

San Joaquin Council of Governments FY 2014-2015 Overall Work Program

San Joaquin
Council of Governments

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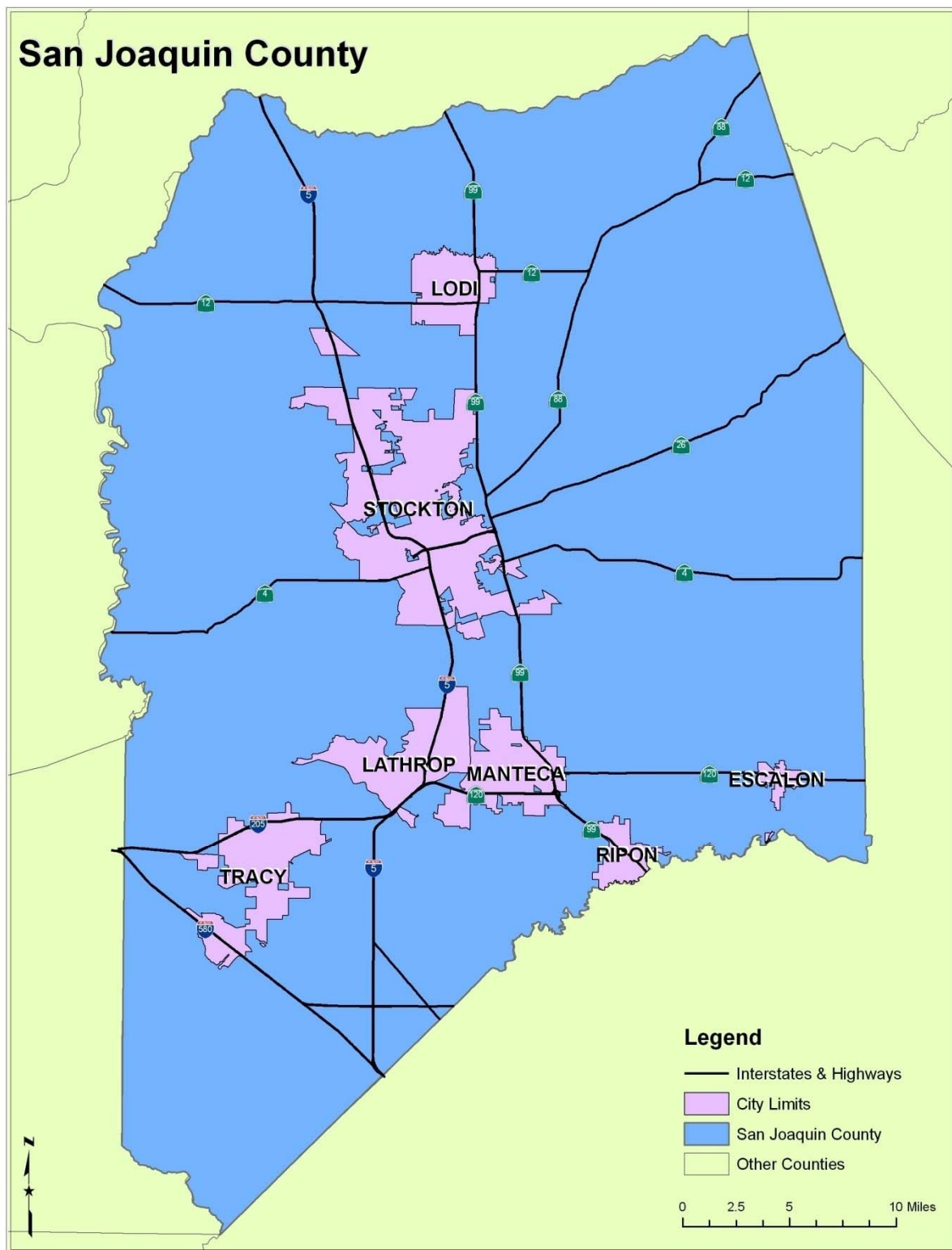
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THE SAN JOAQUIN COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

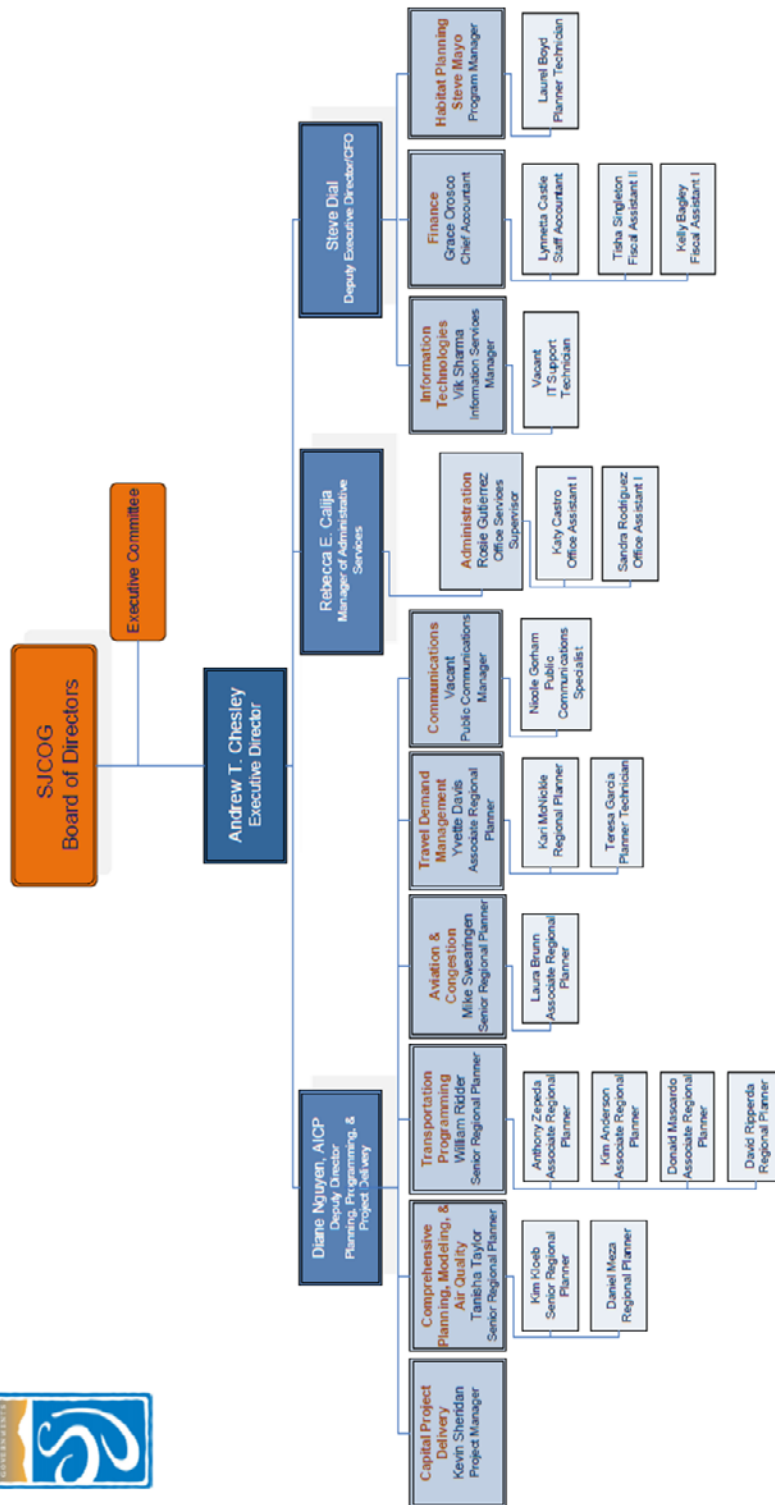
Chair	Councilmember Jeff Laugero	City of Escalon
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Diane Nguyen	Deputy Director/Planning, Programming & Project Delivery
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Daniel Meza	Regional Planner
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Laurel Boyd	Planner Technician
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Vikram Sharma	Information Services Manager
Rosie Gutierrez	Office Services Supervisor
Katy Castro	Office Assistant I
Sandra Rodriguez	Office Assistant I



SAN JOAQUIN COUNCIL OF GOVERNMENTS OVERALL WORK PROGRAM

I. THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

The San Joaquin Council of Governments is a Joint Powers Agency created in 1968 by the County of San Joaquin and the Cities of Stockton, Lodi, Manteca, Tracy, Ripon and Escalon. In 1991, the newly incorporated City of Lathrop signed onto the Joint Powers Agreement. The role of the Council of Governments is to serve the functions designated by signatories to the agreement. Generally, SJCOG'S role is to foster intergovernmental coordination, both within San Joaquin County, as well as with neighboring jurisdictions, the other regional agencies for the San Joaquin Valley, the State of California and various Federal agencies. The specific roles of the Council of Governments are described below. A fifteen-member Board composed of twelve locally elected officials and three ex-officio members directs the Council of Governments. The Board has three members of the San Joaquin County Board of Supervisors, three members of the Stockton City Council and one member from each of the County's six other cities. The ex-officio members are a Port of Stockton of Commissioner, a San Joaquin Regional Transit District Board member, and Caltrans District 10's Director. Under the direction of the Executive Director, a professional staff carries out the activities of the Council of Governments. The Board and staff are identified on the inside cover of this document.

In accordance with Title VI of the Civil Rights Act of 1964, as amended, the San Joaquin Council of Governments assures that it is in compliance with all requirements of 49 CFR part 21; FTA circular 4702.1 "Title VI Program Guidelines for Federal Transit Administration Recipients"; and other applicable directives, so that no person in the United States, on the basis of race, color, national origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity particularly in the level and quality of mass transportation services and mass transportation-related benefits for which the Applicant receives Federal financial assistance from the U.S. DOT or FTA.

II. THE ROLES OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

Since 1969, the Council of Governments has filled a variety of niches for its member jurisdictions. A short description of each of these roles is contained below:

A. Regional Transportation Planning Agency (RTPA)

In 1973, SJCOG was recognized as the Regional Transportation Planning Agency for San Joaquin County. Initially the designation related solely to the administration and allocation of Transportation Development Act funds for public transit and possible road and street projects. However, over time the RTPA designation has expanded such that SJCOG is the agency responsible for adopting a Regional Transportation Plan and a Regional Transportation Improvement Program that programs state and federal funds within the region's boundaries. In addition, the designation gives SJCOG planning and

coordination responsibilities over most federal and state funding programs for transportation administered by the State of California.

B. Metropolitan Planning Organization (MPO)

Metropolitan Planning Organization is a federal designation identifying the San Joaquin Council of Governments as the agency responsible for carrying out federal guidelines, regulations and statutes for planning and coordination. SJCOG's region is designated as a Transportation Management Area and SJCOG is carrying out state and federal Congestion Management functions.

C. Airport Land Use Commission (ALUC)

On August 7, 1973, the Board of Supervisors and the Mayor of each city designated the San Joaquin Council of Governments as the appropriate agency to assume the planning responsibilities of the Airport Land Use Commission. The ALUC is responsible for preparing and enforcing an Airport Land Use Compatibility Plan (ALUCP) around each public access airport in San Joaquin County. The purpose of the ALUCP is to maximize public safety and long term effectiveness of airports by eliminating the use of conflicting land uses. A partial update of the ALUCP was completed in June, 2009 which included all public access airports except the Stockton Metropolitan Airport. An update to the ALUCP to include Stockton Metropolitan Airport is expected to be started during fiscal year 2014/15 and fully completed in fiscal year 2015/16.

D. Census Data Center (CDC)

The State of California participates in a national State Data Center Program with the U.S. Bureau of the Census and by Maintaining the legislatively-mandated State Data Center (SDC). The SDC is located within the Demographic Research Unit of the California Department of Finance. The San Joaquin Council of Governments is an affiliate data center within the California State Data Center Program. In this role, SJCOG receives reports and documentation from the U.S. Bureau of the Census. SJCOG generates numerous reports using the most current census data available. SJCOG also assists the Census Bureau in various special census projects.

In addition, SJCOG works with the State of California Department of Finance, which is responsible for annual updates on California and local demographics. Starting in 2007, and continuing through this year, SJCOG partnered with University of the Pacific's Business Forecasting Center to provide Data Center services and products such as the "Regional Analyst" newsletter and "Regional Spotlight" fact sheets.

E. Congestion Management Agency (CMA)

Following approval of Proposition 111 by California state voters in June, 1990, SJCOG was named the Congestion Management Agency for San Joaquin County in 1991. SJCOG adopted its first Congestion Management Program (CMP) in November of 1991. SJCOG continues to implement the Congestion Management Program and the

Federal Congestion Management Process. The update to the current CMP was adopted by the SJCOG Board of Directors in October 2012.

F. Local Transportation Authority (LTA)

In November of 1990, San Joaquin County voters passed Measure K, a ½% increase in sales tax to support specific transportation improvements. SJCOG is designated the Local Transportation Authority, the agency responsible for administering the sales tax program and delivering the projects identified in the Measures Expenditure Plan. Measure K was renewed for 30 years in November 2006.

G. San Joaquin - Stanislaus – Merced Transportation Demand Management Program (Commute Connection)

As a Transportation Control Measure, SJCOG provides commuter ride-matching and marketing services under the auspices of Commute Connection for San Joaquin, Stanislaus and Merced Counties. SJCOG also provides transportation demand management planning for San Joaquin County. SJCOG primarily uses Federal CMAQ funds to operate Commute Connection. The program has approximately 10,000 registered commuters and provides outreach coordinators to 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. SJCOG provides ridesharing services to Stanislaus County through a contract with StanCOG and to Merced County through a contract with Merced County Association of Governments.

H. Regional Housing Needs Allocation (RHNA)

The state establishes affordable housing targets for each county. In San Joaquin County, SJCOG is responsible for determining the fair share distribution of those affordable units among our member jurisdictions. This responsibility is codified in state law. Per SB 375, the RHNA process is an integral part of developing a Sustainable Community Strategy (SCS) for the San Joaquin County region. By Fiscal Year 14/15, the process would have been completed and the SCS adopted by the SJCOG Board.

I. Lead Agency - Transportation Air Quality Attainment

Per the National Clean Air Act Amendments (1990) and the San Joaquin Valley Air Pollution Control Plan adopted by the San Joaquin Valley Air Pollution Control District, SJCOG serves as joint lead agency for transportation/air quality attainment in San Joaquin County. SJCOG has signed a joint Memorandum of Understanding with SJ Valley Air Pollution Control District, other Metropolitan Planning Organizations and Local Transportation Commissions in San Joaquin Valley to coordinate transportation/air quality planning functions.

J. San Joaquin County Multi-Species Habitat Conservation Plan

SJCOG invested over seven years in the development of the San Joaquin County Multi-Species Conservation Plan. The plan designates a subsidiary of the Council of Governments, SJCOG, Inc., as the implementing agency of plan activities.

III. THE REGIONAL PLANNING PROCESS

The San Joaquin Council of Governments is truly a coordinating agency and has developed a review process that is inclusive and comprehensive. While this structure deals primarily with transportation issues, it also is used for housing, air quality, and airport land use planning issues as well. The primary committees are listed below; however, various advisory committees or task forces are also created to deal with specific issues or projects.

A. Technical Advisory Committee (TAC)

This 23-member committee meets monthly to review SJCOG staff working documents and advise the SJCOG Board on regional transportation and planning matters. The membership is composed of local community development and public works department staff, staff from San Joaquin Regional Transit District, Caltrans, San Joaquin Valley Air Pollution Control District, Port of Stockton and Stockton Metropolitan Airport.

B. Management and Finance Committee (M&FC)

This is a 10-member committee composed of each City Manager/Administrator, the County Administrator, the San Joaquin Regional Transit District General Manager and the Executive Director of the San Joaquin Regional Rail Commission. The committee's function is to advise the SJCOG Board on administrative and financial decisions with a comprehensive look at all local government functions.

C. Citizens Advisory Committee (CAC)

The CAC is composed of sixteen interested lay people who are residents of San Joaquin County. Eight represent each of the cities in the county and San Joaquin County and are appointed by the SJCOG Board. The remaining eight members are nominated by special interest groups and approved by the SJCOG Board. The committee's primary function is to advise the SJCOG Board in its role as the Local Transportation Authority and to provide community input on project priorities and other matters pertaining to the Measure K program.

D. Social Service Transportation Advisory Committee (SSTAC)

The Social Service Transportation Advisory Committee is composed of citizens and staff from various agencies and each jurisdiction. The committee's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to

public transportation services for people traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups. The committee, created to meet requirements in state law, includes representatives of the elderly, the poor, the disabled, and social service agencies that serve these and other transit dependent persons. The San Joaquin Council of Governments also holds public hearings and is active in making presentations on its work throughout the County.

E. Interagency Transit Committee (ITC)

This Committee is comprised of public transit operators from throughout the county. This Committee focuses on transit planning, programming and financial activities of common interest to the operators as well as transit capital project delivery. It is the first committee to formulate proposals concerning regional transit programming and financial matters. The Committee also serves as an information exchange concerning transit operational coordination items.

F. Project Delivery Committee (PDC)

Committee coordinates and implements the project delivery of projects utilizing Measure K or Measure K Renewal Funds. The Project Delivery Committee is also responsible for reviewing and making recommendations to the SJCOG Board regarding policy and procedural issues affecting the management of Measure K and Measure K Renewal projects.

G. Habitat Technical Advisory Committee (HTAC)

Committee reviews and makes recommendations to the Habitat Technical Advisory Committee and the SJCOG Board regarding the implementation of the Habitat Plan including alternative habitat preserve acquisition methods. The HTAC meets on the second Wednesday of every month and the meetings are open to the public.

H. Goods Movement Task Force (GMTF)

The GMTF is comprised of representatives from member agencies, State Department of Transportation, Port of Stockton, California Highway Patrol, California Trucking Association, Railroad Operators, and other private/public stakeholders with interest in good Movement. As an advisory committee, meets on an as needed basis to focus specifically on goods movement issues (e.g., STAA Terminal Access, Port Access, safety) and related studies from a regional and interregional focus.

IV. THE OVERALL WORK PROGRAM

The Overall Work Program is a management tool identifying the tasks and products that the Council of Governments will undertake to deliver during fiscal 2014/15. It also identifies the funding sources and staff resources necessary to complete the Overall Work Program.

V. FUNDING SOURCES

The San Joaquin Council of Governments' anticipated sources of funding are described below.

A. Federal Funding Sources

Consolidated Planning Grant Funds - This program combines Federal Highway Administration planning funds and Federal Transit Administration planning funds for more efficient administration of those funds. Individually, those two federal funding sources are:

PL Funds - These are dollars made available by the Federal Highway Administration (FHWA) for Metropolitan Planning Organizations. The funds are allocated based on a statewide apportionment and are meant to carry out Federal urban planning requirements and interests. The formula for PL funds is divided into three components: 1) a base allocation, 2) an air quality component based on the proportion of CMAQ funds to total programmatic PL fund sources, and 3) a population component which distributes funds by proportion of total population of each MPO.

Federal Transit Administration (FTA) Funds – FTA is the federal agency responsible for federal public transit investments. There are generally four sources of FTA funds used in this area:

- Section 5303 is planning funds made available to the Metropolitan Planning Organizations to support transit planning in the urbanized areas.
- Section 5313/5314 Planning and Research Grants are planning funds that the State allocates for special transit planning projects.
- Section 5307 federal funds are made directly available to transit operators for operating expenses including planning.
- Section 5316/5317 are federal funds made available for projects derived from locally developed Coordinated Public Transit-Human Services Transportation Plan.

B. State Funding Sources

Transportation Development Act (TDA) - State Transit Assistance (STA) - SJCOG policy apportions 2% of State Transit Assistance funds for transit planning purposes.

Various State Planning Grants - SJCOG receives grants from the State of California

to conduct specific planning projects.

Freeway Service Patrol - SJCOG receives funding from the State of California to operate the Freeway Service Patrol on specific highways in the county.

Proposition 1B - The State of California passed a \$19.9 Billion transportation infrastructure bond in November 2006. San Joaquin County has received allocations for specific projects including widening State Route 99, constructing auxiliary lanes on Interstate 205, extending SR 4 west of I-5 and dredging by the Port of Stockton of the San Joaquin River.

C. Local Funding Sources

Transportation Development Act - Local Transportation Fund (LTF) - These are funds derived from the Transportation Development Act used by SJCOG to carry out planning in the region and administration of the Transportation Development Act. SJCOG policy is to apportion 3% for planning purposes. Special assessments for specific planning projects are also approved on a year to year basis. TDA Administration is funded 100% by these funds.

Member Jurisdictions - Occasionally SJCOG will undertake a special study for a local jurisdiction. That jurisdiction will either directly pay for the SJCOG study, or provide whatever matching funds are required to pay for the study.

Fees - SJCOG charges fees for certain functions such as the Airport Land Use Commission reviews, Regional Transportation Impact fees, and Habitat Conservation Plan fees. SJCOG also charges fees for special events such as the One Voice® trip.

Local Transportation Authority (Measure K/Renewal) - In November 1990 San Joaquin County voters passed a 20 year ½ cent sales tax to fund specified transportation projects. SJCOG'S administration (salaries and benefits) of that program statutorily cannot exceed 1% of receipts. Project planning and management to coordinate and deliver specific Measure K projects are funded, as well. In November 2006, San Joaquin County voters approved an extension of the Measure K Program. The extension went into effect in April 2011 and continues for 30 years, until March 31, 2041.

Air Pollution Control District grants - The San Joaquin Valley Unified Air Pollution Control District allocates funds raised from a \$19.00 special excise fee on vehicle registrations. These funds go to operate the District as well as pay for special projects that enhance the District's mission of improving air quality in the Valley.

CalSAFE - The California Service Authority for Freeway Emergencies/Expressways was established by the State Legislature to implement a program to enable motorists in need of aid to obtain assistance. The program is supported by a one dollar per vehicle registration annually to fund motorist aid services. The San Joaquin Council of Governments is a member of the SAFE program for San Joaquin County, which

is operated by the Sacramento Area Council of Governments (SACOG). This program funds call boxes and the 511 Traveler Information System in San Joaquin County and provides matching funding Freeway Service Patrol operations in SJC.

VI. SJCOG STAFFING

The Council of Governments staff consists of an Executive Director and 32 professional and support positions. The agency is an equal opportunity, At Will employer. The agency hires consultant services to carry out specified projects and has adopted Disadvantaged Business Enterprise goals consistent with the Code of Federal Regulations, Title 49, part 23.

VII. SAN JOAQUIN COUNTY REGIONAL ISSUES

Having been severely impacted by the Great Recession of 2008, San Joaquin County faces problems similar to most of California regions such as: high unemployment, greatly diminished economic resources, the fallout from rapid urbanization, serious infrastructure constraints, environmental and quality of life concerns, the challenge of maintaining mobility in light of increasing social costs stemming from the single occupant automobile, impact of goods movement, and the desire to expand economic opportunities. Below are example strategies designed to address these concerns that the San Joaquin Council of Governments will implement in this Overall Work Program:

A. Regional Transportation System

San Joaquin County (SJC) is strategically located in Northern California's dynamic growth corridor and is defined as the east gate way to the Bay Area. The county has become a defacto part of the Bay Area by virtue of its location and the re-location of workers and companies in the Bay Area. According to the American Community Survey (from 2006-2010), there are 75,173 residents in San Joaquin County who commute to another county to work. Of those residents, approximately 61% of them travel to the Greater Bay Area (source: University of Pacific analysis of ACS data).

A highly accessible highway transportation system links SJC to major California destinations. The county is a major Northern California transition point with two primary North-South highways, Interstate 5 and SR 99. They are connected by the Stockton Crosstown Freeway (SR 4) in the center of the county and SR 120 through Manteca in south. Interstate 5 is the main north-south route for transportation along the west coast from Canada to Mexico. State Route 99 is the main inland route through California connecting major cities in the San Joaquin Valley.

San Joaquin County remains one of the fastest growing regions in California. The County's geographical advantages and quality of life contribute to the growth. Of the 58 counties, San Joaquin County is in the top 85% of the fastest growing regions in California. As compared to the nation's growth rate of 0.9%, San Joaquin County's population is projected to grow approximately 1.5% annually. By the year 2035, the population is expected to reach 995,000.

The principles of “Sustainable Communities” and “Smart Growth” will be involved in the implementation of the OWP. SJCOG, through the inclusion of a Sustainable Community Strategy in its Regional Transportation Plan effort, will foster coordinated planning with neighboring cities, counties and other governmental entities to agree upon regional strategies and policies for dealing with the regional impacts of growth on transportation, housing, and the environment. Supporting this effort will also involve the implementation of the region’s Smart Growth Incentive Program (SGIP) which is part of the Measure K Renewal program and SJCOG’s compliance to SB 375.

The transportation planning work elements that deal with transportation infrastructure issues include:

- Regional Transportation Plan
- Regional Transportation Plan Studies
- Transit Planning and Coordination Studies
- Regional Transportation Improvement Programs
- Regional Congestion Management Program
- Measure K Transportation Sales Tax Program
- Regional Transportation Impact Fee (RTIF)

While each of these work elements deals with different components of transportation infrastructure, each attempts to focus investments into cost-effective and environmentally sound transportation improvements.

B. Air Quality

San Joaquin County sits at the northern end of the San Joaquin Valley air basin. This air basin has geographical and meteorological conditions that make air quality an issue of major concern. San Joaquin County, excluding the Stockton urbanized area, is in attainment for carbon monoxide. The Stockton urbanized area has been designated by the Environmental Protection Agency as a maintenance area since 1998. San Joaquin County is included in the San Joaquin Valley non-attainment area for ozone, which is classified extreme for the 8-hour Ozone standard. The air basin has been classified non-attainment for the PM_{2.5} standard and maintenance for PM₁₀. Work Elements addressing this concern in this year’s work program are the Regional Transportation Plan and Transportation Air Quality and Modeling.

On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act. The act caps California’s Greenhouse Gas (GHG) emissions at 1990 levels by 2020. This legislation represents the first enforceable state-wide program in the U.S. that includes penalties for non-compliance to cap all GHG emissions from major industries. This law requires the State Air Resources Board to establish a program for statewide greenhouse gas emissions reporting and to monitor and enforce compliance with this program. In 2008 the Legislature also passed SB 375, which is a companion bill to AB 32. SB 375 focuses on potential Greenhouse Gas reductions through land use and transportation actions. The provisions of SB 375 have been a

significant component of SJCOG's planning and policy development. However, it is important to note that sustainability goals are not new to SJCOG's mission which has always included implementation of projects supporting sustainability and preserving environmental quality.

The San Joaquin Council of Governments conducted a comprehensive travel model update in FY 2012/2013, and is committed to the effective use of the model for transportation and air quality analysis. This travel model is the first of its kind for SJCOG, as it includes the three counties of San Joaquin, Stanislaus, and Merced to evaluate the impacts growth has on the regional transportation facilities and air quality. The results of this analysis empower policy makers to make transportation investments that produce the greatest impact to improve air quality.

In Fiscal Year 2014/15, the three-county model will continue to be extensively used in assessing air quality impacts of Regional Transportation Plan and Transportation Improvement Programs amendments, in assessing the impacts of various air quality strategies and in assessing the regional transportation impacts of land use decisions in the Congestion Management System and the San Joaquin County / Sustainable Community Strategy.

SJCOG is committed to expand and strengthen the conformity process and the coordination on Valley-wide Transportation Modeling. Furthermore, as more direction comes forward, SJCOG will incorporate the needed methodologies to meet the intent of AB 32 and SB 375 in order to lower GHG emissions.

C. Single Occupancy Vehicle (SOV) Usage

A key focus for SJCOG is providing the public with more mobility options in order to reduce the incidence of SOVs. The use of Transportation Demand Management (TDM) strategies such as improving the access to and level of public transit and the use of van and car pools are essential to reduce the incidence of SOV usage. TDM strategies are necessary in order to prevent and reduce congestion on the regional transportation system. These strategies have a direct impact on improving air quality.

Public Transit Bus System

Transit systems relevant to this work plan are the local, intercity, interregional, and dial-a-ride bus services, currently operating in San Joaquin County. Transit also includes needed services such as demand response for both those who are in need of transit for medical purposes and those in rural areas (general public dial-a-ride).

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range from the 200 bus system operated by the San Joaquin Regional Transit District (RTD), to the single bus operated by the City of Ripon.

There are four types of public transit services currently operated by RTD and the cities in San Joaquin County: 1) general public fixed-route; 2) general public dial-a-ride; 3)

general public route-deviation; and, 4) and paratransit dial-a-ride.

The 2010 census streamlined public transit planning and programming in San Joaquin County. The City of Galt, which is in Sacramento County, is no longer associated with the Lodi Urbanized Area. The City of Ripon is now included in the Manteca Urbanized area rather than the Modesto Urbanized Area, which is in Stanislaus County.

Passenger Rail Transportation System

San Joaquin County sits as the rail linchpin for the State of California. All of the major existing freight rail lines connecting the San Francisco Bay Area and Los Angeles run through San Joaquin County. All the major rail lines, with the exception of the Coast route, connecting southern and northern California, run through San Joaquin County.

The Altamont Commuter Express (ACE) will shortly enter its second decade of service operating between downtown Stockton and Diridon Station in downtown San Jose. ACE continues to focus on improvements to individual stations, trackage and signal improvements to upgrade service and passenger targeted services such as Wi-Fi access, special event trains and on-board educational programs.

Rail planning holds a prominent position in transportation planning. There is growing statewide interest in high-speed rail options. Amtrak continues to serve the Central Valley (two trains connecting Sacramento, Stockton and Bakersfield, in addition to the four other San Joaquin trains running between Oakland, Stockton and Bakersfield as well as bus connections to many destinations not served directly rail, including Los Angeles and San Francisco).

The regional efforts in the Altamont Pass rail corridor include partnering with the High Speed Rail Authority to prepare for enhanced service, providing a "world class" rail connection between northern San Joaquin Valley and the San Francisco Bay Area via the Altamont Pass. Known as the "Altamont Corridor Express", the project would provide a dedicated passenger line capable of supporting intercity and commuter rail service, transforming the existing Altamont Commuter Express (ACE) into a modernized streamlined system and serving as a feeder to the California High-Speed Train system. When done, the Altamont Commuter Express would be renamed to the Altamont Corridor Express.

Van Pools, Rideshare, Biking, and Walking

Other TDM strategies involve organizing residents and businesses / employees to develop and connect people in commuter van pools and automobile ridesharing. Other means to get from an origin to a destination involve walking and riding bikes.

SJCOG will continue to invest in rolling stock and fixed rail and plan for improving the overall public transit system on a local, regional, and interregional level. As part of this OWP, in June of 2009, SJCOG completed a Regional Transit System Plan in order to improve the overall connectivity of the regional public transit system. The Regional

Transit System Plan recommended updates to operator performance measures (completed 2009), as well as improving non-commuter access to the City of Modesto, (funding for services from the cities of Ripon and Escalon to the City of Modesto are included in the Measure K Renewal Program). Furthermore, the implementation of the Smart Growth Incentive Program (SGIP) will improve the connectivity of people to the public transit systems as well as promote a better nexus between where people work and live.

Congestion Management

The Regional Congestion Management Plan (RCMP) for San Joaquin County reflects a renewed vision of the future of travel in our region. The RCMP is designed to combat congestion and its impacts on economic development by employing strategies that focus on a broad set of supply-side and demand-side strategies that embrace the latest thinking about reducing SOV trips, including more pro-active land use and pricing policies, coordinated investment in alternative modes of transportation, and new incentives for getting people out of their cars.

D. Transportation Authorization

SJCOG is very active in statewide implementation of the MAP-21 legislation. SJCOG will continue implementation of MAP-21 through the Final Rules and will continue to sponsor training sessions, workshops and forums for member agencies to ensure the region is in full compliance and takes full advantage of MAP-21 provisions.

E. Goods Movement

The movement of goods is essential to the economic good of the region. San Joaquin County is geographically considered an interregional goods movement hinge points for California due to the relationship with the San Francisco Bay Area and the Greater Sacramento Area. The Port of Stockton, located in city of Stockton, is comprised of warehouse storage and handling facilities. It is centrally located and handles national and international product and cargo traveling to the Port via highways, railways, and waterways.

San Joaquin County is the farthest north region in the Central Valley Trade Corridor which has the greatest amount of truck traffic volume in the state. In 1992, the truck percentage of vehicles miles traveled (VMT) was at 18.7% compared to the current 28% and climbing. From 1997 to 2003, truck traffic grew 33% as compared to the state as a whole of 8%. Currently, on Interstate 5, the estimate 30% of the traffic is trucks on some segments. On SR 99, truck traffic is two to three times (18% to 27%) the average for the state. Also notable, San Joaquin County is home to two Class I railroads, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), the Port of Stockton and the Stockton Metropolitan Airport, which is one of the most active airports in the Central Valley supporting air cargo traffic.

San Joaquin Council of Governments will continue to staff and host the Goods Movement Task Force (GMTF) which has become an important advisory committee to SJCOG and its partners. The committee's is very involved in the Intermodal Goods Movement Management System. SJCOG will continue its role in the funding and delivery of goods movement projects identified in the state's Goods Movement Action Plan (GMAP) and the Trade Corridor Improvement Fund (TCIF) program.

VIII. FEDERAL PLANNING PRIORITIES

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have typically identified a series of national Planning Emphasis Areas (PEAs) to promote as priority themes for consideration in developing the annual work programs for statewide and metropolitan planning. The PEAs represent topics in statewide and metropolitan planning that are of strategic national importance and are proposed for consideration by State and local officials as they prepare Overall Work Programs (OWPs) and State Planning and Research (SP&R) programs during the coming year. Per the FY 2013/2014 Metropolitan Planning Organization Overall Work Program Guidance dated December 13, 2012, the Federal Highway Administration, California Division and Federal Transit Administration, Region IX have identified five areas of importance to the U.S. DOT this year for California's Transportation and Air Quality Program:

1. Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions can be found in 23 CFR 450, Subpart C, and typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation provides metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity

description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

SJCOG's 2014/15 OWP has been developed to address the core planning functions and provides the necessary work element and work task details to clearly explain both the purpose and results of the work to be accomplished. In addition to the explanation identified in each work element narrative of how these work elements and work task support the Federal transportation planning process, SJCOG's 2014/15 OWP includes a specific section highlighting how the OWP addresses the eight MAP-21 planning factors. This section additionally provides a matrix to communicate how each individual work elements relate to each of the eight MAP-21 planning factors.

2. Performance Management

Many of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). Other MPOs are in various stages of identifying and implementing performance measures and targets; however, MAP-21 establishes a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. It provides for DOT to establish such measure within 18 months of enactment in the following areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries-both number and rate per vehicle mile traveled-on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Once the performance measures are established by DOT, Caltrans should coordinate with MPOs to develop and implement performance targets for each measure within the Statewide and Metropolitan Planning Process.

SJCOG's RTP has placed an emphasis on quantitative objectives and performance measures, which will help with the new anticipated federal legislation. The Federal Congestion Management Process component of the RTP also relates to performance management. The SJCOG Congestion Management Plan, and the Regional Travel Demand Management Action and Deficiency Plans completed in FY 09-10 and the

CMP update completed in November of 2012 also directly relate to this emphasis area. The CMP performance measures are used as the foundation to assess the operational condition of the regional roadway system and assist in determining the value of the project in improving the operational condition. This relationship assists in the overall prioritization of projects in the RTP which is also reflected in the CMP Capital Improvement Program and the FTIP. Examples include:

- 1) CMP input on new development projects. This includes use of all reasonable TDM strategies to mitigate trip impacts, use of applicable regional planning studies to, for example, design identified roadways to expressway and STAA standards.
- 2) Assessing and monitoring the LOS status of the regional roadway system which demonstrates impact of CMP to metropolitan planning and the health of the transportation system. In addition, provides valuable insight for project prioritization in the RTP and FTIP.
- 3) Results of assessment and monitoring lead to targeted OWP activities and furthers targeted regional planning efforts.

In addition to the RTP, SJCOG will also continue to incorporate performance based planning in its planning processes.

3. Safety

MAP-21 continues the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The specific provisions pertaining to the HSIP, are defined in Section 1112 of MAP-21, which amended Section 148 of Title 23, United States Code (23 USC 148) to incorporate these provisions. These requirements include the development of Strategic Highway Safety Plan (SHSP) in consultation with other key State and local highway safety stakeholders.

23 CFR 450.206 and 23 CFR 450.306 requires the State and Metropolitan transportation planning process be continuous, cooperative, and comprehensive, and provide consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users. 23 CFR 450.306 also requires the metropolitan transportation planning process to be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate. Furthermore 23 CFR 450.216 requires that the Federal Transportation Improvement Program (FTIP)/Federal Statewide Transportation Improvement Program (FSTIP) include all safety projects included in the State's SHSP. Caltrans and the MPOs are strongly encouraged to assure that all Regional Transportation Plans, FTIPs and the FSTIP are consistent with the Caltrans SHSP. SJCOG has adhered to this in all updates of its planning documents.

SJCOG participated during the development of the first California SHSP in 2006 – 2007 and represented as an alternate member of one of the Safety Challenge Area Teams. Since then, SJCOG has been actively monitoring the implementation of the SHSP and up-to-date with information and communication from the SHSP Steering Committee, Executive Leadership, and FHWA. SJCOG has disseminated the SHSP and encouraged the implementation of the goals and objectives by incorporating into various transportation planning studies and project developments of local roadway or highway capital improvement projects. SJCOG, through the Local Project Delivery Subcommittee, has been monitoring on a regular monthly basis our region's federal aid projects including HSIP. SJCOG has been providing project delivery resources and technical assistance to member agencies to aid in the timely delivery of HSIP projects and other federal aid projects.

4. Livability/Sustainability

Livability/Sustainability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets, while protecting the environment in communities. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc. MPOs are encouraged to assure that new Regional Transportation Plans incorporate the following livability/sustainability principles:

- Provide more transportation choices;
- Promote equitable, affordable housing;
- Enhance economic competitiveness;
- Support existing communities;
- Leverage Federal policies and investment; and
- Value communities and neighborhoods.

To comply with the requirements of Senate Bill 375 (Steinberg), Fiscal Year 14/15 is the year of implementation for SJCOG's Regional Transportation Plan/Sustainable Communities Strategy. This Sustainable Communities Strategy incorporates an assessment of regional housing needs that promote equitable, affordable housing choices while recognizing existing communities and their community values. The Sustainable Communities Strategy creates a multimodal environment which promotes feasible transportation choices throughout the region. SJCOG's SCS, furthermore, develops a multi-modal transportation scenario that provides active transportation, encourages compact development, and enhances the environment while bolstering San Joaquin County's economic competitiveness.

5. State of Good Repair

The President has called for new state-of-good-repair (SGR) investments in our nation's transit systems, sounding the call to reinvest in and modernize our assets. MAP-21 places new emphasis on restoring and replacing aging transportation infrastructure by

establishing a new needs-based formula program, with a new tier for high-intensity bus needs. The new program defines eligible recapitalization and restoration activities, with a goal of bringing all systems into a state of good repair. Grantees are required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

Maintaining transit systems in a high state-of-good-repair is essential for the provision of safe and reliable service. SGR is the effective recapitalization of transit assets, identifying critical timing for preventive maintenance and increasing the focus on asset management practices. It also includes the assessment of capital asset condition strategies to obtain additional local re-investment including innovative financing strategies and additional identification of preventive maintenance practices. MPOs are encouraged to support planning strategies for the effective recapitalization of transit assets that would include:

- Asset Management, Assessment and Replacement Planning,
- Planning and Programming for Effective Preventive Maintenance, and
- Planning Innovative Financing Strategies for System Repair and Expansion.

Through the transit planning and coordination activities identified in SJCOG's 2014/15 OWP, SJCOG continues to lead transit planning efforts that address transit asset management, preventive maintenance and financing strategies for system repair and expansion. These activities are specifically coordinated through SJCOG's Interagency Transit Committee.

IX. MAP-21 PLANNING FACTORS

MAP-21 includes eight planning factors that are addressed in this OWP.

The eight MAP-21 planning factors include:

1. Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

1. Support economic vitality of the metropolitan planning area. The work elements and tasks included in the 2014/15 OWP for San Joaquin County support and enhance

the economic health of the entire region. Activities focused within San Joaquin County target improvements to high priority corridors for transit investments, congestion relief and goods movement to maintain the economic competitiveness of the region.

2. Increase Safety. Since the passage of the Intermodal Surface Transportation Act for the 21st century in 1991, states and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities. SAFETEA-LU expanded emphasis on safety and security by separating them into two distinct planning factors. The 2014/15 OWP supports the inclusion of projects and programs that enhance public safety by maintaining specific safety-related funding sources at the local, state, and federal levels. SJCOG's 2011 RTP includes goals, objectives and performance measures concerning safety and the recently completed RSTP addresses transit safety. In addition SJCOG expects to expand on the foundation developed in the 2011 RTP as it completes its 2013/2014 RTP update. San Joaquin County's local sales tax, Measure K, identifies funding for grade separation projects, bike and pedestrian projects, and local street repair – all of which enhance various aspects of public safety on the regional transportation system. In the same way, the State's SHOPP program and the federal safety program provides funding specific to increasing safety on the transportation system, in addition to more general State and federal revenue sources that are used for motorized and non-motorized safety projects.
3. Increase Security. As noted under the safety emphasis area, States and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities since the early 1990s. In 2005, SAFETEA-LU expanded emphasis on safety and security by separating them into two distinct planning factors. The 2014/15 OWP supports the security of the transportation system by providing assistance to transit agencies implementing additional security requirements for FTA grant recipients brought on by SAFETEA-LU. Such projects are included in the FTIP and in the provision of ITS elements and security strategies for priority projects.
4. Increase mobility and accessibility. Increasing mobility and accessibility across the regional transportation system are the hallmarks of transportation planning and project development. Many of the transportation-related activities in the 2014/15 OWP have a common underlying theme of increasing the mobility and accessibility of the transportation system. As defined in SJCOG's RTP, mobility is defined as meeting the public need for improved access and for safe, comfortable, convenient, and economical movement of goods and people. Accessibility focuses on minimizing the time and cost associated with accessing transportation options. While traditional transportation projects address access, travel time, and cost, SJCOG staff is also pursuing alternatives such as ramp metering and high occupancy vehicle lanes. In addition, the San Joaquin Regional Transit District has completed BRT Phase I, II, and III and has begun work on BRT Phase IV.
5. Improve the quality of life. Environmental protection, energy conservation, growth,

and economic development all contribute to the overall quality of life for residents in San Joaquin County. The 2014/15 OWP devotes a significant amount of resources to this end. In addition to the mandated work addressing local and Valley-wide air quality issues, SJCOG continues its work on implementation of the SJCOG Blueprint document. Both of these efforts raise awareness throughout the community about the environmental impacts of growth, travel, and development. In 2014/15, the San Joaquin Valley will continue work with SB 375 implementation, which means moving forward with the adopted SCS strategies and fulfillment of goals/policies set in their respective RTP/SCS.

6. Enhance the integration and connectivity of the transportation system. The 2014/15 OWP continues to expand the opportunities for the San Joaquin region to coordinate across and beyond regional boundaries. The Altamont Commuter Express and Regional Transit District provide increasing connectivity between travel modes, and SJCOG staff will continue its participation and collaboration on transit planning efforts and capital project delivery. In addition, the 2014/15 OWP supports monitoring efforts on the San Joaquin Valley Joint Powers Authority.
7. Promote efficient system management and operation. A regionally coordinated, strategic approach to managing and operating transportation systems can yield dramatic improvements in system productivity and service cost effectiveness. This applies both to transit services as well as traditional transportation projects. Efficient system management and operation are highlighted in the 2014/15 OWP through regional planning and programming efforts and project development activities. This includes integration of the federal congestion management process into the RTP/SCS and establishment of transportation demand measures as part of the CMP Deficiency Plan.
8. Emphasize the preservation of the existing transportation system. System maintenance and preservation are critical to the long-term viability of transportation systems. Under the fiscal reality of tightening transportation budgets at all levels of government, resources are needed both for system expansion and system preservation. The 2014/15 OWP provides support and funding mechanisms to direct necessary resources towards roadway rehabilitation and repair. Examples include the region's Measure K program funding for local street repair, the dedication of approximately \$3.9 billion of RTP/SCS investments to maintenance and operation of the system, and this region's primary focus on local road repair and rehabilitation for various state and federal funding opportunities.

2014/15 Work Elements by MAP-21 Planning Factors

FY 2014/15 Work Elements	MAP-21 Planning Factors							
	1	2	3	4	5	6	7	8
601.01	✓	✓	✓	✓	✓	✓	✓	✓
601.02	✓	✓	✓	✓	✓	✓	✓	✓
602.01	✓	✓	✓	✓	✓	✓	✓	✓
603.01	✓	✓	✓	✓	✓		✓	✓
603.02	✓	✓	✓	✓	✓	✓	✓	✓
603.03		✓			✓		✓	
603.04	✓	✓	✓	✓		✓		
603.041	✓	✓	✓	✓	✓	✓	✓	✓
701.01			✓	✓	✓	✓	✓	✓
801.01	✓	✓	✓	✓	✓	✓	✓	✓
801.02					✓		✓	
801.03	✓	✓		✓		✓		
801.04	✓	✓		✓	✓		✓	✓
801.05			✓	✓	✓	✓	✓	✓
801.06	✓	✓	✓		✓	✓	✓	✓
801.09					✓			
901.01	✓	✓	✓	✓		✓	✓	✓
901.02	✓				✓			
901.03	✓	✓		✓	✓	✓		
1001.01								
1001.02						✓		✓
1101.01	✓	✓		✓	✓	✓	✓	✓
1101.03	✓			✓	✓	✓		
1201.01		✓		✓			✓	
1201.02	✓	✓	✓	✓	✓	✓	✓	✓

San Joaquin Council of Governments
FISCAL YEAR 2014-2015
WORK ELEMENTS AND TASKS

601.01 REGIONAL TRANSPORTATION PLAN

- A. Previous Work: Updated the RTP in 2013/14. Established and adopted a MOU between Caltrans and SJCOG for Transportation Planning. This included an accompanying EIR and use of MAP-21 Planning and Programming Provisions. Continuous monitoring of Project Delivery status. Monitor and update of project cost estimates.
- B. Purpose: The Regional Transportation Plan is the comprehensive transportation planning document guiding all public policy decisions regarding facility and service provisions in San Joaquin County. This document is updated to strengthen the RTP's role, and to integrate new laws, regulations and guidelines into the program. Includes a comprehensive and updated revenue estimate covering the life of the Plan as the basis for the transportation investment fiscal constraint analysis.
- C. Tasks:
1. Planning and project delivery efforts will be conducted for RTP projects.
 2. Continue to follow through on public outreach commitments in accordance with MAP-21, including traditionally under-represented under-served populations such as elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders.
 3. Continue implementation of RTP/SCS policies and provisions concerning monitoring Financial Planning and Project Delivery.
 4. Regularly update SJCOG website concerning, planning products, candidate project development and project status and fact sheets.
 5. Monitor delivery and performance measures identified in RTP/SCS.
 6. Incorporate MAP-21 requirements and ensure continuing compliance.
- D. Products & Schedule:
1. MAP-21 Compliant Regional Transportation Plan Amendments – Continuous.
 2. Planning efforts for RTP projects – Continuous.
 3. Community Outreach- Continuous.
 4. Full Financial Planning. Project Delivery Monitoring and Regular Review of Project Cost Estimates- Continuous.
- E. Funding Sources:
- | | |
|--|---------------------------------------|
| Federal Highway Administration PL | \$ 192.5 (Toll Credit Match 24.94042) |
| Federal Highway Administration PL | \$ 394.5 |
| Local Transportation Authority LTA-COG | 30.00 |
| Local Transportation Authority LTA-PM | 12.00 |
| Local Planning Funds LTF- COG | 38.00 |
- F. Responsible Agency: \$(000)

SJCOG
667.00

G. Staff Required: (person-months)

SJCOG
30.0

601.02 REGIONAL TRANSPORTATION PLAN STUDIES

- A. Previous Work: Over the last several years, numerous transportation planning studies have been conducted which materially contributed towards the formulation of various Regional Transportation Plan Elements. This has included corridor studies, access improvement studies, roadway and highway operational improvement planning, new alignment studies, corridor project sequencing and financial plans. These studies and analyses are conducted using Federal and state planning provisions. These studies are an essential part of SJCOG's work as an RTPA and MPO. These studies include significant involvement from other agencies and significant public involvement.
- B. Purpose: These studies are to identify workable solutions to San Joaquin County mobility problems. These solutions are to be included in the Regional Transportation Plan as funding allows. Develop illustrative projects outside of constrained planning process.
- C. Tasks:
1. Monitor implementation of County Expressway Study recommendations, particularly funding development and inclusion in General Plans.
 2. Participate in feasibility study of Highway 239 corridor in conjunction with Alameda and Contra Costa Counties and Caltrans (Contra Costa County lead).
 3. Review key CMP Corridor current and future traffic, current and planned improvements, identify any gaps and application of TSM, HOM, and safety strategies per federal congestion process.
 4. Monitor implementation of Highway 99 Business Plan.
 5. Update the Valleywide ITS Architecture Plan (ITS Turbo) with Valley Partners, as deemed necessary.
 6. Participate in planning efforts related to operational improvements on state highways including ramp metering.
 7. Initiate and explore unfunded transportation needs on regional corridors and conduct conceptual feasibility analysis, as needed.
- D. Products & Schedule:
1. Various Planning Studies/Conceptual Feasibility Analysis – As required.
 2. Monitor Implementation of County Expressway Study – continuous.
 3. Participate in 239 Feasibility Study – with identified partners - June 2015

4. Implementation of Highway 99 Business Plan – status reports quarterly.
5. Monitor key CMP Corridors – On going.
6. ITS Architecture Plan – As required

E. Funding Source:

Federal Highway Administration PL - \$ 5.0 (Toll Credit Match .6478)
 Local Planning Funds LTF- COG 11.0

F. Responsible Agency: \$ (000)

SJCOG
 \$16.0

G. Staff Required: (person-months)

SJCOG
 1.0

602.01 TRANSPORTATION IMPROVEMENT PROGRAMS

A. Previous Work: Adopted a 2014 FTIP update and processed several amendments. Adopted a separate state RTIPs to reflect the State Transportation Improvement Program funding. The RTIP was incorporated fully in the 2014 FTIP.

B. Purpose: The Federal Transportation Improvement Program is the programming document that carries out the federal mandates of MAP-21, complies with the requirements of the Clean Air Act Amendments, and implements the priorities of SJCOG's Regional Transportation Plan. The Federal Transportation Improvement Program provides a snapshot of all near term, regional significant transportation projects with funding sources available or committed in San Joaquin County. In contrast, the Regional Transportation Improvement Program is a vehicle for requesting funds for new projects through the State Transportation Improvement Program administered by the California Transportation Commission. The Transportation Improvement Program project requests are drawn from the Regional Transportation Plan and Congestion Management Program process requirements.

C. Tasks:

1. Manage and monitor 2014 STIP/RTIP.
2. Manage and monitor 2014 FTIP.
3. CTIPS database maintenance for FTIP and STIP projects.
4. Track allocation/fund vote delivery of RTIP Projects.
5. Assist local agencies to prepare RTIP amendments and fund vote requests, as well as technical assistance related to all federal funding programs under MAP-21.
6. Prepare 2014 FTIP amendments.
7. Monitor project delivery/performance of CMAQ Program of Projects.
8. Monitor project delivery/performance of RSTP Program of Projects.

9. Continue implementation of local project delivery/program policy.

D. Products & Schedule:

1. Implement State Transportation Improvement Program of Projects– As required.
2. Amend Federal State Transportation Improvement Program – As required by project implementation.
3. Participate in CTIPs – Continuous
4. Continue implementation of comprehensive management Data Base to Inventory, Capture, Track Administrative Requirements and Track Delivery of all major Programs – June 2015
5. Monitor delivery of CMAQ Program – monthly through June 2015.
6. Monitor project delivery of RSTP Program – monthly through June 2015.
7. Implementation of local project delivery/programming policy – monthly through June 2015.

E. Funding Source:

Federal Highway Administration PL -	\$270.0(Toll Credit Match 34.98136)
Local Transportation Authority-MK-COG	50.0
Local Transportation Authority-MK-PM	50.0
Local Planning Funds LTF- COG	3.0
STIP PPM (13/14)	75.0

F. Responsible Agency: \$ (000)

SJCOG
448.0

G. Staff Required: (person-months)

SJCOG
16.0

603.01 STREETS AND HIGHWAYS COORDINATION

- A. Previous Work: SJCOG has provided ongoing technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County. This includes participation in the delivery of projects funded through the Measure K Congestion Relief and Railroad Crossing Safety programs, the State Transportation Improvement Program (STIP), and local funds. SJCOG has also provided direct project management for a number of Measure K Congestion Relief projects. With passage of the Measure K Renewal Program as well as the State Proposition 1B Transportation Bonds in November, 2006, SJCOG is providing direct project management support to additional projects funded by these programs. SJCOG also works closely with Caltrans to monitor and participate and project delivery activities of State Highway improvements, including cost, scope and schedule, pursuant to SB45. SJCOG is also an active

member of Project Development Teams for regionally significant projects throughout the County.

- B. Purpose: To provide technical assistance for the delivery of local roadway and state highway facilities. To provide project management for Measure K Congestion Relief projects and Measure K Renewal Early Action Program of Projects. To provide project oversight and direct involvement in the delivery of Proposition 1B Transportation Infrastructure Bond projects as well as Trade Corridor Improvement Fund projects. For Measure K, STIP and Proposition 1B projects this includes the selection and administration of consultant contacts for purposes of project development and project management. This work element also includes project oversight and direct involvement in the delivery of State Highway Project Study Reports and other Preliminary Engineering Studies. This may include work related to the selection and administration of consultant contracts for this purpose. To participate in Project Development Teams and technical review of products. To interact with project sponsors and Caltrans.

C. Tasks:

1. Provide ongoing project level technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County.
2. Coordination of local and state highway projects for Measure K and Measure K Renewal Early Action Program.
3. Participate and oversee the development of Project Study Reports.
4. Monitor SB 45 Reports, other project delivery and project cost information per the Caltrans MOU and attend Project Delivery meetings.
5. Oversee the delivery of project development components of Measure K, Measure K Renewal Early Action Program, STIP and Proposition 1B projects, coordinating with Caltrans, FHWA, local jurisdiction and technical consultant support.
6. Develop, procure and administer consultant contracts for purposes of project delivery, construction, and project management.
7. Prepare periodic delivery and progress reports for Measure K, Measure K Renewal, Proposition 1B, and TCIF; and develop project nominations for Proposition 1B where SJCOG serves as a sponsor agency.
8. Review preliminary engineering project reports and environmental documents to provide input from a planning, programming and air quality conformity perspective as a RTPA and MPO.
9. Staff and implement the SJCOG Project Development Committee.
10. Provide and monitor Construction Freeway Service Patrol (FSP) service at I-5 and SR 99 construction projects as part of state highway construction management and project delivery oversight.

D. Products & Schedule:

1. Participation in the delivery of local roadway and state highway projects – Continuous.

2. Coordination of local and state highway projects for Measure K and Measure K Renewal – Continuous.
3. Coordination of local and state transportation projects under Proposition 1B as a sponsor and implementing agency – Continuous.
4. Participate in the development of Project Study Reports and Project Initiation Documents— June 2015.
5. Develop information, set priorities and prepare Project Nominations— Continuous, through June 2015.
6. Project level technical assistance to local partner jurisdictions— Continuous.
7. Delivery reports under SB45 and Proposition 1B requirements – Quarterly through June 2015.
8. Management of consultant contracts for project delivery where SJCOG serves as lead agency – Continuous.
9. Review of project preliminary and technical reports as a RTPA and MPO – as needed.
10. Prepare for and hold project development committee meetings through June 2015.
11. Contract management of FSP towing contractor and prepare FSP annual report and other reports as needed.

E. Funding Sources (000):

Local Planning Funds LTF- COG	91.982
Local Transportation Authority-MK - PM	445.00
STIP PPM (14/15)	125.00

F. Responsible Agency: \$ (000)

SJCOG
661.982

G. Staff Required: (person-months)

SJCOG
24.0

603.02 TRANSIT COORDINATION AND PLANNING

- A. Previous Work: This effort has been undertaken in conjunction with the efforts of San Joaquin Regional Transit District (SJRTD), transit providers throughout the county, FTA and Caltrans District 10. SJCOG has been highly involved in transit planning and coordination. In FY 2013/14 this has included work on the Proposition 1B PTMISEA Program Expenditure Plan and corresponding amendments, FTA 5311 Program of Projects, FTA 5316, 5317 and 5310 application review and programming annual unmet needs process, participation on development and review of short range transit plan updates and Measure K Renewal Strategic Plan Update. In FY 2013/14, SJCOG continued work with RRC, High Speed Rail Authority and Bay Area Partners on the study of

passenger rail service and connectivity improvements on the Altamont Pass. SJCOG is active in development and/or implementation of Measure K operating and capital cooperative agreements with RTD and other operators; staff the SSTAC, and ITC Transit Technical and Advisory Committees; and is an ex-officio member of the Regional Rail Commission. SJCOG completed Proposition 1B PTMISEA and Homeland Security project selection and allocations for FY 2012-13 and the Measure K Renewal Transit Section allocations through FY 19/20. Serve on project development/programming work efforts for the FTA 5309 new start project RTD BRT II and BRT III corridors.

- B. Purpose: To comply with Federal Transit Administration and state mandates. To assure that transit services in the county are fully coordinated. To increase transit ridership and efficiency in San Joaquin County. To increase accessibility and mobility for the transportation disadvantaged. To coordinate Measure K passenger rail and bus Project delivery and administration. Develop and implement rational strategies that optimize the ability for people on welfare to access employment opportunities. To coordinate with RTD, RRC and all transit operators in the County to prepare short range and comprehensive transit planning documents.

- C. Tasks:

Council of Governments

1. Prepare FTA 5311 Program of Projects for FY 14-15. Monitor delivery of Program of Projects.
2. Prepare 5316, 5317 and 5310 funding call for projects, review funding recommendations and programming in conjunction with Caltrans. Periodic monitoring of delivery of Program of Projects.
3. Prepare PTMISEA and Transit Homeland Security Program of Projects under Proposition 1B. Coordinate project delivery and financial reporting with transit recipients as required by state. Revise Program of Project as needed.
4. Coordinate review of draft OWP and Planning Studies, opportunities for review with all transit providers in the county. Ensure transit is aware of and represented in all appropriate studies.
5. Participate in policy and technical working group for Rail planning efforts and any studies with RRC, High Speed Rail Authority and Bay Area parties. Review draft technical products. Develop/participate in public outreach sessions.
6. Focus on the role of the Interagency Transit Committee, including implementation, charter, membership and work program.
7. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee. Prepare and implement annual work program.
8. Assist with bus transit financial and operational planning. Activities will include assistance with grant applications, ensuring coordination among

different transit providers and consistency between their plans and regional transit plans, monitoring transit performance, and keeping track of the lapsing date of various FTA funds.

9. Participate as ex-officio member of Regional Rail Commission. Provide staff support to Rail Commission and other rail committees, as necessary.
10. Coordination of passenger rail and bus transit projects for Measure K.
11. Prepare Transit Unmet Needs Analysis and report.
12. Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders.
13. Develop/amend Measure K Renewal Coops with RTD, RRC and other transit operators for FY 14-15, as applicable.

D. Products & Schedule:

SJCOG

1. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee and the Interagency Transit Committee. Prepare and implement annual work program – Continuous/June 2015.
2. Assist with bus transit financial and operational planning – On-going.
3. Assist with passenger rail financing plans and efforts – On-going.
4. Participate as ex-officio member of Regional Rail Commission – On-going.
5. Coordination of passenger rail and bus transit projects for Measure K – On-going.
6. Completed Unmet Transit Needs Analysis for FY 14 -15 – April 2015.
7. Development submittal and recommended selection of FTA 5310, 5311, 5316 and 5317 grant applications – complete 5311 by Fourth Quarter 2014 and remaining as released by Caltrans Division of Mass Transportation.
8. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders-Continuous.
9. FY 14/15 PTMISEA and Homeland Security Proposition 1B Programming and Project Submittal completed – February 2015.
10. Complete review of OWP and planning studies opportunities with transit providers – April 2015.
11. Implementation of RTSP – continuous through June 2015.
12. Continue to strengthen role of ITC – through June 2015.
13. Hold regular project/program meetings with RTD.
14. Participate in policy and technical working group for Merced to Sacramento corridor per MOU with corridor participants and California High Speed Rail Authority. Review draft technical products; participate in public outreach sessions.
15. Monitor and periodically attend Caltrans, Amtrak, San Joaquin's Policy Advisory Committee meetings.

E. Funding Sources (000):

FTA (5303)	\$296.169	Toll Credit Match (38.37183)
FTA (5303) Unobligated carryover	\$140.00	Toll Credit Match
FTA (5307) City of Tracy	100.00	Toll Credit Match (25.0)
State Transit Assistance	67.662	
Local Transportation Authority MK	7.0	

F. Responsible Agency: \$ (000)

<u>SJCOG</u>	<u>TRACY</u>
510.831	100.00

G. Staff Required: (person-months)

<u>SJCOG</u>	<u>TRACY</u>
21.0	

603.023 TRANSIT PLANNING FTA 5304 (SJRTD) FY 12-13

A. Previous Work: None

B. Purpose: This effort has been undertaken in conjunction with the efforts of the San Joaquin Regional Transit District (SJRTD) through a statewide Transit Internship Grant funded through FTA Section 5304. The grant will provide hands-on experience to future planning professionals, who are currently attending a local college or university, while providing planning studies to improve RTD's management and operational efficiencies. Interns will participate in planning activities that include but are not limited to: public outreach, customer surveys, data input, data analysis, and market outreach for new services.

C. Tasks:

Council of Governments

Provide grant oversight and submit payment reimbursement requests to Caltrans.

San Joaquin Regional Transit District:

Tasks:

Implement FY 14/15 Transit Intern Program using state grant and FTA funding with quarterly reports to Caltrans.

D. Funding Sources (000):

FTA-(5304)	5.43188
STA	1.5

- E. Responsible Agency: \$ (000)
SJRTD
6.93188
- F. Staff Required: (person-months)
SJCOG
1.0

603.03 TRANSPORTATION AND AIR QUALITY PLANNING\MODELING AND DATA COLLECTION

- A. Previous Work: The San Joaquin Council of Governments (SJCOG) has a proven commitment to making transportation investments that improve air quality. Performed air quality conformity determinations (reports in 1992, 1993, 1994, 1996, 1998, 2000, 2002, 2004, 2005, 2006, 2007, 2008, 2010, 2011, 2012 and 2014) for the Regional Transportation Plan and Federal Transportation Improvement Program. This work requires coordination with other Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District as described more fully in Work Element 801.06.

SJCOG conducted an update to the 2009 TP and Model. This updated model is was used for the 2014 RTP update and FTIP, and accompanying air quality conformity analysis. In FY 07-08 SJCOG updated its model software to CUBE, a particular enhancement to a GIS interface. In addition SJCOG used U-Plan for Blueprint Planning and will utilize EMFAC2011 for all air quality analysis begun after the transition period for the use of EMFAC2011.

- B. Purpose: Transportation and air quality must be linked in the planning process to assure achievement and maintenance of state and federal air quality standards in San Joaquin County. This is brought home by links between air quality and transportation provided in the following statutes: SB 375 and AB 32, the California Clean Air Act, Federal Clean Air Act Amendments and MAP-21. SJCOG works closely with other Central Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District.

Travel forecasts can provide data for decisions concerning transportation needs, air quality impacts, transit improvements, and land use. The model is an essential component of the Congestion Management Plan. The database is useful in developing many of the other work elements, and is indispensable in carrying out air quality analysis and determining the environmental and community issues to be addressed. It is also a tool often requested by local jurisdictions for technical assistance.

Collection and analysis of traffic data to monitor the existing network, establish trends and forecast future volumes, congestion levels and measures of effectiveness and performance. Envision Tomorrow is a critical tool that was used to develop the Sustainable Communities Land Use in the RTP/SCS and involved analysis of future patterns of growth and development. Additionally,

GIS- based analysis and products are being integrated by SJCOG as an essential element of many transportation planning projects monitoring, implementation of RTP/SCS, and related public outreach functions.

C. Tasks:

1. Air Quality Conformity and Emissions Modeling. Prepare air quality analyses as needed. This includes: running EMFAC, ensuring timely implementation of all federal TCMs, interagency consultation on methods and assumptions used for conformity.
2. Travel Model- Conformity. Update, maintain, and run travel model for conformity analyses.
3. Travel Model- Transportation Analysis. Perform model runs at the request of member agencies for transportation studies and projects.
4. Participate in SIP Development updates for ozone and particulate matter, including interagency consultation.
5. Collect traffic data and transit ridership as strategically needed for performance monitoring measures and HPMS. Supplement data collected as needed by other studies. Local jurisdictional data collected and aggregated to meet HPMS and CMP requirement.
6. Perform transportation modeling analysis required to support update and implementation of congestion management plan. Also see WE 801.04 – Congestion Management Program (CMP). Modeling work related to the CMP is charged under WE 801.04.
7. Provide training and experience for expansion of staff modeling expertise.
8. Work in conjunction with staff from the Stanislaus Council of Governments, the Merced Area Association of Governments, and consultant staff on the assessment of an “activity based” model for the three county area. Conduct assessment of needed updates.
9. Continue coordination with the staff from the Merced Area Association of Governments, Stanislaus Council of Governments to develop/refine project management protocols to administer a joint three county model, inclusive or cost sharing, project management, roles and responsibilities, etc.
10. Perform project level PM 2.5 and the regional air quality analysis; undertake interagency consultation, as necessary.
11. Review Traffic Counts (and collection of locally available count data) for Highway Performance Monitoring System.
12. Serve as the lead agency in the San Joaquin Valley for air quality planning and coordination of air quality conformity analysis, coordinating with the other seven MPO’s.
13. Serve as the lead agency in the valley to coordinate with the San Joaquin Valley Air Pollution Control District concerning SIP development, role making and update of transportation control measures.
14. Serve as the lead agency in the valley to coordinate the development of FTIP’s coordinating with FHWA, FTA and the other seven MPO’s.
15. Oversee the contract for Valley-wide air quality planning and coordination services.

16. Provide support services to the Stanislaus Council of Governments

D. Products & Schedule:

1. Prepare air quality conformity determinations, model runs, and documentation for RTP and TIP amendments—Continuous.
2. Review and comment on State Implementation Plan and other approved Valley Air District plans and rules to reflect the input and concerns of SJCOG and our member agencies – per draft Air District Plan Schedule.
3. Continued integration of GIS and travel model—Continuous.
4. Model runs to address member agency needs transportation projects and studies—Continuous.
5. Completed modeling analysis as required for CMP implementation – Continuous based on projects submitted.
6. Update of activity based model for SJCOG, Stanislaus Council of Governments, and Merced County Association of Government - continuous.
7. Implementation of Operating Protocols between SJCOG, STANCOG, and MCAG regarding administration of three county model.
8. Coordinate Valley-wide completion of updated air quality conformity analysis in conjunction with the other seven MPO's – as required by new air plans and FTIP activity.
9. Coordinate input on SJVAPCD and completion of updated TCM's for the SJ Valley – continuous.
10. Provide modeling services for the Stanislaus Council of Governments inclusive of review of model products, model runs, and conformity analysis, as needed

E. Funding Sources (000):

FHWA PL -	\$ 336.0 (Toll Credit Match 43.53236)
Local Transportation Funds (CON)	83.018
Local Transportation Authority MK PM –	23.982
Valley MPO's	149.818
StanCOG	60.00

F. Responsible Agency: \$ (000)

SJCOG
652.818

G. Staff Required: (person-months)

SJCOG
18

603.04 GOODS MOVEMENT PLANNING AND COORDINATION

A. Previous Work: Prior work includes: participation in Valleywide Goods Movement

Studies in FY 2010 – 2011/12; work on the Valleywide Goods Movement Model; participation in the Tri-County Goods Movement Committee; prior Port of Stockton access improvement studies including as SR 4 Crosstown Freeway feasibility study completed in 2005; Goods Movement chapters in the 2007 and 2011 RTP; STAA Truck Access Analysis in 2008 - 2010; and continuing operation of San Joaquin Goods Movement Task Force 2006 – 2013; joint SACOG/SJCOG I-5/SR-99 STAA Truck Study.

- B. Purpose: To prepare goods movement related technical studies and analysis; to develop and compile related information and data; to coordinate related Goods Movement issues with local agencies, adjacent regions and the private sector; staff support to the San Joaquin Goods Movement Task Force; to develop preliminary plans and funding strategies for goods movement improvements; to increase the visibility of Goods Movement Issues at the policy and technical levels and to the public.

C. Tasks:

1. Staff and coordinate the San Joaquin Goods Movement Task Force
2. Identify operational gaps in the existing STAA Truck Routes system and propose solutions
3. Participate in the Interregional Goods Movement Technical Working Group with Valley MPO Partners on the Inter-Regional Goods Movement.
4. Act as liaison with Goods Movement industry and the business community concerned with goods movement issues.
5. Monitor and report on Trade Corridor and infrastructure projects and represent SJCOG in the Northern California Trade Corridor Coalition.
6. Review proposed new development to ensure adequate future STAA access where it is needed.
7. Continued coordination with San Joaquin Valley MPOs in the development of a regional goods movement strategy to inform next transportation reauthorization bill or related legislative efforts.
8. Coordination with state and federal partners to prioritize funding to implement the San Joaquin Valley Goods Movement Plan.

D. Products & Schedule:

1. San Joaquin Goods Movement Task Force, agendas, meetings, and follow-up actions—Bi-monthly.
2. Continue relationship with Northern California Trade Corridor Coalition to implement Proposition 1B Trade Corridor Program and to develop joint strategies concerning goods movement for the Federal Authorization Bill – Continuous.
3. Proposed solutions to operational gaps on the STAA system – Continuous
4. Strategies for STAA Truck Access and Routing Issues – Continuous.
5. Increase and broaden relationships with private sector to partner on goods

- movement issues—Continuous.
6. Potential Coordinated San Joaquin Valley Good's Movement Reauthorization/State and Federal Funding Strategy.
 - 7.
- E. Funding Sources (000):
- | | |
|--------------------------------------|--------------------------------------|
| FHWA PL | \$44.197 (Toll Credit Match 5.72619) |
| Local Transportation Authority-MK PM | 20.0 |
- F. Responsible Agency: \$(000)
SJCOG:
64.197
- G. Staff Required: (person months)
SJCOG:
4.0

603.041 GOODS MOVEMENT (PARTNERSHIP PLANNING)

- A. Previous Work: Not applicable.
- B. Purpose: To administer the Caltrans Sustainable Transportation Grant for the Valleywide Goods Movement Implementation Plan
- C. Tasks:
1. Coordinate and administer the Valleywide Goods Movement Implementation Plan.
- D. Products & Schedule:
1. Through the Goods Movement Plan, prioritize “First and Last Mile” connectors and related goods movement planning activities such as assessing truck routing and parking needs, rural priority corridors, goods movement performance measurement and system infrastructure development, and coordination with individual MPOs’ Sustainable Communities Strategies.
- E. Funding Sources (000):
- | | |
|------------------------------------|----------|
| Partnership Planning Grant | \$100.00 |
| Local Transportation Funds (CON) - | 15.00 |
- F. Responsible Agency: \$(000)
SJCOG:
115.00

- G. Staff Required: (person months)
SJCOG:
1.0

701.01 ON-GOING TECHNICAL ASSISTANCE

- A. Previous Work: SJCOG provides considerable technical assistance of varied types to its member governments. Submitted grant requests. Staff training in air quality, transit planning, transportation planning, grant writing. One Voice® activities. Assisted monitoring agencies with transportation grant applications, assisted in resolving CTC fund vote issues for multiple agencies.
- B. Purpose: To provide assistance to SJCOG'S member governments which will aid them in their planning programs as well as provide them with a cost saving.
- C. Tasks: The following tasks could conceivably be requested of SJCOG but are not the full range of activities that can be provided.
1. Data generation, procurement and dissemination that are needed by member governments in preparing grant applications, developing specific studies, or local projects.
 2. Grant preparation assistance either in securing information on various grant programs, developing the grant information requirements, or preparing, submitting and following up on grant review and progress.
 3. Staff training of and assistance to local agencies in meeting federal requirements. This includes holding workshops and briefing sessions.
 4. Legislative assistance. This can include securing information on various pieces of legislation appearing before legislative committees, or working with legislators in preparing and developing specific pieces of legislation that would benefit the member governments; however, this is not engaging in lobbying activities.
 5. Provide information to State and Federal agencies on transportation policy issues, continue to monitor, evaluate and comment upon State and Federal legislation dealing with transportation that is of concern and importance to this region.
- D. Products & Schedule:
- Task 1 – Completed on an on-going basis to support member agencies
Task 2 – Prepare any grant applications for funding – June 2015
Task 3 – Hold training sessions with partner agencies – Continuous
Task 4 – Review, track, and comment on relevant legislative proposals - Monthly.
Task 5 – This task to be accomplished monthly and as frequently as weekly.
- E. Funding Sources (000):

Federal Highway Administration PL -	\$ 8.0 (Toll Credit Match 1.03648)
Local Transportation Authority -MK (PM)	20.0

Calaveras COG	30.0
City of Manteca SR 99	51.861

F. Responsible Agency: \$ (000)
SJCOG
109.8610

G. Staff Required: (person-months)
SJCOG
3.0

801.01 INTERGOVERNMENTAL COORDINATION

A. Previous Work: This is the traditional heart of SJCOG's functions i.e., to coordinate planning functions with those of other jurisdictions. SJCOG has participated on a regular basis in the meetings of the California Committee of Regional Council Directors, Regional Transportation Planning Agencies, California Transportation Commission and California Council of Governments. SJCOG is consistently called upon to coordinate functions, and to explore new issues and techniques with agencies such as Caltrans, neighboring COGs, organizations with an interest in transportation such as Human Services and Federal funding agencies. Coordination with local jurisdictions on plans that have a great impact on transportation such as General Plans and Air Quality plans are essential to the success of our planning efforts. SJCOG coordinates the Washington, DC San Joaquin One Voice® in order to educate legislators and key administration officials of the activities of this region and the transportation needs and priorities of the area.

B. Purpose: To assure that all regional activities of SJCOG are fully coordinated with those activities which relate to one another in the area surrounding San Joaquin County or are of mutual concern to other SJCOG'S in the area or the State. SJCOG will promote the interests of San Joaquin County through the retention of a Washington D.C. consultant.

C. Tasks:

1. SJCOG will work with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process.
2. SJCOG will regularly attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments.
3. Serve as a member of the Capitol Valley Service Authority for Freeway Emergencies Organization.
4. SJCOG will participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit. Coordinate with local, state and national associations of managers, planners and others.

5. Coordinate with Valley COG Directors and the San Joaquin Valley Air Pollution Control District Board.
6. Retain Washington, DC based legislative consultant (with non-state and federal funds). This task does not utilize state or federal planning funds and is accounted for separately.
7. Participate in San Joaquin Valley One Voice® Analysis and Program.
8. Provide staff support, agenda items and agenda staff reports for the San Joaquin Valley Regional Policy Council. Share funding with valley MPO's for administrative support to operate the Policy Council. Attend San Joaquin Policy Council meetings quarterly.
9. Participate in the San Joaquin Valley Legislative Advisory Committee, including weekly/monthly meetings.
10. Participate in and support the activities of the Partnership for the San Joaquin Valley. Attend Board meetings.

D. Product & Schedule:

1. Coordinate with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process – Continuous
2. Participate in and lead the San Joaquin Regional Policy Council, participate in San Joaquin COG Directors' Association and Regional Transportation Planning Agency monthly and participate in the efforts of the California Council of Governments - Periodically
3. Attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments - Monthly.
4. Cooperate with Association of Bay Area Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, other Bay Area and mountain agencies on regional growth issues- Continuous.
5. Participate in the Capitol Valley Service Authority for Freeway Emergencies Organization – Quarterly meetings and reports.
6. Participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit - As Necessary.
7. Coordinate with local, state and national associations of managers, planners and others - Continuous.
8. Retain and utilize Washington legislative consultant (with non-state & federal funds) – Annual.
9. Implement shared work program of the San Joaquin Valley Policy Council – June 2015.
10. San Joaquin One Voice® Legislative Analysis and Legislative Program – April 2015.
11. Prepare for and attend San Joaquin Valley Regional Policy Council meetings – quarterly.
12. Participate in the Partnership for the San Joaquin Valley Board and Transportation Workgroup – on-going.

E. Funding Sources (000):

Federal Highway Administration PL -	\$10.0 (Toll Credit Match 1.29561)
Local Transportation Funds (COG) -	97.0
Local Transportation Funds (CON) -	90.0
Local Transportation Authority -MK (PM)	20.0
Fees/Interest/other -	5.0

F. Responsible Agency: \$ (000)

SJCOG
222.00

G. Staff Required: (person-months)

SJCOG
13.0

801.02 PROJECTIONS AND FORECASTS

- A. Previous Work: In 1989, SJCOG began functioning as an affiliate data center within the California State Data Center Program. Among the joint objectives of the program are to expand the utility of Census Bureau data and to improve access to Census Bureau statistical resources. In this capacity, SJCOG is required to assist in the analysis of and dissemination of U.S. Census reports to member agencies and the general public. In order to make projections and forecasts, SJCOG maintains an extensive database with census information, and employment, housing, and population projections. SJCOG conducts community workshops to present census information and produces a newsletter called the Regional Analyst and fact sheet called Regional Spotlight which SJCOG distributes it to the community. In FY 07-08 SJCOG entered into a new relationship with the University of the Pacific Business Forecasting Center to jointly produce the Regional Analyst/Spotlight and census related workshops. In previous years, major efforts under this work element included a Census Bureau staff led training session in conjunction with the Data Co-op, and San Joaquin Public Health Services, an update of socio-economic modeling data for the Proposition 84 funded Model Improvement Program based on 2010 Census data, collection and analysis of both Census 2010 data and the on-going American Community Survey (ACS) in support of SJCOG's other internal functions, re-delineation of census geographies, and an on-going update of Census data and mapping for dissemination on the SJCOG website.
- B. Purpose: To provide demographic, economic and transportation data for internal modeling and analysis, and to provide a service to local government and the general public. This element identifies regional needs for a greater understanding of the social and economic forces shaping our area of California. This work element is responsive to the need for socio-economic data within the entire work program. The Census Data Center function is responsive to questions from the community to assist other agencies with data needs and as

input to regional policy-makers. Forecasting is a tool to help policy makers reach informed decisions through careful analysis of socio-economic trends.

C. Tasks:

SJCOG will partner with the University of the Pacific to provide the following:

1. UOP- Assist in production of demographic profiles of 2010 Census and annually released one-, three-, and five-year ASC data products. On-going.
2. UOP and SJCOG to jointly develop one workshop intended to educate businesses, schools and other public agencies on the variety of data available and its uses.
3. UOP - Using the most recent information available, create analytical reports and summaries.
4. UOP – SJCOG - Produce four (4) “Regional Analyst”/ Regional Spotlight publications.
5. UOP - Develop maps to visually display the characteristics of data products.
6. SJCOG – Answer census inquiries and provide special reports and presentations.
7. SJCOG – Participate as requested by Census Bureau in small support projects and information sharing for the 2010 Census and other pertinent data sets.

D. Products & Schedule:

1. Produce Regional Analysts – Quarterly.
2. Analysis and dissemination of Federal Highway Administration Census Transportation Planning Products - On-going.
3. Provide research and forecasting for special projects and events – As Required.
4. Maintain data on website for information dissemination – Continuous.

E. Funding Source (000):

FHWA PL-	\$100.0 (Toll Credit Match 12.95606)
Local Transportation Funds-COG	55.0
Local Transportation Funds-CON	1.0

F. Responsible Agency: \$ (000)

SJCOG
156.0

G. Staff Required: (person-months)

SJCOG
1.0

801.03 AVIATION AND AIRPORT LAND USE PLANNING

- A. Previous Work: The most recent Airport Land Use Compatibility Plan (ALUCP) was adopted in 2009 which included all public access airports except the Stockton Metropolitan Airport. Based on the ALUCP, SJCOG reviews and comments on planning and development proposals that fall within an airport's areas of influence.
- B. Purpose: To undertake all functions necessary to serve as the Airport Land Use Commission for San Joaquin County, as required by the State Aeronautics Act. . To protect the safe and efficient operation of public use airports from conflicting land uses within the airports' spheres of influence. To coordinate closely with State and other Regional Transportation Planning Agencies in implementing the California Aviation System Plan.
- C. Tasks:
 - 1. As the Airport Land Use Commission, SJCOG will continue to evaluate General Plan, zoning and Airport Master Plan amendments and updates, as well as development proposals within the Airport Area of Influence for consistency with the ALUCP.
 - 2. Continue coordinating the transportation planning process with member agencies and airport operators regarding maintaining consistency with the ALUCP.
 - 3. Complete ALUCP update revisions to incorporate Stockton Metro Airport.
 - 4. Complete revised CEQA environmental document for ALUCP update revision to incorporate Stockton Metro Airport.
 - 5. Complete assessment of ALUC implementation practices and update the fee program.
 - 6. As a member of the San Joaquin County's General Plan Update Technical Advisory Committee, ALUC staff will ensure that all public access airports will be properly accounted for in the region.
 - 7. Participate in and further the development of the California Airport Land Use Consortium (Cal-ALUC)
- D. Products & Schedule:
 - 1. Land use matters, either publicly or privately sponsored, are reviewed and commented on to ensure consistency with the regionally adopted ALUCP. ALUCP consistency reviews also include, for example, General Plans, Specific Plans, and relevant amendments – As necessary.
 - 2. Amend ALUCP in response to any Airport Master or Layout Plan updates. - As necessary.
 - 3. Coordinate the transportation planning process with airport operators regarding access to their operations. Such coordination includes discussion of the condition of access roads to the airports and any maintenance or repair issues. - As necessary.
 - 4. Attend Airport Advisory Committee Meetings – Quarterly.

5. Complete ALUCP revision to incorporate Stockton Metro – June 2015.
6. Complete revised CEQA document to incorporate Stockton Metro into updated ALUP – June 2015.

E. Funding Sources (000):

Local Transportation Funds (ALUC) -	180.00
Local Transportation Funds - COG	63.00
Local Transportation Funds – CON	41.549
Local Transportation Authority -MK (PM)	28.0
Fees	5.00

F. Responsible Agency: \$ (000)

SJCOG

\$ 317.5490

G. Staff Required: (person-months)

SJCOG

6

801.04 CONGESTION MANAGEMENT PROGRAM/SYSTEM

A. Previous Work: AB 471 provides for development of Congestion Management Programs for all urbanized counties in California. The Measure K Renewal Program Ordinance, approved in November 2006, includes goals and provisions for update of the CMP and a process to review and comment on local plans and development proposals. SAFETEA-LU also requires the establishment of a Congestion Management Process. During FY 07-08 SJCOG updated the program and adopted a revised Regional Congestion Management Plan. The revised Plan was implemented beginning January 1, 2008. Developed and used the Federal Congestion Management Process as a component of the 2011 RTP update. Past work also included establishing a Regional Travel Demand Management and CMP Deficiency Plan using local, state, and federal requirements.

B. Purpose: To implement the requirements of the State Congestion Management Plan, the Federal Congestion Management Program and the Measure K Renewal Program. To implement a process that flags and corrects new areas of congestion before they occur. To implement a technically sound and achievable set of planning methods that monitor the transportation system as well as the land use developments that generate trip making. To demonstrate that all reasonable Transportation Demand Management (TDM) and Transportation System Management strategies have been employed prior to programming a roadway capacity increasing project.

C. Tasks:

1. Continue to refine, as necessary, CMP process to address all suggestions

and/or recommendations made as part of the federal certification review process and to ensure continued compliance with FHWA policy and guidance. In reference to 23 CFR 450.320 (6) (d) and (e).

2. Program implementation to demonstrate and ensure that all reasonable Transportation Demand Management (TDM) strategies have been employed prior to adding capacity to a regionally significant roadway.
3. Implement the CMP Land Use Analysis program through review and technical analysis of planning and development proposals and proposed capacity enhancing transportation projects.
4. Use of CMP process to identify transportation projects and programs that can be considered for inclusion in the Draft 2013 Financially Constrained RTP. The performance assessment of transportation projects and programs will be submitted through a "call for projects" process.
5. Assist jurisdictions, individually and collectively, in the development and adoption of Congestion Management Deficiency Plans as necessary.
6. Continue to define and expand upon CMP's performance measures and indicators.
7. Per Measure K Renewal, prepare annual evaluation and recommendations based on CMP implementation goals in conjunction with local, state, and federal mandates.
8. Per State Statute, update CMP every 2 years (e.g., perform traffic counts and level of service analysis of the CMP network in conformance with CMP requirements, re-establish system LOS, review implementation strategies, assess effectiveness of CMP based on performance measure and indicators).
9. Continue to refine and develop applications for SJCOG's use of the federal congestion management process and procedures as a component of the CMP update.
10. Implement SJCOG Board-adopted approach to corridor level monitoring, analysis and improvement studies which fully utilize the Federal Congestion Management process for future corridor analysis.

D. Products & Schedule:

1. Preparation and adoption of Deficiency Plans – As required by development proposals.
2. Application of regional and roadway specific Transportation Demand Management strategies – Continuous.
3. Annual evaluation of CMP implementation – December 2014.
4. Review planning and development proposals in accordance with the CMP and provisions of the Measure K Renewal Ordinance - Continuous.
5. Perform strategic intersection and roadway segment traffic counts on CMP network and re-establish system LOS – As deemed necessary throughout year.
6. Annual report – January 2015.
7. Implement Federal Congestion Management process and procedures as part of the CMP update – Continuous

- E. Funding Source:
 FHWA PL- \$70.00 (Toll Credit Match 9.06924)
 Local Transportation Authority-MK PM 95.00
- F. Responsible Agency: \$ (000)
SJCOG
 165.00
- G. Staff Required: (person-months)
SJCOG:
 5.0

801.05 REGIONAL PLANNING

- A. Previous Work: This work element focuses on development of the State required housing needs analysis and other coordinated work concerning housing and infill development and transit oriented development opportunities on a Valley-wide basis. Other previous work efforts include:
- Development of the State required housing needs analysis
 - Established new process requirements and work plan to complete next RHNA update cycle under SB 375, SB 575 and new State RTP Guidelines (done in conjunction with related work in W.E. 601.01).
 - Working with the eight SJ Valley TPAs and the District under 5th year grant MOU to ensure a comprehensive and cooperative approach to air quality transportation planning.
 - Support of the eight SJ Valley Regional Planning Agencies COG Director's Group.
 - Support of the SJV RPA Policy Council.
 - Coordination, consult and collaboration with Tribal Governments (in conjunction with WE 1001.03, Valleywide Environmental Justice Tribal Collaboration Grant).
 - Engaging SJC Planners' Roundtable, SJC Blueprint Leadership Group, and Valleywide Planners group through established institutional Framework for SJ County and Valley Blueprint Planning process.
 - GIS Modeling to test/adapt previous Blueprint scenario modeling for use in SB375 greenhouse gas reduction target setting.
 - Completion of Blueprint 4th year grant requirements, including SJV Blueprint Summary Document, Web-based Planners' Toolkit, and Blueprint Roadmap for implementation. Additional work investigation/development of tools to analyze the fiscal impacts of various development types; support for new modeling tools to analyze greenhouse gas reductions and continuation of adopted methods to analyze effectiveness of Blueprint and SCS; completion of a study on institutional barriers to smart growth; initial planning for Greenprint (open space/natural resources) as adjunct to Blueprint; initial work with Central CA EDCs and Partnership for SJV on jobs/housing issues.

- B. Purpose: This work element focuses on regionally significant planning efforts for the San Joaquin Valley. It represents a coordinated work effort and also serves to incorporate environmental and community considerations into the transportation planning process. Current efforts in this work element include development of the State required housing needs analysis and Blueprint implementation, including a Valley-wide effort under a grant from CA Strategic Growth Council to address issues concerning regional land-use patterns, resource lands/open space, housing, infill development, and transit oriented development opportunities on a Valley-wide basis.

The San Joaquin Valley COGs, through the San Joaquin Valley Regional Planning Agencies Policy Council, have also undertaken management of the Land Use/Transportation workgroup formerly facilitated by the California Partnership for the San Joaquin Valley and play a role in San Joaquin Valley Housing Collaborative in conjunction with the Partnership. The regional agencies also comment on and assist in applications for the Proposition 1C, Proposition 84, and other regional grant programs.

The San Joaquin Valley COG's along with the California Partnership for the San Joaquin Valley have established the Valley Regional Housing Trust. The regional agencies also play a role to comment on and assist in applications for the new Proposition 1C Program.

C. Tasks:

1. Participate in continued development of San Joaquin Valley Housing Collaborative through the Partnership of the San Joaquin Valley
2. Assist local partners in applying for Proposition 1C Programs.
3. Coordinate with and assist local partner efforts in applying for Proposition 84 Sustainable Communities Planning and Urban Greening grants through CA Strategic Growth Council.
4. Coordinate with local partners to update general plan housing elements, including incorporation of Blueprint and Sustainable Communities Strategy implementation efforts.
5. Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders.
6. Support planning activities related to Sustainable Communities Planning Grant through Proposition 84 and Strategic Growth Council

D. Products & Schedule:

1. Participate in San Joaquin Valley Housing Collaborative and Land Use/Transportation working group – periodic Board Meetings.
2. Provide assistance to local partners in applying for Proposition 1C, Proposition 84, and other planning grants – As Needed.

Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders- Continuous.

3. Profile/needs assessment and training program development related to SCS and Blueprint integration leading to general plan development and climate action plan development capacity for small to medium-sized local agency partners- Continuous
4. Greenprint plan development and implementation strategy – Continuous
5. Identify barriers that may impede progress towards meeting long-range regional planning targets – Continuous
6. Work with local partners to integrate SCS and/or other sustainable planning activities as developed as part of local planning products – as requested.
7. Public outreach information dissemination – continuous.

E. Funding Sources (000):

Federal Highway Administration PL-	\$ 3.5	(Toll Credit Match .45346)
Local Transportation Funds	0.00	
Local Fees	9.50	

F. Responsible Agency: \$ (000)

SJCOG
13.00

G. Staff Required: (person-months)

SJCOG
4

801.06 VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATION

- A. Previous Work: The Valley COGs joined forces to undertake specific activities relating to transportation planning, programming, and air quality. Coordination between Stanislaus Area Association of Governments, Merced County Association of Governments, Kern Council of Governments, the Council of Fresno County Governments, Kings County Association of Governments, Tulare County Association of Governments, and Madera Association of Governments has been on-going for years. This coordination with other Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) includes specific roles and responsibilities as described in a Memorandum of Understanding.
- B. Purpose: The need for Valleywide coordination became apparent through the requirements of the federal Clean Air Act Amendments and California's Clean Air Act. As a result, the Valley Metropolitan Planning Organizations are developing future work items in tandem and sharing responsibilities for covering statewide and Valleywide issues on a coordinated basis.

C. Tasks:

1. Coordinate emissions modeling for air quality conformity Valley-wide issues.
2. Participate in Valley Transportation Control Measures Implementation.
3. Participate in Valley Interagency Consultation Committee
4. Participate in Statewide air quality conformity committee on an as needed basis.
5. Coordinate the Valley MPO on SB 375 Implementation.
6. Participate in peer-to-peer review of Valley FTIP products.
7. Participate on Valleywide Model Improvement Program
8. Manage the firm of Michael Sigala Coordination for San Joaquin Valley Director Meetings -Monthly

D. Products & Schedule:

1. Valleywide Transportation/Air Quality Modeling Revision Process – On-going.
2. Valleywide Interagency Coordination Committee
3. Valleywide Transportation Control Measure Implementation – Continuous.
4. Valleywide Model Coordinating Committee – Monthly.
5. Coordinate Valley MPO Regional Planning Committee – Monthly.
6. Participate in peer –to-peer FTIP reviews – as needed.
7. Coordinate Valley MPO SB 375 Implementation Committee – Monthly.
8. Participate in Valley MPO Model Improvement Program Update Meetings – Monthly
9. Coordination of Director Meeting Agenda and Schedule – Monthly (Consultant)

E. Funding Sources (000):

FHWA PI -	\$15.0(Toll Credit Match 1.94341)
Local Transportation Authority –MK (COG)	31.0

F. Responsible Agency: \$ (000)

SJCOG
46.0

G. Staff Required: (person months)

SJCOG
10.0

801.09 HABITAT PLAN IMPLEMENTATION

- A. Previous Work: The purpose of this work element is to implement the San Joaquin County Multispecies Habitat Plan. The work element has concentrated

on the issue of habitat preservation, protection of open space, management for threatened and endangered species protection. Habitat Plan: Acquired approximately 8,915 acres in easements.

- B. Purpose: As economic growth and species protection seek to find compatible ground, SJCOG steps in to develop a process that maximizes the best interests of both. Investments such as major public roadways must not deteriorate species habitat. Since 2001, SJCOG has been implementing a predictable, financially fair and effective Habitat Management Plan for the entire County of San Joaquin. In this manner, the program will be able to meet all applicable State and Federal laws, and assist to meet Environmental Protection Agency Section 404 requirements.
- C. Tasks:
1. To support implementation of the Habitat Management Plan for the entire region.
- D. Products & Schedule:
1. Regional Habitat Management Plan Implementation. – On-going
- E. Funding Sources (000):
- | | |
|---------------------------|----------|
| SJCOGI (Developer Fees) - | \$561.00 |
|---------------------------|----------|
- F. Responsible Agency: \$ (000)
SJCOG
561.00
- G. Staff Required: (person-months)
SJCOG
18.0

901.01 IMPLEMENTING MEASURE K RESPONSIBILITIES

- A. Previous Work: The original Measure K was passed by San Joaquin County voters in 1990 for a 20-year term. 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.

In November 2006, the voters of San Joaquin County approved the renewal of

the Measure K program, which will expire in 2011. With the renewal, Measure K now extends for an additional 30 years through 2041. In FY 2013/14, SJCOG adopted an updated Strategic Plan for the Measure K Renewal that will serve as the basis for Measure K funds to be disbursed for specific projects identified in the Measure K Renewal Expenditure Plan, including the timing of disbursements of those funds, and the proportionate share or absolute value of the Measure K contribution to each project.

B. Purpose: The implementation of Measure K (including the Measure K Renewal Program) is a direct mandate of the people of San Joaquin County to improve the quality of life through improving the transportation system in the County. The intent of the Measure K program includes leveraging other state and federal funds to deliver Measure K projects. The purpose of implementing Measure K responsibilities therefore includes securing other state and federal funds that can be leveraged with Measure K funds.

C. Tasks:

1. Implement and monitor Measure K Renewal Strategic Plan.
2. Implement the integrated Measure K and Measure K Renewal Financial Plan.
3. Implement and administer the Measure K Renewal Early Action Program.
4. Measure K Ordinance and Expenditure Plan annual amendment process.
5. Provide Project Sponsor assistance.
6. Perform program administration.
7. Pursue opportunities to leverage state and federal funds.
8. Review Measure K and Measure K Renewal Revenue Estimates.
9. Monitor Measure K project delivery, fund disbursements, and prepare periodic reports to committees and Board.

D. Products & Schedule:

1. Implement and monitor existing Strategic Plan – Continuous.
2. Integrated Measure K and Measure K Renewal Financial Plan – Implementation Continuous.
3. Amend Measure K Ordinance and Expenditure Plan – June 2015.
4. Project Sponsor Assistance – Continuous.
5. Program Administration – Continuous.
6. Leveraging state and federal funds – Continuous.
7. Measure K financial status report - Continuous
8. Project Delivery Monitoring – quarterly with periodic reports to the Board.

E. Funding Sources (000):

Local Transportation Authority-MK(COG) -	\$130.0
Local Transportation Authority-MK(PM) -	49.5
Fees	5.5

- F. Responsible Agency: \$ (000)
SJCOG
185.00
- G. Staff Required: (person months)
SJCOG
20

901.02 REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

- A. Previous Work: A regional fee that can be equitably and comprehensively applied to fund regional projects was adopted by the SJCOG Board in 2005. SJCOG is responsible for the implementing, administering and monitoring the RTIF program. All jurisdictions adopted the program which was in full implementation by July 1, 2006. SJCOG now administers the program. . During FY 2012, a 5th year update of the RTIF program was conducted in accordance with the Mitigation Fee Act and was adopted by the SJCOG Board in December 2011.
- B. Purpose: To levy a fee to mitigate the impacts the new development on the regional roadway system based on a legal nexus. The RTIF program generates funding for capital expenses on the portion of regionally signification transportation projects that are associated with new growth.
- C. Tasks:
1. Administer RTIF Program. Receive reports from member jurisdictions on collection of fees. Prepare semi-annual and annual reports. Account for use of RTIF funds for designated regionally significant projects.
 2. Continue to provide training and assistance to partner agency staff (e.g., individual meetings/consultations, workshops, guidance manual).
 3. Respond to local jurisdictions and provide technical assistance to administer the RTIF.
 4. Conduct annual audit and account for third party costs.
- D. Products & Schedule:
1. Administer the RTIF program and compete all reporting requirements - Continuous.
 2. Training and assistance to partner agency staff – On-going
- E. Funding Sources (000):
- | | |
|--|--------|
| Regional Transportation Impact Fee- | \$ 7.0 |
| Local Transportation Funds-COG | 40.0 |
| Local Transportation Authority-MK(COG) | 22.0 |

F. Responsible Agency: \$ (000)
SJCOG
69.00

G. Staff Required: (person months)
SJCOG
1

901.03 MEASURE K RENEWAL SMART GROWTH INCENTIVE PROGRAM

A. Previous Work: This program was established as part of the passage of the Measure K Renewal Program in November 2006. Program Policies were established as a part of the Measure K Renewal Strategic Plan. Specific Program procedures, financial program and application process were adopted by the SJCOG Board. First selection and allocation of Planning and Capital Projects occurred in FY 08-09. In 2012, SJCOG completed the Smart Growth and Transit Oriented Master Plan for San Joaquin County to further guide investments of the Measure K Renewal Smart Growth Incentive Program.

B. Purpose: To establish project operational details and to implement the Measure K Renewal Growth Incentive Program. To receive proposals, select and prepare cooperative agreements to implement projects eligible for both the capital and planning components of the program. To evaluate and identify opportunities to improve the program on a continual basis. To prepare studies related to the SMART Growth Program.

C. Tasks:

1. Monitor delivery of cooperative agreements for projects allocated Measure K funds.
2. Prepare delivery status report and recommendations for projects and implementation.
3. Prepare cooperative agreements and other documents to commit to project completion.

D. Products and Schedule:

1. Monitor Measure K Renewal project delivery – through June 2015.
2. Project delivery status report – continuous
3. Project cooperative agreements – as needed

E. Funding Sources (000):
Local Transportation Authority-MK (PM) \$7.00

F. Responsible Agency: \$ (000)
SJCOG
7.00

G. Staff Required: (person months)

SJCOG

1.0

1001.01 SJCOG OVERALL WORK PROGRAM ADMINISTRATION

- A. Previous Work: The administration of previous years' work programs including hiring qualified staff and consultants, prepared and submitted closing report for last fiscal year and quarterly reports in current FY, updated DBE plan, reviewed and updated 3C self-certification, adopted Overall Work Program and Annual Financial Plan, updated and amended OWP and Annual Financial Plan, prepared and submitted federal and state grant applications.
- B. Purpose: To provide the administrative guidance to implement, update, and develop SJCOG'S Overall Work Program and Annual Financial Plan.
- C. Tasks:
1. Carry out administrative support and general staff supervision that is required for the implementation of the work program, such as time sheet preparation, etc.
 2. Prepare and submit (at a minimum quarterly progress reports) and submit quarterly invoices to Caltrans.
 3. Annually update SJCOG'S Disadvantaged Business Enterprise Plan and goals for the fiscal year.
 4. Annually review and update SJCOG'S 3C Process Self Certification Evaluation.
 5. Prepare, and adopt SJCOG'S 2015-16 Overall Work Program and budget in cooperation with member governments.
 6. Update and amend the existing SJCOG'S Overall Work Program and budget to reflect changes during the course of the year.
 7. Complete federal and state grant applications, to send to appropriate agencies and departments
- D. Products & Schedule:
1. Implement Work Program - Continuous
 2. Quarterly reports and quarterly invoices - Quarterly
 3. An updated Disadvantaged Business Enterprise Plan and goal statement for the next fiscal year - October 2014
 4. Self-Certification Evaluation – March 2015
 5. An adopted Overall Work Program - March 2015
 6. Amend and update Overall Work Program – As necessary.
 7. Completed and submitted federal and state grant applications and accompanying documentation - May 2015

E. Funding Source (000):

Federal Highway Administration PL -	\$105.0	(Toll Credit Match 13.60386)
Local Transportation Authority-MK (COG)	139.0	
Local Transportation Authority-MK (PM)	107.0	

F. Responsible Agency: \$ (000)

SJCOG
351.0

G. Staff Required: (person-months)

SJCOG
18.0

1001.02 TRANSPORTATION DEVELOPMENT ACT

A. Previous Work: This task is an on-going function and involves the administration of Transportation Development Act Funds (Senate Bill 325), as well as State Transit Assistance Funds (Senate Bill 620) received for San Joaquin County.

B. Purpose: Senate Bill 325 and Assembly Bill 620 gave extensive responsibilities to the Regional Transportation Planning Agencies for administering these funds. Local governments depend upon these funds and the proper administration of them for the continued operation of transit services and the continued maintenance of their road and street systems.

C. Tasks:

1. Prepare an estimate of funds needed to administer the Local Transportation Fund and State Transit Assistance funds by the County Auditor and staff.
2. Develop apportionments for Local Transportation Fund funds in accordance with Statute.
3. Update SJCOG'S Rules and Regulations for administering the Local Transportation and State Transit Assistance Funds as a result of changes that may occur from new legislation or policy changes.
4. Hold public hearings and make required findings on "Unmet Transportation Needs" that are reasonable to meet.
5. Process claims for Transportation Development Act funds: a) Review claims for compliance with statutes, regulations and Regional Transportation Plan; b) Prepare staff reports and resolutions; c) Transmit allocation instructions to County Auditor consistent with section 6659 of the California Code of Regulations.
6. Prepare Transportation Development Act Annual Report.
7. Contract with an accounting firm to carry out in a timely fashion the annual

- financial and compliance audits (SJRTD: compliance audits only).
8. Continue to maintain an in-house accounting of both Local Transportation Fund and State Transit Assistance Funds received and disbursed.
 9. SJCOG staff will continue to provide information to State agencies on Transportation Development Act policy issues and will continue to monitor, evaluate and comment upon State legislation dealing with the Transportation Development Act.
 10. Work with state and other RTPAs to develop rules and administrative guidelines to respond to new state legislation.
 11. Utilize community-based organizations to bring more people, particularly the underserved and under-represented, into the planning process.

D. Product & Schedule:

1. Local Transportation Fund and State Transit Assistance Revenue Estimates and Apportionments - February 2014
2. Updated SJCOG LTF/STA Rules and Regulations - February 2014
3. Unmet Transit Needs Findings - March 2013
4. Approve Local Transportation Fund and State Transit Assistance Claims – Continuous
5. Local Transportation Fund and State Transit Assistance Annual Reports - October 2013
6. Annual financial and compliance audits of Transportation Development Act claimants, except (SJRTD, Compliance only) - October 2013 to January 2014
7. Up-to-date Financial Statements showing status of Local Transportation Fund and State Transit Assistance Funds - Continuous
8. Utilize community based organizations to bring more people particularly the underserved and under-represented into the Unmet Transit Needs process. – October 2013- March 2014

E. Funding Sources (000):

Transportation Development Act -	\$ 225.00
Local Transportation Funds - COG	138.451
Local Transportation Authority-MK (PM)	28.00
Fees	5.0

F. Responsible Agency: \$ (000)

SJCOG
396.451

G. Staff Required: (person-months)

SJCOG
8.0

1001.03 COMMUNITY INVOLVEMENT PROGRAM

- A. Previous Work: This task has included publication of a monthly newsletter, and a Measure K annual report, news releases, and work with English and foreign language newspapers and television media. Public hearings, regional educational and fact-finding community meetings have been held throughout San Joaquin County. Public input, through community involvement, has guided all planning efforts in the past and will continue to play a major role in all future planning efforts SJCOG maintains an interactive website that includes surveys and a user friendly project map as well social media sites, including FACEBOOK. While there are no Federally-recognized Tribal Governments within the SJCOG region, a directory of Native Americans in San Joaquin County has been developed and the SJCOG mailing list expanded to include names of individuals and groups identified in that effort. SJCOG hosts public information presentations every year, including public ceremonies for major project milestones.
- B. Purpose: To keep the general public aware of SJCOG and its planning functions, and to encourage their support and participation. To assure that all planning efforts are reflective of the needs and desires of the general populace within the County. To ensure early and continuous involvement of key Federal, State and Local Resource Agencies and interest groups.

In accordance with the direction provided by MAP-21, SJCOG'S efforts are to continue to ensure early involvement by the public, Native American Tribal Governments with particular focus on underrepresented groups under Environmental Justice provisions. Also a critical effort is to ensure the early opportunity for resource agencies and other key environmental organizations to participate in development of the public outreach structure and to have an early and continuous opportunity for full involvement in all planning, programming and project efforts. In accordance with Title VI and Environmental Justice guidelines, the work element supports all other work element projects in coordinating outreach efforts to all underrepresented and underserved populations.

The SJCOG public involvement process is designed to provide timely information about transportation issues and processes to citizens, key participating resource agencies and other public partnering agencies, transportation agency employees, private sector transportation providers, and others affected by transportation plans, programs, and projects.

OVERVIEW

SJCOG uses a combination of committees, fully noticed public hearings, workshops, forums, surveys, publications, the Internet (www.sjco.org), public access television, early access to and consultation with resource agencies and focus groups to inform, gauge and respond to regional issues and public questions and concerns. Stakeholders and interested individuals are involved

through the SJCOG's committees, direct mail, public hearings, public workshops and early outreach and consultation. Transportation plans and documents are circulated monthly to the committees for review and comment. These committees include:

- The Technical Advisory Committee which is comprised of staff from planning and public works departments, Caltrans, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, San Joaquin Valley Unified Air Pollution Control District, the Port of Stockton and the Stockton Metropolitan Airport;
- The Social Service Transportation Advisory Committee which is comprised of representatives of the elderly, disabled, and social services agencies that serve transit dependent persons;
- The Citizens Advisory Committee, which is comprised of citizens appointed by the SJCOG Board, to advise the Board on Measure K and other issues that come before SJCOG;
- Interagency Transit Committee, which is comprised of public transit agencies within the County;
- Goods Movement Task Force, which is comprised of local agencies, private sector rail, inter-modal and trucking businesses and other private sector representatives.

Also, SJCOG's monthly board agendas, packets and/or minutes are distributed to individuals, agencies and organizations affected by transportation plans, programs and projects. In addition, SJCOG produces and distributes the monthly Board Actions, which highlights the actions taken by the Board each month, and the monthly online Horizons newsletter. Among recipients: media representatives from English and Spanish language publications, non-profit organizations, private businesses, and local residents. SJCOG staff regularly reviews the mailing list to involve organizations that represent various segments of the general population, including ethnic, racial, elderly, disabled, and disadvantaged groups.

Services include:

- Conducting one-on-one interviews with residents and business owners;
- Organizing and administering public meetings and forums;
- Developing and organizing direct mail to community groups and residents, Including ethnic, racial, elderly, disabled, and disadvantaged groups;
- And acting as project spokesperson to interact with the public, merchants, media, etc. to keep them informed about construction progress and to minimize impacts.

Environmental Justice Efforts

SJCOG has made significant strides to take into account the needs of those traditionally under served by transportation, such as low-income and minority households. SJCOG reaches low income and minority populations through its Social Services Technical Advisory Committee and its public outreach program which includes mailings of Board Actions, Horizon's newsletter, meeting

agendas, and notices of public workshops and hearings. Through the San Joaquin Regional Transit District, Dial-a-Ride transit service is made available to disabled residents to attend SJCOG Board and other public meetings.

Other specific efforts include:

Translation Services

Transportation information material is translated from English to Spanish. Other material such as RTP goals, policies, surveys, overview material, Blueprint project public materials are translated to Spanish and other languages as needed. Notices and COG related news stories regularly appear in Spanish language as well as English media.

Workshops

SJCOG regularly conducts public outreach workshops in conjunction with the Planning process. These include targeted workshops for older, under-represented or Spanish speaking groups and organizations. Several examples from the RTP/SCS development in FY 13/14 demonstrate COG's significant efforts here.

Native American Outreach

SJCOG also distributes information about its plans, and projects to meet with Native American communities, organizations, groups and individuals. SJCOG staff meet regularly with the local representatives of the Native American groups, including: California Miwuk Tribe, San Joaquin County Council for the Indians (Manteca); Central California Indian Tribal Council (Stockton); Bureau of Indian Affairs (Sacramento); and Consortium of United Indian Nations (Oakland). No Indian reservation roads exist in San Joaquin County.

Resource Agencies

SJCOG ensure key resources agencies are provided the opportunity to provide early input in the formation of planning studies, feasibility studies, and policy related documents. Provide early and continuous consultation with key stake holder agencies.

Title VI Policy

SJCOG does not exclude anyone from participation in or deny the benefit of, or otherwise subject to discrimination on the basis of race, color, sex, national origin, or physical handicap, for any program. SJCOG publicizes its Title VI policy in its brochure, Board Actions, and on its web site. When updating our master mailing list, SJCOG staff seeks out organizations that represent traditionally under-served groups in order to provide information on transportation plans and projects. Also, SJCOG maintains a formalized Title VI Complaint Procedure, in

the event that a group or person believes they have been subjected to discrimination in our public involvement process. SJCOG maintains a Title VI binder to document efforts to comply with Title VI.

C. Tasks:

1. Publication of e-letters, as needed.
2. Regular presentations before civic clubs and other similar type organizations. These presentations are either topic specific or have a general nature and discuss projects in which SJCOG is involved or SJCOG'S organizational structure and function.
3. Issue news releases to the media.
4. Update and distribute a Public Officials Directory on an annual basis to assist local governments and the general public in locating and maintaining contact with their elected representatives.
5. Conduct and staff SJCOG'S appointed Citizens' Committee.
6. Implement SJCOG Public Information Plan in accordance with MAP-21 and Final Rule, using the SJCOG Gap Analysis as a basis.
7. Develop written policies and procedure for early involvement of regional partners in development of planning products.
8. Prepare informational brochures on SJCOG activities.
9. Maintain Internet access to the public.
10. Provide Title VI support to all projects in the OWP and Measure K Strategic Plan.
11. Provide early consultation and continuous involvement of resource agencies in planning and feasibility studies.
12. Provide public involvement, including to targeted populations and organizations as part of development of plans and feasibility studies. Ensure outreach and communication plans for large studies.
13. Evaluate and identify performance measures for public outreach effectiveness.
14. Ensure usage of visualization techniques in all public outreach activities. Review SJCOG's Title VI procedures and update and/or enhance the procedures and methodology if necessary.

D. Products & Schedule:

1. 12 issues of Horizons - Monthly
2. Material for public presentations – Done for outreach efforts
3. Periodic news releases – Quarterly
4. Citizens Committee Meetings – Monthly
5. Implement Public Information Plan – Continuous
6. SJCOG information brochures - Yearly by June 2015
7. Maintain Internet, Weekly Web updates – Weekly
8. Title VI Annual Report – June 2015
9. Implementation of outreach and targeted groups as noted in the purpose and tasks, and appropriate resource agencies for all planning and feasibility studies.

E. Funding Sources (000):

Federal Highway Administration PL - \$ 40.00 (Toll Credit Match 5.18242)
Local Transportation Authority-MK-COG 25.00

F. Responsible Agency: \$ (000)

SJCOG
65.00

G. Staff Required: (person-months)

SJCOG
12.0

1101.01 TRANSPORTATION DEMAND MANAGEMENT SERVICES

A. Previous/Ongoing Work: The San Joaquin Council of Governments has coordinated the transportation demand management program, also known as Commute Connection, since 1983 for San Joaquin County and since 1987 for Stanislaus County. SJCOG provides commuter ride-matching and marketing services under the auspices of Commute Connection for both San Joaquin and Stanislaus Counties. Beginning in 2010, SJCOG will also provide transportation demand management for Merced County. SJCOG also provides transportation demand management planning for San Joaquin County. The program has more than eight thousand five hundred registered commuters and provides outreach coordinators to 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. SJCOG provides ridesharing services to Stanislaus County through a contract with StanCOG and to Merced County through a contract with Merced County Association of Governments. This program also includes the development and administration of the Measure K bicycle and pedestrian programs outreach to encourage bicycle commuting and operation of the Measure K Park and Ride Program and Safe Routes to School Program. In 2009, the San Joaquin Valley Air Pollution Control District passed Rule 9410 requiring employers with 100 or more employees to establish employee trip reduction programs. San Joaquin Council of Governments worked with the Air District in the development of the Rule and will provide assistance to both the Air District and local employers as the rule is implemented.

B. Purpose: To improve the efficiency of existing transportation facilities in San Joaquin, Stanislaus and Merced counties through Commute Connection and other transportation demand management service. The ridesharing services reduce congestion and assist in the reduction of mobile source emissions for San Joaquin, Stanislaus and Merced counties. Services include carpool/vanpool matching, transit, bicycle, telecommuting, and park-and-ride lot information and referrals to both individual commuters and area employers. This program also

develops and operates other demand management, traveler information and alternative modal programs at SJCOG, including 511, bike and pedestrian, park and ride programs, safe routes to school and serves as a liaison to the SAFE Program.

C. Tasks:

1. Commuter Services/Database Administration:

Objective: To provide a variety of timely and practical alternative commute alternative information to commuters in San Joaquin and Stanislaus counties.

- a. Provide commuters with computer match-lists containing the names, telephone numbers, commute destinations and hours of work for potential ridesharing opportunities.
- b. Cooperate with other ridesharing agencies to facilitate matches.
- c. Maintain and update the Commute Connection regional rideshare database through quarterly purge mailings, follow up phone calls and routine updates.
- d. Act as an information resource and referral agent for transit services, park-and-ride lots, bicycle commuting and telecommuting and provide brochures and promotional material.

2. Employer Based Travel Demand Management Services:

Objective: To provide a range of services and educational materials to employers within the service region to develop, implement and maintain worksite Transportation Demand Management programs.

- a. Contact employers to provide technical assistance in identifying appropriate TDM strategies for development of worksite TDM programs.
- b. Provide pamphlets, brochures, articles etc. to inform employers about TCMs and benefits of ridesharing efforts, e.g. Preferential Carpool Parking Program, How to Set up Telecommuting Policy/Program, etc.
- c. Conduct work site transportation functions to promote rideshare services and encourage commute alternatives among employees. This may include commute surveys, work site analyses, events, and workshops.
- d. Provide a Guaranteed Ride Home Program as an incentive for area employees to engage in ridesharing (includes all commute options).
- e. Provide assistance to employers in meeting the requirements of the San Joaquin Valley Air Pollution District Rule 9410, the trip reduction ordinance.

3. Vanpool Services:

Objective: To promote and coordinate the formation of new vanpools and to help sustain existing vanpools.

- a. Contact vanpool drivers and assist with rider recruitment.
- b. Refer route information to interested vanpool riders; provide information

on how vanpools operate.

- c. Coordinate vanpool presentations to employee groups, relocating companies and other pre-qualified interested commuter groups.
- d. Administer and market vanpool services through driver medical exam subsidy, marketing materials, promoting new vanpool routes, etc.

4. TDM Education/Promotion/Marketing Services:

Objective: To provide a full range of marketing and graphic design services to support Commuter and Employer services of the rideshare program in order to reach targeted commuter markets, including employers, ETCs, and specific commuter groups (e.g. Spanish speaking commuters).

- a. Coordinate TDM exhibits at community events.
- b. Coordinate TDM program marketing efforts in local region.
- c. Respond to media requests and provide timely press releases on program services and TDM issues.
- d. Create and provide employers/commuters with educational, informative and promotional TDM material.
- e. Write informational articles about rideshare and TDM program and issues.
- f. Place targeted corridor and demographic specific marketing TDM messages tied to an overall campaign for a specific market group or corridor.
- g. Evaluate program performance through studies and surveys.
- h. Conduct market research surveys and focus groups for targeted, corridor specific marketing campaign.
- i. Maintain and promote interactive web site.

5. Local Agency Coordination and Assistance

Objective: To coordinate TDM efforts with other agencies to avoid duplication of services and to share resources in the spirit of cooperation and to best serve commuters and employers.

- a. Coordinate with Caltrans, other area MPOs, transit agencies, TDM agencies, San Joaquin Valley Air Pollution Control District, etc. regarding TDM strategies and operations.
- b. Work with SJVAPCD to implement Rule 9410 in the San Joaquin Valley
- c. Serve as technical support to congestion management program to develop a Transportation Demand Management regional plan in conjunction with the CMP program.

6. Program Administration:

Objective: To provide management and administration support for the TDM program.

- a. Provide daily management and oversight for program operations.
- b. Provide SJCOG, StanCOG and Merced with information concerning the status of rideshare annual work plan and other issues.

- c. Produce annual work plan and quarterly reports necessary to document TDM activities and program status.
- d. Provide continuing TDM education to program staff.
- e. SJCOG staff will attend software and outreach training, as needed.
- f. Attend Association for Commuter Transportation annual industry conference
- g. Conduct research on a new contact management system.

7. Operate and administer Park and Ride Program

Objective: To operate and administer Measure K Park and Ride Program.

- a. Administer. Measure K Park and Ride Funding Program and associated cooperative agreements.
- b. Coordinate with Caltrans and other local partners to assess and develop additional Park and Ride lot facilities, including in conjunction with development proposals and transportation projects.
- c. Oversee Measure K Park and Ride Master Plan and Implementation Plan.
- d. Prepare and present annual report

9. 511 Travelers Information System

Objective: Extend Sacramento's next generation CARS (regional integrated data system) to include San Joaquin County for web, mobile phones and phones.

- a. Location coding
- b. Include Caltrans District 10 detectors for speed data.
- c. Import incidents from CHP's Stockton Area communications center.
- d. Add Caltrans and local jurisdiction's cameras to the system.
- e. Explore upgrade concept to existing telephone system to include voice recognition technology
- f. Upgrade web and phone system to include personalized traveler information feature.
- g. Provide CARS 4 operators training.
- h. Coordinate with Caltrans to install 511 Traveler Information signs
- i. Prepare and implement Marketing Plan to promote 511 program in SJC.

D. Products & Schedule (for San Joaquin):

- 1. Match-list Processing - Continuous
- 2. Commuter Information/Referrals (Teleservices): - Continuous
- 3. Follow-up with Match-list Recipients: - Continuous
- 4. Employer Outreach Services: - Continuous
- 5. Vanpool support/rider recruitment: - Continuous

6. Complement implementation of CMP's TDM Action Plan. on-going
7. Implementation of SJCOG Park and Ride lot Plan - Continuous
9. Maintain interactive Park and Ride Lot interactive map for website
10. Participate in advanced training for ridematching software and TDM Implementation opportunities.

E. Products & Schedule (Stanislaus County):

1. Match-list Processing - Continuous
2. Commuter Information/Referrals (Teleservices) - Continuous
3. Follow-up with Match-list Recipients - Continuous
4. Employer Outreach Services: - Continuous
5. Vanpool support/rider recruitment - Continuous

F. Products & Schedule (Merced County):

1. Match-list Processing - Continuous
2. Follow-up with Match-list Recipients: - Continuous
3. Employer Outreach Services: - Continuous
4. Vanpool support/rider recruitment - Continuous

G. Funding Sources (000):

CMAQ Stanislaus -	\$195.00
CMAQ Merced -	75.00
CMAQ -	961.1900
SAFE -	15.00
Local Transportation Authority MK PM)	125.518

H. Responsible Agency:

SJCOG
1371.708

I. Staff Required (Person Months)

SJCOG
48

1101.03 Partnership Planning Grant (TDM Action Plan)

- A. Previous/On-Going Work: One of the recommendation actions from the Regional Transportation Demand Management (TDM) is to improve roadway operations by establishing and employing interregional strategies. SJCOG, in partnership with the Sacramento Area Council of Governments was awarded a Caltrans Partnership Planning Grant to develop an Interregional TDM Action Plan for reducing single occupant vehicle travel on the I-5 and SR 99 commute corridors between San Joaquin and Sacramento Counties. This effort will be completed by the end of fiscal year 2014/2015.
- B. Purpose: To preserve capacity and improve system operations on the I-5 and SR 99 corridors between the San Joaquin and Sacramento regions.
- C. Tasks:
1. Establish Project Steering Committee (PSC)
 2. Document existing conditions and characteristics
 3. Develop interregional vision statement
 4. Prepare Travel Demand Forecasts
 5. Develop Future TDM/Multimodal Service Scenarios
 6. Assess and Select Preferred Scenario(s)
 7. Conduct a detailed implementation analysis
 8. Develop Strategies and Working Draft Action Plan
- D. Products & Schedule
1. PSC Composition and on-going Action Minutes – continuous
 2. Establish future TDM / Multimodal service scenario(s) – First Quarter 2015
 3. Select preferred scenario to pursue - Second Quarter 2015
 4. Review implementation issues and conduct options analysis – Third Quarter 2015
 5. Establish Draft Interregional TDM Action Plan, Executive Summary, & Technical Report – Third Quarter 2015
 6. Establish final TDM Action Plan, Executive Summary, &
 7. Technical Report. – Fourth Quarter 2015
- E. Funding Sources
- | | |
|--|----------|
| Partnership Planning (TDM)- | 69.20866 |
| Local Transportation Authority MK (PM) | 40.00 |
- F. Responsible Agency: \$ (000)
- SJCOG
- 109.20866

- G. Staff Required: (person-months)
SJCOG
.25

1201.01 FREEWAY SERVICE PATROL

- A. Previous Work: SJCOG began operating the Freeway Service Patrol on Interstate 205 in 1996 as a method to offset construction delays during the first phase of I-205 widening. Currently the Freeway Service Patrol is operated as a congestion relief strategy on I-205 with Measure K funds. SAFE funds are used to match state funding for the FSP. It is also used during construction projects to mitigate congestion and improve safety.
- B. Purpose: To operate the Freeway Service Patrol on I-205 and in needed areas under construction on the highway system.
- C. Tasks:
1. Continue operating Freeway Service Patrol on I-205.
Objective: To reduce congestion and improve air quality
- D. Products & Schedule:
1. Operate Freeway Service Patrol on I-205 – On-Going
 2. Contract management of towing contractor and prepare FSP annual report and other reports as needed.
- E. Funding Sources (000):
- | | |
|------------------------|---------|
| Caltrans (FSP 13/14) | 475.961 |
| Caltrans (FSP 14/15) - | 474.171 |
| Caltrans Construction | 650.0 |
| SAFE | 113.00 |
- F. Responsible Agency: \$ (000)
SJCOG
1713.1320
- G. Staff Required: (person-months)
SJCOG
3.0

1201.02 CALTRANS OWP WORK ELEMENT

San Joaquin County Council of Governments 2014-2015 Overall Work Program (OWP) Information Element					
State Route	Product	Performed By	Status of Product	Draft to SJCOG	Expected Date of Completion
26	Transportation Concept Report (TCR)	Caltrans System and Freight Planning District 10	Ongoing	Ongoing	June, 2014
I-205	Transportation Concept Report (TCR)	Caltrans System and Freight Planning District 10	Ongoing	May 2014	June, 2014
1-580	Transportation Concept Report (TCR)	Caltrans System and Freight Planning District 10	Ongoing	May 2014	June, 2014
All	California Transportation Plan 2040	Caltrans & Partners Statewide	Ongoing	Ongoing	December 2015

SOURCES OF REVENUE

SEE ATTACHED

TRANSPORTATION EXPENDITURES BY FUNDING SOURCE

SEE ATTACHED