

## STAFF REPORT

**SUBJECT:** 2022 Regional Transportation Improvement Program

**RECOMMENDED ACTION:** (1) Approve the 2022 Regional Transportation Improvement Program and Other Funding Recommendations as shown in Table 1  
(2) Adopt Resolution R-22-40

### SUMMARY:

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects. Approximately \$5,232,000 in funds are available for projects in the region in the 2022 STIP. Each region in California is required to develop a Regional Transportation Improvement Program (RTIP) consisting of the region's priorities for funding. The region's RTIP document is submitted to the California Transportation Commission (CTC) for review and approval after being combined with the final STIP.

SJCOG staff informed the SJCOG Board and committees that the funding needs for projects in the region far exceed the amount of STIP funds available. SJCOG staff identified additional funding sources, which are unrelated to the STIP process, but have been released at the same time and are available for programming to projects. These fund sources include:

- \$4,449,000 in Local Partnership Program (LPP) funds.
- \$1,330,162 in Highway Infrastructure Program (HIP) funds.
- \$3,300,215 in state-administered Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, and
- \$3,244,451 in federally administered CRRSAA funds.

Based on feedback received from committees and the SJCOG Board, staff has prepared a comprehensive funding strategy that utilizes the funds available to address the highest priority needs in the region, while keeping strategic opportunities open to leverage other funds.

### RECOMMENDATION:

SJCOG staff recommends approval of the Draft 2022 RTIP and funding recommendations. Upon receiving SJCOG Board approval, SJCOG staff will transmit the approved document to the CTC for inclusion in the statewide 2022 STIP.

## **FISCAL IMPACT:**

The recommendation would result in the programming of \$16,206,828, including STIP, LPP, HIP and CRRSAA funds.

## **DISCUSSION:**

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. While a wide array of project "types" are eligible for STIP funding — such as highway and roadway widening, traffic operational improvements, transit capital improvements, and local road/interchange improvements — the SJCOG Board has traditionally focused STIP funds on the highest state highway priorities. This has been a strategic investment decision to seed projects with STIP funds and leverage other funds. Another factor is the strict "timely use of funds" deadlines, which provides little flexibility for unforeseen project delays and in worst cases can jeopardize millions of dollars in the region if the project fails to deliver as promised.

All project development phases from environmental through construction are eligible for funding. A new project must have a project study report or equivalent to support the programming of project costs.

## **Recap of Funds Available for Programming**

**2022 STIP Fund Estimate Details:** The CTC circulated its 2022 STIP fund estimate. 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. Per the adopted 2022 STIP fund estimate (less commitments to Santa Barbara County Association of Governments and SJCOG Planning/Monitoring), SJCOG is allowed to program up to \$5.23 million in FYs 24-25 thru 26-27.

## **Other Fund Sources for Discussion**

In addition to the STIP, the state of California has other funding programs that are available. SJCOG staff has been evaluating these other funding programs in concert with the STIP process. It is important to consider the various eligibility and timely use of funds limitations that will differ among the programs. Additional funding is available as described below.

Local Partnership Program (LPP) funds. The LPP is a program established under Senate Bill 1 and administered by the CTC that issues a formula share of funds to counties that have passed a regional sales tax for transportation. Per the most recent distribution of funds, \$4,449,000 is available to SJCOG for programming.

Highway Infrastructure Program (HIP) funds. The Caltrans-administered HIP was authorized with the intent to construct highways, bridges and tunnels. Per the most recent distribution of funds, \$1,330,162 is available to SJCOG.

State-Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. A total of \$3,300,215 in state-administered CRRSAA funds is available to SJCOG.

Federal-Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. A total of \$3,244,451 in federally administered CRRSAA funds is available to SJCOG.

## **Inventory of Project Funding Needs/Shortfalls**

SJCOG has typically sought to complete funding phases for the region's highest priority projects through the STIP. In recent years, this has meant making recommendations in support of the State Route 99/120 Connector project and the Interstate 205 Managed Lanes project. In both cases, these projects continue to experience funding shortfalls. These shortfalls (which are working level figures, subject to change as design proceeds) are:

- SR 99/120 Connector, Phase 1A (Construction) – **\$8,925,000.**
- SR 99/120 Connector, Phase 1B (Construction) – **\$25,000,000.**
- I-205 Managed Lanes (Design) – **\$30,000,000.**

If funding shortfalls are addressed this year, the SR 99/120 Connector project Phase 1A can go to construction in spring 2022 and construction for Phase 1B can possibly begin a year after. SJCOG staff notes that the urgency for funding the I-205 Managed Lanes design phase (shortfall) is not as pressing when compared to the SR 99/120 Connector project.

Additionally, SJCOG staff has received information from local partners identifying shortfalls on the following Measure K projects:

- City of Lodi's SR 99/Turner Road Interchange Project (Construction Phase) – Shortfall of **\$3.1 million.** The SR 99/Turner Road Interchange Project will be ready to list in fall or winter 2021. The Measure K Regional Arterial allocation (from Lodi) is \$4.2 million.
- City of Tracy's Project Requests:
  - I-580/International Parkway/Patterson Pass Road (Construction Phase) – Shortfall of **\$3.5 million.** The I-580/International Parkway Patterson Pass Road's construction schedule is spring 2022. The project currently has \$2.5 million in Measure K funds programmed for right-of-way and construction purposes.
  - Corral Hollow Road and Linne Road Intersection Improvements (Land Acquisitions and Construction Phase) – Shortfall of **\$3.1 million.**
  - I-205/Chrisman Road Interchange (Plans, Specifications, and Estimates Phase) – Shortfall of **\$2.6 million.**
- City of Stockton's Project Requests:

- California Street Road Diet (Construction Phase) – Shortfall of **\$2.0 million**. Project is partially funded by Measure K and the Active Transportation Program and is prepared to enter construction.
- Bus Rapid Transit Phase V (Construction Phase) – Shortfall of **\$1.0 million**. Project is partially funded by Congestion Mitigation Air Quality funds and is prepared to enter construction.

**Figure 1: SR 99/120 Connector, Phase 1A**

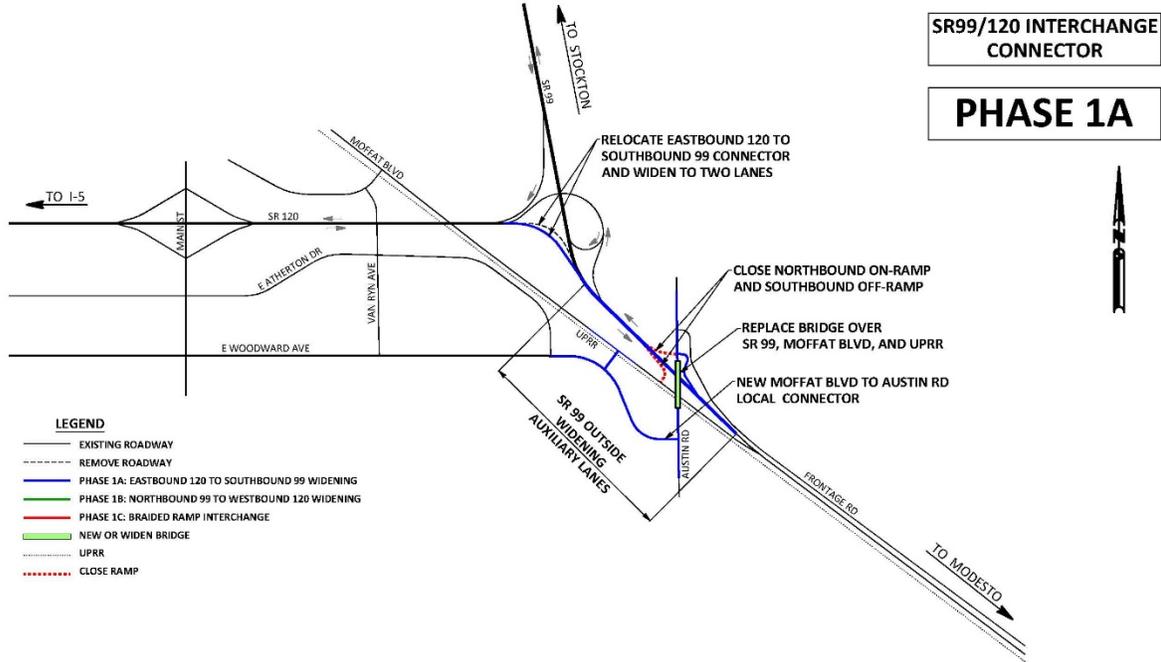


Figure 2: SR 99/120 Connector, Phase 1B

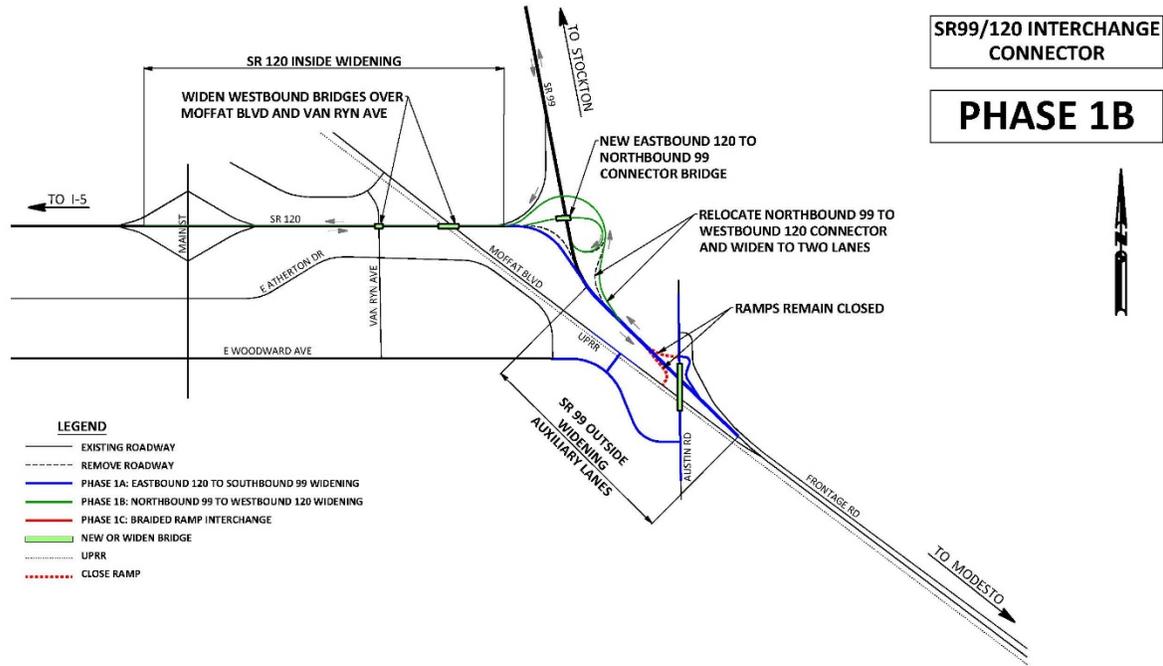
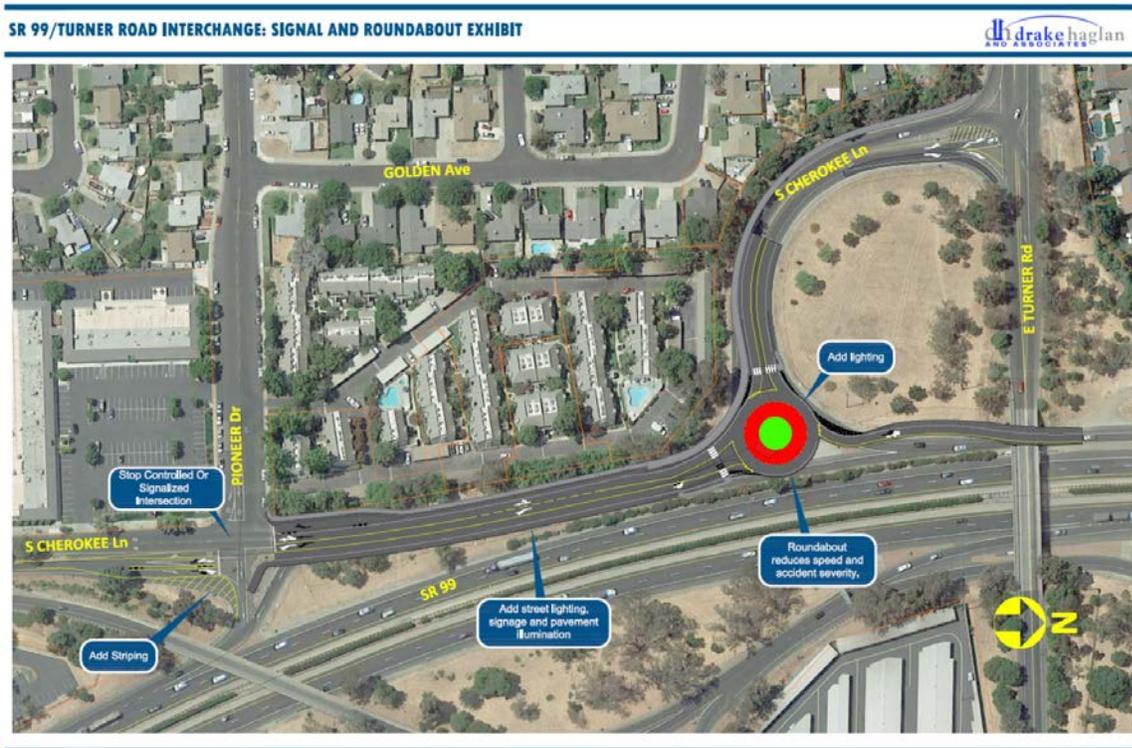
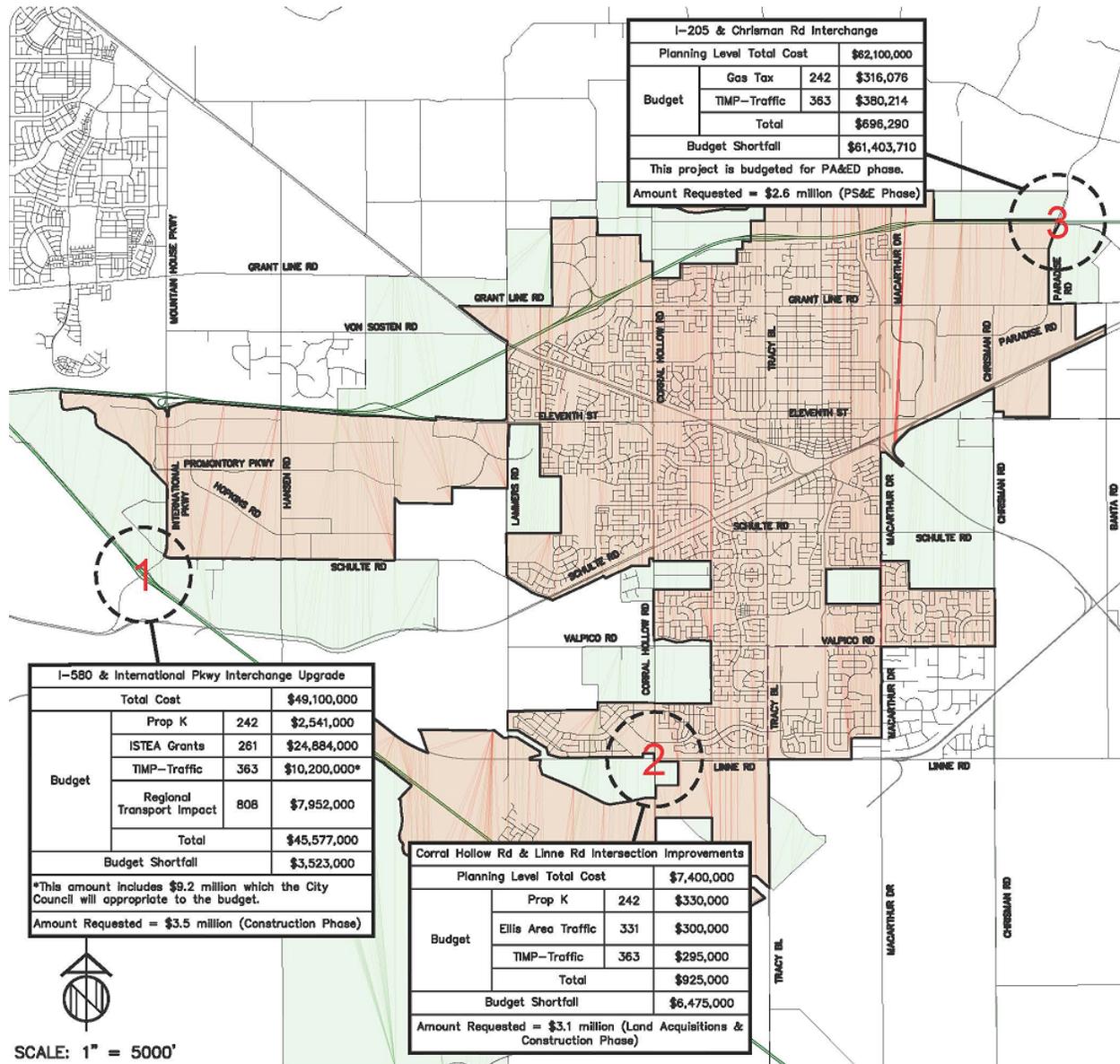


Figure 3: SR 99/Turner Road Interchange



**Figure 4: City of Tracy Projects**



**Feedback from Committees and Board:**

SJCOG staff received comments from committees regarding project priorities and various criteria for consideration. In random order, comments included:

1. State Route 99/120 is a high priority for the region due to its safety and mobility benefits, and next-year construction date.
2. Strategy should consider opportunities to leverage other funds on projects.
3. "Construction ready" is a reasonable priority as compared to projects in early phases of project development (e.g., environmental, design).

4. While STIP programming has focused on state highway projects, investment in local roads needs to be a consideration in overall programming decision. Local roads should not be overlooked.

## **Proposed Programming for 2022 RTIP and Additional Fund Sources**

In October, committees provided additional feedback. Comments received included:

- Should SJCOG backfill local development funding commitments for I-580/International Parkway?
- Is it too risky to leave a shortfall on the construction phase of SR 99/120 Phase 1A?
- Is the \$100,000 formula amount for Ripon, Lathrop and Escalon too small for onerous administrative process for the federal funding process? Can flexibility be given for fund exchanges?
- Why can't the state-CRRSAA funds be used for the local rehabilitation/local roadway formula instead of federal-CRRSAA, given that many local projects needs may not be eligible for federal aid?
- SJCOG also received notice from the city of Stockton requesting consideration of CRRSAA funding to its California Street Road Diet and Bus Rapid Transit Phase V projects.
- Additionally, after the committee meetings, SJCOG learned that CTC is making some attempts to reduce the administrative burden on state-CRRSAA.

Based on feedback received, SJCOG staff is recommending the following, which is summarized in Table 1:

- **Federal-CRRSAA funds (\$3,244,451) and HIP funds (\$1,330,162) assigned to the SR 99/120 Connector Project, Phase 1A**
  - The SR 99/120 Connector project is the region's highest priority regionally significant project and has funding shortfalls that, if filled, allows the project to go into construction quickly.
  - Federal-CRRSAA and HIP funds could be used to offset the \$8.9 million construction shortfall, with the balance coming from other federal funding sources and the Measure K State Highway Program (bond). This is a change from the State-CRRSAA recommendation from last month, due to emerging news that CTC is streamlining procedures for the state-CRRSAA.
- **STIP funds (\$5,232,000) requested for the SR 99/120 Connector project, Phase 1B**
  - The SR 99/120 Connector project is the region's highest priority regionally significant project and has funding shortfalls that, if filled, allows the project to go into construction quickly.
  - As a state highway to state highway connection, this project can navigate the rigorous STIP procedures, which involves various stages of approval and strict deadlines set by the California Transportation Commission.
  - Assigning \$5,232,000 in STIP to Phase 1B gives SJCOG some time to leverage other funds to backfill the remaining shortfall of \$20 million.

- **State-CRRSAA funds (\$3,330,215) formula distribution to Local Partners (with encouragement of “funding swaps”)**
  - Based on feedback received from committees, investment in local roads needs to be a consideration in overall programming decision.
  - Additionally, it is important to mention that cities and counties have been receiving direct allocations from the State Controller’s Office for coronavirus relief funds. None of those allocations came through SJCOG. Transit agencies also have been receiving COVID-19 relief funds through other agencies.
  - Committee members noted that some local projects are not federalized and may benefit by using state-administered funds rather than federally administered funds. SJCOG staff therefore made a change from last month’s recommendation to have state-CRRSSA funds be used here. SJCOG will help coordinate and facilitate any agency interested in funding swaps with another agency. Such swaps will need to come back to SJCOG Board for approval.
  - SJCOG staff recommends: Split the funds via the Measure K distribution formula for local streets and roads projects. Using this formula, 50% of funds would be assigned for county roads and 50% to the cities with a minimum guarantee of \$100,000 going to agencies. Based on this split, funds would be assigned as follows:

Escalon	\$100,000
Lathrop	\$100,000
Lodi	\$161,275
Manteca	\$204,831
Ripon	\$100,000
Stockton	\$752,705
Tracy	\$231,296
County	\$1,650,108
<b>Total</b>	<b>\$3,300,215</b>

- **A portion of LPP funds (\$3,100,000) assigned to the SR 99/Turner Road Interchange**
  - The SR 99/Turner Road project is ready for construction immediately.
  - The project already uses LPP funds, so the process for assigning additional LPP funds to fill the funding shortfall would be streamlined.
  - If there are any cost savings from SR 99/Turner, SJCOG staff proposes it would go toward the SR 99/120 project.
- **Remainder of LPP funds (\$1,349,000) left unprogrammed until early next year as the funding need for SR 99/120 is revisited.**
  - Due to the uncertain nature of leveraging additional funds for SR 99/120 Construction Phase 1A, SJCOG staff believes it is prudent to reserve the remaining LPP funds for future programming early next year. SJCOG staff recommends the first consideration will be to SR 99/120 Construction Phase 1A. Should these funds not be needed for Phase 1A, SJCOG staff recommends reconsideration be given to Measure K projects in construction as a priority. While Tracy and Stockton have sent requests for funding needs, SJCOG staff asserts the highest priority is SR

99/120 Phase 1A. Stockton and Tracy could utilize CRRSAA funds toward those needs (if the SJCOG Board approves the CRRSAA allocation). Because the decision does not need to be made now on the \$1.349 million, staff proposes it come back to the Board if no other state/federal funds can be leveraged for SR 99/120 Phase 1A.

**Table 1: Programming Summary**

<b>Project Name</b>	<b>Phase</b>	<b>Fund Type</b>	<b>Agency</b>	<b>Amount</b>
SR 99/120 Connector Project, Phase 1A	Construction	HIP Federal-CRRSAA	SJCOG	\$1,330,162 \$3,244,451
SR 99/120 Connector Project, Phase 1B	Construction	STIP	SJCOG	\$5,232,000
SR 99/Turner Interchange Project	Construction	LPP	Lodi	\$3,100,000
Local Projects	N/A	State-CRRSAA	<i>Escalon</i>	<i>\$100,000</i>
			<i>Lathrop</i>	<i>\$100,000</i>
			<i>Lodi</i>	<i>\$161,275</i>
			<i>Manteca</i>	<i>\$204,831</i>
			<i>Ripon</i>	<i>\$100,000</i>
			<i>Stockton</i>	<i>\$752,705</i>
			<i>Tracy</i>	<i>\$231,296</i>
			<i>County</i>	<i>\$1,650,108</i>
			<b>Subtotal</b>	<b>\$3,300,215</b>
<b>Total:</b>	----	----	----	<b>\$16,206,828</b>

The 2022 RTIP document, which includes programming recommendation for 2022 STIP funds, can be found on the SJCOG website at: [www.sjcog.org/rtip](http://www.sjcog.org/rtip).

**COMMITTEE ACTIONS:**

SJCOG staff presented its recommendations to technical committees and the following action was taken:

- Technical Advisory Committee unanimously approved staff’s recommendation, with an amendment to include SJCOG as a potential fund swap partner with local agencies as it relates to CRRSAA funds.
- Management and Finance Committee unanimously approved staff’s recommendation.
- Executive Committee approved staff’s recommendation on a 4-1 vote. The dissenting vote occurred because Boardmember Rickman had additional questions.

**ATTACHMENTS:**

- Resolution R-22-40



## **RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS**

**R-22-40**

### **RESOLUTION ADOPTING THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SAN JOAQUIN REGION**

WHEREAS, the San Joaquin Council of Governments is the officially designated Metropolitan Planning Organization and Regional Transportation Planning Agency for San Joaquin County and, as such, is required to prepare and adopt a Regional Transportation Improvement Program every two years; and

WHEREAS, on August 18, 2021 the California Transportation Commission adopted the 2022 STIP fund estimate; and

WHEREAS, the San Joaquin Council of Governments has prepared a Regional Transportation Improvement Program which respects this fund estimate; and

WHEREAS, the proposed program of projects has been circulated and reviewed by the San Joaquin Council of Governments' member agencies representing their technical and management staffs as well as Caltrans' District 10 staff; and

WHEREAS, the proposed program of projects has been circulated and reviewed by the San Joaquin Council of Governments' member agencies representing their technical and management staffs as well as Caltrans' District 10 staff; and

WHEREAS, the proposed program of projects is consistent with SJCOG's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy, and the Conformity Analysis for the 2021 Federal Transportation Improvement Program, as amended; and

WHEREAS, the Draft Regional Transportation Improvement Program was posted online to allow and encourage all interested parties to review and comment on the draft Regional Transportation Improvement Program prior to adoption by the San Joaquin Council of Governments.

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby endorse and adopt the five-year Regional Transportation Improvement Program covering the fiscal years (FY) 2022/23 through FY 2026/27.

PASSED AND ADOPTED this 9th day of December 2021, by the following vote of the Board of the San Joaquin Council of Governments.

AYES:

NOES:

ABSENT:

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LEO M. ZUBER  
Chair