-20-16 and authorized the executive director to start the process of becoming exempt from the state Congestion Management Program. R-20-16 recommended San Joaquin County jurisdictions adopt resolutions to opt out of state Congestion Management Program.

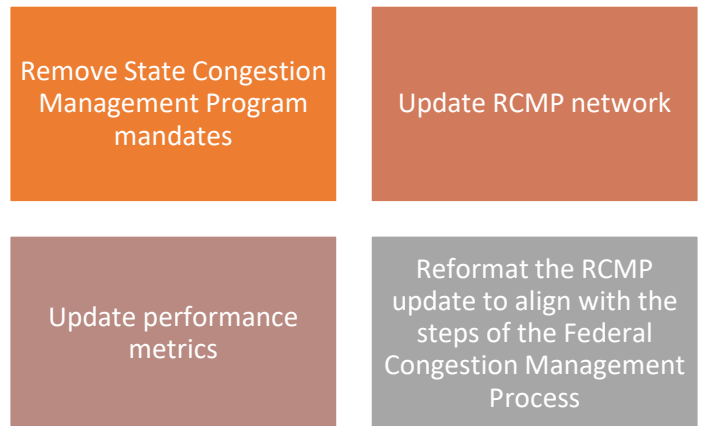


Pursuant to California Government Code 65088.3, SJCOG can become exempt from the state Congestion Management Program if the majority of jurisdictions that account for the majority of San Joaquin County’s population pass resolutions to become exempt from the state Congestion Management Program. To the left, is a figure from December 2019’s [staff report](#) illustrating the percentage of the county’s population per jurisdiction.

To date, all cities of San Joaquin County have passed their own resolutions to become exempt from the state Congestion Management Program, equaling 79% of San Joaquin County’s population. SJCOG has been in discussions with San Joaquin County. The county intends to present to the board of supervisors a resolution to become exempt from the state Congestion Management Program along with a General Plan Text Amendment by the end of the calendar year 2021. Their General Plan Text Amendment ensures the county’s General Plan does not conflict with the revised Regional Congestion Management Program’s performance measures.

To the right, a figure illustrating the highlighted changes to the RCMP update. For more information, please refer to the June 2021 Board [staff report](#).

Since no comments from a steering committee of jurisdiction staff for this RCMP update and TAC were received, staff finalized the RCMP update.



ATTACHMENTS:

None.