

STAFF REPORT

SUBJECT: Congestion Mitigation and Air Quality
Program: Funding Recommendations for
Federal Fiscal Years 18/19, 19/20, and 20/21

RECOMMENDED ACTION:

- (1) Approve the Scoring Committee's programming recommendations, including the use of a half-year of funding from FY 20/21
- (2) Approve 2017 Federal Transportation Improvement Program Amendment #7 and adopt Resolution R-17-23
- (3) Approve the Scoring Committee's policy recommendation regarding project savings and defunded projects
- (4) Approve SJCOG staff's recommendation to extend the policy regarding project savings and defunded projects for the CMAQ program in the FTIP
- (5) Work with Scoring Committee to bring back a recommended process for substituting projects with greater community impacts

DISCUSSION:

The San Joaquin Council of Governments (SJCOG) has completed the Board-approved Congestion Mitigation and Air Quality (CMAQ) Project Selection Process and has selected the attached list of projects as those proposed for programming in the 2017 Federal Transportation Improvement Program (FTIP). The recommended list of projects is for the CMAQ funding cycle covering FFYs 2018/19, 2019/20, and 2020/21 and includes \$29.4 million to be programmed in CMAQ funds for new projects. The CMAQ program funds transportation projects or programs that reduce carbon monoxide, ozone and particulate matter emissions. Examples of CMAQ-funded projects include alternative fuel vehicles, transit projects, bicycle/pedestrian projects, traffic signal synchronization and signal installation projects, as well as intermodal freight facility projects.

FISCAL IMPACT:

Approval of the 2016 CMAQ funding recommendations will result in \$29.4 million in CMAQ funds to be programmed in FFYs 2018/19, 2019/20, and 2020/21 of the SJCOG 2017 FTIP.

BACKGROUND:

CMAQ Funding Availability

With the adoption of the 2017 FTIP comes new CMAQ funds for programming in the two new (outer) years of the 4-year FTIP period (FYs 2018/19 and 2019/20). When combined with un-programmed balances of CMAQ funds remaining FYs 2016/17 and 2017/18, approximately \$23.65 million in CMAQ funds were available to conduct a Call for Projects for the 2016 CMAQ funding cycle. It is important to note that these are the initial estimates provided by Caltrans based on current appropriations, and that actual apportionments are subject to change every year as the end of each fiscal year approaches. For this reason, the SJCOG Board approved a recommendation to make a half-year of funding from FY 20/21 also available for the purposes of this Call for Projects. Based on current estimates, a half-year of funding from FY 20/21 would be approximately \$5.5 million. This recommendation served two purposes: (1) protection against fluctuating apportionment levels, and (2) maximize the ability for the region to advance projects if a shelf list is identified in FY 20/21.

CMAQ Call for Projects and Scoring Committee Recommendations

Based on funding estimates received from Caltrans and the Board-approved CMAQ Scoring Criteria, SJCOG issued a CMAQ Call for Projects on November 9, 2016. At the close of the application filing period (January 27, 2017), SJCOG received 17 project applications requesting \$29,355,426 in CMAQ funding.

SJCOG formed the 2016 CMAQ Scoring Committee – whose membership is made up of representatives from our partner agencies – to review, score and rank the CMAQ applications submitted for the 2016 CMAQ Call for Projects. The Scoring Committee met on March 1, 2017. At their meeting, the Scoring Committee scored and ranked all applications based on the SJCOG Board-approved 2016 Scoring Criteria. SJCOG staff then prepared a ranked list of projects based on the Scoring Committee recommendations.

It was the opinion of the scoring committee that all of the projects submitted as part of the Call for Projects were of high quality with respect to air quality benefit. The average cost effectiveness of the projects submitted was \$2.56 per pound of emissions reduction. Given that the eight San Joaquin Valley Metropolitan Planning Organizations adopted a CMAQ Cost Effectiveness policy, requiring that 20 percent of CMAQ funds available meet a cost-effectiveness threshold of \$30 per pound. The projects submitted as part of the 2016 Call for Projects do exceed the cost-effectiveness threshold. With this level of air quality improvement expected, and with sufficient funding availability (assuming the use of the half-year of funding from FY 20/21), the CMAQ Scoring Committee recommended that all projects submitted be funded through the 2016 CMAQ Call for Projects. Further, the CMAQ Scoring Committee recommended that should any project savings

be realized, or should any agencies elect not to proceed with their projects, the associated funds would be made available for the next CMAQ Call for Projects in 2018 (i.e., funding will not be available for cost overruns or high bids).

Additional Considerations from the CMAQ Scoring Committee

Projects submitted with the highest cost-effectiveness scores (i.e., high cost per pound of emission reduction) included sidewalk gap closures near schools, substantial bicycle facility improvements, and roundabouts. Though these projects offer a lower “bang-for-buck” than others submitted, each offers benefits in addition to traffic flow and air quality improvement. By funding the bicycle and pedestrian projects submitted, SJCOG would be completing a funding package for projects that were previously awarded Active Transportation Program funds by the SJCOG Board to complete environmental and/or design work. Award of CMAQ funds for construction of these projects will accelerate their timeline for completion, as funding through the Active Transportation Program is not as readily available as CMAQ funds. By funding the roundabout projects in San Joaquin County, SJCOG would be contributing to a cross-jurisdictional effort between San Joaquin County and Caltrans to convert all-way stop controlled intersections on state highways to roundabouts. In the case of the roundabout projects, and the bicycle and pedestrian projects, the safety of all travelers at these project locations would be improved.

Lastly, it should be noted that as part of the CMAQ Scoring Committee, San Joaquin County staff has requested future technical review of the air quality calculation methodology for roundabouts. It is County staff’s position that air quality scoring produced by the California Air Resources Board’s calculation tool does not fully capture the air quality benefits offered by roundabouts. As such, SJCOG staff have committed to reconvene the CMAQ Scoring Committee for a technical review of this tool immediately following the completion of the 2016 Call for Projects process.

Additional Considerations from SJCOG Staff

Building on the CMAQ Scoring Committee’s recommendation that funding associated with project savings or defunded projects be made available for the next CMAQ Call for Projects, SJCOG staff recommends that this policy be extended to not only the 2017 projects but include all projects in the FTIP (and related amendments). This recommendation would supersede/eliminate any existing policy that would allow for CMAQ project cost savings to be considered for existing projects prior to the 2016 Call for Projects.

Because CMAQ projects are funded through a scoring system that is heavily influenced by a project’s cost-effectiveness ratio, it is SJCOG staff’s position that the application of savings to an existing project changes that project’s cost-effectiveness ratio, and impacts the integrity of the competitive CMAQ Call for Projects process. Additionally, due to San Joaquin County’s non-attainment status for ozone and carbon monoxide, this region receives CMAQ funding 68 percent higher than its populations share. These funds are awarded to address the severe air quality challenges this region faces. As such, it is SJCOG staff’s position that CMAQ should be used to fund the best possible projects with respect to air quality benefit, and not be used in a way that compromises the competitive CMAQ Call for Projects process.

Furthermore, SJCOG recognizes the efforts of the CMAQ Scoring Committee to rank projects. Even though the scoring criteria and application form went through revisions prior to the call, one of the significant take-aways from this 2017 process was that many applicants were very surprised on how project ended up scoring. In fact, out of a 95-point maximum score, seven of the projects recommended for funding (by the Scoring Committee) received less than 15 points. Two projects received only 3 points. To SJCOG staff, there may be an irregularity from the changes to the application form that resulted in unforeseen results. As a result, the Scoring Committee members relied on cost-effectiveness air quality benefit as the primary factor in making the programming recommendation and previous history of funded CMAQ projects.

SJCOG staff proposes that the SJCOG staff, in concert with the Scoring Committee, develop a process to allow an awarded applicant in the 2017 cycle to substitute projects which will score higher than what was previously submitted. This is being proposed by SJCOG staff to give opportunity for those applicants who would have submitted different projects, but instead, chose lower priorities (within their own jurisdiction) under the assumption of scoring better. The overall goal here is for the San Joaquin region and its residents to receive benefits that serve the community and reflect priorities in the community. Therefore, SJCOG staff believes this recommendation fulfills that purpose.

Programming of Projects

SJCOG staff has prioritized the programming of CMAQ projects based on the ranked list, priorities established under the SJCOG Project Delivery Policies, and through discussions with local partners. SJCOG staff has prepared 2017 FTIP Amendment #7 to program the recommended 2016 CMAQ projects into the 2017 FTIP.

SJCOG CMAQ Cost Effectiveness Policy

The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted CMAQ Cost Effectiveness policies in 2007. These policies require that SJCOG program at least 20 percent of the CMAQ funds available during the four-year FTIP programming period that meet a CMAQ cost-effectiveness threshold of \$30 per pound (or less) for emission reductions. Based on the 2016 CMAQ Scoring Committee recommendations, SJCOG will allocate a minimum of \$11.3 million (35 percent) to CMAQ projects that meet the cost effectiveness threshold in the available years of the 2016 CMAQ funding cycle.

COMMITTEE ACTION:

This item was considered by the Technical Advisory Committee and all recommendations were unanimously approved. Similarly, this item was considered by the Management and Finance Advisory Committee and all recommendations were unanimously approved. The Citizens Advisory Committee approved all staff recommendations, with the exception of recommendation (5) that SJCOG reconvene the Scoring Committee to bring back a recommended process for substituting projects with greater community impacts.

RECOMMENDED ACTION:

- (1) Approve the programming recommendations established by the 2016 CMAQ Scoring Committee, which includes the use of a half-year of funding from FY 20/21.
- (2) Approve 2017 FTIP Amendment #7 and adopt Resolution R-17-23, which programs the 2016 CMAQ Scoring Committee recommendations into the 2017 FTIP
- (3) Recommend the SJCOG Board approve the CMAQ Scoring Committee's recommendation that funding associated with project savings or defunded projects be made available for the next CMAQ Call for Projects in 2018.
- (4) Recommend the SJCOG Board extend recommendation (3) to apply to the entire CMAQ program in the FTIP.
- (5) Work with Scoring Committee to bring back a recommended process for substituting projects with greater community impacts

ATTACHMENTS:

- (A) Ranked list of CMAQ projects based on Scoring Committee recommendations
- (B) 2017 FTIP Amendment #7
- (C) Resolution R-17-23, associated with 2017 FTIP Amendment #7

Prepared by: Ryan Niblock, Senior Regional Planner

Attachment A

Ranked List of CMAQ Projects
Based on Scoring Committee Recommendations

2016 CMAQ Call for Projects Funding Recommendations

Applicant	Project Title	Total Project Cost	Total CMAQ Request	PE	ROW	CON	Project Type	Final Score	Cost Effectiveness
Stockton	Real-time Traffic Flow Monitoring	\$595,000	\$526,754	\$90,301	\$0	\$436,453	Traffic Monitoring	79	\$4.59
SJRTD	Hopper Bus Purchase	\$769,540	\$769,540	\$0	\$0	\$769,540	Bus Replacements	74	\$25.18
SJRRRC	Robert J. Cabral Station Expansion	\$1,311,000	\$1,311,000	\$316,000	\$0	\$995,000	Park and Ride	71	\$18.26
SJRTD	RTD Solar Power Project (Phase I)	\$3,375,000	\$3,375,000	\$0	\$0	\$3,375,000	Fueling Station	69	\$0.28
Stockton	Pacific Avenue and March Lane Intersection Modification	\$649,000	\$574,560	\$84,104	\$103,580	\$386,876	Add Turn Lane	65	\$20.36
Stockton	Left-Turn Lane Additions at Various Intersections	\$2,125,000	\$1,881,262	\$282,189	\$0	\$1,599,073	Add Turn Lanes	64	\$28.84
Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	\$926,112	\$855,008	\$134,520	\$102,660	\$617,828	Roundabout and Bicycle Lane	36	\$38.00
SJRTD	Electric Bus Purchase	\$7,774,410	\$7,774,410	\$0	\$0	\$7,774,410	Bus Replacements	35	\$124.53
Ripon	Colony/Hoff Traffic Signal Project	\$660,000	\$400,000	\$0	\$0	\$400,000	Install Signal	21	\$89.29
Stockton	Closing Pedestrian Access Gaps to Schools	\$2,295,000	\$2,031,700	\$0	\$0	\$2,031,700	Pedestrian Facilities	20	\$785.90
Lathrop	Golden Valley Parkway & Lathrop Road/Spartan Way Intersection Improvements	\$450,000	\$400,000	\$75,000	\$0	\$325,000	Install Signal	18	\$134.23
Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	\$1,727,110	\$1,529,010	\$273,038	\$0	\$1,255,972	Bicycle Facilities	15	\$1,010.76
Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	\$3,508,737	\$3,106,285	\$0	\$0	\$3,106,285	Bicycle Facilities	12	\$666.25
SJ County	SR 26 and Jack Tone Road Roundabout	\$1,525,000	\$1,350,082	\$240,801	\$0	\$1,109,281	Roundabout	9	\$168.00
SJ County	SR 4 and Jack Tone Road Roundabout	\$1,659,000	\$1,468,712	\$249,654	\$70,824	\$1,148,234	Roundabout	9	\$340.00
Stockton	Montauban Ave and Hammertown Dr Roundabout and Bicycle Lane	\$1,078,592	\$954,554	\$170,805	\$0	\$783,749	Roundabout and Bicycle Lane	3	\$212.00
Stockton	Lincoln Street and Eighth Street Roundabout and Bicycle Lane	\$1,183,672	\$1,047,549	\$164,641	\$120,360	\$762,579	Roundabout and Bicycle Lane	3	\$286.00
Subtotal:		\$31,612,173	\$29,355,426	\$2,081,053	\$397,424	\$26,876,980	---	---	---

Attachment B

2017 Federal Transportation Improvement Program
Amendment #7

ATTACHMENT (B)

SUBJECT: 2017 Federal Transportation Improvement Program (Type 3)
Amendment #7

SUMMARY:

Every federal transportation dollar in San Joaquin must be identified in the San Joaquin Council of Governments (SJCOG) Federal Transportation Improvement Program (FTIP) before the funds can be expended. The FTIP is the four-year capital improvement program that provides any agency receiving the federal funding the authority to move forward to seek approval to expend the funds. If a project is not identified in the TIP, an amendment to the plan is needed. There are different “types” of amendments, depending on the change proposed.

Amendment #7 is a Type 3 amendment which adds projects that are exempt from conformity into the FTIP. The amendment would add 18 listings and modify one other listing. The details behind the amendment can be found at www.sjcog.org/index.aspx?nid=110, which was posted for the required seven day review period.

The changes made by Amendment #7 do not interfere with the conformity analysis years as assumed for the regional emissions analysis of the currently conformed and amended 2014 RTP and 2017 FTIP. The cost changes for these projects do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs). The 2017 FTIP as amended meets all the applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450.

RECOMMENDATION:

SJCOG staff is recommending the SJCOG Board approve FTIP (Type 3) Amendment #7 to the 2017 FTIP and Adopt Resolution R-17-23.

FISCAL IMPACT:

In total, the additions and funding adjustments contained in Amendment #7 amounts to a total increase of \$33,177,162 over the four year FTIP period (FY 2016/17 – FY 19/20).

PUBLIC INPUT:

SJCOG posted the amendment documentation on the SJCOG website on March 15, 2017 at www.sjcog.org. Comments can be accepted on the FTIP Amendment #7 until 5:00 pm on March 22, 2017. The SJCOG Board is anticipated to take action on Amendment #7 at the March 23, 2017 meeting. State and Federal approval of this amendment is required.

BACKGROUND:

The Federal Transportation Improvement Program (FTIP) is a financially constrained transportation programming document developed by SJCOG through its member agencies and in cooperation with State and Federal agencies and the eight San Joaquin Valley counties.

The premise behind an FTIP is that it serves as the incremental implementation (four years) of the long-range Regional Transportation Plan (RTP). The FTIP also serves to present federal funding agencies with manageable components to fund the long-range plan. If any amendments made to the FTIP cause a change in the financial element, it is required that a revised financial plan be open to public comment. SJCOG is proposing a Type 3 amendment to the 2017 FTIP (FY 2016/17 – FY 19/20). This amendment consists of changes to existing projects and addition of new projects exempt from Air Quality Conformity.

Notations in CTIPS for the 2017 FTIP are added as follows:

- CTIPS ID 212-0000-0608: Grouped Projects for Activities that do not relate to construction: Adds one project to grouped listing, SJCOG Travel Demand Management Program. Funding includes \$2,814,000 of CMAQ funds in FY 17/18 and \$36,000 of CMAQ funds in FY 18/19. Toll credits apply for PE Phase.
- CTIPS ID 212-0000-0699: Golden Valley Parkway & Lathrop Road Intersection Improvements: Adds new project into the FTIP, with \$75,000 of CMAQ funds for PE Phase in FY 16/17, and \$325,000 of CMAQ funds and \$50,000 of City Funds for CON Phase in FY 17/18.
- CTIPS ID 212-0000-0700: Colony/Hoff Traffic Signal Project: Adds new project into the FTIP, with \$40,000 of City Funds for PE Phase in FY 17/18, \$20,000 of City Funds for ROW Phase in FY 17/18, and \$400,000 of CMAQ funds and \$200,000 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0701: SR 26 and Jack Tone Road Roundabout: Adds new project into the FTIP, with \$240,801 of CMAQ Funds and \$31,199 of County Funds for PE Phase in FY 16/17, and \$1,109,281 of CMAQ Funds and \$143,719 of County Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0702: SR 4 and Jack Tone Road Roundabout: Adds new project into the FTIP, with \$249,654 of CMAQ Funds and \$32,346 of County Funds for PE Phase in FY 16/17, \$70,824 of CMAQ funds and \$9,176 of County Funds for ROW Phase in FY 17/18, and \$1,148,234 of CMAQ Funds and \$148,766 of County Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0703: Robert J. Cabral Station Expansion: Adds new project into the FTIP, with \$316,000 of CMAQ funds for PE Phase in FY 16/17 and \$995,000 of CMAQ funds for CON Phase in FY 17/18.

- CTIPS ID 212-0000-0704: RTD Solar Power Project (Phase I): Adds new project into the FTIP, with \$3,375,000 of CMAQ funds for CON Phase in FY 20/21 (beyond the 4-year span of the FTIP). Toll credits apply for CON Phase.
- CTIPS ID 212-0000-0705: Hopper Bus Purchase: Adds new project into the FTIP, with \$769,540 of CMAQ funds for CON Phase in FY 17/18. Toll credits apply for CON phase.
- CTIPS ID 212-0000-0706: Electric Bus Purchase: Adds new project into the FTIP, with \$4,504,410 of CMAQ funds for CON Phase in FY 19/20, and \$3,270,000 of CMAQ funds for CON Phase in FY 20/21 (beyond the 4-year span of the FTIP). Toll credits apply for CON phase.
- CTIPS ID 212-0000-0707: Real-time Traffic Flow Monitoring: Adds new project into the FTIP, with \$90,301 of CMAQ funds and \$11,699 of City Funds for PE Phase in FY 17/18, and \$436,453 of CMAQ funds and \$56,547 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0708: Pacific Avenue and March Lane Intersection Modifications: Adds new project into the FTIP, with \$84,104 of CMAQ funds and \$10,896 of City Funds for PE Phase in FY 16/17, \$103,580 of CMAQ funds and \$13,420 of City Funds for ROW Phase in FY 17/18, and \$386,876 of CMAQ funds and \$50,124 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0709: Left-Turn Lane Additions at Various Intersections: Adds new project into the FTIP, with \$282,189 of CMAQ funds and \$36,5616 of City Funds for PE Phase in FY 16/17, and \$1,599,073 of CMAQ funds and \$207,177 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0710: Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$134,520 of CMAQ funds and \$17,480 of City Funds for PE Phase in FY 16/17, \$102,660 of CMAQ funds and \$13,340 of City Funds for ROW Phase in FY 17/18, and \$617,828 of CMAQ funds and \$80,284 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0711: Montauban Ave and Hammertown Drive Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$170,805 of CMAQ funds and \$22,130 of City Funds for PE Phase in FY 16/17, and \$783,749 of CMAQ funds and \$101,543 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0712: Lincoln Street and Eighth Street Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$164,641 of CMAQ funds and \$21,327 of City Funds for PE Phase in FY 16/17, \$120,360 of CMAQ funds and \$15,594 of City Funds for ROW Phase in FY 17/18, and \$762,579 of CMAQ funds and \$98,801 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0713: March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements: Adds new project into the FTIP, with \$317,000 of ATP funds

and \$43,000 of City Funds for PE Phase in FY 19/20, and \$3,106,285 of CMAQ funds and \$402,453 of City Funds for CON Phase in FY 19/20.

- CTIPS ID 212-0000-0714: Closing Gaps to Schools: Adds new project into the FTIP, with \$287,000 of ATP funds and \$39,000 of City Funds for PE Phase in FY 19/20, and \$2,031,700 of CMAQ funds and \$263,229 of City Funds for CON Phase in FY 19/20.
- CTIPS ID 212-0000-0715: Bear Creek and Pixley Slough Bicycle and Pedestrian Path: Adds new project into the FTIP, with \$273,038 of CMAQ funds and \$35,375 of City Funds for PE Phase in FY 17/18, and \$1,255,972 of CMAQ funds and \$162,725 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0227: I-205/Lammers Rd/Eleventh St Interchange and Widening: Adds project into the 2017 FTIP. Previous version last included in the 2013 FTIP. Amendment adds \$719,921 of High Priority Project Program funds and \$4,280,079 of City Funds for ROW Phase in FY 16/17. Additional funds beyond the four-year span of the FTIP for the CON Phase in FY 20/21 include \$20,072,118 of City Funds, \$18,000,000 of Developer Fees, and \$2,600,000 of Measure K funds.

Prepared by: David Ripperda, Associate Regional Planner

Attachment C

Resolution R-17-23

(Resolution accompanies 2017 FTIP Amendment #7)



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-17-23

RESOLUTION APPROVING (TYPE 3) AMENDMENT #7 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require MPOs to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that MPOs prepare, adopt, and maintain a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2017 Federal Transportation Improvement Program Amendment #7 (2017 FTIP Amendment #7) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the SJCOG forum and general public involvement; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 program listing is consistent with: 1) the 2014 Regional Transportation Plan; 2) the 2016 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP (Type 3) Amendment #7 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 is consistent with the adopted Conformity Analysis for the 2017 FTIP and the 2014 RTP; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 conforms to the applicable SIPs; and

WHEREAS, a 7-day public review process occurred from March 15, 2017 to March 22, 2017 consistent with the SJCOG adopted Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the SJCOG approves the formal 2017 FTIP (Type 3) Amendment #7; and

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 23th day of March 2017.

AYES:

NOES:

ABSENT:

STEPHEN DEBRUM
Chair