

David Tolliver

From: David Kwong <David.Kwong@stocktongov.com>
Sent: Monday, October 12, 2015 6:26 PM
To: David Tolliver; Mark Martin; Scott Carney; Tracy Labarber; Scott Carney
Subject: Fwd: Tuesday special session on the Stockton Economic Stimulus Plan

Fyi

Sent from my iPhone

Begin forwarded message:

From: "Andrew Chesley" <Chesley@sjcog.org>
Date: October 12, 2015 at 5:53:29 PM PDT
To: "David Kwong" <David.Kwong@stocktongov.com>, "Anthony Silva" <Anthony.Silva@stocktongov.com>, "Elbert Holman" <Elbert.Holman@stocktongov.com>, "Kurt Wilson" <Kurt.Wilson@stocktongov.com>, "Moses Zapien" <Moses.Zapien@stocktongov.com>, "Susan Lofthus" <Susan.Lofthus@stocktongov.com>, "Gordon MacKay" <Gordon.MacKay@stocktongov.com>, "coachsilva@aol.com" <coachsilva@aol.com>
Cc: "Rod Attebery" <rattbery@neumiller.com>, "Kim Anderson" <anderson@sjcog.org>, "Steve Dial" <Dial@sjcog.org>, "DianeNguyen" <nguyen@sjcog.org>, "David Ripperda" <ripperda@sjcog.org>
Subject: Tuesday special session on the Stockton Economic Stimulus Plan

City of Stockton COG Boardmembers, and City of Stockton management staff:

I wanted to be sure to give you a heads up that in reviewing Attachment B for your discussion at tomorrow night's meeting SJCOG staff has raised a point of consideration. A couple of the options appear to have the San Joaquin Regional Transportation Impact Fee being reduced by 75%; the portion that stays with the City of Stockton and is not forwarded to SJCOG. My purpose is not to weigh in on the council's decision making but instead to make you all aware that it is the view of SJCOG staff that this is contrary to the agreement signed by all jurisdictions regarding the implementation of a regional transportation impact fee. Even though the 75% is for Stockton area projects and is not forwarded on to SJCOG, it is a part of the adopted regional transportation impact fee and can not be severed from that agreement without violating the agreement. We are asking our counsel to review this and give SJCOG staff their perspective. Adding complexity to this, a requirement of the Measure K program is for each jurisdiction to adopt the regional transportation impact fee in order to receive local street and road maintenance funds from the program. To adopt only a part of the program does not appear consistent with the requirements of Measure K.

My only purpose in conveying this to you is to assure that in your deliberations on the proposals in Attachment B you give full consideration to the full implications associated with some bifurcation of the regional transportation impact fee. I hope to have staff in attendance tomorrow evening in case you have any questions.

Andy Chesley