

STAFF REPORT

SUBJECT: San Joaquin One Voice® Regional
Project Submissions and Policy Issues

RECOMMENDED ACTION: (1) Approve the Regional Project Requests;
(2) Approve Selection of Regional Priorities;
and
(3) Approve the list of Policy Issues for the 2018
San Joaquin One Voice® Program

DISCUSSION:

SUMMARY:

On November 16, 2017, the SJCOG Board approved a Call for Projects for the 2018 San Joaquin One Voice® Program. A total of 20 projects were received. The County of San Joaquin and the cities of Lathrop, Manteca, Stockton, and Ripon all submitted two requests and the cities of Lodi and Tracy submitted one request each.

Additionally, there are requests from the Tri-Valley – San Joaquin Valley Regional Rail Authority, Stockton East Water District, the San Joaquin Rail Commission, the Port of Stockton, the San Joaquin Regional Transit District, and the Ripon Community Athletic Foundation. All 20 projects are outlined in Attachment 1.

RECOMMENDATION:

SJCOG staff recommends the approval of the project requests, including the recent additions by Tracy and Stockton, the selection of regional priorities, and the list of policy issues for the 2018 San Joaquin One Voice® federal program as identified below and further detailed in the attachments.

FISCAL IMPACT:

There are no impact to the SJCOG OWP. Earmarks are not expected in the 2018 budget; however funding allocations are available from departments and through grants. Funding for San Joaquin One Voice® is included in the adopted FY 2017-18 SJCOG OWP. Direct costs pertaining to the trip are offset by sponsor donations.

DISCUSSION:

As shown in attachment 1, 20 projects were submitted to SJCOG for the 2018 program. For the selection of regional priorities, staff is continuing the multi-modal approach set forth by the SJCOG Board. SJCOG staff's recommendation to the committees included the following rail, port, and a roadway projects:

- Port of Stockton – Washington Street Widening
- SJRRC – Rolling Stock Purchase for ACE Core Service
- City of Manteca – State Route 99/120 Interchange Improvements
- San Joaquin County – Grant Line Corridor Improvements (Tracy city limits to Eleventh Street)

In addition to these projects that were submitted, SJCOG staff have identified several regionally significant policy priorities that have community-wide benefit and significance to the region. Staff is looking for feedback and direction on this list of policy related priorities:

Staff is seeking feedback and direction on adding the list of policy issues (shown below and further detailed in attachment 2) to the 2018 program:

- Regional Transportation Plan Update Cycle Change from 4 to 8/10 years
- FAST Act freight funding and policy for priority projects identified in the ongoing San Joaquin Valley Interregional Goods Movement planning processes
- Ongoing discussions to soften or eliminate the current earmark ban
- San Joaquin Valley Air District position regarding the Clean Air Act
- Delta Protection activities and initiative
- President Trump's Infrastructure Proposal (discussion points to include environmental streamlining, public-private partnerships, and increased transportation revenue)

BACKGROUND:

This is the 18th trip for SJCOG. The trip provides an opportunity for the delegation of public and private representatives to expand upon relationships with Congressional representatives and federal staff members established during the previous efforts.

Over the years, our discussions in Washington have changed from not just funding requests for projects but also policy change requests and support for continued funding of programs, as earmarks are no longer available. With this new administration, we have the opportunity to receive counsel from legislators, legislative staff, and the administration about the various federal programs available and how we can successfully compete in the grant process. We still highlight our projects where possible and make every effort to educate the participants on funding opportunities that may be available through discretionary grant and incentives programs.

We currently have 47 elected officials, business leaders, and community partners from our region registered to participate in the program. The San Joaquin One Voice[®] trip to Washington D.C. is scheduled for April 15-19, 2018.

COMMITTEE ACTIONS:

- *Technical Advisory Committee* – Staff from the City of Stockton and the City of Tracy asked for consideration to submit projects for inclusion in the 2018 program. TAC unanimously recommended 1) the approval of the project list and to allow the projects from Tracy and Stockton to be added to the list; 2) approval of the four priority projects recommended by SJCOG staff and recommendation more time be given next year to review priorities; and 3) approval of the list of policy issues with the request to provide input as they are finalized.
- *Management and Finance Committee* – had not met at the time of writing this staff report.
- *Citizens Advisory Committee* – had not met at the time of writing this staff report.
- *Executive Committee* – had not met at the time of writing this staff report.

NEXT STEPS:

Following the SJCOG Board adoption of the projects, priorities, and policy issues, SJCOG staff will develop projects sheets and position papers with a goal of having the drafts available for review and discussion at the pre-trip briefing scheduled for March 29 at 1:00 p.m.

ATTACHMENTS:

1. Draft 2018 Project Summary List
2. Draft Policy Issues Summary

2018 One Voice® Project List		Federal Request	Total Project Cost
City of Lathrop			
Louise Avenue/I-5 Interchange	\$	5,000,000	\$ 22,140,000
The project would widen Louise Avenue to three through lanes in each direction, accommodating a new left turn onto the northbound on ramp and a new loop onramp to southbound I-5. All on and off ramps would be widened with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions. The interchange will be designed to accommodate traffic volumes for a forecast year of 2035, in accordance with the Regional Transportation Plan.			
Lathrop Road/I-5 Interchange	\$	5,000,000	\$ 29,400,000
The project would widen Lathrop Road to three through lanes in each direction. New loop onramps to I-5 would be constructed, for both northbound and southbound traffic. Off ramps would be widened, with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions. The interchange will be designed to accommodate traffic volumes for a forecast year of 2035, in accordance with the Regional Transportation Plan.			
City of Lodi			
**City Council adoption scheduled for March 21, 2018*			
SR 99/Turner Road Interchange Improvements Project		pending	pending
The proposed project consists of constructing various improvements to the southbound SR 99/Turner Road Interchange. The improvements include realigning the existing off and on ramps and utilizing a round-about feature to provide free flowing channelization of vehicles exiting the freeway toward either Turner Road or Cherokee Lane; or providing access to vehicles entering SR 99 without the need for ramp signalization.			
City of Manteca			
State Route 120/McKinley Avenue Interchange Project	\$	12,000,000	\$ 45,800,000
The City of Manteca proposes to construct a new spread diamond interchange at the existing McKinley Ave undercrossing on State Route 120 (SR 120). The proposed project will consist of diagonal off-ramps in the northeast and southwest quadrants; and diagonal on-ramps in the northwest and southeast quadrants. McKinley Avenue is proposed to be widened to six lanes passing underneath the existing structures. Right of Way is currently underway and is anticipated to be completed by December 2018. The project is scheduled to start construction in spring of 2019 through spring of 2020.			
State Route 99/120 Connector Project	\$	38,158,000	\$ 61,427,000
State Route 120 provides a critical connection for the movement of people and goods into and out of the San Joaquin valley. However, the 99/120 freeway to freeway interchange is subject to significant congestion, delays, and high accident rates. The purpose of this project is to improve safety, and reliability for the traveling public and timely reliable movement of commercial goods. The project will expand and reconstruct the existing State Route 99/120 interchange. The project also includes adding new auxiliary lanes, upgrading existing bridges, constructing additional lanes, ramp upgrades, new signals and lighting at ramps, and significant revision of the Austin Road / SR99 interchange.			

2018 One Voice® Project List	Federal Request	Total Project Cost
City of Ripon		
Ripon Multi-Modal Station	\$ 450,000	\$ 5,620,000
<p>The City of Ripon is proposing to construct a 10,000 square foot multi-modal station near downtown Ripon. The proposed project includes off-street parking, community meeting room, a bus loading and staging area, and a future rail platform for the ACE Train. This multi-modal station would provide a number of benefits, not only to the residents of Ripon, but the region, including:</p> <p>Downtown Economic Vitality, Regional Ace Station Service, and Air Quality Improvement. In August 2017, the City purchased the property for the future multi-modal station. The City is requesting \$900,000 to prepare the design of the future multi-modal station.</p>		
SSJID Surface Water Supply	\$ 4,500,000	\$ 6,800,000
<p>The purpose of the SSJID Surface Water Supply project is to supplement the City of Ripon's municipal water supply with treated surface water from SSJID by constructing a 5-mile pipeline from the SSJID existing surface water transmission pipeline located at the intersection of Jack Tone Road and French Camp Road to Ripon's water distribution system, along with a booster pump station. This proposed conjunctive use project would provide the community of Ripon, along with the region that relies on the groundwater basin, with a number of benefits, including: Conservation of groundwater through "in-lieu" recharge, Use of renewable energy and energy conservation, Safer and cleaner drinking water. Engineering plans are 100% complete for the proposed project. The City is pursuing a NEPA Categorical Exclusion and CEQA Mitigated Negative Declaration. The City is requesting funds to construct 5 miles of pipeline to connect Ripon's water distribution system with the SSJID transmission main.</p>		
County of San Joaquin		
State Route 4 Corridor Improvements	\$ 15,000,000	\$ 20,000,000
<p>This project will widen the existing two-lane highway to four lanes between the City of Stockton and Byron Road (future SR 239) near Contra Costa County. In addition to enhancing safety an improving traffic operations as well as capacity for goods movement and commuting, the improvements will improve SR 4 as a flood evacuation routes, as was the case in June 2004. Funding will be used for studies and environmental analysis of the entire SR 4 corridor within western San Joaquin County.</p>		
Grant Line Corridor Improvement Project	\$ 25,520,000	\$ 29,000,000
<p>This project will improve key intersections at Banta Road and Bird Road and widen the roadway to four travel lanes to meet additional demand and facilitate safe and efficient traffic operations. Several alignments have been developed, and public review and comments have been solicited to develop a Preferred Alternative for the project. This process will be completed in Spring 2018. Funds will be used for Design and Right-of-Way procurement, followed by Construction.</p>		

2018 One Voice® Project List		Federal Request	Total Project Cost
San Joaquin Regional Transit District			
RTD Solar Energy Project	\$	4,625,000	\$ 10,000,000
This project will install solar energy panels, associated infrastructure, and battery storage equipment at RTD's maintenance/operations and administration facilities for the purpose of supporting RTD zero-emission electric buses, reducing operating costs, and improving air quality. The project is in the development phase until funding is secured.			
Port of Stockton			
Fyffe Avenue Grade Separation Project	\$	10,000,000	\$ 13,000,000
Funds requested are for construction and construction engineering. The project consists of construction of an overcrossing at the shared UPRR/BNSF/CCTC tracks leading into the West Complex entrance. The project would improve safety and improve air quality by eliminating an existing at-grade rail crossing at the West Complex entrance, and reconfiguring a key intersection to maximize throughput of Port-bound truck traffic.			
Washington Street Widening	\$	1,000,000	\$ 3,000,000
This project consists of widening Washington Street from 2-4 lanes from Navy Drive and Washington Street intersection east to the Port property limits, and construction of an overcrossing at the shared UPRR/BNSF/CCTC tracks leading into the West Complex entrance. This project would improve safety and improve air quality by eliminating an existing at-grade rail crossing at the West Complex entrance, and reconfiguring a key intersection to maximize throughput of Port-bound truck traffic. Funds requested are for preliminary/final design, environmental documentation, and right of way.			
San Joaquin Regional Rail Commission			
Rolling Stock Purchase for Altamont Corridor Express Core Service	\$	85,900,000	\$ 159,400,000
SJRRRC is undergoing an ambitious expansion effort to improve the capacity of existing ACE service, as well as extend service to Ceres and Merced. SJRRRC has released a Request for Proposals for the purchase of new locomotives for ACE Expansion. The first set of locomotives is anticipated to arrive in December 2019, with additional locomotives arriving in 6-month intervals. SJRRRC is exploring the possibility of entering into a joint procurement for the additional rolling stock in order to expedite the process and receive better pricing. The total estimated purchase cost for the Rolling Stock is \$159.4M. SJRRRC is requesting \$85.9M in Federal funds, building upon the existing \$3.5M in Federal CMAQ funding for Rolling Stock purchase and the \$70M programmed in the SB 132 funding.			
Ripon Community Athletic Foundation			
Ripon High School Stadium Project	\$	715,750	\$ 3,724,050
Funding will be used to address ADA accessibility issues by replacing inaccessible bathrooms in a 70+ year old stadium that serves the entire City of Ripon and region.			

2018 One Voice® Project List		Federal Request	Total Project Cost
Stockton East Water District			
Bellota Fish Screen and Passage Improvement Project	\$	20,000,000	\$ 20,000,000
Funding is needed to construct permanent fish ladders and a weir to facilitate steelhead passage, and to install fish screens that prevent fish entrainment, both with the purpose of enhancing steelhead populations of anadromous salmonids. The proposed Project would allow anadromous fish reach habitat further upstream and meet the objectives of the CVPIA, CWA, and CDWF's Species Conservation and Recovery program. Specifically, the project would eliminate barriers to fish migration, reduce species survival stressors, increase habitat for threatened and endangered species, and increase water supply reliability to the water treatment plant.			
North Site Groundwater Recharge and Raw Water Storage Reliability Project	\$	3,000,000	\$ 3,400,000
The specific activity to be funded is the construction of the 73 acre site. Based on the available land and basin engineering design, the proposed project includes 60 acres of groundwater recharge basins and piping modifications to tie into existing supply pipelines, existing percolation ponds, and the water treatment plant. The proposed project would allow more excess surface water to be recharged into the groundwater basin, replenishing the groundwater. The District is confident that the addition of dual purpose groundwater recharge/raw water storage basins will improve groundwater sustainability, enhance water supply reliability, and provide operational flexibility of water supplies for the water treatment plant.			
Tri Valley - San Joaquin Valley Regional Rail Authority			
Megaregion Connection to Tri-Valley BART Extension		unknown	\$400,000,000
This project will connect Northern San Joaquin County communities to the Tri-Valley and BART through frequent and fast EMU/DMU rail service via the route of the historic Transcontinental Railroad right-of-way through the Altamont Pass. This approximately 12-mile long abandoned right-of-way, deeded to Alameda County by Southern Pacific in 1984, provides an unprecedented opportunity to deliver fast and efficient inter-regional rail - connecting the Northern California Megaregion work force to affordable housing and providing much needed congestion relief in one of the Bay Area's most congested corridors. A feasibility study has been funded to further develop this project concept.			

Project submissions received after the submittal deadline:

City of Stockton

****City Council resolution from 2017 to carry over as time constraints do not allow for new resolution***

North Stockton I-5 Interchanges and Widening - Phase 2 \$ 2,550,000 \$ 430,055,000

This is a multi-phased project that will construct a new I-5 interchange connection at Otto Drive, modify two existing interchanges at Hammer Lane and Eight Mile Road, and widen mainline I-5 to eight lanes from Country Club Boulevard to Eight Mile Road. Phase 1 of the project started construction in fall 2011 to widen I-5 to eight lanes from Country Club Boulevard to Hammer Lane. Phase 1 was completed in 2016. Phase 2 of the project (widen I-5 to eight lanes from Hammer Lane to Eight Mile Road) is 65 percent designed, while the design for the future I-5/Otto Drive interchange is 35 percent complete. Funds will be used to complete the Phase 2 widening design, I-5/Otto Drive interchange final design, and the design of the auxiliary lanes from Hammer Lane to Otto Drive interchange.

Lower Sacramento Road Corridor \$ 35,000,000 \$ 35,000,000

The project will widen the Lower Sacramento Road Corridor from Royal Oaks Drive to Pixley Slough (and complete the widening of this important regional arterial). Other improvements along this corridor include the replacement of the bridge over Bear Creek and Pixley Slough, as well as intersection improvements at Eight Mile Road. These improvements will tie into the new Lower Sacramento Grade Separation Underpass project and the San Joaquin County's Lower Sacramento Road Widening project (currently in construction). Funds requested represents the estimated total project cost.

City of Tracy

****City Council resolution from 2017 to carry over as time constraints do not allow for new resolution***

International Park of Commerce (IPC): Interchange & Parkway Improvements \$ 5,000,000 \$ 68,000,000

The IPC is an industrial, retail and office park comprised of approximately 1,800 acres. The IPC at buildout will create a projected 30,000 jobs and is expected to include over 28 million square feet of buildings. Total improvements include an overcrossing Upgrade of Interstate 205 and Mountain House Parkway; overcrossing upgrade of Interstate 580 and Mountain House Parkway; bridge and roadway widening of Mountain House Parkway at the Delta Mendota Canal; bridge and roadway widening of Mountain House Parkway at the California Aqueduct; and the widening of Mountain House Parkway of the local roadway to increase freight capacity. Funding of this request would be used for Plans, Specifications and Cost Estimates (PSE's) and/or acquisition of right of way depending on project needs.

2018 San Joaquin One Voice Policy Issues Summary

TITLE	ISSUE SUMMARY
<p>Regional Transportation Plan (RTP) Timeline</p> <p>Proposed Change</p>	<p>The Regional Transportation Plan (RTP) is a 25-year vision and investment plan that provides a comprehensive look at future transportation needs in San Joaquin County. Federal and state regulations require every region in California to adopt an RTP in order for transportation projects to qualify for federal and state funding.</p> <p>SJCOG supports modifying the RTP schedule to more than four years to avoid the following:</p> <ul style="list-style-type: none"> •The legal exposure of RTPs adopted every four years. The costs associated with defending an RTP to a legal challenge can easily increase an MPO's expenses by over 50%. This is not an eligible federal expense. •The existing schedule of adopting an RTP every four years means staff is constantly working on an RTP. As a result, staff is unable to undertake meaningful planning work in order to produce what is meant to be a comprehensive document, every four years. •The Regional Transportation Plan now runs concurrent with the Regional Transportation Improvement Program producing something of a programming overlap in the two documents. In modifying the RTP schedule, we hope to use the RTP as a long-range outlook as it was intended.
<p>Freight Movement</p>	<p>As a growing and diversified region, the San Joaquin Valley depends on an efficient goods movement system for its long-term economic success and to safely move Valley resources for transport throughout the rest of the nation. San Joaquin County is California's second fastest growing county. The San Joaquin Valley is California's largest agricultural region and the nation's number one agricultural producer, generating more than \$35 billion in the gross value of agricultural commodities such as nuts, lettuce, tomatoes, wine, grains and other products.</p> <p>The San Joaquin Valley Interregional Goods Movement Plan, finalized in 2013, highlighted how freight movement is a vital component of the San Joaquin Valley's diverse economy that significantly plays a major role in the distribution of agricultural materials throughout California, the United States, and the world. The Plan is currently being updated with additional analysis for priority rural corridors, first-and-last mile connectors, and truck routing and parking. It is anticipated that many of the priority projects identified through our planning efforts will also be eligible for federal Fixing America's Surface Transportation (FAST) Act freight funding.</p>

TITLE	ISSUE SUMMARY
Earmarks Support	<p>As the Rules Committee looks at the pros/cons of earmarks, we should also focus on the benefits of our Members having the ability to identify funding for projects specific to local governments/non-profits.</p> <p>Since 2010, a variety of Congressional Members have argued that in eliminating earmarks, they ceded the “power of the purse” to the Administration. Republicans and Democrats alike felt that they gave too much power to the Administration to determine how to use the discretionary funding once used for earmarks. Some have said this funding became somewhat of a “slush fund” for the Administration to use to create competitive grant programs that fit Administration priorities rather than needs of specific localities. Over the years, Members have said they know their districts better than the Administration and have a better understanding of which projects would have the most impact in their districts.</p>
Delta Protection Initiatives	<p>The position and talking points will be developed with input from San Joaquin County staff.</p>
Transit Funding	<p>The position and talking points will be developed.</p>
Air Quality Standards	<p>SJCOG supports the efforts of the San Joaquin Valley Air Pollution Control District to make changes to the Clean Air Act that would harmonize the implementation process for various plans to meet standards under the act, to include items like stagnation of air masses and extreme drought as exceptional events, and to hold harmless (not invoke a financial penalty or rescind transportation funds) air districts or states that would be able to demonstrate attainment of air quality standards but for federal mobile sources that are beyond the control of that district or state.</p> <p>Since its adoption, the Clean Air Act has led to significant improvements in air quality and public health throughout our region. SJCOG supports the provisions in the Clean Air Act that call for routine review of the health based standards, clean air objectives that are technology forcing, and clean-air deadlines that ensure expeditious cleanup and timely action. However, there are a number of the provisions in the Act that are leading to unintended consequences and misdirected resources.</p>

Infrastructure Proposal	Now is the time to share our concerns with the Administration and Congress and provide feedback on the impacts of the proposed infrastructure package.
	Discussion points will include environmental streamlining, public-private partnerships, and increased revenue on the federal side for transportation)