San Joaquin Council of Governments FY 2010-2011 Overall Work Program

San Joaquin
Council of Governments

Adopted March 25, 2010

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TABLE OF CONTENTS

Page

I. THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 1

II. THE ROLES OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 1

A. Regional Transportation Planning (RTPA) 1
B. Metropolitan Planning Organization (MPO) 2
C. Airport Land Use Commission (ALUC) 2
D. Census Data Center (CDC) 2
E. Congestion Management Agency (CMA) 2
F. Local Transportation Authority (LTA) 3
G. San Joaquin-Stanislaus Transportation Demand Management Program (Commute Connection) 3
H. Regional Housing Needs Allocation (RHNA) 3
I. Lead Agency – Transportation Air Quality Attainment 3
J. Habitat Conservation Plan 3

III. THE REGIONAL PLANNING PROCESS 4

A. Technical Advisory Committee (TAC) 4
B. Management and Finance Committee (M&FC) 4
C. Citizens Advisory Committee (CAC) 4
D. Social Service Transportation Advisory Committee (SSTAC) 4
E. Interagency Transit Committee (ITC) 5

IV. THE OVERALL WORK PROGRAM 5

V. FUNDING SOURCES 5

A. Federal Funding Sources 5
B. State Funding Sources 6
C. Local Funding Sources 6

VI. SJCOG STAFFING 7

VII. SAN JOAQUIN COUNTY REGIONAL ISSUES 7

A. Regional Transportation Issues 7
B. Air Quality 8
C. Single Occupancy Vehicle (SOV) Usage 9
D. Transportation Authorization 11
E. Goods Movement 11

VIII. FEDERAL PLANNING PRIORITIES 12

IX. SAFETEA-LU Planning Factors 14

FISCAL YEAR 2010 - 2011 WORK ELEMENTS AND TASKS 18

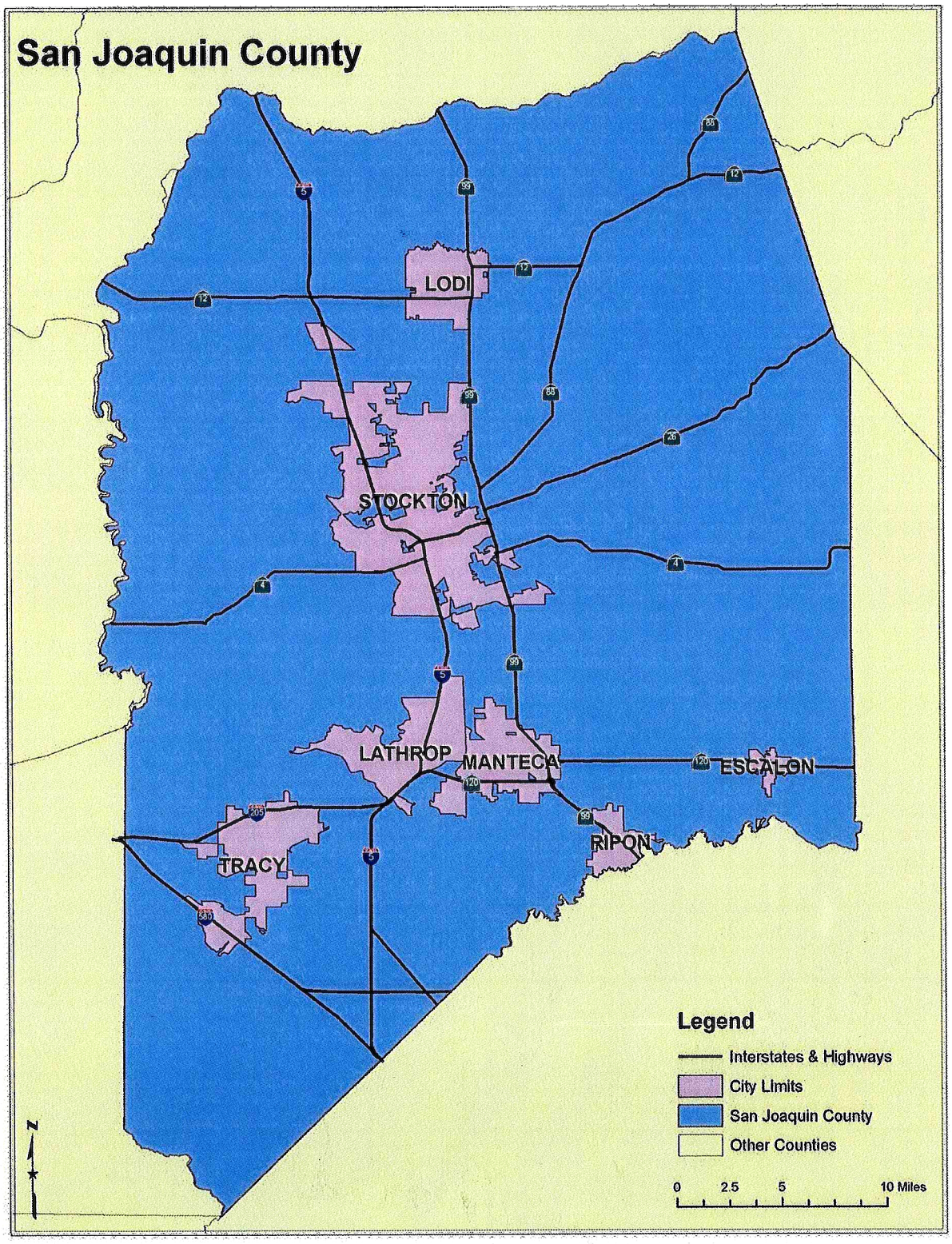
601.01 REGIONAL TRANSPORTATION PLAN 19
601.02 REGIONAL TRANSPORTATION PLAN STUDIES 20
602.01 TRANSPORTATION IMPROVEMENT PROGRAM 22
603.01 STREETS AND HIGHWAYS COORDINATION 23
603.02 TRANSIT COORDINATION AND PLANNING 25
603.03 TRANSPORTATION AIR QUALITY PLANNING\MODELING & DATA COLLECTION 32
603.04 GOODS MOVEMENT PLANNING AND COORDINATION 35
701.01 ON-GOING TECHNICAL ASSISTANCE 36
801.01 INTERGOVERNMENTAL COORDINATION 37
801.02 PROJECTIONS AND FORECASTS 39
801.03 AVIATION AND AIRPORT LAND USE PLANNING 41
801.04 CONGESTION MANAGEMENT PROGRAM/SYSTEM 42
801.05 REGIONAL PLANNING 44
801.06 VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATION 45
801.07 INTERREGIONAL PARTNERSHIPS 47
801.08 SAN JOAQUIN VALLEY REGIONAL PLANNING BLUEPRINT 48
801.09 HABITAT IMPLEMENTATION 51
901.01 IMPLEMENTING MEASURE K RESPONSIBILITIES 52
901.02 REGIONAL TRANSPORTATION IMPACT FEE (RTIF) 54
901.03 MEASURE K RENEWAL SMART GROWTH INCENTIVE PROGRAM 54
1001.01 SJCOGS OVERALL WORK PROGRAM ADMINISTRATION 56
1001.02 TRANSPORTATION DEVELOPMENT ACT 57
1001.03 COMMUNITY INVOLVEMENT PROGRAM 59
1101.01 TRANSPORTATION DEMAND MANAGEMENT SERVICES 63
1201.01 FREEWAY SERVICE PATROL 68
1201.02 CALTRANS OWP WORK ELEMENT 70

LIST OF TABLES

Sources of Revenue 71
Transportation Expenditures by Funding Source 72

CERTIFICATIONS AND ASSURANCES

Metropolitan Transportation Planning Process Certification 73
FTA Certifications and Assurances for Federal Fiscal Year 2010-2011 74
Department of Transportation Debarment and Suspension Certification Fiscal Year 2010/2011 77


San Joaquin County
LODI
STOCKTON
LATHROP
MANTECA
ESCALON
RIPON
TRACY
Legend
Interstates & Highways
City Limits
San Joaquin County
Other Counties
0
2.5
5
10 Miles
N

THE SAN JOAQUIN COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS

Chair	Councilmember Larry Hansen	City of Lodi
Vice Chair	Mayor Ann Johnston	City of Stockton
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Boardmember	Supervisor Ken Vogel	County of San Joaquin
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Boardmember	Councilmember Dale Fritchen	City of Stockton

EX-OFFICIO MEMBERS

Gary Christopherson - Port of Stockton
Ross Chittenden - Caltrans District 10
Gary Giovanetti - San Joaquin Regional Transit District

SAN JOAQUIN COUNCIL OF GOVERNMENTS
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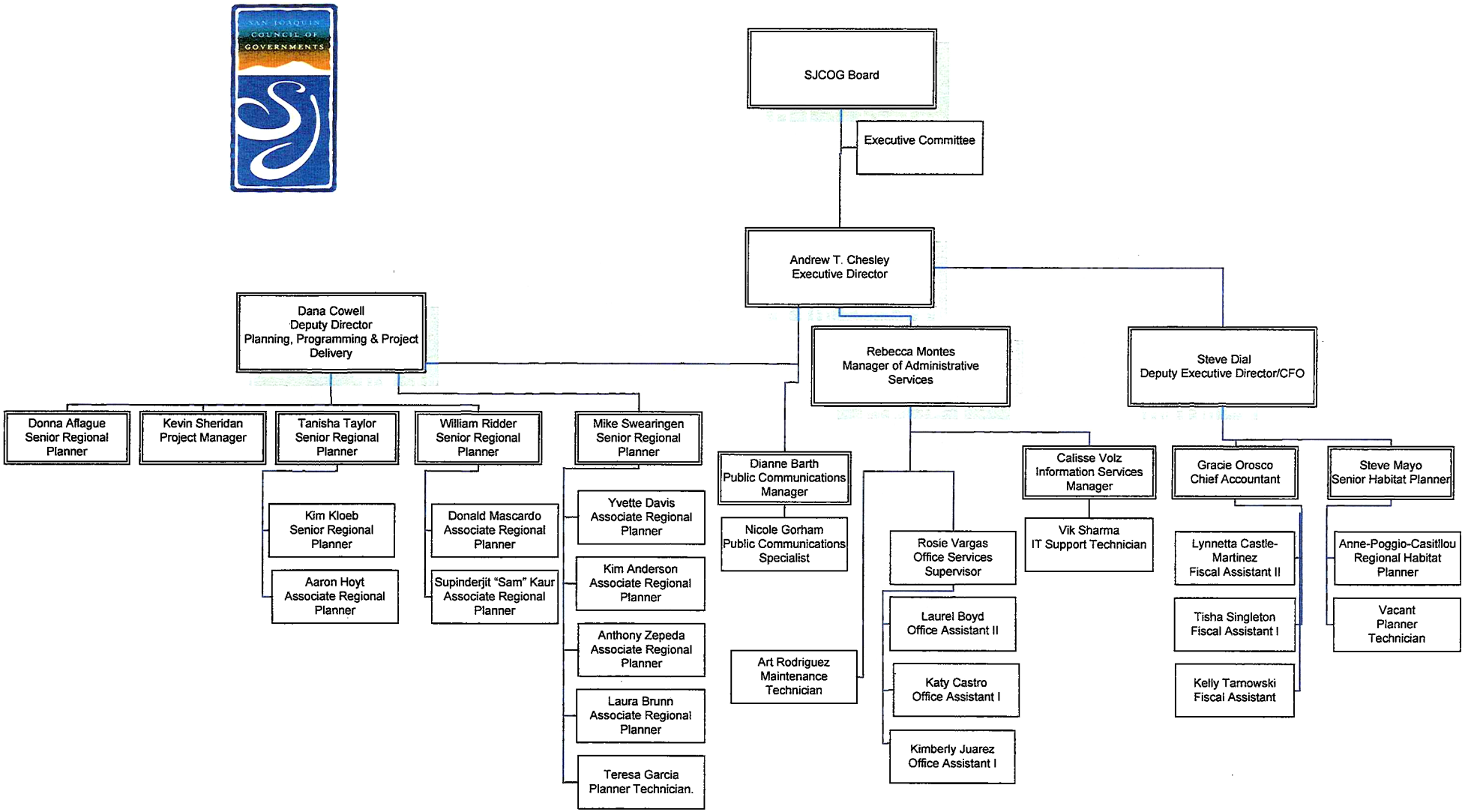
Andrew T. Chesley	Executive Director
Steve Dial	Deputy Executive Director/CFO
Dana Cowell	Deputy Director
Rebecca Montes	Manager of Administrative Services
Kevin Sheridan	Project Manager
Dianne Barth	Public Communications Manager
Gracie Orosco	Chief Accountant
Calisse Volz	Information Services Manager
Donna Aflague	Senior Regional Planner
Michael Swearingen	Senior Regional Planner
Kim Kloeb	Senior Regional Planner
Steve Mayo	Senior Habitat Regional Planner
Wil Ridder	Senior Regional Planner
Nicole Gorham	Public Communications Specialist
Donald Mascardo	Associate Regional Planner
Anthony Zepeda	Associate Regional Planner
Yvette Davis	Associate Regional Planner
Tanisha Taylor	Associate Regional Planner
Sam Kaur	Associate Regional Planner
Laura Brunn	Associate Regional Planner
Kim Anderson	Associate Regional Planner
Anne-Marie Poggio-Castillou	Regional Habitat Planner
Teresa Garcia	Planner Technician
Lynnetta Castle-Martinez	Fiscal Assistant II
Tisha Singleton	Fiscal Assistant II
Kelly Tarnowski	Fiscal Assistant I
Vikram Sharma	IT Support Technician
Rosie Vargas	Office Services Supervisor
Laurel Boyd	Office Assistant II
Katy Castro	Office Assistant I
Art Rodriguez	Building Maintenance Technician


SJCOG Board
Executive Committee
Andrew T. Chesley
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Dana Cowell
Deputy Director
Planning, Programming & Project Delivery
Rebecca Montes
Manager of Administrative Services
Steve Dial
Deputy Executive Director/CFO
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Senior Regional Planner
Kevin Sheridan
Project Manager
Tanisha Taylor
Senior Regional Planner
William Ridder
Senior Regional Planner
Mike Swearingen
Senior Regional Planner
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Senior Regional Planner
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Donald Mascardo
Associate Regional Planner
Supinderjit "Sam" Kaur
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Associate Regional Planner
Kim Anderson
Associate Regional Planner
Anthony Zepeda
Associate Regional Planner
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Vik Sharma
IT Support Technician
Gracie Orosco
Chief Accountant
Lynnetta Castle-Martinez
Fiscal Assistant II
Tisha Singleton
Fiscal Assistant I
Kelly Tarnowski
Fiscal Assistant
Steve Mayo
Senior Habitat Planner
Anne-Poggio-Casitllou
Regional Habitat Planner
Vacant
Planner Technician

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)

The San Joaquin Council of Governments serves as the agency responsible for preparing and enforcing a land use plan around each public access airport in San Joaquin County. The purpose is to maximize public safety and long term effectiveness of airports by eliminating the use of conflicting land uses. The Airport Land Use Commission is also responsible for preparing the Airport Land Use Compatibility Plan, a part of the Central California Aviation System Plan. SJCOG is in the process of updating the Plan. A partial update of the Plan was completed in June, 2009.

D. Census Data Center

The San Joaquin Council of Governments is the Census Data Center for San Joaquin County. 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, such as the San Joaquin County Dress Rehearsal for the 2010 Census.

In addition, SJCOG is the state-designated Data Center for the San Joaquin County region and works with the State of California Department of Finance, which is responsible for annual updates on California and local demographics. Started in 2007, and continuing through this year, SJCOG partnered with University of the Pacific's Business Forecasting Center to provide Data Center services and products.

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 in November of 1991. While much of the state-mandated congestion management program has been reduced, SJCOG continues to implement the Congestion Management Program and the Federal Congestion Management Process.

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)

SJCOG provides commuter ride-matching and marketing services under the auspices of Commute Connection for both San Joaquin and Stanislaus Counties and new in 2010, Merced County SJCOG also provides transportation demand management planning for San Joaquin County. SJCOG primarily uses Federal CMAQ funds to operate Commute Connection. The program has over eight thousand five hundred registered commuters and provides outreach coordinators to help set-up jobsite rideshare programs for more than four thousand individual companies. The goal of the rideshare program is to help meet community objectives by reducing congestion and improving air quality. SJCOG provides ridesharing services to Stanislaus County through a contract with StanCOG. Beginning FY 10/11 SJCOG also provides ridesharing services 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.

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 work 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, Air Pollution Control District's Northern Zone, Port of Stockton and Stockton Metropolitan Airport.

B. Management and Finance Committee (M&FC)

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

C. Citizens Advisory Committee (CAC)

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

D. Social Service Transportation Advisory Committee (SSTAC)

The Social Service Transportation Advisory Committee is composed of citizens and staff from various agencies and each jurisdiction. The committee's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to public transportation services for people traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups. The committee, created to meet requirements in state law, includes representatives of the elderly, the poor, the disabled, and social service agencies that serve these and other transit dependent persons. The San Joaquin Council of Governments also holds public

hearings and is active in making presentations on its work throughout the County

E. Interagency Transit Committee (ITC)

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

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 2010-2011 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 are made available to the Metropolitan Planning Organizations to support transit planning in the urbanized areas.
- Section 5313/5314 Planning and Research Grants are planning funds that the State allocates for special transit planning projects.

- Section 5307 federal funds are made directly available to transit operators for operating expenses including planning.
- Section 5316/5317 are federal funds made available for projects derived from locally developed Coordinated Public Transit-Human Services Transportation Plan.

B. State Funding Sources

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

Various State Planning Grants - SJCOG receives grants from the State of California to conduct specific planning projects.

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

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

C. Local Funding Sources

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

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

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

Local Transportation Authority (Measure K) - 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 votes

approved an extension of the Measure K Program. The extension goes into effect in April 2011 and continues for 30 years, until March 31, 2041. The extension (referred to as Measure K Renewal) includes an Early Action Program to begin development and delivery of certain projects prior to 2011 by using financing mechanisms to advance a portion of Measure K Renewal funding.

Air Pollution Control District grants - The San Joaquin Valley Unified Air Pollution Control District allocates funds raised from a $4 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 in 511 Traveler Information System in San Joaquin County.

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

San Joaquin County faces problems similar to most of California regions such as: 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. In fact, over 20% of the region's working population travels over the Altamont pass for employment.

A highly accessible highway transportation system links SJC to major California destinations. The county is a major Northern California transition point where two primary

North-South highways, Interstate 5 and SR 99 intersect, they are joined by the Stockton Crosstown Freeway (SR 4) and SR 120 through Manteca. 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 grew over 17.3% during the 1990s representing one of the fastest rates in California. This trend has continued with SJC's housing market growing 20% from 2000 to July 1, 2008. This trend has been slowed in recent years by the economy and downturn in the housing market. However, long term it is anticipated that the country will have an average rate of growth of 1.7%, which would have the county continue as one of the fastest growing areas in the state.

The principles of "Sustainable Communities" and "Smart Growth" will be involved in the implementation of the OWP SJCOG, through the SJC / Valley Blueprint effort will foster coordinated planning with neighboring cities, counties and other governmental entities to agrees 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 (SGIP) which is part of the Measure K Renewal program and SJCOG's response 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

While the region attempts to be environmentally aware in making transportation improvements, state and federal legislation make air quality an area of emphasis. 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 serious 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 this bill will become a significant part of SJCOG planning and decision-making going forward.

In order to address these air quality issues, SJCOG uses a regional transportation computer model to assess 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.

The model will continue to be extensively used in assessing air quality impacts of Regional Transportation Plan and Transportation Improvement Programs amendments, in assessing the impacts of various air quality strategies and in assessing the regional transportation impacts of land use decisions in the Congestion Management System and the San Joaquin County / Valley Blueprint process.

SJCOG is committed to expand and strengthen the conformity process and the coordination on Valleywide 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.

The San Joaquin Council of Governments conducted a comprehensive travel model update in FY 2009/2010, and is committed to the effective use of the model for transportation and air quality analysis. This includes the provision of "4-D" processes to strengthen modeling capability.

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 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 160 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.

As a result of the 2000 census, public transit planning has become more complex. Planning has been enhanced to include the City of Galt in Sacramento County which is included in the Lodi Urbanized Area, the City of Lathrop in the Stockton Urbanized Area, and the City of Ripon in the Modesto Urbanized Area in Stanislaus County The City of Manteca was designated a new Urbanized Area and started a new fixed route transit system in 2006.

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.

Van Pools, Rideshare, Biking, and Walking

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

SJCOG will continue to invest in rolling stock and fixed rail and plan for improving the overall public transit system on a local, regional, and interregional level. As part of this OWP, SJCOG completed a Regional Transit System Plan in order to improve the overall connectivity of the regional public transit system. Furthermore, the implementation of the Smart Growth Incentive Program (SGIP) will improve the connectivity of people to the public transit systems as well as promote a better nexus between where people work and live.

D. Transportation Authorization

SJCOG is very active in statewide implementation of the SAFETEA-LU legislation based on the Notice of Proposed Rulemaking. SJCOG will continue implementation of SAFETEA-LU 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 SAFETEA-LU provisions. In addition, SJCOG will participate in the development of the new federal authorization bill.

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

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

VIII. FEDERAL PLANNING PRIORITIES

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have typically identified a series of national Planning Emphasis Areas (PEAs) to promote as priority themes for consideration in developing the annual work programs for statewide and metropolitan planning. The PEAs represent topics in statewide and metropolitan planning that are of strategic national importance and are proposed for consideration by State and local officials as they prepare Overall Work Programs (OWPs) and State Planning and Research (SP&R) programs during the coming year. Per the December 18, 2008 Department of Transportation Federal Register, *FTA Fiscal Year 2009 Apportionments, Allocations, and Program Information Notice* and the California Department of Transportation (Caltrans) *FY 2009/2010 Metropolitan Planning Organization Overall Work Program Guidance*, FTA and FHWA are not issuing new national planning emphasis areas for FY 2010 and have rescinded Planning Emphasis Areas from prior years. Per letter dated January 28, 2010 the Federal Highway Administration, California Division and Federal Transit Administration, Region IX have identified three areas of importance to the U.S. DOT this year for California's Transportation and Air Quality Program:

1. Performance Management

FHWA and FTA anticipate that an emphasis on measuring the outcomes of the planning process via performance measures will be a key feature of the reauthorization of the Federal Transportation Bill. The primary purpose of this PEA is to assist Metropolitan Planning Organizations (MPO) in making a transition to performance based planning. While details of the final legislation are uncertain, the proposed bills filed in both houses of Congress require the States to adopt system performance goals and measures.

Our challenge in California is to position MPOs to successfully integrate the new legislation with their planning and program delivery processes. Once performance measures have been identified, MPOs in conjunction with State and Federal agencies, will work to develop a fiscally-constrained package of transportation investments that constitute the most effective solution to improving mobility in each MPO region. The performances measures are anticipated to be used as a feedback mechanism to guide the development and implementation of future investment packages, based on continuing analysis of what the performance measures say about the effectiveness of implemented projects for improving mobility.

SJCOG's 2011 RTP Update has placed an emphasis on quantitative objectives and performance measures, which will help with the new anticipated federal legislation. The Federal Congestion Management Process component of the RTP also relates to performance management. The SJCOG Congestion Management Plan, Deficiency Plan to be completed in FY 09-10 and the CMP update to be completed in FY 10-11 also directly relate to this emphasis area.

2. Implementation of Certification Review Corrective Actions and Recommendations

Certification reviews occur in Transportation Management Areas (TMA) every four years under 23 CFR 450.334, when the USDOT is required to send a team to each TMA to assess compliance with the Federal Aid Highway Program requirements. At the end of each review cycle, a report containing the recommendation for continued certification of the TMA is proffered containing notable practices, recommendations for improvement and corrective actions, which are subjects that need to be improved upon for the TMA to operate in compliance with Federal requirements.

This year, USDOT will continue a practice of following up with TMAs to discuss the status of any corrective actions, as well as the implementation status of recommendations from the federal partners.

As part of SJCOG's 2008 certification review, SJCOG prepared a written response to the recommendations received during the review. SJCOG will be prepared to review the certification review results with federal and state partners and to provide an update concerning progress on the recommendations at the Annual meeting.

3. Public Involvement Procedures/Documentation of Planning and Programming Process

The completeness of documentation regarding how the planning and programming processes are carried out varies widely from MPO to MPO. While the State has developed guidance/reference materials for development of the OWP and RTP, often documentation of core MPO-specific processes – RTP, FTIP, fiscal constraint, conformity, public involvement – are located in several documents with no central repository to explain to the public what the planning requirements are (including statutory references) and how each individual MPO executes the necessary work to develop the core MPO products. While the public involvement procedures in most cases explain in plain language how to participate in the planning process, there is very little documentation regarding what the process is, how it works, and how the input received from the public is utilized.

The optimal place to fully document the entire planning process is through the public involvement procedures (PIP). It provides an opportunity for the agency to explain to the public what an MPO is, the products that are required and their purpose; it can also be used to show the public how they can become involved in the process and how their input will be used in shaping an effective investment package for improving mobility that meets Federal planning requirements.

In FY 10-11 SJCOG will update its Public Involvement Plan, including its Public Involvement Procedures. SJCOG will address this Planning Emphasis area in particular as part of the Public Involvement Plan Update. SJCOG will also be prepared to discuss their current means of documenting procedures for all federally mandated transportation planning processes at the Annual meeting.

IX. SAFETEA-LU PLANNING FACTORS

SAFETEA-LU includes eight planning factors that are addressed in this OWP.

The eight SAFETEA-LU 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 2010/11 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. In particular, the 2010/11 OWP focuses on Goods Movement in the Interstate 5/Highway 99 corridor with SACOG.

2. Increase Safety. Since the passage of the Intermodal Surface Transportation Act for the 21st century in 1991, states and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities. SAFETEA-LU expanded emphasis on safety and security by separating them into two distinct planning factors. The 2010/11 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. The 2011 RTP Update includes goals, objectives and performance measures concerning safety and the recently completed RSTP addresses transit 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. In 2005, SAFETEA-LU expanded emphasis on safety and security by separating them into two distinct planning factors. The 2010/11 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. In the 2011 FTIP update 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 2010/11 OWP have a common underlying theme of increasing the mobility and accessibility of the transportation system. As defined in SJCOG's 2035 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 started BRT Phases II and III.

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 2010/11 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 2010/11, the San Joaquin Valley will continue work on the SB 375 effort, which will discuss various alternatives for land use development patterns and the transportation networks, the environment, and growth.

6. Enhance the integration and connectivity of the transportation system. The 2010/11 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, while the HOV and Ramp Metering Study will provide insight into the integration of local arterial networks with the state highway system. In addition, the 2010/11 OWP supports corridor and environmental work on the Altamont and Merced to Sacramento High Speed Rail Projects and update of the SJCOG Congestion Management Plan.

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 2010/11 OWP through regional planning and programming efforts and project development activities. This includes integration of the federal congestion management process into the 2011 RTP update and establishment of transportation demand measures as part of the current 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 2010/11 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 and this regions primary focus on local road repair and rehabilitation for ARRA I funding.

2010/11 Work Elements by SAFETEA-LU Planning Factors

FY 2010/11 Work Elements	SAFETEA-LU Planning Factors							
	1	2	3	4	5	6	7	8
601.01	✓	✓	✓	✓	✓	✓	✓	✓
601.02	✓	✓	✓	✓	✓	✓	✓	✓
602.01	✓	✓	✓	✓	✓	✓	✓	✓
603.01	✓	✓	✓	✓	✓		✓	✓
603.02	✓	✓	✓	✓	✓	✓	✓	✓
603.03		✓			✓		✓	
603.04	✓	✓	✓	✓		✓		
701.01			✓	✓	✓	✓	✓	✓
801.01	✓	✓	✓	✓	✓	✓	✓	✓
801.02					✓		✓	
801.03	✓	✓		✓		✓		
801.04	✓	✓		✓	✓		✓	✓
801.05			✓	✓	✓	✓	✓	✓
801.06	✓	✓	✓		✓	✓	✓	✓
801.07	✓				✓	✓		
801.08	✓			✓	✓	✓		
801.09					✓			
901.01	✓	✓	✓	✓		✓	✓	✓
901.02	✓				✓			
901.03	✓	✓		✓	✓	✓		
1001.01								
1001.02						✓		✓
1001.03	✓			✓	✓	✓		
1101.01	✓	✓		✓	✓	✓	✓	✓
1201.01		✓		✓			✓	
1201.02	✓	✓	✓	✓	✓	✓	✓	✓

San Joaquin Council of Governments

FISCAL YEAR 2010-2011
WORK ELEMENTS AND TASKS

601.01 REGIONAL TRANSPORTATION PLAN

A. Previous Work: Updated the RTP in 2004. MOU Adoption between Caltrans and SJCOG for Transportation Planning. Developed and adopted an update of the RTP in FY 06-07 (2007). This included an accompanying EIR and use of SAFETEA-LU Planning and Programming Provisions. Established Policies and Provisions in 2007 update to monitor and strengthen project financial and planning. Monitoring of Project Delivery Monitor and update of project cost estimates. In FY 07-08 completed SAFETE-LU Gap Analysis work and Implemented Project Financial and Delivery Monitoring. Began 2010 RTP update in Fiscal Year 08-09.

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 over the life of the Plan as the basis for the transportation investment fiscal constraint analysis.

C. Tasks:

1. The 2011 Regional Transportation Plan will be amended to keep it current with local, regional, state and federal changes in transportation policy and priorities.
2. Planning efforts will be conducted for RTP projects.
3. Continue to conduct substantial public outreach commitments in accordance with SAFETE-LU, 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.
4. Continue implementation of RTP policies and provisions concerning monitoring Financial Planning and Project Delivery
5. Complete adoption of 2011 RTP update – meeting SAFETEA-LU provisions and SB 375 provisions (including Greenhouse Gas Reduction targets).
6. Complete adoption of Programmatic Environmental Impact Report under CEQA for the Regional Transportation Plan.
7. Regularly update SJCOG website concerning, planning products, candidate project development and project status and fact sheets.
8. Amend the 2011 RTP as needed.
9. Prepare 2014 RTP Update Work Plan, sequencing of products and approvals for the integration of SB375 and SB 575 requirements, including Regional Housing Needs Assessment update in accordance with new State RTP Guidelines.
10. Undertake development of initial SB 375 alternative scenarios with

member jurisdictions.

11 Monitor delivery and performance measures adopted in 2011 RTP update.

D. Products & Schedule:

1. SAFETEA-LU Compliant Regional Transportation Plan Amendments – As needed
2. Planning efforts for RTP projects – Continuous.
3. Community Outreach- Continuous.
4. Full Financial Planning. Project Delivery Monitoring and Regular Review of Project Cost Estimates- Continuous.
5. 2011 RTP update completed – August 2010.
6. Programmatic EIR completed – August 2010.
7. Planning product and project status updated quarterly on SJCOG website.
8. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders- Continuous.
9. Complete 2011 RTP Update Work Plan addressing SB 375 and SB 575 requirements – March 2011.
10. Initial SB 375 Alternative Scenarios – June 2011
11. Report on progress for RTP objectives and performance measures – June 2011.

E. Funding Sources:

Federal Highway Administration PL -	$ 196.00
Local Planning Funds -	29.00

F. Responsible Agency: $(000)

SJCOG
225.00

G. Staff Required: (person-months)

SJCOG
24.0

601.02 REGIONAL TRANSPORTATION PLAN STUDIES

A. Previous Work: Over the last several years, numerous transportation planning studies have been conducted which materially contributed towards the formulation of various Regional Transportation Plan Elements. This has included corridor studies, access improvement studies, roadway and highway operational improvement planning, new alignment studies, corridor project sequencing and

financial plans. These studies and analyses are conducted using Federal and state planning provisions. These studies are an essential part of SJCOG's work as an RTPA and MPO. These studies include significant involvement from other agencies and significant public involvement.

B. Purpose: These studies are to identify workable solutions to San Joaquin County mobility problems. These solutions are to be included in the Regional Transportation Plan as funding allows. Develop illustrative projects outside of constrained planning process.

C. Tasks:

1 Complete HOV/Ramp Metering Study MOA, initiate corridor level analysis of Ramp Metering Demonstration Project with Caltrans and partnering agencies.
2. Prepare Major Corridor Study for Highway 12 between I-80 and I-5 in conjunction with SACOG, STA, MTC.
3. Monitor implementation of County Expressway Study recommendations, particularly funding development and inclusion in General Plans.
4. Participate in feasibility study of Highway 239 corridor in conjunction with Alameda and Contra Costa Counties and Caltrans (Contra Costa County lead).
5. 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.
6. Upon completion of the Stockton Metropolitan Airport's Master Plan, SJCOG will begin update of the Airport Ground Access Improvement Program.

D. Products & Schedule:

1. Various Planning Studies – As required.
2. Complete analysis Ramp Metering Demonstration Project – June 2011 (75% complete).
3. Initiate Tri-County Major Corridor Study of Highway 12 – June 2011 (50% complete).
4. Monitor Implementation of County Expressway Study – continuous.
5. Participate in 239 Feasibility Study – with identified partners (50% complete) June 2011
6. Monitor Implementation of Highway 99 Business Plan – continuous.
7. Key CMP Corridor Congestion Management Strategic Plan – June 2011.

E. Funding Source:

Federal Highway Administration PL -	$ 375.00
Local Transportation Funds-	50.00

F. Responsible Agency: $ (000)
SJCOG
425.00

G. Staff Required: (person-months)

SJCOG
16.0

602.01 TRANSPORTATION IMPROVEMENT PROGRAMS

A. Previous Work:

- Adopted a 2009 FTIP update and processed several amendments. 2011 FTIP update will be close to adoption by the end of FY 2009-1-.
- Adopted separate state RTIPs, including a 2010 RTIP update completed in FY 2009-10.

B. Purpose: The Federal Transportation Improvement Program is the programming document that carries out the federal mandates of SAFETEA-LU, 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 2010 STIP
2. Manage and monitor 2009 & 2011 FTIPs.
3. CTIPS database maintenance for FTIP and STIP projects.
4. Track allocation/fund vote delivery of RTIP Projects.
5. Assist local agencies to prepare RTIP amendments and fund vote requests.
6. Prepare 2010 Regional Transportation Improvement Program (RTIP) amendments as needed.
7. Prepare 2011 FTIP amendments as needed.
8. Prepare State Local Partnership Program (SLPP) (Proposition 1B)

Programming sections for all SLPP amendments.

9. Monitor project delivery/performance of 2010 CMAQ Program update.
10. Monitor project delivery/performance of 2010 RSTP Program update.
11. Continue implementation of local project delivery/program policy.

D. Products & Schedule:

1. Amend State Transportation Improvement Program – As needed.
2. Amend Federal State Transportation Improvement Program – As needed.
3. Participate in CTIPs – Continuous
4. Continue implementation of comprehensive management Data Base to Inventory, Capture, Track Administrative Requirements and Track Delivery of all major Programs.
5. SLPP Programming actions for round two and three of SLPP and Proposition 1B reporting – through June 2011.
6. Monitor delivery of 2010 CMAQ Program – monthly through June 2011
7. Monitor project delivery of 2010 RSTP Program – monthly through June 2011.
8. Implementation of local project delivery/programming policy – continuous.

E. Funding Source:

Federal Highway Administration PL -	$26.00
Local Transportation Funds-	20.00
Local Transportation Authority-MK-	78.00
STIP PPM(9/10)	25.00
STIP PPM(10/11)	31.00

F. Responsible Agency: $ (000)
SJCOG
180.00

G. Staff Required: (person-months)
SJCOG
12.0

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. 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. Participate in Project Development Teams and technical review of products. Interaction with project sponsors and Caltrans.

C. Tasks:

1. Provide ongoing project level technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County.
2. Coordination of local and state highway projects for Measure K and Measure K Renewal Early Action Program.
3. Participate and oversee the development of Project Study Reports.
4. Monitor SB 45 Reports, other project delivery and project cost information per the Caltrans MOU and attend Project Delivery meetings.
5. Oversee the delivery of project development components of Measure K, Measure K Renewal Early Action Program, STIP and Proposition 1B projects, coordinating with Caltrans, FHWA, local jurisdiction and technical consultant support.
6. Develop, procure and administer consultant contracts for purposes of project delivery and project management.
7. Prepare periodic delivery and progress reports for Measure K, Measure K Renewal and Proposition 1B; 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.

D. Products & Schedule:

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

2. Coordination of local and state highway projects for Measure K and Measure K Renewal – Continuous.
3. Coordination of local and state transportation projects under Proposition 1B as a sponsor and implementing agency – Continuous.
4. Participate in the development of Project Study Reports — June 2011.
5. Develop information, set priorities and prepare Proposition 1B Project Nominations—Continuous, through June 2011.
6. Project level technical assistance to local partner jurisdictions—Continuous.
7 Delivery reports under SB45 and Proposition 1B requirements – Quarterly through June 2011
8. Management of consultant contracts for project delivery where SJCOG serves as lead agency – Continuous.
9. Review of project preliminary and technical reports as a RTPA and MPO – as needed.
10. Prepare for and hold eight project development committee meetings through June 2011.

E. Funding Sources (000):

Federal Highway Administration PL -	$ 30.00
Local Transportation Authority-MK -	523.00
STIP PPM(10/11)	175.00

F. Responsible Agency: $ (000)

SJCOG
728.00

G. Staff Required: (person-months)
SJCOG
36.0

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 2008/2009 this has included work on the Regional Transit System Plan update, Proposition 1B PTMISEA Program, 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 (complete in 2009). In FY 2008/2009 began 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 of Measure K operating and

capital cooperative agreements with RTD and other operators, operate the SSTAC, and ITS Transit Technical and Advisory Committees, ex-officio member of the Regional Rail Commission. SJCOG completed in Proposition 1B PTMESIA and Homeland Security project selection and allocations for FY 2009-10 and the PTMESIA Program of Projects through FY 2016-17 Serve on project development/programming work efforts for the FTA 5309 new start project RTD BRT II and BRT III corridors.

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

C. Tasks:

Council of Governments

1. Prepare FTA 5311 Program of Projects for FY 11-12. Monitor delivery of Program of Projects.
2. Prepare 5316, 5317 and 5310 funding call for projects, review funding recommendations and programming in conjunction with Caltrans. Periodic monitoring of delivery of Program of Projects.
3. Prepare PTMISEA and Transit Homeland Security Program of Projects under Proposition 1B. Coordinate project delivery and financial reporting with transit recipients as required by state. Revise Program of Project as needed.
4. Coordinate review of draft OWP and Planning Studies, opportunities for review with all transit providers in the county. Ensure transit is aware of and represented in all appropriate studies.
5. Participate in policy and technical working group for Altamont Rail Improvement Study and environmental document with RRC, High Speed Rail Authority and Bay Area parties. Review draft technical products. Develop/participate in public outreach sessions.
6. Undertake priority follow-up actions to implement the FY 08-09 update of the Regional Transit Systems Plan.
7. Focus on the role of the Interagency Transit Committee, including implementation, charter, membership and work program.
8. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee. Prepare and implement annual work program.
9. 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.

10. Participate as ex-officio member of Regional Rail Commission. Provide staff support to Rail Commission and other rail committees, as necessary.
11 Coordination of passenger rail and bus transit projects for Measure K.
12. Prepare Transit Unmet Needs Analysis and report FY 11-12.
13. 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.
14. Conduct assessment of potential impacts related to transit for proposed prison and medical facility on Arch Road in coordination with RTD.

San Joaquin Regional Transit District:

Tasks:

1. Review and implement Human Services Transportation Plan ("San Joaquin County Coordinated Transportation Plan").
2. Unmet Transit Needs Analysis
3. Update Transportation Improvement Program.
4. Coordinate with other agencies in San Joaquin County, including SJCOG, City of Stockton, transit agencies etc.
5. Preparation and submittal of grant applications.
6. Administer planning projects/studies undertaken by RTD staff.
7 Conduct comprehensive planning activities that will include service, ridership, facility, financial analyses, information technology, and safety and security and emergency preparedness activities.
8. Participate in the Interagency Transit Committee.
9. Undertake JARC and New Freedom program development and service projects.
10. Complete BRT Strategic Plan Study, Phase III.
11. Review and revise SRTP and operations analysis as needed.
12. Review and revise BRT Master Plan as needed including related corridor studies.
13. Develop and implement a Transit Program and related studies addressing local Climate Action Plans.

MANTECA

Tasks:

1 Review Short-Range Transit Plan Update.
2. Address Unmet Transit Needs.
3. Update Federal Transportation Improvement Program.
4. Participate in the Interagency Transit Committee.
5. Prepare and submit grant applications.
6. Conduct safety, security and emergency preparedness activities.

7. Study of Multi-modal Station development.

TRACY
Tasks:

1. Review City of Tracy Short-Range Transit Plan.
2. Address Unmet Transit Needs.
3. Update Federal Transportation Improvement Program.
4. Participate in the Interagency Transit Committee.
5. Prepare and submit grant applications.
6. Conduct safety, security and emergency preparedness activities.

RAIL
Tasks:

1. Complete Rail Commute Service Extension Analysis.
2. Update Federal Transportation Improvement Program.
3. Participate in the Interagency Transit Committee.
4. Prepare and submit grant applications.
5. Conduct safety, security and emergency preparedness activities.
6. Participate in Altamont Rail Improvement Study.
7. Participate in Amtrak Station Relocation Study sponsored by Caltrans.
8. Continue sight planning Cabral area station improvements.
9. Participate in Merced to Sacramento HSR studies

LODI
Tasks:

1 Review Short Range Transit Plan.
2. Coordinate with City of Galt regarding UZA issues.
3. Address Unmet Transit Needs.
4. Update Federal Transportation Improvement Program.
5. Participate in the Interagency Transit Committee.
6. Prepare and submit grant applications.
7. Conduct safety, security and emergency preparedness activities.

ESCALON
Tasks:

1. Develop, Review and Update Short Range Transit Plan.
3. Unmet Transit Needs Analysis
4. Update Federal Transportation Improvement Program.
5. Participate in the Interagency Transit Committee.
6. Prepare and submit grant applications.
7. Conduct safety, security and emergency preparedness activities.

D. Products & Schedule:
SJCOG

1. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee and the Interagency Transit Committee. Prepare and implement annual work program – Continuous/June 2011
2. Assist with bus transit financial and operational planning – On-going.
3. Assist with passenger rail financing plans and efforts – On-going.
4. Participate as ex-officio member of Regional Rail Commission – On-going.
5. Coordination of passenger rail and bus transit projects for Measure K – On-going.
6. Completed Unmet Transit Needs Analysis for FY 10 -11 – April 2011.
7. Development submittal and recommended selection of FTA 5310, 5311, 5316 and 5317 grant applications – complete all by April 2011.
8 Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders-Continuous.
9. FY 10-11 PTMISEA and Homeland Security Proposition 1B Programming and Project Submittal completed – March 2011.
10. Complete review of OWP and planning studies opportunities with transit providers – April 2011.
11 Altamont Rail Improvement Study – Technical and Advisory Committees – Continuous.
12. RTSP update follow-up actions – continuous through June 2011.
13. Transit portion of Measure K Strategic Plan Update – October 2010.
14. ADA Database and other regionally based transit options through RTSP – continuous through June 2011.
15. Continue to strengthen role of ITC – through June 2011.
16. Work with RTD to implement and update the 2008 Human Services Transportation Plan.
17. Hold bi-monthly project/program meetings with RTD.
18. 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.
19. Monitor and periodically attend Caltrans, Amtrak, San Joaquin's Policy Advisory Committee meetings.
20 Complete Measure K Renewal Transit Program component – 2011 – 2021.
21. Continue coordination of ADA database and policies among transit providers in San Joaquin County
22. Participate with RTD in implementation of BRT Phase II 5309 New Start Project.
23. Participate with RTD in planning and grant development for BRT Phase New Start Proposal.
24. Complete 50% regional Multi-Modal trip planning study in conjunction with transit partners.

25. Complete FTA 5316 transit fares policy and transit fares integration study in conjunction with transit partners.
26. Participate in the development and updates to the City of Escalon Short Range Transit Plan (SRTP)
27. Conduct assessment of potential impacts related to transit for proposed prison and medical facility on Arch Road in coordination with RTD. On-going
28. Short Range Transit Plan Update for Escalon

SJRTD
Products and Schedule:

1. Unmet Transit Needs annual review - December 2010.
2. Update Transportation Improvement Program – Continuous.
3. Analysis of transportation related services and needs, including: ridership, facilities, special planning, long range planning, public/private partnership development, information technology development, staff training and education, and financial analyses - continuous.
4. Operational feasibility studies - continuous.
5. Implement the locally-developed coordinated Human Services Transportation Plan ("San Joaquin County Coordinated Transportation Plan") required under Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - continuous.
6. Prepare and implement safety, security, and emergency preparedness plans and related needs - continuous.
7. BRT Strategic Plan Study - Phase III - June 2011.
8. Implementation of JARC/New Freedom projects - June 2011.
9. BRT Master Plan update, corridor studies - June 2012.
10. Implement Transit Program within local Climate Action Plan studies - June 2012.

MANTECA
Products and Schedule:

1. Review Short Range Transit Plan – June 2011.
2. Participate in locally-developed coordinated human services plan – Continuous.
3. Safety, security, emergency preparedness undertaken—Continuous.
4. Multi-Modal Station development – through June 2011.

TRACY
Products and Schedule:

1. Review Short-Range Transit Plan Implementation – June 2011.
2. Participate in locally-developed coordinated human services plan—Continuous.

3. Safety, security, emergency preparedness undertaken—Continuous.

RAIL
Products and Schedule:

1. Long Range Service Expansion Analysis—December 2010.
2. Safety, security, emergency preparedness undertaken—Continuous.
3. Cabral Station Area Planning – through June 2011.
4. Altamont Plan Rail Improvement Study – technical and policy participation – through June 2011.
5. Amtrak Station Relocation Study – through June 2011

LODI
Products and Schedule:

1. Coordinate with City of Galt on UZA issues—Ongoing.
2. Review Short Range Transit Plan—June 2011
3. Participate in locally-developed coordinated human services plan implementation – Continuous.

ESCALON
Products and Schedule:

1. Develop, Review and Update Short-Range Transit Plan as well as Implementation – June 2011.
2. Participate in locally-developed coordinated human services plan—Continuous.
3. Safety, security, emergency preparedness undertaken—Continuous

E. Funding Sources (000):

Federal Transit Administration (5303)	$272.588
Local Transportation Authority-MK (PM)	57.41
Caltrans 5304	60.00
Tri Partners match	3.776
Caltrans 5304 Escalon SRTP 09/10 c/o	24.00
Escalon SRTP match c/o	3.00

F. Responsible Agency: $ (000)

SJCOG	SJRTD
420.774	650.00

G. Staff Required: (person-months)

SJCOG	SJRTD
18.0	8.67

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, most recently in 2010. This work requires coordination with other Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District as described more fully in Work Element 801.06.

In FY 07-08 SJCOG updated its model software to CUBE, a particular enhancement to a GIS interface. In addition SJCOG used U-Plan for Blueprint Planning and are now using EMFAC 2007 for all Air Quality Emissions Analysis begun after October 2007 During FY 09-10 SJCOG again updated it's model and added a "4-D" and made split analysis components.

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: the California Clean Air Act, Federal Clean Air Act Amendments and SAFETEA-LU SJCOG works closely with other Central Valley COGs and the San Joaquin Valley Unified Air Pollution Control District.

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. Additionally, GIS based analysis and products are being integrated by SJCOG as an essential element of many transportation planning projects monitoring and public outreach functions.

C. Tasks:

1. Air Quality Conformity and Emissions Modeling. Prepare conformity 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 as strategically needed for performance monitoring measures and HPMS. Supplement data collected as needed by other studies inclusive, but not limited to transit and rideshare 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 transportation modeling/analysis for 2011 RTP amendments as needed.
8. Provide transportation modeling and air quality conformity analysis for 2011 FTIP as needed.
9. Provide training and experience for expansion of staff modeling expertise.
10. Perform project level PM 2.5 and the regional air quality analysis; undertake interagency consultation.
11. Perform Traffic Counts (and collection of locally available count data) for HPMS and 2011 CMP Update.
12. Serve as the lead agency in the San Joaquin Valley for air quality planning and coordination of air quality conformity analysis, coordinating with the other seven MPO's.
13. Serve as the lead agency in the valley to coordinate with the San Joaquin Valley Air Pollution Control District concerning SIP development, role making and update of transportation control measures.
14. Serve as the lead agency in the valley to coordinate the development of FTIP's coordinating with FHWA, FTA and the other seven MPO's.
15. Oversee the contract for Valleywide air quality planning and coordination services.
16. Participate with the other seven San Joaquin Valley MPO's to upgrade existing model detail, 4-D capabilities and investigate future valley wide improvements to modeling and analytical capability using $2.5 Million (Valley wide) of State Proposition 84 funds.
17. Participate in development of a San Joaquin Valley subset of the state wide travel model with U.C. Davis ICE Program through funding from the State Air Resources Board.
18. Provide modeling and air quality analysis of SB 375 alternative analysis scenarios (in coordination with work in WE 601.01).
19. Initiate cooperative and consolidated modeling analysis among the San

Joaquin, Stanislaus and Merced regions.

D. Products & Schedule:

1 Prepare air quality conformity determinations, model runs, and documentation for Plan and TIP amendments—Continuous.
2. Review and comment on State Implementation Plan and other approved Valley Air District plans and rules to reflect the input and concerns of SJCOG and our member agencies—through June 2011.
3. Continued integration of GIS and travel model—Continuous.
4. Model runs to address member agency needs transportation projects and studies—Continuous.
5. Traffic counts by SJCOG and synthesis of information by Caltrans and local jurisdictions; reporting to meet HPMS requirements—June 2011.
6. Completed modeling analysis as required for CMP implementation - Continuous.
7 Traffic counts by SJCOG and synthesis of information by Caltrans and local jurisdictions; reporting to meet HPMS requirements—June 2011
8. Coordinate input on SJVAPCD and completion of updated TCM's for the SJ Valley – continuous.
9. Coordinate valley wide completion of updated 2011 FTIP and major FTIP amendments in conjunction with the other seven MPO's June 2011.
10. Coordinate with other valley MPO's on air quality modeling and conformity analysis issues in conjunction with SIP updates – continuous.
11. Complete CMP project or planning level analysis as needed.
12. Progress to upgrade current models and investigate future valley wide modeling/analytical capability improvements – June 2011 (50% complete).

E. Funding Sources (000):

Federal Highway Administration PL -	$	96.80
Local Transportation Funds (CON)		4.00
Local Transportation Authority MK PM -		40.42
FEES-		5.0
Valley MPO's		170.00

F. Responsible Agency: $ (000)

SJCOG
316.22

G. Staff Required: (person-months)

SJCOG
15.0

603.04 GOODS MOVEMENT PLANNING AND COORDINATION

A. Previous Work: Prior work includes: participation in Valleywide Goods Movement Studies in FY 2008 - 2009; 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 2004, 2007 and 2011 RTP; and continuing operation of San Joaquin Goods Movement Task Force.

B. Purpose: To prepare goods movement related technicial 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; coordinate 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. Coordinate with other participating agencies in the Northern California Trade Corridor initiative.
3. Participate in Caltrans District 10's Truck Parking Demonstration Program.
4. Act as liaison with Goods Movement industry and the business community concerned with goods movement issues.
5. Monitor and report on TCIF Project Delivery to Northern California Trade Group and the State.
6. Pursue STAA route identification common development project review and routing needs and identification of STAA requirements for new developments and uses in conjunction with local agencies, parties and private sector committee members.
7. Participate with SACOG in the Interstate 5 – Highway 99 Goods Movement Study
8. Participate with the San Joaquin Valley MP0s in the San Joaquin Valley Goods Movement Action Plan Update.
9. As part of the Airport Ground Access Improvement Program, per completion of the Stockton Metropolitan Airport's Master Plan, the role transportation (roadway, rail, water) play to support air cargo will be examined.

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 Coalition to implement Proposition 1B Trade Corridor Program and to develop joint strategies concerning goods movement for the Federal Authorization Bill – continuous.

3. Strategies for STAA Truck Access and Routing Issues – continuous.
4. Increase and broaden relationships with private sector to partner on goods movement issues—continuous.
5. Monitor/report on TCIF Project Delivery – quarterly through June 2011
6 Interstate 5 – Highway 99 Goods Movement Study – June 2011 (50% complete).
7. San Joaquin Valley Goods Movement Action Plan Update – June 2011 (25% complete).

E. Funding Sources (000):

Federal Highway Administration PL	$47.69
Local Transportation Authority-MK -	17.31
SP&R Freight Movement (SACOG)	50.00

F Responsible Agency: $(000)
SJCOG:
115.00

G Staff Required: (person months)
SJCOG:
6.0

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[sm] 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 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 should not be construed as engaging in lobbying activities.

5. Upon request 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.
6. Assist monitor agencies to complete procedural and administrative requirements and assist with issue resolution with Caltrans, CTC, FHWA, FTA and resource agencies.

D. Products & Schedule:

1 Tasks 1-6, Products will vary depending upon the specifics of the work requested – Continuous

E. Funding Sources (000):

Federal Highway Administration PL -	$ 34.00
Local Transportation Funds-MK PM	6.00

F. Responsible Agency: $ (000)

SJCOG
40.00

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 sponsors the Washington, DC One Voice[sm]

in order to educate legislators and key administration officials of the activities of this region and the transportation needs and priorities of the area.

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

C. Tasks:

1. SJCOG will work with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process.
2. SJCOG will regularly attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments.
3. Serve as a member of the Capitol Valley Service Authority for Freeway Emergencies Organization.
4. SJCOG will participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit. Coordinate with local, state and national associations of managers, planners and others.
5. Coordinate with Valley COG Directors and the San Joaquin Valley Air Pollution Control District Board.
6. Retain Washington, DC based legislative consultant (with non-state and federal funds).
7 Participate in San Joaquin Valley One Voice Analysis and Program.
8. Provide staff support, agenda items and agenda staff reports for the San Joaquin Valley Policy Council. Share funding with valley MPO's for administrative support to operate the Policy Council. Attend San Joaquin Policy Council meetings quarterly
9. Participate in the San Joaquin Valley Legislative Advisory Committee, including weekly/monthly meetings.
10. Participate in and support the activities of the Partnership for the San Joaquin Valley. Attend Board meetings.

D. Product & Schedule:

1. Coordinate with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process – Continuous
2. Attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments-Continuous
3. Cooperate with Association of Bay Area Governments, Metropolitan

Transportation Commission, Sacramento Area Council of Governments, other Bay Area and mountain agencies on regional growth issues-Continuous

4. Participate in the Capitol Valley Service Authority for Freeway Emergencies Organization - Continuous
5. Participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit-As Necessary
6. Coordinate with local, state and national associations of managers, planners and others-Continuous
7. Retain and utilize Washington legislative consultant (with non-state & federal funds)-Annual
8. Implement shared work program of the San Joaquin Valley Policy Council – June 2011.
9. San Joaquin Valley One Voice Legislative Analysis and Legislative Program – Continuous.
10. Prepare in and attend San Joaquin Valley Regional Policy Council meetings – quarterly through June 2011.
11. Participate in the Partnership for the San Joaquin Valley Board and Transportation Workgroup – quarterly through June 2011

E. Funding Sources (000):

Federal Highway Administration PL -	$38.0
Local Transportation Funds (COG)-	75.0
Local Transportation Funds (CON)	72.0
Fees/Interest/other	15.0

F Responsible Agency: $ (000)

SJCOG
200.00

G. Staff Required: (person-months)

SJCOG
13.0

801.02 PROJECTIONS AND FORECASTS

A. Previous Work: In 1989, SJCOG began functioning as the State Designated Data Center. In this capacity, SJCOG is required to assist in the analysis of and disseminate all U.S. Census reports to member agencies and the general public. SJCOG helped coordinate the Census 2000 and will provide assistance with the 2010 effort in San Joaquin County. In order to make projections and forecasts, SJCOG maintains an extensive database with census information, and employment and housing population projections. SJCOG conducts community

workshops to present census information and produces a quarterly newsletter called the Regional Analyst and distributed it to the community. In FY 07-08 SJCOG entered into a new relationship with the University of Pacific Business Forecasting Center to jointly produce the Regional Analysis and census related workshops.

B. Purpose: This element exists to provide demographic, economic and transportation data for modeling and analysis, and to provide a service to local government and the general public. This element identifies regional needs for a greater understanding of the social and economic forces shaping our area of California. This work element acts to service the needs of the entire 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 make intelligent decisions by informing them of the probable consequences of the choices confronting them.

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

1. UOP- Produce demographic profiles of Census Data.
2. UOP and SJCOG - develop a workshop intended to educate businesses, schools and other public agencies on the variety of data available and its uses.
3. UOP - Using the most recent information available, create analytical reports and summaries.
4. UOP – SJCOG - Produce "Regional Analyst".
5. UOP - Develop maps to visually display the characteristics of the data.
6. SJCOG – Answer census inquiries and provide special reports and presentations.
7. SJCOG – Participate as requested by Census Bureau in small support projects and information sharing for the 2010 Census.

D. Products & Schedule:

1 Produce Regional Analysis – Quarterly.
2. Prepare and hold one data center workshops for FY 10 – 11
3. Census Transportation Planning Package for San Joaquin County – Continuous.
4. Updated projections and forecast for population and employment – As needed.
5. Provide research and forecasting for special projects and events – As needed.
6. Maintain data on website for information dissemination – Continuous.

E. Funding Source (000):

Federal Highway Administration PL-	$62.0
Local Transportation Funds-	7.0
Fees -	1.0

F. Responsible Agency: $ (000)

SJCOG
70.00

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 Plan (ALUP) was adopted in 2009. SJCOG reviews and comments on planning and development proposals within airport areas of influence based on this plan.

B. Purpose: To undertake all functions necessary to serve as the Airport Land Use Commission for San Joaquin County. 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 changes as well as major development proposals within the Airport Area of Influence for consistency with the ALUP.
2. Coordinate the transportation planning process with airport operators regarding access to airports.
3. Participate in the completion of the Stockton Metropolitan Airport Master Plan Update.
4. Complete ALUP update revisions to incorporate Stockton Metro Airport based on updated Stockton Airport Master Plan.
5. Complete revised CEQA environmental document for ALUP update revision to incorporate Stockton Metro Airport.
6. Complete assessment of ALUC Plan implementation practices and assessment/modification of ALUP fee program.
7. 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.

D. Products & Schedule:

1. Staff reports and comment letters on the conformity of General Plan and Airport Master Plan changes with the adopted Airport Land Use Plan, reports dealing with the conformity of proposed projects and proposals as permitted uses within the adopted Airport Land Use Plan - As necessary
2. Coordinate the transportation planning process with airport operators regarding access to their operations - As necessary.
3. Airport Advisory Committee Meetings – Quarterly.
4. Complete ALUP revision to incorporate Stockton Metro – June 2011.
5. Complete revised CEQA document to incorporate Stockton Metro into updated ALUP – June 2011.
6. Complete revised ALUP Business Practices and Fee Structure recommendation – December 2010.

E. Funding Sources (000):

Local Transportation Funds(COG) -	$0.00
Local Transportation Funds(CON) -	95.00
Fees	5.00

F. Responsible Agency: $ (000)

SJCOG
$100.00

G. Staff Required: (person-months)

SJCOG
50

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. SAFETE-LU also requires the establishment of a Congestion Management Program. During FY 07-08 SJCOG developed and adopted a Congestion Management Plan. The revised Plan was implemented beginning January 1, 2008. Developed and used the Federal Congestion Management Program as a component of the 2011 RTP update. Prepared a CMP Deficiency Plan using both state and federal requirements.

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

C. Tasks:

1 Refine 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. Establish structure to demonstrate and ensure that all reasonable Transportation Demand Management (TDM) strategies have been employed prior to adding capacity to a regionally significant roadway.
3. Implement the State CMP through review, technical analysis of planning and development proposals and proposed capacity enhancing transportation projects.
4. Assist jurisdictions, individually and collectively, in the development and adoption of Congestion Management Deficiency Plans as necessary.
5. Refine and expand upon CMP's performance measures and indicators.
6. Prepare annual evaluation and recommendations based on CMP implementation goals in conjunction with local, state, and federal mandates.
7. 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).
8. 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.
9. Develop and adopt an approach to corridor level monitoring, analysis and improvement studies which fully utilize the Federal Congestion Management process for future corridor analysis.

D. Products & Schedule:

1. Preparation and adoption of Deficiency Plans – As needed.
2. Application of regional and roadway specific Transportation Demand Management strategies – As needed.
3. Annual evaluation of CMP implementation – December 2010.

4. Review planning and development proposals in accordance with the CMP and provisions of the Measure K Renewal Ordinance - Continuous.
5. Perform traffic counts on CMP network and re-establish system LOS – Fall 2011.
6. Full 2-year update of CMP – March 2011.
7 Refined Federal Congestion Management process and procedures as part of the CMP update – March 2011
8. Completed approach (technical paper) to Federal Congestion Management process monitoring analysis and improvement studies – March 2011

E. Funding Source:

Federal Highway Administration PL-	$100.5
RSTP	100.0
Local Transportation Authority-MK PM	119.5

F. Responsible Agency: $ (000)

SJCOG
320.0

G. Staff Required: (person-months)

SJCOG: 9.0

801.05 REGIONAL PLANNING

A. Previous Work: This work element focuses on development of the State required housing needs analysis and other coordinated work concerning housing and infill development and transit oriented development opportunities on a Valley-wide basis.

B. Purpose: Per state law SJCOG is required to update its allocation of housing needs. This work element also addresses other issues of regional significance that will incorporate environmental and community considerations into the transportation planning process.

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

C. Tasks:
1. Participate in continued development of San Joaquin Valley Regional Housing Trust.
2. Assist local partners in applying for Proposition 1C Programs.

3. Coordinate with local partners to update general plan housing elements.
4. 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.
5. Establish new process requirements and work plan to complete next RHNA update cycle under SB 375, SB 575 and new State RTP Guidelines (done in conjunction with related work in W.E. 601.01).

D. Products & Schedule:

1 Participate in development of San Joaquin Valley Regional Housing Trust – periodic Board Meetings.
2. Provide assistance in applying for Proposition 1C grants to local partners – As Needed.
3. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders-Continuous.
4. New process sequence requirements established for next RHNA update in compliance with new State Law Guidelines – June 2011.

E. Funding Sources (000):

Federal Highway Administration PL-	$4.5
Local Transportation Funds	3.5

F. Responsible Agency: $ (000)

SJCOG
8.0

G. Staff Required: (person-months)

SJCOG
1.0

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 the Valley TIP Managers Coordination Committee.
3. Participate in Valley Transportation Control Measures Implementation.
4. Participate in the Valley Model Coordination and update Committees.
5. Participate in the Valleywide ITS Maintenance Plan.
6. Participate in air quality conformity/air quality planning coordination committee.
7. Participate in Statewide air quality conformity committee on an as needed basis.
8. Coordinate the Valley MPO SB 375 Implementation Committee.
9. Participate in peer-to-peer review of Valley FTP products.

D. Products & Schedule:

1. Valleywide Transportation/Air Quality Modeling Revision Process – On-going.
2. Valleywide TIP Managers Coordination Committee – Monthly.
3. Valleywide Transportation Control Measure Implementation – Continuous.
4. Valleywide Model Coordinating Committee – Monthly.
5. Valleywide ITS Technical Advisory Committee – As Needed.
6. Coordinate Valley MPO Regional Planning Committee – Monthly.
7. Participate in peer –to-peer FTIP reviews – as needed.
8. Coordinate Valley MPO SB 375 Implementation Committee – Monthly

E. Funding Sources (000):

FHWA PI -	$20.00
Local Transportation Funds -	20.00
Local Transportation Authority -	75.00

F. Responsible Agency: $ (000)

SJCOG
115.00

G. Staff Required: (person months)

SJCOG
10.0

801.07 INTERREGIONAL TRANSPORTATION PARTNERSHIP (ITP)

A. Previous Work: In FY 2007-2008 SJCOG received a Partnership Planning Grant to further pursue the concept of Interregional Partnerships. The focus is to further identify transportation strategies and facilities linking the East Bay Area and the Northern San Joaquin Valley, as well as to identify opportunities to coordinate Blueprint Planning strategies for this same interregional connection. This partnership planning effort involves stakeholders from the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC).

A specific scope of work has been established and memorialized roles of partner transportation agencies. Key stakeholders have been identified. The interregional traffic model to be used in the analysis has been secured. Conducted analysis and established baseline inventory of current transportation conditions. Undertook literature search, completed updated task and schedule list reflecting most current events and conditions in the corridor.

B. Purpose: To pursue a number of programs and actions to improve interregional transportation and growth-related issues pertinent to the "Altamont Pass" corridor. To solidify interregional coordination and communication to address specific transportation needs associated with the Altamont Pass and related regionally significant corridors.

C. Tasks:

1. Identify additional operational and High Occupancy Strategies in the transportation corridor linking the Northern San Joaquin Valley and East Bay.
2. Prepare and hold meetings with technical advisory committee.
3. Prepare baseline transportation inventory and current/future operating conditions.
4. Prepare draft transportation strategies report and submit for review through technical committee.
5. Identify common Blueprint concepts, visions, goals.
6. Identify and pursue mutually supportive Blueprint strategies.
7. Develop communication and outreach strategies.
8. Prepare analysis of TDM strategies and technical report.
9. Prepare analysis of pricing strategies and technical report.
10. Prepare draft and final report.

D. Products & Schedule:

1. Project Technical Committee Meetings – On going.
2. Forecast long-term demand as it relates to the movement of passengers and goods on the I-580 corridor and other determined critical related roadways – September 2010.
3. Analyze the implementation issues and related costs and benefits associated with a combination of project scenarios of capacity and operational improvements that represent modest and high levels of future investment – January 2011.
4. Assess and establish a range of policy issues associated with the management and investment strategies, with particular focus on the issues of financing and institutional alternatives – March 2011.
5. Establish a set of ITP implementation strategies and policies for review and consideration – April 2011.
6. Complete short (5 years) and long-term (20 years) ITP Strategic Plan for use by participating transportation agencies and related stakeholders – June 2011.
7. Final project report – June 2011

E. Funding Sources (000):

FHW-PL	$	17.50
Caltrans Interregional Partnership (c/o)		175.00
Local Transportation Funds (COG)		20.50

F Responsible Agency: $ (000)

SJCOG
213.00

G. Staff Required: (person-months)

SJCOG
13.0

801.08 San Joaquin Valley Regional Planning Blueprint

A. Previous Work:

- Executed MOU with the eight SJ Valley TPAs and the District to ensure a comprehensive and cooperative approach to air quality transportation planning.
- Coordination of SJ Valley TPA sub-committees.

- Formation of the eight SJ Valley Regional Planning Agencies COG Director's Group.
- Formation of the SJV RPA Policy Council.
- Merced Partnership for Integrated Planning.
- Coordinate, consult and collaborate with Tribal Governments.
- Established institutional Framework for SJ County and Valley Blueprint Planning process.
- Develop/Implement Community Outreach Plans.
- Establish SJ Valley Modeling, Steering, Data and Media groups.
- GIS Modeling to establish base and "business as usual" transportation/land use/environmental scenario.
- Conducted summits for Valleywide visioning and establishing a preferred vision.
- Establish San Joaquin County Planner Roundtable and Blueprint Leadership Group Committees.
- Conduct stakeholder and committee meetings to develop vision and values, guiding principles, goals and objectives, performance measures and indicators, and set of Blueprint Scenarios.
- Established a preferred transportation, land use, environmental preferred Blueprint scenario for the SJC and the Valley and accompanying report.
- Adopted Valley Blueprint Preferred Scenario.
- Substantial progress to complete Blueprint 4th year grant requirements.
- Adopted San Joaquin County Blueprint Vision Document.

B. Purpose: In conjunction with the 8 MPOs comprising the SJ Valley, the San Joaquin Valley Regional Blueprint will provide a planning process and products to support long-range planning for the eight MPOs in the region and compliment the work of the Partnership for the San Joaquin Valley. The Regional Blueprint will develop a cohesive regional framework that defines and offers alternative solutions to growth related issues for San Joaquin County and the Valley. The process involves the integration of transportation, housing, land use, economic development, and the environment to produce a preferred growth scenario to the year 2050.

C. Tasks:

Blueprint Implementation Phase

1. Make Scenario presentations to local governments and general public.
2. Present implications of preferred scenario at local level.
3. Continue to work with Valleywide local agency planners group.
4. Complete SJV Blueprint Final Report and Toolkit for implementation.
5. Translate Blueprint principles into local implementation strategies; develop local commitment.
6. Address new greenhouse gas directives (SB 375).
7. Determine the impact of various densities on the fiscal health of cities and counties in the SJV.

8. Determine the market demand for higher density residential housing projects.
9 Work with Central California EDCs and Partnership for SJV to address jobs/housing issues.
10. Continue Using Adopted Methods to Measure the Effectiveness of the San Joaquin Blueprint Plan.
11. Participate in Blueprint related meetings and workshops.
12. Pursue incorporation of Blueprint intent into general plans.
13. Establish Blueprint implementation system and strategies.
14. Work with partner agencies in establishing roles and responsibilities for implementation.
15. Review of governmental policies and procedures that may impede progress towards meeting long-range targets.
16. Work with stakeholders to adopt land use plans and regulations to make available an adequate supply of housing including new residential opportunities proximate to transit and other transportation facilities, jobs, health facilities, convenience retail uses, and support services.
17 Secure local government and community support, including that of underrepresented groups to achieve the resulting comprehensive Blueprint Vision.
18. Support partner agencies to identify, apply for and secure funding opportunities for planning sustainability, greening related grants and projects.
19. Upon request, work with partner agencies to incorporate Blueprint Principles and Strategies into general plans and other local planning activities.
20. Public outreach information discrimination and education process concerning the Blueprint Process and Vision document.
21. Use the Blueprint Vision document to integrate Blueprint Principles and Strategies into the transportation planning and performance monitoring system.
22. Develop San Joaquin Blueprint monitoring and reporting program.

D. <u>Products & Schedule:</u>

1. Incorporate Blueprint into general plans – as opportunities presented.
2. Establish Blueprint implementation strategies and tracking system – June 2011.
3. Identify barriers that may impede progress towards meeting long-range targets and actions to extinguish – September 2010.
4. Secure local government and community support, including that of underrepresented groups to achieve the resulting comprehensive vision – ongoing.
5. San Joaquin Blueprint monitoring and reporting program – December 2010.
6. Support other agencies for Blueprint related grants and plans – continuous.

7. Work with local partners to integrate Blueprint Vision as part of local planning products – as requested.
8. Blueprint public outreach information dissemination – continuous.

E. Funding Sources (000):

Local Planning Funds - $50.0

F Responsible Agency: $ (000)

SJCOG
$50.00

G. Staff Required: (person-months)

SJCOG
16

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 2,300 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 to meet Environmental Protection Agency Section 404 requirements.

C. Tasks:

1. To support implementation of the Habitat Management Plan for the entire region.

D. Products & Schedule:

1. Regional Habitat Management Plan Implementation. – On-going

E. Funding Sources (000):

SJCOGI (Developer Fees) - $561.00

F. Responsible Agency: $ (000)

SJCOG
561.00

G. Staff Required: (person-months)

SJCOG
27.0

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 2007-2008 SJCOG adopted a 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. The Measure K Renewal Strategic Plan is an integrated extension of the existing Measure K program Strategic Plan.

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. Complete Update of 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 amendment process.
5. Provide Project Sponsor assistance.
6. Perform program administration.
7. Pursue opportunities to leverage state and federal funds including the 2006 State Infrastructure Bond Program (Proposition 1B).
8. Annual review of Measure K Strategic Plan.
9. Review Measure K and Measure K Renewal Revenue Estimates.
10. Monitor Measure K project delivery and prepare periodic reports to committees and Board.

D. Products & Schedule:

1. Amend existing Strategic Plan – Continuous.
2. Integrated Measure K and Measure K Renewal Financial Plan – Implementation Continuous.
3. Measure K Renewal Strategic Plan Update – September 2011.
4. Amend Measure K Ordinance and Expenditure Plan – June 2011.
5. Project Sponsor Assistance – Continuous.
6. Program Administration – Continuous.
7. Leveraging state and federal funds – Continuous.
8. Annual revenue estimate review – June 2011
9. Project Delivery Monitoring – quarterly with periodic reports to the Board.

E. Funding Sources (000):

Local Transportation Authority-MK(COG) -	$125.55
Local Transportation Authority-MK(CON) -	72.0

F. Responsible Agency: $ (000)

SJCOG
$197.55

G. Staff Required: (person months)

SJCOG
20

901.02 REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

A. Previous Work: A regional fee that can be equitably and comprehensively applied to fund regional projects was adopted by the SJCOG Board in 2005. SJCOG is responsible for the implementing, administering and monitoring the RTIF program. All jurisdictions adopted the program which was in full implementation by July 1, 2006. SJCOG now administers the program

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. Respond to local jurisdictions and provide technical assistance to administer the RTIF.
3. Conduct annual audit and account for third party costs.
4. Prepare 5th year AB 1600 Program update.

D. Products & Schedule:

1. Administer the RTIF program and compete all reporting requirements - Continuous.
2. Complete 5th year AB 1600 Program Update – June 2011

E. Funding Sources (000):

Regional Transportation Impact Fee- 50.00

F. Responsible Agency: $ (000)

SJCOG
50.00

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.

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 in FY 08-09.
2. Prepare delivery status report and recommendations for first round projects and implementation.
3. Establish Technical Committee for SMART Growth Incentive Program Study.
4. Inventory of potential SMART Growth and Infill Locations in San Joaquin County.
5. Establish Public Involvement process.
6. Assess potential SMART Growth, Infill Locations, identify opportunities and barriers.
7. Identify strategies that support development at these locations, including transportation investment and other Infill strategies.
8. Prepare technical report with options.
9. Prepare draft report.
10. Complete selection of round two Measure K Renewal SMART Growth Incentive Projects.
11 Prepare cooperative agreements and other documents to commit to project completion.

D. Products and Schedule:

1. Monitor first round project delivery – through June 2011.
2. Inventory of potential SMART Growth and Infill Locations – January 2011.
3. Strategies to support development at these locations – March 2011.
4. Technical report with options – March 2011.
5. Prepare draft report – June 2011.
6. First round public review of draft – June 2011.
7. Cooperative agreements and other documents completed for round two project selections – Measure K SMART Growth Incentive Program – December 2010.

E. Funding Sources 000:

Local Transportation Authority-MK -	$ 60.00
SP&R	225.00

F. Responsible Agency: $(000)

SJCOG
285.00

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 2010-11 Overall Work Program and budget in cooperation with member governments.
6. Update and amend the existing SJCOG'S Overall Work Program and budget to reflect changes during the course of the year
7. Complete federal and state grant applications, to send to appropriate agencies and departments

D. Products & Schedule:

1. Implement Work Program - Continuous
2. Quarterly reports and quarterly invoices - Quarterly
3. An updated Disadvantaged Business Enterprise Plan and goal statement for the next fiscal year - October 2011
4. Self Certification Evaluation - June 2011

5. An adopted Overall Work Program - March 2010
6. Amend and update Overall Work Program - As Needed
7 Completed and submitted federal and state grant applications and accompanying documentation - May 2010

E. Funding Source (000):

Federal Highway Administration PL -	$123.58
Local Transportation Funds -	43.00
Local Transportation Authority-MK (PM) -	40.81

F. Responsible Agency: $ (000)

SJCOG
207.39

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 Contract with independent auditor to conduct Triennial Performance Audit
12. 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 2010
2. Updated SJCOG LTF/STA Rules and Regulations - February 2010
3. Unmet Transit Needs Findings - March 2010
4. Approve Local Transportation Fund and State Transit Assistance Claims – Continuous
5. Local Transportation Fund and State Transit Assistance Annual Reports - October 2009
6. Annual financial and compliance audits of Transportation Development Act claimants, except (SJRTD, Compliance only) - October 2009 to January 2010
7 Up-to-date Financial Statements showing status of Local Transportation Fund and State Transit Assistance Funds - Continuous
8. Utilize community based organizations to bring more people particularly the underserved and under-represented into the Unmet Transit Needs process. – October 2009- March 2010

E. Funding Sources (000):

Transportation Development Act -	$ 202.00
Local Transportation Funds -	35.00

F. Responsible Agency: $ (000)

SJCOG
237.00

G. Staff Required: (person-months)

SJCOG
8.0

1001.03 COMMUNITY INVOLVEMENT PROGRAM

A. Previous Work: This task has included publication of a newsletter, quarterly and now monthly annual report and news releases published in community, special language and mainstream newspapers and newsletters. 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. In 2008 SJCOG launched a new interactive website that includes surveys and a user friendly project map. 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 does dozens of public information presentations every hear, holds public ceremonies for major project milestones and produces the Measure K Annual Report.

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 SAFETEA-LU, 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.sjcog.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 weekly 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 update and Blueprint process in FY 2009/10 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. To the following Native American Groups: 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 an e-letter every month.
2. Regular presentations before civic clubs and other similar type organizations. These presentations are either topic specific or have a general nature and discuss projects in which SJCOG is involved or SJCOG'S organizational structure and function.
3 Issue news releases to the media.
4. Update and distribute a Public Officials Directory on an annual basis to assist local governments and the general public in locating and maintaining contact with their elected representatives.
5. Conduct and staff SJCOG'S appointed Citizens' Committee.
6. Implement SJCOG Public Information Plan in accordance with SAFETEA-LU and Final Rule, using the SJCOG Gap Analysis as a basis.
7. Prepare a full update of SJCOG's Public Information and Involvement Plan, including updated PIP for the federally mandated transportation planning process.
8. Develop written policies and procedure for early involvement of regional partners in development of planning products.
9. Prepare informational brochures on SJCOG activities.
10. Maintain Internet access to the public.
11. Provide Title VI support to all projects in the OWP and Measure K Strategic Plan.
12. Provide early consultation and continuous involvement of resource agencies in planning and feasibility studies.
13. 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.
14. Ensure usage of visualization techniques in all public outreach activities. Review SJCOG's Title VI procedures and update and/or enhance the procedures and methodology if necessary.

D. Products & Schedule:

1 12 issues of Horizons
2. Material for public presentations – Continuous
3. Periodic news releases – Continuous
4. Citizens Committee Meetings – Monthly
5. Implement Public Information Plan
6. Evaluate effectiveness of public information process
7. SJCOG information brochures - As Needed
8. Maintain Internet, Weekly Web updates – Continuous
9 Title VI Annual Report - 2011
10. Implementation of outreach and targeted groups as noted in the purpose and tasks, and appropriate resource agencies for all planning and feasibility studies.
11. Review/Update Title VI procedures and methodology – March 2011.
12. Complete update of Public Information and Involvement Plan including full public review of the proposed, updated plan, including PIP's – June 2011.

E. Funding Sources (000):

Federal Highway Administration PL -	$25.00
Local Transportation Funds - (COG)	125.00
Local Transportation Authority-MK (PM) -	151.00
Fees/Interest/other-	24.00

F Responsible Agency: $ (000)

SJCOG
325.00

G. Staff Required: (person-months)
SJCOG
24.0

1101.01 TRANSPORTATION DEMAND MANAGEMENT SERVICES

A. Previous/Ongoing Work: The San Joaquin Council of Governments has coordinated the transportation demand management program, also known as Commute Connection, since 1983 for San Joaquin County and since 1987 for Stanislaus County. SJCOG provides commuter ride-matching and marketing services under the auspices of Commute Connection for both San Joaquin and Stanislaus Counties. Beginning in 2010, SJCOG will also provide transportation demand management for Merced County. SJCOG also provides transportation demand management planning for San Joaquin County. The program has more than eight thousand five hundred registered commuters and provides outreach coordinators to

help set-up jobsite rideshare programs for more than four thousand individual companies. The goal of the rideshare program is to help meet community objectives by reducing congestion and improving air quality SJCOG provides ridesharing services to Stanislaus County through a contract with StanCOG and to Merced County through a contract with Merced County Association of Governments. This program also includes the development and administration of the Measure K bicycle and pedestrian programs outreach to encourage bicycle commuting and operation of the Measure K Park and Ride Program and Safe Routes to School Program. In 2009, the San Joaquin Valley Air Pollution Control District passed Rule 9410 requiring employers with 100 or more employees to establish employee trip reduction programs. San Joaquin Council of Governments worked with the Air District in the development of the Rule and will provide assistance to both the Air District and local employers as the rule is implemented.

B. Purpose: To improve the efficiency of existing transportation facilities in San Joaquin, Stanislaus and Merced counties through Commute Connection and other transportation demand management service. The ridesharing services reduce congestion and assist in the reduction of mobile source emissions for San Joaquin, Stanislaus and Merced counties. Services include carpool/vanpool matching, transit, bicycle, telecommuting, and park-and-ride lot information and referrals to both individual commuters and area employers. This program also develops and operates other demand management, traveler information and alternative modal programs at SJCOG, including 511, bike and pedestrian, park and ride programs, safe routes to school and serves as a liaison to the SAFE Program.

C. Tasks:

1. Commuter Services/Database Administration:
   Objective: To provide a variety of timely and practical alternative commute alternative information to commuters in San Joaquin and Stanislaus counties.
   a. Provide commuters with computer match-lists containing the names, telephone numbers, commute destinations and hours of work for potential ridesharing opportunities.
   b. Cooperate with other ridesharing agencies to facilitate matches.
   c. Maintain and update the Commute Connection regional rideshare database through quarterly purge mailings, follow up phone calls and routine updates.
   d. Act as an information resource and referral agent for transit services, park-and-ride lots, bicycle commuting and telecommuting and provide brochures and promotional material.

2. Employer Services:
   Objective: To provide a range of services and educational materials to employers within the service region to develop, implement and maintain worksite Transportation Demand Management programs.
   a. Contact employers to provide technical assistance in identifying appropriate TDM strategies for development of worksite TDM programs.

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

3. Vanpool Services:
Objective: To promote and coordinate the formation of new vanpools and to help sustain existing vanpools.
   a. Contact vanpool drivers and assist with rider recruitment.
   b. Refer route information to interested vanpool riders; provide information on how vanpools operate.
   c. Coordinate vanpool presentations to employee groups, relocating companies and other pre-qualified interested commuter groups.
   d. Administer and market vanpool services through driver medical exam subsidy, marketing materials, promoting new vanpool routes, etc.

4. TDM Education/Promotion/Marketing Services:
Objective: To provide a full range of marketing and graphic design services to support Commuter and Employer services of the rideshare program in order to reach targeted commuter markets, including employers, ETCs, and specific commuter groups (e.g. Spanish speaking commuters).
   a. Coordinate TDM exhibits at community events.
   b. Coordinate TDM program marketing efforts in local region.
   c. Respond to media requests and provide timely press releases on program services and TDM issues.
   d. Create and provide employers/commuters with educational, informative and promotional TDM material.
   e. Write informational articles about rideshare and TDM program and issues.
   f. Place targeted corridor and demographic specific marketing TDM messages tied to an overall campaign for a specific market group or corridor
   g. Evaluate program performance through studies and surveys.
   h. Conduct market research surveys and focus groups for targeted, corridor specific marketing campaign.
   i. Maintain and promote interactive web site.

5. Local Agency Coordination and Assistance
Objective: To coordinate TDM efforts with other agencies to avoid duplication of services and to share resources in the spirit of cooperation and to best serve

commuters and employers.

a. Coordinate with Caltrans, other area MPOs, transit agencies, TDM agencies, San Joaquin Valley Air Pollution Control District, etc. regarding TDM strategies and operations.
b. Work with SJAPLD in their effort to establish a trip reduction program for the San Joaquin Valley
c. Serve as technical support to congestion management program to develop a Transportation Demand Management regional plan in conjunction with the CMP program.

6. Program Administration:
Objective: To provide management and administration support for the TDM program.
   a. Provide daily management and oversight for program operations.
   b. Provide SJCOG, StanCOG and Merced with information concerning the status of rideshare annual work plan and other issues.
   c. Produce annual work plan and quarterly reports necessary to document TDM activities and program status.
   d. Provide continuing TDM education to program staff
   e. SJCOG staff will attend a Trapeze (manufacturer of RidePro software) User Conference for more advanced training.

7. Operate and administer Park and Ride Program
   a. Administer current Measure K Program and complete development of policy, procedures and program framework for Park and Ride program cooperative agreements.
   b. Coordinate with Caltrans and other local partners to assess and develop additional Park and Ride lot facilities, including in conjunction with development proposals and transportation projects.
   c. Oversee implementation of SJCOG Park and Ride lot plan.

8. Operate and administer Bicycle and Pedestrian Program
   a. Administer current Measure K cooperative agreements and monitor/report of delivery of current bicycle program.
   b. Complete development of policy, procedures and program framework for Measure K Renewal Bike & Pedestrian Program.
   c. Complete development of policy, procedures and program framework for Measure K Renewal SAFE routes to school program.
   d. Undertake annual bike to work week
   e. Investigate formation of new countywide bicycle advisory/ committee
   f. Investigate potential and scope of work to develop a regional bicycle plan

9. Phase I of the 511 Program in San Joaquin County is complete and phone service is active. Continue evaluation of options for Phase II

10. Continue implementation of JARC granted awarded to Commute Connection

in January, 2011. The goal of the JARC is to improve access and transportation to jobsites for low-income individuals and to transport individuals to suburban employment opportunities. Commute Connection would implement the following tasks to fulfill the goals of the JARC grant:

a. Extend current Guaranteed Ride Home Program to include unscheduled overtime
b. Provide subsidies to 10 new vanpools
c. Develop a marketing campaign to promote employer based rideshare programs.
d. Market the call center to advertise rideshare services
e. Develop an interactive park and ride lot map for website
f. Provide advanced ridematching software training to staff

D. Products & Schedule (for San Joaquin and Stanislaus Counties):

1. Match-list Processing - Continuous
   Individual Match-lists 1,500
   Updated Match-lists 900
   TOTAL: 2,500
2. Commuter Information/Referrals (Teleservices): - Continuous
   Carpool/Vanpool Info. 2000
   Transit Referrals 2000
   Park and Ride 2000
   Bicycle 600
3. Follow-up with Match-list Recipients: - Continuous
   Telephone Calls 1,200
   Update Mailers 16,000
4. Employer Outreach Services: - Continuous
   Level I Service Contacts 1,400
   Level II Service Contacts 110
5. Vanpool support/rider recruitment, 10 new vanpools: - Continuous
6. Support to LOSD TDM Plans and Deficiency Plans created through CMP Implementation – As needed
7. Implementation of SJCOG Park and Ride lot Plan - Continuous
8. Complete development of new Measure K Renewal Bike & Pedestrian and Safe Routes to School Program – 50% developed
9. Complete development of Park and Ride Lot interactive map for website
10. Continue development and implementation of marketing plan to target low income individuals.
11. Participate in advanced training for ridematching software

E. Funding Sources (000):

CMAQ Stanislaus	$170.00
CMAQ Merced	50.00
CMAQ –	650.00
SAFE	33.00

Amador County	12.00
JARC	72.78

F Responsible Agency:

SJCOG
987.78

G. Staff Required (Person Months)

SJCOG
42.0

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 areas under construction.

C. Tasks:

1.Operate Freeway Service Patrol on I-205.
Objective: To reduce congestion and improve air quality.
2.In conjunction with project development teams-identify and develop plans to use FSP as a traffic management strategy during major highway construction projects.

D. Products & Schedule:

1. Operate Freeway Service Patrol on I-205 – On-Going
2. PDT involvement and input/review of TMP development during PA/ED and PS&E for project development of major highway projects such as I-205, Hwy 99 and possibly Crosstown Freeway (State Route 4)

E. Funding Sources (000):

Caltrans (FSP 9/10) -	430.729
SAFE	107.80

F. Responsible Agency: $ (000)

SJCOG
538.529

G. Staff Required: (person-months)

SJCOG
6.0

1201.02 CALTRANS OWP WORK ELEMENT

San Joaquin Council of Governments (SJCOG) 2009-2010 Overall Work Program (OWP) Informational Element							
Activity	**State Route**		**Product**	**Performed By**	**Status of Product**	**Draft to SJCOG**	**Expected Date of Completion**
System Planning	5		Transportation Concept Report (TCR)	Caltrans System Planning Dist 10			Ongoing
System Planning	99		Transportation Concept Report (TCR)	Caltrans System Planning Dist 10			Ongoing
System Planning	580		Transportation Concept Report (TCR)	Caltrans System Planning Dist 10			Ongoing
System Planning	Varies		Feasibility Studies	Caltrans System Planning Dist 10			Ongoing
System Planning	All		District System Management Plan (DSMP)	Caltrans System Planning Dist 10			Ongoing
System Planning	All		Air Quality Conformity Efforts	Caltrans System Planning Dist 10			Ongoing
System Planning	All		RTP Support *	Caltrans System Planning Dist 10			Ongoing
System Planning	All		Transportation System Development Program (TSDP)	Caltrans System Planning Dist 10			Ongoing

Revenues By Funding Source
FISCAL YEAR 2010/11
Final March 25, 2010

Funding Sources	FY 2009-10 Amend. 1	FY 2010-11 Draft	+/- $ Change
Annual FHWA PL 2010-11	1,088,490	1,096,570	8,080
Unobligated FHWA PL	600,000	100,000	(500,000)
Annual FTA MPO Planning (Section 5303)	247,752	272,588	24,836
Caltrans 5304 Regional Multi-Modal Trip Planning Grant	60,000	60,000	-
Transit Partner In-Kind for 5304 Grant	4,000	3,776	(224)
Caltrans 5304 Transit Technical Planning Assistance-Escalon SRTP	-	24,000	24,000
Escalon Match	-	3,000	3,000
StanCOG-CMAQ TDM (2010/11)	170,000	170,000	-
Merced CAG-CMAQ TDM (2010/11)	-	50,000	50,000
RSTP	168,000	100,000	(68,000)
STIP Planning & Programming (09/10)	206,000	25,000	(181,000)
STIP Planning & Programming (10/11)	-	206,000	206,000
Local Planning Contribution (LTF) (3%)	544,500	549,000	4,500
LTF ALUP Update (3rd Year - EIR)	150,000	50,000	(100,000)
LTF ALUP Update (4th Year - SCK & Legal)	-	50,000	50,000
TDA Administration	202,000	202,000	-
Local Transportation Authority (Project Management)	1,000,000	1,000,000	-
Local Transportation Authority (1% Administration)	363,000	366,000	3,000
State of California Valley Blueprint FY 09/10 4th year funding	150,828		(150,828)
Caltrans-FSP (I-205) FY 09/10	430,729	430,729	-
Caltrans Interregional Partnership c/o	75,000	175,000	100,000
Caltrans Partnership Planning - HOT Lanes Study	100,000	-	(100,000)
Caltrans SP&R Smart Growth Plan	75,000	225,000	150,000
Caltrans SP&R - I-5/SR 99 Freight Movement Study	20,000	50,000	30,000
JARC	64,500	72,780	8,280
Valley MPOs	170,000	170,000	-
COG Fees and Services	30,000	30,000	-
RTIF	50,000	50,000	-
SJCOGI (Habitat)	561,000	561,000	-
Congestion Mitigation/Air Quality	650,000	650,000	-
SAFE (511 & FSP)	140,800	140,800	-
Amador County - Rideshare software agreement	12,000	12,000	-
Interest/Other	20,000	20,000	-
SJCOG Total	7,353,599	**6,915,243**	(438,356)
SJRTD FTA 5307		**520,000**	520,000
SJRTD Planning Funds		**130,000**	130,000
Tracy FTA 5307			-
Tracy Planning Funds			-
Lodi FTA 5307			-
Lodi Planning Funds			-
Manteca FTA 5307			-
Manteca Planning Funds			-
Grand Total	7,353,599	**7,565,243**	211,644

Transportation Expenditures by Funding Source
Final March 25, 2010

	WORK ELEMENT	FHWA-PL		FTA			FTA	Tr Partners	FTA	Escalon	RSTP	STANCOG	MCAG	CT	CT	CT	CT	CT	CT	SACOG	CT		LTF		LTA-MK		TDA	FEES/INT	RTIF	CMAQ	SAFE	AMADOR	SJCOGI	VALLEY	STA	TOTAL
		COG	CON	COG (5303)		SJRTD 5307	COG (5304)	Inkind	Escalon(5304)	Match		COG	COG	IRP	STIP PPM	STIP PPM c/o	FSP 9/10 c/o	PP HOT	SP&R SG	SP&R FM	JARC	SJRTD	COG	CON	COG	PM	COG	COG	COG	COG	COG	COG	COG	MPOs	COG	
601.01	Regional Transportation Plan	196.0	-																				29.0														225.00
601.02	Regional Planning Studies	75.0	300.0															-					50.0														425.00
602.01	Transportation Improvement Plan	26.0													31.0	25.0							20.0		13.0	65.0											180.00
603.01	Roads & Streets Planning	30.0													175.0								-			523.0											728.00
603.02	Transit Planning			222.588	50.0	520.0	60.0	3.776	24.0	3.0												130.0				57.41										-	1,070.774
603.03	Trans. Air Quality Planning/Modeling	96.8																						4.0		40.42		5.0							170.0		316.22
603.04	Goods Movement	47.69																		50.0						17.31											115.00
701.01	Technical Assistance	34.0																								6.0											40.00
801.01	Intergovernmental Coordination	38.0																					75.0	72.0				15.0									200.00
801.02	Projections & Forecasts	62.0																					7.0					1.0									70.00
801.03	Aviation and Land Use																							95.0				5.0									100.00
801.04	Congestion Management Prog/Sys	10.5	90.0								100.0															119.5											320.00
801.05	Regional Planning	4.5																					3.50														8.00
801.06	Valley MPO Coordination	20.0																					20.0		75.0												115.00
801.07	Interregional Partnerships	17.5												175.0				-					20.50														213.00
801.08	SJ Valley Blueprint																						50.0												-		50.00
801.09	Habitat Implementation																																561.0				561.00
901.01	Measure K Administration																								125.55	72.0											197.55
901.02	Regional Transportation Impact Fee																												50.0								50.00
901.03	Smart Growth																		225.00							60.0											285.00
1001.01	COG OWP Management & Admin.	123.58																					43.0			40.81											207.39
1001.02	TDA Administration																						35.0				202.0										237.00
1001.03	Community Involvement	25.0																					125.0			151.0		24.00									325.00
1101.01	Transportation Demand Management											170.0	50.0								72.78									650.0	33.0	12.0					987.78
1201.01	Freeway Service Patrol																430.729														107.8						538.529
	Total	806.57	390.0	222.588	50.0	520.0	60.0	3.78	24.00	3.0	100.0	170.0	50.0	175.0	206.0	25.0	430.729	-	225.0	50.0	72.78	130.0	478.0	171.0	213.55	1,152.45	202.0	50.0	50.0	650.0	140.8	12.0	561.0	170.0	-	7,565.243

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and San Joaquin Council of Governments, Metropolitan Planning Organization for the Stockton, Lodi, Manteca, Lathrop urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;

II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**

III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;

IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,

V The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

MPO Authorizing Signature	Caltrans District Approval Signature
Executive Director	Planning
Title	Title
5/20/10	5/26/10
Date	Date

APPENDIX B
FTA Certifications and Assurances

FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

Name of Applicant: San Joaquin Council of Govt

The Applicant agrees to comply with applicable requirements of Categories 01 - 23. X

OR

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

Category	Description	
01.	For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock.	_____
07	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program.	_____

19 Job Access and Reverse Commute Program. _____

20. New Freedom Program. _____

21 Alternative Transportation in Parks and Public Lands Program. _____

22. Infrastructure Finance Projects. _____

23. Deposits of Federal Financial Assistance to State Infrastructure Banks. _____

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant:
San Joaquin Council of Governments

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

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2010.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as 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 fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 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 correct.

Signature _____
Date: 5/20/10

Name Steve Dial for Andrew T. Chesley
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant)

_____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has 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, the certifications and assurances have been legally made and constitute legal and binding obligations on 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 project.

Signature _____
Date: 5-21-10

Name Rod A. Attebery
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year

APPENDIX C
California Department of Transportation
Debarment and Suspension Certification for Fiscal Year 2010/2011

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 2010/2011
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 5/20/10

Printed Name for 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 SJCOG (Name of Applicant)

Signature_____ Date 5-21-10

Printed Name Rod A. Attebery
of Applicant's Attorney