

San Joaquin
Council of Governments
FY 2016-2017
Draft Overall Work Program

San Joaquin
Council of Governments

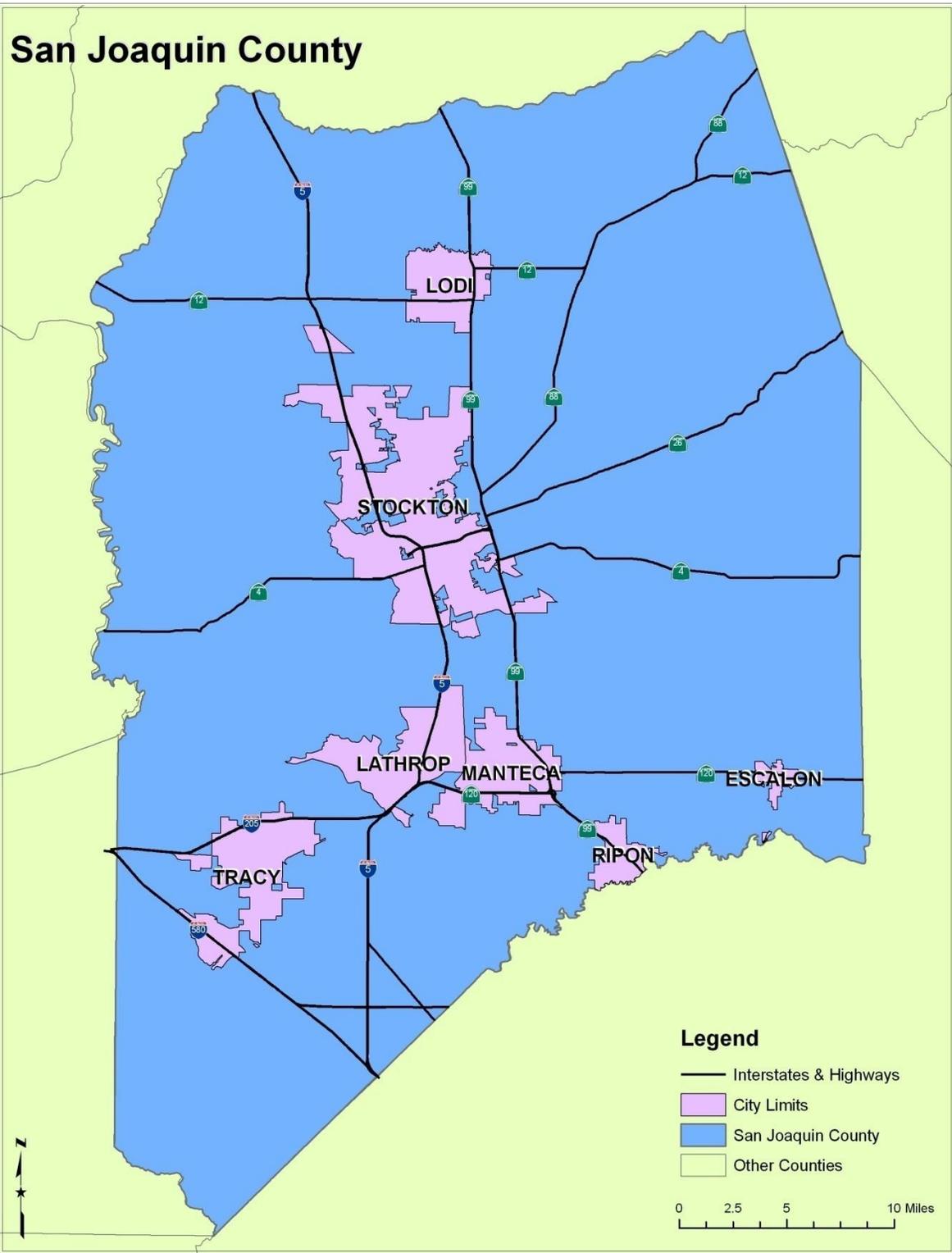
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**THE SAN JOAQUIN COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS**

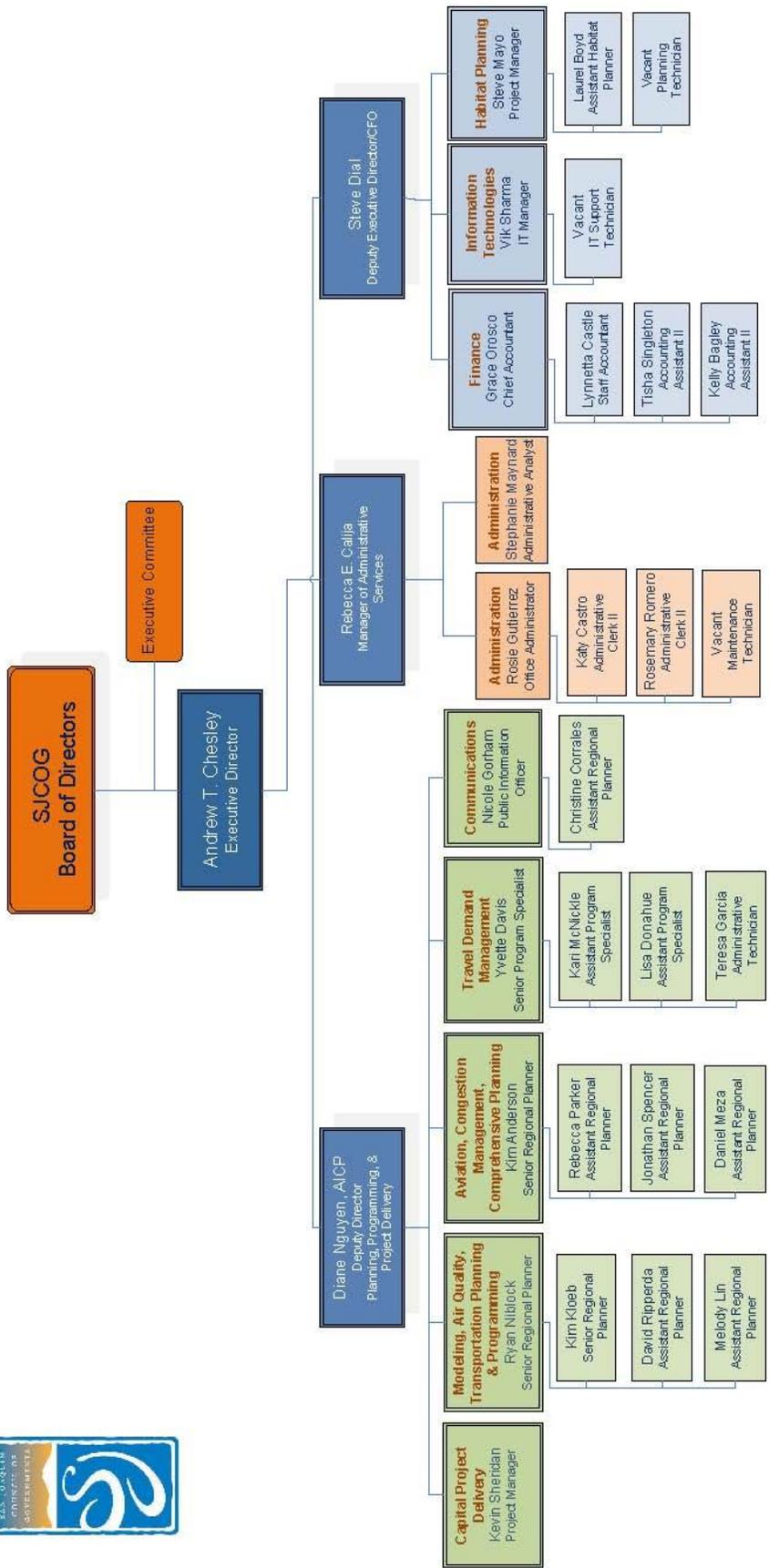
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Gary Giovanetti - San Joaquin Regional Transit District

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Kevin Sheridan	Project Manager
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Kim Kloeb	Senior Regional Planner
Ryan Niblock	Senior Regional Planner
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Melody Lin	Assistant Regional Planner
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Katy Castro	Administrative Clerk I
Rosemary Romero	Administrative Clerk II
Stephanie Maynard	Administrative Analyst



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 was started during fiscal year 2014/15 and is expected to be 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 - Center for Business and Policy Research to provide Data Center services and various demographic and economic studies for both internal use and dissemination to the public and other stakeholders through a wide variety of mediums.

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 current update to the CMP was adopted by the SJCOG Board of Directors in October 2012. The 2015 CMP update was begun in FY 2014/2015 and will be completed in FY 2015/2016. The 2016/17 OWP will continue implementation and monitoring activities in this area.

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. The current (2014-2023) RHNA was completed as a coordinated effort with the 2014 Regional Transportation Plan (RTP) and SCS. It was adopted by the SJCOG Board in August 2014 and approved by the California of Housing and Community Development in October 2014.

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 member from that jurisdiction. 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 an 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 2015/16. 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 and I-5, 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 polices 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 2015/16, the three-county model was further updated and 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 Communities Strategy. During Fiscal Year 2016/2017, SJCOG will be embarking on development of an Activity Based Model to further enhance its transportation modeling capabilities.

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. In addition, 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

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. 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 County is the farthest north region in the Central Valley Trade Corridor which has the greatest amount of truck traffic volume in the state. The region is a major producer of grapes, milk, cherries, tomatoes, walnuts. Goods movement industries include the following: Ranching, Food Processing, Fruit and Vegetable Farming, comprised of companies such as B&B Ranch, Pacific Coast Producers, Morada Produce Company.

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.

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

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. With its enactment, States and local governments may now move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term (Source: Federal Highway Administration web site).

With the fairly recent approval of the FAST Act, SJCOG will be looking forward to the federal guidance as it transitions from its predecessor, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. Both the FAST Act and MAP-21 provide 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 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 OWP includes a specific section highlighting how the OWP addresses the eight MAP-21 planning factors. These eight planning factors guide the OWP development and SJCOG planning process, as the transition from MAP-21 and the FAST Act occurs (and until subsequent federal guidance is available.) This section additionally provides a matrix to communicate how each individual work elements relate to each of the eight MAP-21 planning factors.

Caltrans has recommended that SJCOG consider the following FAST Act Planning factors in the OWP absent of federal guidance. They are:

1. Improve the resiliency and reliability of the transportation system
2. Reduce or mitigate storm water impacts of surface transportation
3. Enhance travel and tourism.

SJCOG has elaborated on these factors following this section.

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 - federal legislation. The Federal Congestion Management Process component of the RTP also relates to performance management. The SJCOG Congestion Management Program, - 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. This emphasis is being carried forward and further refined in the 2015 CMP update. 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 the impact of the CMP to metropolitan planning and the health of the transportation system. In addition, it 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), the 2014 Regional Transportation Plan was the first to include a 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. Fiscal Year 2016/2017 will see SJCOG incorporate lessons learned and new best practices into the second round of Sustainable Communities planning for the upcoming 2018 RTP.

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 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 (AND FAST ACT) 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 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. The 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 RTP includes goals, objectives and performance measures concerning safety. 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. The 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 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 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 2016/17, 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 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 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 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 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 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.

2016/17 Work Elements by MAP-21 Planning Factors

FY 2016/17 Work Elements	MAP-21 Planning Factors (until guidance from FAST Act)							
	1	2	3	4	5	6	7	8
601.01	✓	✓	✓	✓	✓	✓	✓	✓
601.011		✓		✓	✓		✓	
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						✓		✓
1001.03	✓			✓	✓	✓		
1101.01	✓	✓		✓	✓	✓	✓	✓
1201.01		✓		✓			✓	
1201.02	✓	✓	✓	✓	✓	✓	✓	✓

ADDITIONAL FAST ACT PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act, a five-year bill, was approved by the Congress and signed by the President on December 4, 2015. The FAST Act continues the Metropolitan Planning program. This Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. New planning factors in the FAST Act include intermodal transfer facilities, accessibility of intercity bus facilities, system resiliency, natural disasters, and travel/tourism.

At the time of this OWP, federal guidance was not yet available for the Planning Factors in the FAST Act and Caltrans recommended the OWP elaborate on the following three:

1. ***Improve resilience and the reliability of the transportation system:*** This Planning Factor correlates or overlaps with factors that emphasize the need for system maintenance. Several work elements within the OWP will advance the reliability of the transportation system through planning research and project development to understand corridors and project needs, thereby, making fully informed decisions on investments in project improvements. Sound transportation planning, with inclusive and comprehensive outreach, are OWP work areas that facilitate the resilience and reliability in the region's transportation infrastructure. Investment decisions that focus on innovative construction materials and intermodal connectivity (with other transportation modes or Intelligent Transportation System networks), are planning strategies the OWP will examine to address this Planning Factor.
2. ***Reduce or mitigate stormwater impacts of surface transportation:*** SJCOG understands this factor is to encourage MPOs to plan with state agencies involved in natural disasters. This Planning Factor also focuses on minimizing and managing impacts to the environment through practices that assess adverse stormwater impacts created by construction of transportation projects. The costs—both financial and environmental—from stormwater runoff are real and can be significant. OWP work elements that discuss intergovernmental coordination, planning studies, feasibility studies, environmental planning, and project development will incorporate stormwater impacts and issues.
3. ***Enhance travel and tourism:*** Travel and tourism are aspects that overlap into the Planning Factor of economic vitality. SJCOG understands this factors encourages MPOs to foster relationships with the tourism industry and to assess how regional planning plans a role in tourism. OWP work elements that examine sustainability, quality of life, goods movement, and smart growth will include elaborations on travel/tourism impacts as part of the planning analysis and study.

SJCOG reviewed the Work elements and assert the following delve into these three planning factors.

FY 2016/17 Work Elements	Resilience & Reliability	Mitigate stormwater impacts	Enhance Travel/Tourism
601.01	✓	✓	✓
601.011	✓		✓
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	✓		
1001.03	✓		✓
1201.01	✓		
1201.02	✓	✓	

San Joaquin Council of Governments
FISCAL YEAR 2016/2017
WORK ELEMENTS AND TASKS

601.01 REGIONAL TRANSPORTATION PLAN

- A. Previous Work: Adopted the RTP in 2014/15. 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 planning activities consistent with advancing RTP goals, objectives, and performance. Monitor and update project cost estimates and project schedules to ensure compliance with RTP financial planning and air quality conformity.
- 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. Fiscal Year 16/17 has an expanded scope of work than the previous OWP because this is the first year of significant staff work effort and related consulting assistance to update and construct the region's second RTP/SCS. Extensive public outreach efforts to include and engage stakeholder groups, technical development and implementation of land use and modeling tools, development of an RTP Public Participation Plan, and increased involvement of the RTP Implementation Committee are anticipated in this Fiscal Year.
- C. Tasks:
1. Planning and assessment efforts will be conducted for RTP projects to ensure consistency with RTP policies, strategies, and project information.
 2. Continue to follow through on public outreach commitments in accordance with the FAST Act, 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. Development and implementation of an RTP/SCS Public Participation Plan.
 4. Re-examine RTP/SCS policies and provisions to monitor Financial Planning and RTP Compliance. This includes planning research on how other metropolitan regions (SACOG, SanDAG, SCAG) have implemented their second RTP/SCS and research on emerging state or federal policy guidance that impact the update of the RTP/SCS.
 5. Regularly update SJCOG website on planning activities with regional, local and state agencies, the general public, and other stakeholders. Such activities include public input on the regional transportation planning process and related strategies to identify regional transportation infrastructure needs.
 6. Monitor delivery and performance measures identified in RTP/SCS.
 7. Incorporate MAP-21 planning emphasis requirements (and any federal

- guidance related to the FAST Act) and ensure continuing compliance.
8. Review FAST Act funding apportionments and other recent funding changes and build the underlying financial assumptions for the RTP/SCS Financial Forecast.
 9. Start engaging local agencies on the need to update Project list information which requires review of the current RTP/SCS and project-by-project review of scope, cost, and schedule.
 10. Coordinate RTP/SCS development efforts with the update of the Federal Transportation Improvement Program and ensure information, data, and project data and funding resources are consistent and accurate.
 11. Re-evaluate performance metrics used in the current RTP/SCS and make recommendations on any new models or tools which should be utilized for the new RTP/SCS; Train staff or secure consultants, as needed, when tools are identified for application to the FY 16/17 RTP/SCS update.

D. Products & Schedule:

1. FAST Act Compliant Regional Transportation Plan Amendments –June 2017 .
2. Planning efforts for RTP projects in current RTP and begin efforts for update of the second RTP/SCS– June 2017 (and will continue into FY 17/18).
4. Development of a Public Participation and Community Outreach Plan and related implementation activities to garner public input in development of second RTP/SCS; this includes identification of new outreach strategies to increase public participation and to bring in more stakeholders, including more stakeholders from environmental justice communities or interest groups- June 2017 (and will continue into FY 17/18.)
5. Increase engagement (from prior year) of RTP Implementation Committee with regularly scheduled meetings, agenda items, and correspondence/ discussion with Committee on RTP Planning activities and work plan for the second RTP/SCS.RTP – June 2017 (and will continue into FY 17/18.)
6. Financial Planning and Regular Review of Project Cost Estimates for current RTP consistency- March 2017.
7. Identify modeling tools, performance metric analysis tools to utilize in second RTP/SCS and train staff and/or secure consulting assistance to implement tools – March 2017.
8. Complete Financial Assumptions white paper/research element as the underlying framework for the financial chapter of the second RTP/SCS – March 2017.
9. Attend meetings state, federal, or regional level to keep abreast of RTP/SCS development of fellow MPOs/RTPAs and engage in discussions about how SJCOG is approaching its second RTP/SCS – June 2017.

E. Funding Sources: \$(000)

Federal Highway Administration PL	\$ 455.00 (Toll Credit Match 52.1885)
Local Transportation Authority MK-COG	\$ 292.00

Local Planning Funds LTF- COG \$ 80.049

F. Responsible Agency: \$(000)
 SJCOG
 \$ 827.049

G. Staff Required: (person-months)
 SJCOG
 50.0

601.011 SGC AHSC (Strategic Growth Council Affordable Housing and Sustainable Communities) Management.

A. Previous Work: Not applicable.

B. Purpose: To administer the FY 15/16 Strategic Growth Council Affordable Housing Applicant Technical Assistance Grant

C. Tasks:

1. Administrative Coordination and Reporting
2. SGC AHSC 2015-16 Concept Application Support
3. SGC AHSC 2015-15 Full Application Support
4. Capacity Building for Future AHSC Applications

D. Products & Schedule:

1. Administration and Grant Coordination – January through September 2016
2. SGC AHSC 2015-16 Concept Application Support: January through April 2016
3. SGC AHSC 2015-15 Full Application Support: April through September 2016
4. Capacity Building for Future AHSC Applications: January through September 2016

E. Funding Sources (000):

Strategic Growth Council	\$30.00
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F. Responsible Agency: \$ (000)

SJCOG
\$ 30.00

G. Staff Required: (person months)

SJCOG

1

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. Foster continued partnerships with local and state agencies to assess and to identify regional transportation planning studies for development.
 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. Collaborate with partners on any policies, strategies, programs related to the Highway 99 Business Plan. Includes analysis of regional transportation planning issues that enhance the movement of people on the regional, interregional, and statewide Highway 99 system and any issues affecting access to major freight routes, intermodal transportation, and airports. Participate in planning efforts related to operational improvements on state highways including ramp metering.
 5. Initiate and explore unfunded transportation needs on regional corridors and conduct conceptual feasibility analysis, as needed.
 6. Participate in MTC – SACOG – SJCOG Goods Movement Study, including the local match requirement identified in this Work Element.
- D. Products & Schedule:
1. Various Planning Studies/Conceptual Feasibility Analysis – As required.
 2. Participate in 239 Feasibility Study – with identified partners - Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Planning efforts on Highway 99 Business Plan – Operational Activities with Deliverables Reported on Quarterly Basis.
 4. Monitor planning activities on key CMP Corridors – On going.
 5. Participate in MTC – SACOG – SJCOG Goods Movement Study, including

local matching funding – Operational Activities with Deliverables Reported
on Quarterly Basis.

E. Funding Source: \$ (000)

Federal Highway Administration PL - \$ 5.50 (Toll Credit Match .6309)
Local Planning Funds LTF- COG \$ 48.951
Local Transportation Authority MK-PM \$ 12.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 66.451

G. Staff Required: (person-months)

SJCOG
8.0

602.01 TRANSPORTATION IMPROVEMENT PROGRAMS

- A. Previous Work: Adopted a 2014 FTIP update and processed several amendments. Adopted a Regional Transportation Improvement Program to reflect the State Transportation Improvement Program funding for San Joaquin County.
- B. Purpose: The Federal Transportation Improvement Program is the programming document that carries out the federal mandates of the FAST Act, 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 STIP/RTIP.
 2. Manage and monitor FTIP.
 3. CTIPS database maintenance for FTIP and STIP projects.
 4. Develop a tracking process that ensures RTIP projects seeking an allocation of funds, known as an "allocation vote" from the California Transportation Commission are in compliance with the FTIP approved programming.
 5. Assist local agencies to prepare RTIP amendments and fund vote requests (i.e allocation votes from California Transportation Commission), as well as technical assistance related to all federal funding programs under the FAST Act.
 6. Prepare FTIP amendments.
 7. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for CMAQ Program of Projects.
 8. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for RSTP Program of Projects.
 9. Facilitate and participate in discussions on federal programming topics with general public, SJCOG Committees, regional/state/federal programming working groups, and other stakeholders related to federal project screening, federal funding regulations and procedural requirements.
 10. Facilitate a CMAQ call for projects, develop a policy and scoring committee, identify CMAQ funding awards, and program into the FTIP.
 11. Facilitate the programming of RSTP Program of Projects.

D. Products & Schedule:

1. Oversight of State Transportation Improvement Program of Projects – As required with California Transportation Commission approved STIP Guidelines.
2. Amend Federal Transportation Improvement Program – As required by project implementation.
3. Participate in CTIPs and any statewide discussion on TIP programming– Operational Activities with Deliverables Reported on Quarterly Basis.
4. Monitor federal funding apportionments and obligations of CMAQ Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2017.
5. Monitor federal funding apportionments and obligations in RSTP Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2017.
6. Participation in federal programming activities with various committees and working groups– monthly through June 2017.
7. Establish a methodology for awarding CMAQ funds for applicants participating in the CMAQ call for projects, program awarded projects/funding into the FTIP—Third quarter 2017
8. Establish a process and any related policy development for RSTP Program of Projects—Second quarter 2016.

E. Funding Source: \$ (000)

Federal Highway Administration PL -	\$163.00 (Toll Credit Match 18.6961)
Local Transportation Authority-MK-PM	\$ 50.00
Local Transportation Authority-MK-COG	\$155.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 368.00

G. Staff Required: (person-months)

SJCOG
18.0

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 (PSRs) or Project Initiation Documents (PIDs).
 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.
11. Continue work on Project Study Report and Environmental document for the SR 99/120 Connector Project.
12. Continue work on the project development activities related to Route 99 Six Lane Widening through Lodi.

D. Products & Schedule:

1. Participation in the delivery of local roadway and state highway projects – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Coordination of local and state highway projects for Measure K and Measure K Renewal – Operational Activities with Deliverables Reported on Quarterly Basis.
3. Coordination of local and state transportation projects under Proposition 1B as a sponsor and implementing agency – Operational Activities with Deliverables Reported on Quarterly Basis.
4. Participate in the development of Project Study Reports and Project Initiation Documents— June 2017.
5. Continue work on Highway 99 through Lodi Project Study Report (PSR/PDS)
6. Develop information, set priorities and prepare Project Nominations— Operational Activities with Deliverables Reported on Quarterly Basis., through June 2017.
7. Project level technical assistance to local partner jurisdictions— Operational Activities with Deliverables Reported on Quarterly Basis.
8. Delivery reports under SB45 and Proposition 1B requirements – Quarterly through June 2017.
9. Management of consultant contracts for project delivery where SJCOG serves as lead agency – Operational Activities with Deliverables Reported on Quarterly Basis.
10. Review of project preliminary and technical reports as a RTPA and MPO – as needed.
11. Prepare for and hold Project Development Committee meetings through June 2017.
12. Contract management of FSP towing contractor and prepare FSP annual report and other reports as needed – Monthly with annual report June 2017.
13. Manage consultant for Project Report for the SR 99/120 Connector and

related deliverables including draft surveying, base mapping, preliminary engineering, and transportation analysis – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources \$ (000):

Local Transportation Authority-MK - PM	\$ 328.00
STIP PPM (16/17)	\$ 200.00
RSTP STPL-6088(057)	\$ 800.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 1,328.00

G. Staff Required: (person-months)

SJCOG
34.0

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 2015/16 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. SJCOG continues 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 and the Measure K Renewal Transit Section allocations.
- 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 16-17. Monitor delivery of Program of Projects.
2. Prepare 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 (*funded with State Transit Assistance and not CPG*).
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. Continue staff support and coordination of the Interagency Transit Committee.
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 16-17, as applicable (*funded with Measure K and not CPG*).
14. Monitor and implement planning activities per approved Memorandums of Understandings (MOUs) with rail and bus transit operators in the region. These MOUs reflect the latest FHWA/FTA planning regulations and better articulate roles and responsibilities between the MPO and transit operator.

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 – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Assist with bus transit financial and operational planning – Operational Activities with Deliverables Reported on Quarterly Basis.
3. Assist with passenger rail financing plans and efforts – Operational Activities with Deliverables Reported on Quarterly Basis.
4. Participate as ex-officio member of Regional Rail Commission – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Coordination of passenger rail and bus transit projects for Measure K (*funded with Measure K /State Transit Assistance, not CPG*) – Operational Activities with Deliverables Reported on Quarterly Basis.
6. Completed Unmet Transit Needs Analysis for FY 16 -17 – April 2017.
7. Development submittal and recommended selection of FTA 5310, and 5311, grant applications – Operational Activities with Deliverables

- Reported on Quarterly Basis.
8. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders- Operational Activities with Deliverables Reported on Quarterly Basis.
 9. Continue to maintain role of ITC in planning process- Operational Activities with Deliverables Reported on Quarterly Basis.
 10. 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 – Operational Activities with Deliverables Reported on Quarterly Basis.
 11. Monitor and periodically attend Caltrans, Amtrak, San Joaquin’s Policy Advisory Committee meetings – Operational Activities with Deliverables Reported on Quarterly Basis.
 12. Participate with RTD in implementation of planning and implementation of BRT Phases (*funded with Measure K/State Transit Assistance, not CPG*) - - – Operational Activities with Deliverables Reported on Quarterly Basis.
 13. Continue work through updated MOUs with rail and transit operators on federal planning regulations – August 2016

E. Funding Sources \$ (000):

FTA (5303) FY 15/16	\$304.328 (Toll Credit 34.9064)
State Transit Assistance	\$ 58.574
Local Transportation Authority MK-PM	\$ 19.00
City of Tracy pass through FTA 5307	\$100.00

F. Responsible Agency: \$ (000)

<u>SJCOG</u>	<u>Tracy</u>
\$ 481.902	100.00

G. Staff Required: (person-months)

<u>SJCOG</u>
18.0

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 for the Regional Transportation Plan and Federal Transportation Improvement Program. This work requires coordination with other Valley MPOs, the California Air Resources Board, 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 Model. This updated model 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 - currently utilizes EMFAC2011 for all air quality analysis; however will be transitioning to the use of EMFAC2014 after the conclusion of transition period for the use of the new model.

- 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. In Fiscal Year 2016/2017, SJCOG worked on further enhancements to both its land-use scenario planning and transportation demand modeling tools for use in the 2018 RTP.

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, as well as an assessment and recommendation for land-use scenario planning tools for the three-county region
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, rule 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—Operational Activities with Deliverables Reported on Quarterly Basis.
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—Operational Activities with Deliverables Reported on Quarterly Basis.
4. Model runs to address member agency needs transportation projects and studies—Operational Activities with Deliverables Reported on Quarterly Basis.
5. Completed modeling analysis as required for CMP implementation – Operational Activities with Deliverables Reported on Quarterly Basis based on projects submitted.
6. Update of activity based model for SJCOG, Stanislaus Council of Governments, and Merced County Association of Government – June 2017.
7. Update of land-use scenario planning tools in conjunction with StanCOG and MCAG.
8. Implementation of Operating Protocols between SJCOG, STANCOG, and MCAG regarding administration of three county model—Monthly.
9. 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 –June 2017.
10. Coordinate input on SJVAPCD and completion of updated TCM's –June 2017.
11. Provide modeling services for the Stanislaus Council of Governments inclusive of review of model products, model runs, and conformity analysis, as needed—Operational Activity reported on a Quarterly Basis.

E. Funding Sources \$ (000):

FHWA PL -	\$ 330.975 (Toll Credit Match 37.9628)
Local Transportation Funds (CON)	\$145.00
Local Transportation Authority MK PM	\$160.00
Valley MPO's	\$172.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 807.975

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 – 2015; 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 Valley partners on the San Joaquin Valley I-5/SR-99 Goods Movement Study.
 9. Coordination with MTC and SACOG partners on the MTC-led Goods Movement Study.
- 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 – Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Proposed solutions to operational gaps on the STAA system – Operational Activities with Deliverables Reported on Quarterly Basis.

4. Strategies for STAA Truck Access and Routing Issues – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Increase and broaden relationships with private sector to partner on goods movement issues—Operational Activities with Deliverables Reported on Quarterly Basis.
6. Potential Coordinated San Joaquin Valley Good’s Movement Reauthorization/State and Federal Funding Strategy.
7. Coordinated policies, strategies, and projects in the San Joaquin Valley I-5/SR-99 Goods Movement Study.

E. Funding Sources \$ (000):

FHWA PL	\$25.0 (Toll Credit Match 2.8675)
Local Transportation Authority MK-COG	\$ 9.0
Local Transportation Authority MK- PM	\$21.0

F. Responsible Agency: \$ (000)

SJCOG:
\$ 46.0

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. The grant was awarded July 2014 and all conditions met to proceed with grant funding were fulfilled by Spring 2015.
- C. Tasks:
 - 1. Technical assistance involving coordination activities for the Valleywide Goods Movement Implementation Plan.
 - 2. Examine “First and Last Mile” Connectivity - Make recommendations for capacity, operational, and maintenance needs on the high priority connectors including ITS improvements and identification of truck parking needs along or nearby connectors.
 - 3. Identify Truck Routing and Parking Needs - Address coordination of truck routes across jurisdictional boundaries to develop a more integrated system, development of guidelines and design standards for truck routes in different types of developments and land uses, an inventory of existing truck parking in the Valley. Examine the potential application of truck GPS data sets to identify areas of greatest parking need, and application of ITS technologies to track and manage truck parking.
 - 4. Identify Rural Priority Corridors - Utilize existing economic and traffic data, and prioritize the region’s most critical rural corridors.
 - 5. Performance Measurement and System Modeling Framework Development - Develop a pilot program to support ongoing analysis and evaluation of the Valley’s goods movement system leading to a better understanding of performance measurements.
- D. Products & Schedule: *The Study will continue into FY 16/17 and therefore some milestones below are indicated in “draft” form.*
 - 5. Technical coordination activities - Operational Activities with Deliverables Reported on Quarterly Basis.
 - 6. Comprehensive Identification of “First and Last Mile” Priority Connectors – June 2016
 - 7. Draft Truck Routing and Parking Needs Policy Recommendations – June 2016
 - 8. Draft Identification of Rural Priority Corridors – June 2016
 - 9. Draft Framework for Goods Movement Model – June 2016
- E. Funding Sources \$ (000):

Partnership Planning Grant	\$125.00
Local Transportation Funds - CON	\$ 75.00

F. Responsible Agency: \$ (000)
SJCOG
\$ 200.00

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 – Operational Activities with Deliverables Reported on Quarterly Basis.

Task 3 – Hold training sessions with partner agencies – Operational Activities with Deliverables Reported on Quarterly Basis.

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	\$ 3.00 (Toll Credit Match.3441)
Calaveras COG	\$20.00
City of Manteca SR 99	\$50.00

F. Responsible Agency: \$ (000)
SJCOG
\$ 73.00

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 (*funded with LTF and not CPG*).
 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 (*funded with LTF and not CPG*).
 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 – Operational Activities with Deliverables Reported on Quarterly Basis.
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 (*funded with LTF and not CPG*) – Periodically, Operational Activities with Deliverables Reported on Quarterly Basis.
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- to include coordination on assumptions for projections and forecasts (population, housing, jobs, and commuting) further identified in work element 801.02 - Operational Activities with Deliverables Reported on Quarterly Basis.
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 - Operational Activities with Deliverables Reported on Quarterly Basis.
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 – Operational Activities with Deliverables Reported on Quarterly Basis.
10. San Joaquin One Voice® Legislative Analysis and Legislative Program (*funded with LTF and not CPG*) – April 2017.
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 – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources \$ (000):

Federal Highway Administration PL - \$62.00 (Toll Credit Match 7.1114)
Local Transportation Funds (COG) - \$65.00
Local Transportation Funds (CON) - \$66.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 193.00

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 various public information materials on census data which SJCOG distributes to the community. In FY 07-08 SJCOG entered into a new relationship with the University of the Pacific - Center for Business and Policy Research to jointly produce materials related to census research and forecasting. 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. SJCOG also performed 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. These functions included re-delineation of census geography, an on-going update of Census data, and mapping for dissemination on the SJCOG website.

During FY 2014/2015 SJCOG conducted focus group and survey efforts to determine the effectiveness of its publications in providing timely, effectual, and understandable data and analysis for both stakeholder groups and the general public. Also during FY 2014/2015, SJCOG and UOP began a comprehensive update to jobs, housing, population, and commuter forecasts for the three-county Northern San Joaquin Valley area of San Joaquin, Stanislaus, and Merced Counties. In FY 2015/16, SJCOG and UOP partnered with Chase Bank to hold the first public-private sector workshop on Economic Conditions and Forecasts.

- B. Purpose: To provide demographic, economic and transportation data for internal modeling and analysis, and to provide a service to local governments, stakeholder groups, 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 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.
2. UOP - Using the most recent information available, create analytical reports and summaries.
3. UOP - Develop maps to visually display the characteristics of data products.
4. UOP—Population, housing, households, and jobs forecasts
5. SJCOG – Answer census inquiries and provide special reports and presentations.
6. SJCOG – Participate as requested by Census Bureau in small support projects and information sharing.

D. Products & Schedule:

1. Produce Census and Research Information – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Analysis and dissemination of Federal Highway Administration Census Transportation Planning Products (CTPP) and other Census related data through multiple dissemination channels (website, social media, special publications, and presentations)- Operational Activities with Deliverables Reported on Quarterly Basis.
3. Provide research and forecasting for special projects, events, and presentations – As Required with Deliverables Reported on a Quarterly Basis.
4. Maintain data on website for information dissemination – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Coordinate demographic forum/workshop – complete by June 2017.

E. Funding Source \$ (000):

FHWA PL-	\$ 29.00(Toll Credit Match 3.3263)
Local Transportation Funds-COG	\$145.00
Local Transportation Funds – CON	\$ 72.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 246.00

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. During FY 2015/2016, completed process of update revisions to Stockton Metropolitan Airport's ALUCP (plan and environmental document).
- C. 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 assessment of ALUC implementation practices and update the fee program.
 4. 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.
 5. 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.

E. Funding Sources \$ (000):
Local Transportation Funds (CON) \$ 62.669
Local Transportation Authority-MK PM \$ 1.982

F. Responsible Agency: \$ (000)
SJCOG
\$ 64.651

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. The FAST Act requires the establishment of a Congestion Management Process. During FY 15/16, SJCOG updated the program and adopted a revised Regional Congestion Management Plan. Developed and used the Federal Congestion Management Process as a component of both the 2011 and 2014 RTP updates. 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 adhere to a planning 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. Planning activities 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. Collect data on CMP network and monitor system performance through use of the CMP Land Use Analysis program. This program will enable a 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 next 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. Adhering to the Federal Congestion Management process, investigate and apply corridor level monitoring analysis to evaluate CMP system performance.

D. Products & Schedule:

1. Application of regional and roadway specific Transportation Demand Management strategies – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Review planning and development proposals in accordance with the CMP and provisions of the Measure K Renewal Ordinance - Operational Activities with Deliverables Reported on Quarterly Basis.
3. Perform strategic intersection and roadway segment traffic counts on CMP network and re-establish system LOS – As deemed necessary throughout year.
4. Apply Federal Congestion Management process and procedures as part of the CMP update – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Annual evaluation of CMP implementation – December 2016.
6. Annual report – January 2017.
7. Preparation and adoption of Deficiency Plans – As required by development proposals or technical analysis - Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Source: \$ (000)

FHWA PL-	\$30.00	(Toll Credit Match 3.441)
Local Transportation Authority-MK PM	\$75.00	

F. Responsible Agency: \$ (000)

SJCOG
\$ 105.00

G. Staff Required: (person-months)

SJCOG:
4.0

801.05 REGIONAL PLANNING

- A. Previous Work: This work element is based on the “3Cs” in federal transportation law: continuing, cooperative and comprehensive. All modes of transportation, including pedestrian walkways and bicycle transportation facilities, among others, shall be considered [23 United States Code (USC), Section 134 and Title 49, USC, Section 3004]. Regional transportation planning involves forming collaborative relationships with stakeholders the development of a shared mobility vision, including improving the transition among modes in the multi-modal transportation system and incorporation of new transportation technologies. Other previous work efforts include:
- Established new process requirements and work plan to complete first RHNA update cycle under SB 375, SB 575 and new State RTP Guidelines (done in conjunction with related work in W.E. 601.01). The 2014-2023 RHNA plan was adopted by the SJCOG Board in August 2014 and approved by HCD in October 2014.
 - Engaged and coordinated with other local and regional planning professionals through Valleywide Planners and other groups/forums through established institutional Framework for SJ County and Valley Blueprint Planning process.
 - Continued support for products of completed Blueprint Planning Process. including Web-based Planners’ Toolkit, the IMPACS tool to analyze the fiscal impacts of various development types; completion of a study on institutional barriers to smart growth; and participation on the Greenprint (open space/natural resources inventory and toolkit) steering committee.
- B. Purpose: SJCOG recognizes that a well-informed decision making process is critical in regional planning. To that end, this work element is to inform, to report, and to educate traditional governmental stakeholders/partners, general public and private sector on developing planning issues and policies or legislation that may affect the transportation planning and implementation process. This work element focuses on regionally significant planning efforts and collaborative relationships with traditional and non-traditional stakeholders. It represents a coordinated work effort to identify and to explore emerging planning issues and policies not explored in other work elements. This is done through meetings, presentations, phone conferences, and research/report development.
- C. Tasks:
1. Coordinate with and assist local partner efforts in applying for grants through Federal, State, or non-profit programs to assist in smart growth, infill, or active transportation projects. Included is research of grant opportunities and dissemination of this information to various interest groups.
 2. Examination of local general plans, updates of general plans, and

- specifically, housing and circulation elements with reports on potential relevance and impact to San Joaquin County region.
3. Sponsor technical workshops on regional planning and transportation and/or speak at workshops led by other agencies on these topics.
 4. Through 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, identify regional planning topics and create materials to disperse information specific to those audiences.
 5. Produce staff reports on planning activities related to the Sustainable Communities Planning Grant through Proposition 84 and the Strategic Growth Council.
 6. Engage and participate with San Joaquin County Public Health and various public health stakeholder groups to promote integration of public health concerns in the transportation planning process and produce information for dissemination on the relationship with public health and regional planning.
 7. Research and write issues papers on emerging planning issues (i.e. electric vehicles, driverless cars, impacts to regional transportation planning).
 8. Participate in Greenprint efforts with San Joaquin Valley Partners.
 9. Participate in IMPACS or other efforts to examine planning tools to improve regional planning analysis.

D. Products & Schedule:

1. Provide assistance to local partners in planning grants – As Needed, Deliverables will be reported on a quarterly basis.
2. Develop regional planning materials to disseminate and document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders-Operational Activities with Deliverables Reported on Quarterly Basis.
3. Greenprint implementation strategy: serve on steering committee – Operational Activities with Deliverables Reported on Quarterly Basis.
4. Participate with local public health partners and stakeholder groups to further joint planning efforts, including serving on the steering committee for the MAAP health needs assessment effort -- Operational Activities with Deliverables Reported on Quarterly Basis.
5. Prepare white papers or issues papers or staff reports on various regional planning/policy topics, involving stakeholders in development and issues identification – Operational Activities with Deliverables Reported on Quarterly Basis.
6. Public outreach information dissemination on various regional planning topics – Operational Activities with Deliverables Reported on Quarterly Basis.
7. Participate in forums, meetings that examine IMPACS tool or other

planning tools--Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources \$ (000):

Federal Highway Administration PL-	\$20.00 (Toll Credit Match 2.294)
Local Transportation Funds COG	\$21.00
Local Fees / Interest	\$23.00

F. Responsible Agency: \$ (000)

SJCOG

\$ 64.00

G. Staff Required: (person-months)

SJCOG

2.0

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
 9. Coordinate with San Joaquin Valley MPOs on I-5 Goods Movement Plan
- D. Products & Schedule:
1. Valleywide Transportation/Air Quality Modeling Revision Process – Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Valleywide Interagency Coordination Committee
 3. Valleywide Transportation Control Measure Implementation – Operational Activities with Deliverables Reported on Quarterly Basis.
 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 -	\$17.00	(Toll Credit Match 1.9499)
Local Transportation Funds – COG	\$ 3.00	
Local Transportation Authority –MK COG	\$ 5.00	
Local Transportation Authority–MK-PM	\$20.00	

F. Responsible Agency: \$ (000)

SJCOG
\$ 45.0

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. – Operational Activities with Deliverables Reported on Quarterly Basis.

- E. Funding Sources \$ (000):

SJCOGI (Developer Fees) -	\$561.00
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- 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 – Operational Activities with

Deliverables Reported on Quarterly Basis.

2. Integrated Measure K and Measure K Renewal Financial Plan – Implementation Operational Activities with Deliverables Reported on Quarterly Basis.
3. Amend Measure K Ordinance and Expenditure Plan – June 2017.
4. Project Sponsor Assistance – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Program Administration – Operational Activities with Deliverables Reported on Quarterly Basis.
6. Leveraging state and federal funds – Operational Activities with Deliverables Reported on Quarterly Basis.
7. Measure K financial status report – June 2017
8. Project Delivery Monitoring – quarterly with periodic reports to the Board.

E. Funding Sources \$ (000):

Local Transportation Authority-MK (COG) -	\$112.00
Local Transportation Authority-MK (PM) -	\$ 86.00
Fees	\$ 5.50

F. Responsible Agency: \$ (000)

SJCOG
\$ 203.50

G. Staff Required: (person months)

SJCOG
19

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. During FY 2014/2015 SJCOG continued on-going implementation of the RTIF through an Addendum to the 2011 update that addressed issues with annual fee adjustment calculations, the addition of new projects and roadway segments, and continued nexus findings. Also during FY 2014/2015, staff completed an update to the RTIF operating agreement and the development of a new economic incentive project category for the program.
- 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.
 5. Continue to implement Jobs Balancing Investment Fund program.
 6. Complete update to auditing procedures and fully implement.
 7. Complete 2nd required AB 1600 RTIF Program Update.
- D. Products & Schedule:
1. Administer the RTIF program and compete all reporting requirements - Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Produce annual RTIF Report to SJCOG Board – October 2016.
 2. Training and assistance to partner agency staff – Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Convene Economic Development project selection committee – As required
 4. Complete - AB 1600 10th year program update – Ongoing activities from previous OWP with anticipated project completion in FY2016/2017.

E. Funding Sources \$ (000):

Local Transportation Fund (COG) -	\$44.00
Regional Transportation Impact Fee-	\$50.00

F. Responsible Agency: \$ (000)

SJCOG
\$ 94.50

G. Staff Required: (person months)

SJCOG
1.0

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 – Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Monitor state and federal policies and implications to Smart Growth program - Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Project delivery status report – Operational Activities with Deliverables Reported on Quarterly Basis.
 4. Project cooperative agreements – as needed
- E. Funding Sources \$ (000):
Local Transportation Authority-MK (PM) \$ 2.00
- F. Responsible Agency: \$ (000)
SJCOG
\$ 2.00
- 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 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 - Operational Activities with Deliverables Reported on Quarterly Basis.
 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 2016
 5. An adopted Overall Work Program - March 2016
 6. Amend and update Overall Work Program – As necessary.
 7. Completed and submitted federal and state grant applications and accompanying documentation - May 2016
- E. Funding Source \$ (000):
- | | |
|--|--------------------------------------|
| Federal Highway Administration PL - | \$ 78.203 (Toll Credit Match 8.9698) |
| Local Transportation Authority-MK (COG) \$ | 2.50 |

F. Responsible Agency: \$ (000)
SJCOG
\$ 80.703

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 – Operational Activities with Deliverables Reported on Quarterly Basis.
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 - Operational Activities with Deliverables Reported on Quarterly Basis.
8. Utilize community based organizations to bring more people particularly the underserved and under-represented into the Unmet Transit Needs process.

E. Funding Sources \$ (000):

Local Transportation Fund - CON	\$ 75.00
Local Transportation Authority MK-	\$ 2.50
Transportation Development Act -	\$265.00
Fees	\$ 1.50

F. Responsible Agency: \$ (000)

SJCOG
\$ 344.00

G. Staff Required: (person-months)

SJCOG
7.0

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 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. Develop written policies and procedure for early involvement of regional partners in development of planning products.
7. Prepare informational brochures on SJCOG activities.
8. Maintain Internet access to the public.
9. Provide Title VI support to all projects in the OWP and Measure K Strategic Plan.
10. Provide early consultation and continuous involvement of resource agencies in planning and feasibility studies.
11. 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.
12. Evaluate and identify performance measures for public outreach effectiveness.
13. Ensure usage of visualization techniques in all public outreach activities.

D. Products & Schedule:

1. Facebook, Twitter, and Web online update of SJCOG activities and events/news -
2. Material for public presentations – Done for outreach efforts
3. Periodic news releases – Work products will be reported on a quarterly basis.
4. Citizens Committee Meetings – Meetings held monthly and will be reported on a quarterly basis.
5. Implement Public Information Plan – June 2017
6. SJCOG information materials - Operational Activities with Deliverables Reported on Quarterly Basis.
7. Maintain Internet, Weekly Web updates – Weekly
8. Title VI Annual Report – June 2017
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 - \$ 25.00 (Toll Credit Match 2.8675)

Local Transportation Authority-MK-COG \$ 96.00

Local Transportation Authority-MK-PM \$ 13.00

F. Responsible Agency: \$ (000)

SJCOG

\$ 134.00

G. Staff Required: (person-months)

SJCOG

8.0

1101.01 TRANSPORTATION DEMAND MANAGEMENT (TDM) SERVICES

- A. Previous/Ongoing Work: SJCOG employs several programs in an effort to reduce travel demand of single occupancy vehicles. As the primary TDM program, Commute Connection was established by SJCOG in 1983 to serve San Joaquin County, adding Stanislaus County in 1987 and Merced County in 2010 (also referred to as Tri-County). The goal of the program is to encourage commuters to consider a shift to an alternative mode by promoting carpooling, vanpooling, transit, biking, walking and telecommuting. Various tools and services are provided to the community such as a ridematching and trip planning system, emergency ride home, park and ride mapping and subsidies. Outreach and marketing services are provided directly to employers as well as the coordination of special events to increase engagement amongst all members of the community. Program staff also works with employers to implement San Joaquin Air Pollution Control District Rule 9410 which requires certain large employers to develop and implement an employee trip reduction program. For San Joaquin County specific, other TDM programs include the Bicycle, Pedestrian, Safe Routes to School Funding Program and Regional Master Plan, the Park and Ride Funding Program and Master Plan. As a member of the Service Authority for Freeways and Expressways (SAFE), serve as the liaison to the Sacramento Area Council of Governments to administer the 511 Traveler Information System and SAFE program.
- B. Purpose: To improve the efficiency of existing transportation facilities, reduce congestion and improve air quality. To ensure members of the public are informed, educated and are provided the tools and services necessary to make a change in behavior.
- C. Tasks:
1. Program Administration
 - a. Continue implementation of a new TDM system to incorporate ridematching and multi-modal trip planning to engage users and provide stakeholders with more value.
 - b. Perform checks to the ridematching/trip planning system to maintain data accuracy through telephone calls and emails at least on a weekly basis.
 - c. Assist commuters with ridematching and trip planning services and 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.
 - d. Continue implementation of MOU with the Metropolitan Transportation Commission (MTC) to utilize the commuter database to reach and market program services and benefits to commuters travelling into the Bay Area for work purposes.
 - e. Administer the Emergency Ride Home program and vanpool subsidies

- f. Partner with the San Joaquin Regional Transit District to implement National Transit Database (NTD) Vanpool reporting to increase FTA Section 5307 revenue apportionment
- g. Execute contract with Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG) and Calaveras Council of Governments to provide Commute Connection services.
- h. Provide progress reports to StanCOG, MCAG, Calaveras and Stakeholders at least quarterly or as mutually agreed upon by all parties.
- i. Attend annual Association for Commuter Transportation (ACT) conference
- j. Participate in training and educational opportunities to enhance skills and knowledge in marketing and the TDM industry

2. Employer and Community Outreach

- a. Contact employers to provide technical assistance in identifying appropriate TDM strategies for development of worksite TDM programs.
- b. 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.
- c. Serve as a resource to employers subject to San Joaquin Valley Air Pollution Control District Trip Reduction Rule 9410.
- d. Conduct presentations to employers and community organizations to promote and build awareness of program benefits and services.
- e. Provide various reports on environmental and cost benefits, commute patterns and commute activity to commuters and stakeholders
- f. Provide tools and services such as brochures, flyers, posters, preferred parking signs, ridematching system, Emergency Ride Home program and other promotional material to the community
- g. Evaluate grant, sponsorship and donation opportunities to enhance program incentives and events
- h. Work with local jurisdiction and agencies to examine implement park and ride lot opportunities

3. Marketing, Research and Promotions:

- a. Evaluate existing marketing and promotional materials and conduct focus groups to solicit feedback from community, stakeholders, employers and commuters
- b. Develop, implement and maintain new program website, enhanced brand and marketing plan
- c. Develop targeted material for outbound commuters, neighborhoods, residential developments and business parks
- d. Evaluate and consider enhancing commuter and employer incentives and promotional items
- e. Provide engagement opportunities for community by developing

interactive programs such as videos, training and webinars.

f. Promote Commute Connection benefits and services through website, social media, electronic methods, direct mail and special events

g. Initiate stories, develop articles, press releases and respond to media requests

h. Provide frequent updates on trends, news to commuters, employers, stakeholders and general public

i. Plan and coordinate Bike to Work and Rideshare Week Events

4. Agency Coordination and Assistance

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 evaluate existing Transportation Demand Management regional plan in conjunction with the CMP program

5. Manage Measure K Park and Ride Program (San Joaquin)

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. Review and update Park and Ride Lot Master Plan if necessary

d. Conduct park and ride lot survey and analyze results

e. Prepare and present annual report

6. SAFE/511 Travelers Information System

a. Work with Sacramento Area Council of Governments to conduct Call Box Modernization Plan and Strategic Plan

b. Maintain communication with San Joaquin County SAFE Board Members

c. Participate in statewide 511 working group conferences and meetings and coordinate activity with Caltrans District 10

d. Promote and monitor 511 features to the public as needed, 511 telephone system and interactive website

7. Manage Measure K Bicycle, Pedestrian, Safe Routes to School

a. Monitor status of Bicycle, Pedestrian, Safe Routes to School Funding Program and any region-wide bike/pedestrian planning activities

D. Products & Schedule:

4. Implementation of NTD Vanpool Reporting (2016)

5. Contract renewal with StanCOG and MCAG (July 2016)

6. Progress reports (at least quarterly)
7. Participation in ACT Conference (July/August)
8. Development and implementation of new Branding, Marketing Plan and related materials (2016/17)
9. Development of New Website (2016)
10. Newsletter (at least monthly)
11. Coordination of Bike to Work and Rideshare Week Events (May and October)
12. Development of videos, webinars, training (2016/17)
13. Callbox Modernization and Strategic Plan (San Joaquin Only, 2016/17)
14. Park and Ride Lot survey and report (San Joaquin Only, 2016/17)
15. Execute contract with Calaveras Council of Governments

E. Funding Sources \$ (000):

CMAQ Stanislaus -	\$195.00
CMAQ Merced -	\$ 75.00
CMAQ -	\$850.00
SAFE -	\$ 95.00
Local Transportation Authority MK PM)	\$ 9.018

F. Responsible Agency \$ (000):

SJCOG
\$ 1,224.018

G. Staff Required (Person Months)

SJCOG
48

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.
- 2. Operate Freeway Service Patrol on Interstate 5 and SR - 99

D. Products & Schedule:

- 1. Freeway Service Patrol on I-205 – Operational Activities with Deliverables Reported on Quarterly Basis.
- 2. Freeway Service Patrol on Interstate 5 and SR-99
- 3. Contract management of towing contractor and prepare FSP annual report and other reports as needed.

E. Funding Sources \$ (000):

Caltrans (FSP 13/14) -	\$ 474.171
Caltrans (FSP 14/15)	\$ 506.198
SAFE	\$ 113.00

F. Responsible Agency: \$ (000)

SJCOG
\$1,093.369

G. Staff Required: (person-months)

SJCOG
3.0

1201.02 CALTRANS OWP WORK ELEMENT

San Joaquin County Council of Governments 2016-2017 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, 2017
Various	ITS Plan	Caltrans Planning District 10	Ongoing	Ongoing	December 2016

Revenues By Funding Source
FISCAL YEAR 2016/17
Final March 24, 2016

Funding Sources	FY 2015-16 Final	FY 2015-16 Amendment #1	FY 2016-17 Final	+/- \$ Change
Annual FHWA PL	1,253,580.00	1,253,580.00	1,243,678.00	(9,902.00)
Unobligated FHWA PL Carryover	90,000.00	252,000.00		(252,000.00)
Annual FTA MPO Planning (Section 5303)	308,739.00	308,739.00	304,328.00	(4,411.00)
Unobligated FTA MPO Planning (5303) Carryover	-	35,000.00		(35,000.00)
Partnership Planning grant(SJV Goods Movement)	200,000.00	295,490.00	125,000.00	(170,490.00)
StanCOG-CMAQ TDM	195,000.00	195,000.00	195,000.00	-
Merced CAG TDM CMAQ 6088(051)	75,000.00	75,000.00	75,000.00	-
Merced CMAQ (10/11)		8,327.00	-	(8,327.00)
STIP Planning & Programming 16/17	200,000.00	200,000.00	200,000.00	-
Affordable Housing & Sustainable Communities(State)		94,492.93	30,000.00	(64,492.93)
RSTP SR9 and SR120 Ramps : STPL-6088(057)		800,000.00	800,000.00	-
Local Planning Contribution (LTF) (3%)	768,000.00	768,000.00	830,669.00	62,669.00
TDA Administration	225,000.00	225,000.00	265,000.00	40,000.00
Local Planning Contribution (LTF ALUC Special Assessment)	180,000.00	148,000.00	-	(148,000.00)
Local Transportation Authority (Project Management)	1,000,000.00	1,000,000.00	1,000,000.00	-
Local Transportation Authority (1% Administration)	505,000.00	505,000.00	542,000.00	37,000.00
Caltrans-FSP (I-205) 12-6088(046)	250,000.00	248,600.00	-	(248,600.00)
Caltrans-FSP (I-205) 13-6088(048)	474,171.00	474,171.00	474,171.00	-
Caltrans-FSP (I-205) 14-6088(053)	-	-	506,198.00	506,198.00
Caltrans-FSP Construction	600,000.00	400,000.00	-	(400,000.00)
Valley MPOs	172,000.00	172,000.00	172,000.00	-
Tri-County Forecasting(Merced, Stanislaus, Fresno)		15,350.00	-	(15,350.00)
COG Fees and Services	30,000.00	10,000.00	10,000.00	-
RTIF	137,000.00	137,000.00	50,000.00	(87,000.00)
State Transit Assistance	69,162.00	69,162.00	58,574.00	(10,588.00)
SJCOGI (Habitat)	561,000.00	561,000.00	561,000.00	-
Congestion Mitigation/Air Quality (6088-051)	961,190.00	1,171,200.00	850,000.00	(321,200.00)
SAFE (511 & FSP)	128,000.00	128,000.00	128,000.00	-
SACOG TDM(Trip Planning System)	150,000.00	150,000.00	80,000.00	(70,000.00)
Calaveras COG: RTPA Technical Support	30,000.00	21,000.00	20,000.00	(1,000.00)
City of Manteca: SR 99 Project Management Support	40,000.00	51,800.00	50,000.00	(1,800.00)
Interest/Other	20,000.00	20,000.00	20,000.00	-
SJCOG Total	8,622,842.00	9,792,911.93	8,590,618.00	(1,202,293.93)
SJRTD FTA 5307	-			-
SJRTD Planning Funds	-			-
SJRTD Match(STA)	-			-
Tracy FTA 5307	100,000.00	100,000.00	100,000.00	-
Tracy Planning Funds				-
Lodi FTA 5307				-
Lodi Planning Funds				-
SJRRRC FTA 5307				-
SJRRRC Planning Funds				-
Manteca FTA 5307				-
Manteca Planning Funds				-
Grand Total	8,722,842.00	9,892,911.93	8,690,618.00	(1,202,293.93)

SJCOG FTA 5303 Toll Credits	34.90642
SJCOG FHWA PL Toll Credits	142.64987
SJCOG Unobligated FHWA PL Toll Credits	-
SJCOG Unobligated FTA 5303 Toll Credits	-
Tracy 5307 Toll Credits	20.000

Transportation Expenditures by Funding Source
Final March 24, 2016
Fiscal Year 2016-17

WORK ELEMENT	FHWA-PL	FTA 5303	FTA 5307	CT(RSTP)	Partnership Planning	STANCOG	MCAG	CT	CT(FSP)	CT(FSP)	Manteca SR 99	LTF		LTA-MK		TDA	FEES/INT	RTIF	CMAQ	Calaveras	SAFE	SJCOGI	VALLEY	STATE	STA	TOTAL	
	FY 15/16	FY 15/16	TRACY	10-6088(057)	SJV Goods Movement	COG	COG	STIP PPM 16/17	10-6088(048)	10-6088(053)	Proj. Mgmt	COG	CON	COG	PM	COG	COG	COG	13/14	COG	COG	COG	MPOs	Affordable Housing Sustainable Communities	COG		
601.01 Regional Transportation Plan	455.00											80.049		250.00	42.00												827.049
601.011 Regional Transportation Plan (AHSC)																									30.00		30.00
601.02 Regional Planning Studies	5.50								-			48.951		-	12.00												66.451
602.01 Transportation Improvement Plan	163.00													155.00	50.00												368.00
603.01 Roads & Streets Planning				800.00				200.00				-			328.00												1,328.00
603.02 Transit Planning		304.328	100.00												19.00										58.574	481.902	
603.03 Trans. Air Quality Planning/Modeling	330.975												145.00		160.00		-							172.00		807.975	
603.04 Goods Movement	25.00											-		9.00	20.00											54.00	
603.041 Goods Movement /Partnership Planning					125.00								75.00													200.00	
701.01 Technical Assistance	3.00										50.00															73.00	
801.01 Intergovernmental Coordination	62.00											65.00	66.00													193.00	
801.02 Projections & Forecasts	29.00											145.00		72.0												246.00	
801.03 Aviation and Land Use													62.669		1.982		-									64.651	
801.04 Congestion Management Prog/Sys	30.00														75.00											105.00	
801.05 Regional Planning	20.00											21.00					23.00									64.00	
801.06 Valley MPO Coordination	17.00											3.00		5.00	20.00											45.00	
801.09 Habitat Implementation																								561.00		561.00	
901.01 Measure K Administration														112.00	86.00		5.50									203.50	
901.02 Regional Transportation Impact Fee												44.00						50.00								94.00	
901.03 Smart Growth															2.00											2.00	
1001.01 COG OWP Management & Admin.	78.20													2.50												80.703	
1001.02 TDA Administration													75.00	2.50		265.00	1.50									344.00	
1001.03 Community Involvement	25.00													96.00	13.00											134.00	
1101.01 Transportation Demand Management						195.0	75.000								9.018				850.00		95.00					1,224.018	
1101.03 TDM Partnership Planning Grant																										-	
1201.01 Freeway Service Patrol									474.171	506.198												113.00				1,093.369	
Total	1243.678	304.328	100.000	800.000	125.000	195.000	75.000	200.000	474.171	506.198	50.000	407.000	423.669	704.000	838.000	265.000	30.000	50.000	850.000	20.000	208.000	561.000	172.000	30.000	58.574	8,690.618	

SJCOG FTA 5303 Toll Credit Match 34.90642
 SJCOG FTA 5303 Unobligated Toll Credit Match
 SJCOG FHWA PL Toll Credit Match 142.64987
 SJCOG FHWA PL Unobligated Toll Credit Match
 TRACY FTA 5307 Toll Credit Match 20.0

FY 2016/2017 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and San Joaquin Council of Governments, the designated Metropolitan Planning Organization for the San Joaquin County urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MPO Authorizing Signature

Executive Director

Title

3/28/16

Date



Caltrans District Approval Signature

Senior Transportation Planner

Title

6/15/16

Date

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: San Joaquin Council of Governments

The Applicant agrees to comply with applicable provisions of Categories 01 – 23. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Hiring Preferences	_____

FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2016 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

Name of the Applicant: San Joaquin Council of Governments

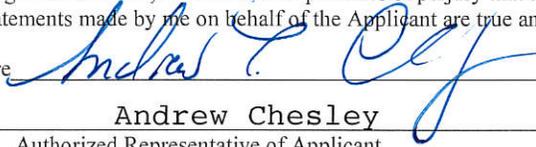
Name and Relationship of the Authorized Representative: Andrew Chesley, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2016, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during federal fiscal year 2016.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: 3/28/16

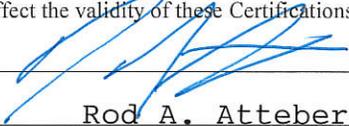
Name Andrew Chesley
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): San Joaquin Council of Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: 4/6/16

Name Rod A. Attebery
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

**Fiscal Year 2016/2017 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2016/2017
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 3/28/16

Printed Name Andrew T. Chesley

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For San Joaquin Council of Governments (Name of Applicant)

Signature  Date 4/6/16

Printed Name of Applicant's Attorney Rod A. Attebery

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application b. initial award c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input checked="" type="checkbox"/> Subawardee Tier <u>1</u> , if known: San Joaquin Council of Govt. 555 E. Weber Ave. Stockton, CA 95202 Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: CA Department of Transportation 1120 N st. Sacramento, CA 95814 Congressional District, if known:	
6. Federal Department/Agency: Federal Transit Administration	7. Federal Program Name/Description: Consolidated Planning Grant CFDA Number, if applicable: <u>20.505</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ CA CPG Allocation	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> One Voice	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> <div style="text-align: right; margin-right: 50px;">  </div>	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u></u> Print Name: <u>Steve Dial</u> Title: <u>Deputy Executive Director / CFO</u> Telephone No.: <u>(209) 235-0600</u> Date: <u>3/28/16</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)