

CHAPTER 11

MONITORING OUR PROGRESS

INTRODUCTION

The San Joaquin Council of Governments (SJCOG) is charged with the creation of other planning documents and publications that identify transportation projects, policies, and issues. In addition to the Regional Transportation Plan, these reports help document the progress the region is making towards the broader transportation goals and objectives identified in Chapter 2. While some of these documents are regularly updated, others are the product of grant funding for a specific purpose.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

SJCOG is the designated Metropolitan Planning Organization (MPO) charged with developing and maintaining the Federal Transportation Improvement Program (FTIP). The FTIP is a short range-planning document that must be consistent with the Regional Transportation Plan (RTP). The FTIP is a financially constrained document listing all the regionally significant or federally funded transportation projects proposed for federal, state, and local funding within the County. All projects identified in the FTIP must have funding that is “available and committed.” The FTIP has a four-year planning horizon and is updated every two years.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

The Regional Transportation Improvement Program (RTIP) is a list of proposed transportation projects submitted to the California Transportation Commission by a Regional Transportation Planning Agency, as a request for State Transportation Improvement Program (STIP) funding. The RTIP has a five-year planning horizon and is updated every two years. Projects eligible for STIP funding include highway and interchange improvements, multimodal facilities, transit facilities, and local street improvements.

REGIONAL TRANSPORTATION PLAN PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT

The Regional Transportation Plan Programmatic Environmental Impact Report (RTP PEIR) is produced in conjunction with RTP updates to address California Environmental Quality Act (CEQA) requirements for program-level projects. In some cases, if there are minor changes to the projects in the RTP, the CEQA requirements may be addressed using a supplemental EIR. For the 2011 RTP, a full PEIR was prepared.

AIR QUALITY CONFORMITY DOCUMENT

Before the RTP and the FTIP can be approved by federal agencies, SJCOG is required to make findings of air quality conformity that demonstrate compliance with federal conformity regulations. Conformity findings must also be made with the adoption of a new FTIP, significant FTIP or RTP amendments, or when changes in federal air quality designation or standards require a conformity determination.

CONGESTION MANAGEMENT PROGRAM

In the San Joaquin region, there are now three similar but distinctly different requirements for congestion management plans.

1) SJCOG is the designated Congestion Management Agency for San Joaquin County. Proposition 111 was a voter approved addition to an existing statewide gasoline tax. In order to receive funds from this tax, each county was required to designate a Congestion Management Agency and develop a Congestion Management Program. Subsequent legislation removed this requirement, allowing counties to discontinue the Congestion Management Program by resolution of the majority of jurisdictions within the county. San Joaquin County has not elected to do so, and SJCOG remains the Congestion Management Agency for San Joaquin County. SJCOG adopted its most recent Congestion Management Plan (SJCOG CMP) under the State requirements in 2008 and has incorporated all federal requirements in the 2011 RTP.

UNMET TRANSIT NEEDS REPORT

The Unmet Transit Needs Process is a requirement of the Transportation Development Act (TDA). Under TDA, counties with populations fewer than five hundred thousand, according to the 1970 Census, have the option of using some or all of the funds for roads and streets if an unmet needs process is completed.

TDA section 99238.5 requires the regional transportation planning agency (SJCOG) to conduct an annual assessment of transit needs within its jurisdiction. The annual assessment must include provisions for one public hearing in the jurisdiction represented by the Social Services Transportation Advisory Committee (SSTAC). Prior to any allocation not directly to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles (i.e. TDA allocations made for streets and roads purposes) , SJCOG must identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The adopted definition of “unmet transit need” and “reasonable to meet” must be documented by resolution or in the minutes of the agency.

The SJCOG Board has the authority and responsibility to define “unmet needs” and “reasonable to meet”. The Board-adopted definitions are:

“UNMET TRANSIT NEEDS are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.

An unmet transit need that meets the definition above and meets **all** of the following criteria shall be considered REASONABLE TO MEET:

- 1) Community Acceptance - There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.)
- 2) Equity - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.
- 3) Potential Ridership - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).
- 4) Cost Effectiveness - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable operating cost per passenger objective or state farebox ratio requirement after exemption period, if the service is eligible for the exemption. If the exemption is not used, the service must meet minimum applicable operating cost per passenger objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.

- 5) Operational Feasibility - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
- 6) Funding - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

In February 2007, the Social Services Transportation Advisory Council (SSTAC) adopted the following performance measures for new service ridership.

- 1) Presence of Major Trip Generator (Malls/Major Shopping Areas, Schools, Theatres, Arenas, Major Employment Centers, Senior Centers, Regional Hospitals) – An analysis of potential ridership shall include an identification of trip generators located within $\frac{3}{4}$ of a mile of the new route/service extension.
- 2) Ridership on Similar Existing Routes (within operators service area)
- 3) Current Route Ridership (for route extension)
- 4) Existing Similar Routes Service Change (within operators service area)
- 5) If no trip major generator, comparable service, or comparable route change can be identified, potential ridership is defined as 1% of the census block group population through which the unmet transit need route or route extension travels. If the route is straddled by two census block groups the population of each census block group will be used. If the projected ridership is less than the number of comments received applicable to the route or route extension, the number of applicable comments shall equal potential ridership. Potential Ridership determined by the number of applicable comments is subject to SSTAC professional judgment. SSTAC professional judgment will discern if multiple comments are submitted in advocacy of one rider or represent many riders.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

In 2005, Congress included provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that added coordination requirements to the newly created New Freedoms program (5317), the Job Access Reverse Commute program (5316), and the Formula Program for Elderly Persons and Persons with Disabilities (5310). As a result, all 5317, 5316, and 5310 projects must be derived from a locally developed coordinated human service transportation plan (CTP).

The San Joaquin Regional Transit District (RTD), the designated recipient for San Joaquin County's large urbanized area, took the lead to prepare the CTP for the county. In December 2007 the RTD board took action to adopt the San Joaquin County Coordinated Plan. The plan can be found online at the following link <http://sanjoaquinrtd.com/sjctcp/default.php>.

ANNUAL LISTING OF OBLIGATED PROJECTS

Federal planning regulations require the development of an annual listing of federally funded projects that were obligated in the prior fiscal year. This document illustrates the delivery of federal projects in the region, and is updated annually.

SJCOG PUBLIC PARTICIPATION PLAN

The purpose of SJCOG's Public Participation Plan is to inform and involve citizens in SJCOG's various programs, projects, and work activities. This includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. This element also assists in identifying and addressing environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders, and representatives of community organizations in agency work through timely workshops on topical issues, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision processes.

The SJCOG board adopted the 2007 Public Participation Plan in May of 2007. Since May 2007, SJCOG has continually updated its public participation database to ensure its participation efforts continue to reach the target audiences.

SJCOG anticipates updating its public participation by May 2011. As part of this update SJCOG will work to inform citizens of SJCOG's various programs, projects, and work activities, as well as requesting input on the public participation process itself (i.e. do the citizen participation objectives continue to meet the needs of the public).

INTERGOVERNMENTAL REVIEW

Under federal law, SJCOG is designated as the Regional Clearinghouse for review of all submitted plans, plan changes, projects, and programs for consistency with adopted regional plans and policies.

Regionally significant transportation projects reviewed for consistency with regional plans are defined as: construction or expansion of freeways; state highways; principal arterials; routes that provide primary access to major activity centers, such as regional shopping centers, airports, and ports; goods movement routes, including both truck routes and rail lines; intermodal transfer facilities, such as transit centers, rail stations,

airports, and ports; and fixed transit routes, such as light and heavy rail, and commuter rail. Any project involving transportation improvements is reviewed to determine whether such improvements are included in the RTP.

MAKING CONNECTIONS

The San Joaquin Council of Governments has coordinated the transportation demand management program, known as Commute Connection, since 1983 for San Joaquin County and since 1987 for Stanislaus County. Commute Connection provides commuter ride-matching and marketing services and has more than eight thousand five hundred registered commuters. Commute Connection services include carpool/vanpool matching, transit, bicycle, telecommuting, and park-and-ride lot information and referrals for both individual commuters and area employers. In addition, Commute Connection publishes and distributes a monthly newsletter entitled Making Connections to highlight emerging issues and important topics facing regional ridesharing and commuter transportation in both San Joaquin and Stanislaus County. Outreach coordinators also help set-up jobsite rideshare programs for more than four thousand individual companies. The goal of the rideshare program is to help meet community objectives by reducing congestion and improving air quality.

HORIZONS

Horizons is a monthly e-newsletter produced by SJCOG staff and distributed throughout the cities and the county and posted on the web site. Each edition is filled with news readers can use, including information about upcoming meetings and opportunities for public participation, updates on SJCOG and other transportation projects, the latest on statewide transportation issues, such as budget and high speed rail, and more. The newsletter also includes names and numbers for contacts and links to more information.

MEASURE K EXPENDITURE PLAN

The Measure K Expenditure Plan identifies the countywide transportation facility and service improvements, including highway, public transit, railroad grade crossing, passenger rail, and bicycle projects, to be delivered by a 1/2-cent sales tax in San Joaquin County dedicated for transportation purposes. The Expenditure Plan specifically defines the categorical allocations of the sales tax revenues by transportation mode or facility and identifies the individual projects and programs to be funded under each category. Additionally, the Expenditure Plan outlines the distribution of all categorical allocations between the local jurisdictions within the county. The Measure K Expenditure Plan was passed by San Joaquin voters in 1990 as part of the Measure K Ordinance for a period up to 2011. Because the Ordinance covers a term of 20 years, there is a clause in both the Ordinance and Expenditure Plan that allows for the consideration of amendments to

the Ordinance and Expenditure Plan every fiscal year. In November 2006, the voters of San Joaquin County approved the renewal of Measure K for an additional 30 years beyond the original 2011 expiration date. The sales tax revenues generated by the Measure K Renewal program along with the projects and programs identified in the Measure K Renewal Expenditure Plan have been incorporated into the 2011 RTP as appropriate. All measure K Ordinance and Expenditure Plan amendment policies are adopted policies of the Measure K Renewal program.

MEASURE K STRATEGIC PLAN

The Measure K Strategic Plan serves as the programming document for local sales tax revenue generated by the voter-approved Measure K Program. The Measure K Strategic Plan is updated every two years, in addition to amendments that occur throughout the year. In November 2006, the voters of San Joaquin County approved the renewal of the Measure K program, which was set to expire in 2011. With the renewal, Measure K now extends through 2041. SJCOG adopted the first Measure K Renewal Strategic Plan in 2008 and is preparing the first update to the Strategic Plan that will be completed after the publication of the 2011 RTP.

MEASURE K ANNUAL REPORT

The Measure K Annual Report provides a brief project-by-project highlight of the status for all Measure K projects in San Joaquin County in addition to the accounting of how much sales tax revenue was collected and how sales tax revenues were used within the reporting year. Measure K, the 1/2-cent sales tax in San Joaquin County, provides funds for highways, local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings.

RESEARCH AND FORECASTING CENTER

As the MPO for San Joaquin County, SJCOG is required to develop and maintain a 20-year RTP based on a traffic-forecasting model. The major data input into the model are future year population and employment statistics. Additionally, SJCOG is required to show that both the RTP and FTIP conform to the air quality plan for the entire San Joaquin Valley air basin. Population and employment data are also used in this analysis.

SJCOG is also the local Census Bureau affiliate. In the past this required SJCOG to maintain all available census data for distribution to the public. Beginning with the 2000 census, the census bureau will make data available to the public via its own website. SJCOG staff works extensively with the Bureau website and assists the public in using this large and complex resource.

HABITAT PLAN / ANNUAL REPORT

SJCOG, Inc., a 501 (c)(3) non-profit organization made of the San Joaquin Council of Governments Board members, administers the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The key purpose of the SJMSCP is to provide a strategy for balancing the need to conserve Open Space and the need to Convert Open Space to non-Open Space uses while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple-use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to Project Proponents and society at large.

As required under the SJMSCP, annual reporting of activities undertaken during a calendar year is provided to the Permitting Agencies (United States Fish and Wildlife Service and California Department of Fish and Game). The Annual Report requires the submittal of activities identifying acres of Open Space Converted, Preserve land to be acquired to compensate, Preserve land that has been acquired to compensate and, when determinable, information on the numbers of individual SJMSCP Covered Species Taken during SJMSCP Permitted Activities.

REGIONAL TRANSIT SYSTEM PLAN

In 2009, SJCOG completed the San Joaquin County Regional Transit Systems Plan (RTSP) which presented recommendations for expanding the transit system components within the County to meet long-term travel demand needs. The RTSP identified strategies to reduce congestion through increased density developments, multimodal and commercial joint developments, transit expansions, and support for alternative modes. In addition, six goals were identified, including:

- Implementation of effective ridership programs countywide such as continuing work toward the implementation of San Joaquin County's 511; incorporation of San Joaquin County transit routes into Google transit; and the addition of global positioning units on buses to enable real time transit information to be collected.
- Develop a transit system which addresses to the greatest extent possible the needs for air quality and congestion management;
- Provide for a transit system serving county residents which is efficient and cost effective;

- Provide an emphasis on the multimodal nature and intermodal opportunities in San Joaquin County;
- Explore the opportunities for expanding services in to additional travel markets;
- Provide a mechanism whereby service is responsive to local needs to enhance the opportunities for all County riders.

VARIOUS TRANSPORTATION CORRIDOR AND PLANNING STUDIES

SJCOG also participates in various short-range transportation planning studies. These studies focus on identifying solutions to various mobility issues throughout the County. The outcomes of these studies are incorporated into the RTP and FTIP as applicable.

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