

San Joaquin Council of Governments FY 2019-2020 Overall Work Program

San Joaquin
Council of Governments

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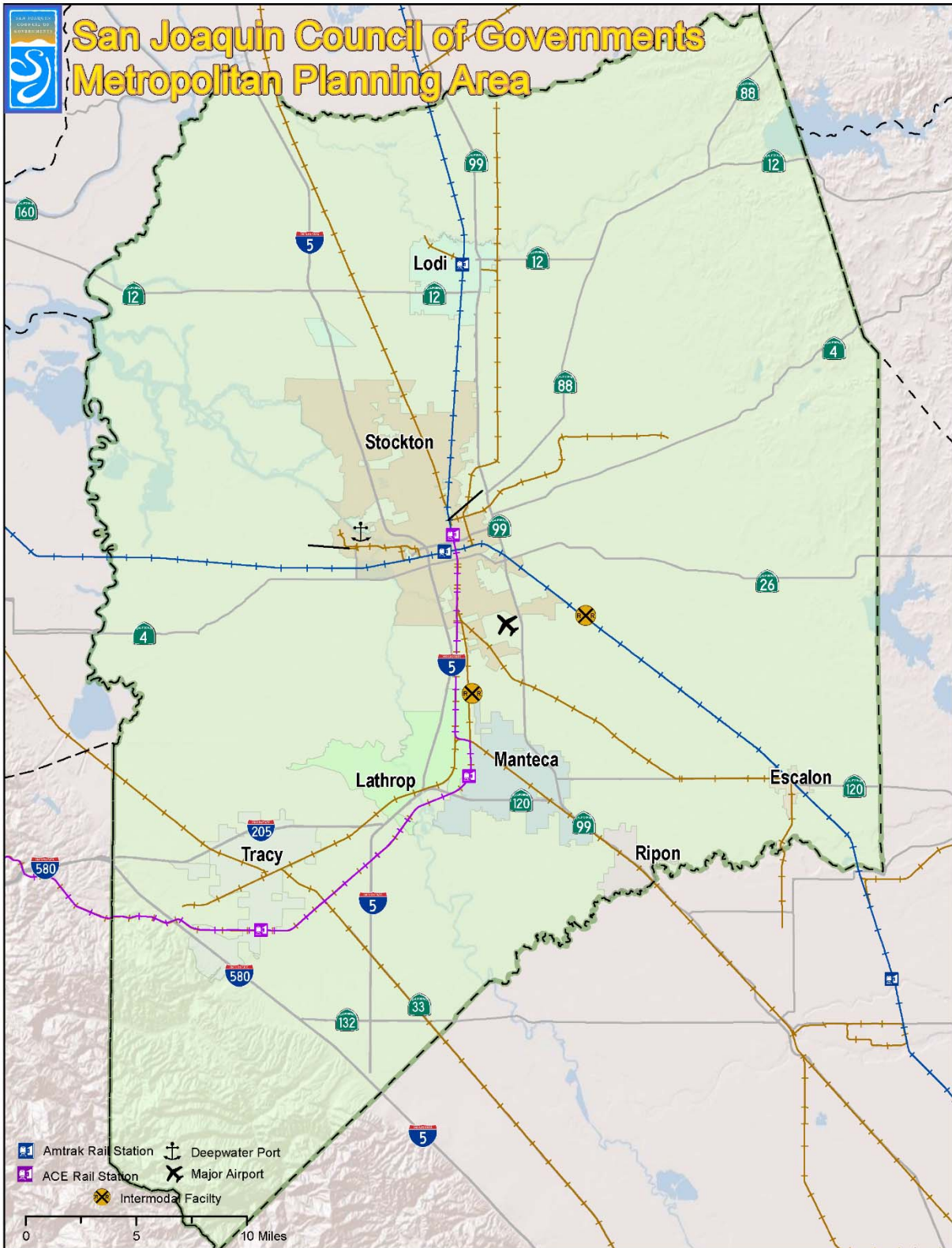
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San Joaquin Council of Government*

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THE SAN JOAQUIN COUNCIL OF GOVERNMENTS
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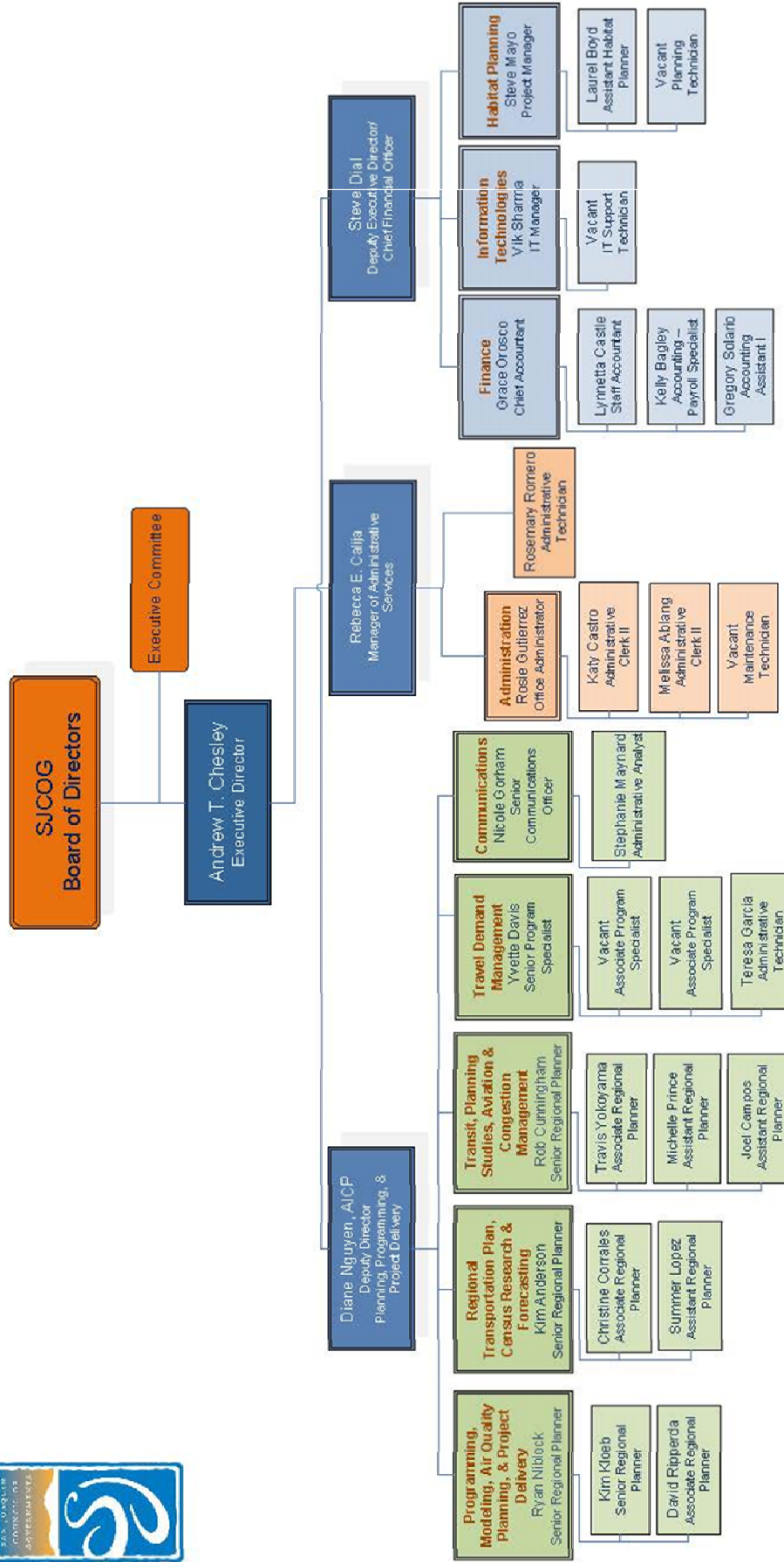
Victor Mow - Port of Stockton

Dan McElhinney – Acting Caltrans District 10

Gary S. Giovanetti - San Joaquin Regional Transit District

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SAN JOAQUIN COUNCIL OF GOVERNMENTS OVERALL WORK PROGRAM

I. THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

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

II. THE ROLES OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

A. Regional Transportation Planning Agency (RTPA)

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

B. Metropolitan Planning Organization (MPO)

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

C. Airport Land Use Commission (ALUC)

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

D. Census Data Center (CDC)

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

In addition, SJCOG works with the State of California Department of Finance, which is responsible for annual updates on California and local demographics. Starting in 2007, and continuing through this year, SJCOG partnered with University of the Pacific's - Center for Business and Policy Research to provide Data Center services and various demographic and economic studies for both internal use and dissemination to the public and other stakeholders through a wide variety of mediums.

E. Congestion Management Agency (CMA)

Following approval of Proposition 111 by California state voters in June, 1990, SJCOG was named the Congestion Management Agency for San Joaquin County in 1991. SJCOG adopted its first Congestion Management Program (CMP) in November of 1991. SJCOG continues to implement the Congestion Management Program and the Federal Congestion Management Process. The current update to the CMP was adopted by the SJCOG Board of Directors in March 2016. The 2018 CMP update was completed in FY 2017/2018. The OWP will continue implementation and monitoring activities in this area.

F. Local Transportation Authority (LTA)

In November of 1990, San Joaquin County voters passed Measure K, a ½ cent 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 Measure's Expenditure Plan. Measure K was renewed for 30 years to 2041 in November 2006.

G. San Joaquin- Stanislaus - Merced Transportation Demand Management (*dibs*-formerly Commute Connection)

As a Transportation Control Measure and TDM Program, SJCOG provides a commuter service program under the auspices of *dibs* (formerly Commute Connection) and serves the counties of San Joaquin, Merced and Stanislaus. Dibs offers a multi-modal trip planning system, vanpool incentives, community and employer outreach, an emergency ride home program and coordinates special events. The goal of the program is to help meet community objectives by reducing congestion and improving air quality by promoting smart travel options such as carpooling, transit, vanpooling, biking and walking. The program has registered 9,084 members resulting in an estimated reduction of 44,769,000 miles travelled; a financial savings to commuters of \$204,768 and a reduction of 141 metric tons of CO2 from the environment. Services for Stanislaus County are provided through a contract with StanCOG and for Merced County, through a contract with MCAG. Funding for all three counties is through the Federal CMAQ Program.

H. Regional Housing Needs Allocation (RHNA)

The state establishes affordable housing targets for each county. In San Joaquin County, SJCOG is responsible for determining the fair share distribution of those affordable units among our member jurisdictions. This responsibility is codified in state law. Per SB 375, the RHNA process is an integral part of developing a Sustainable Community Strategy (SCS) for the San Joaquin County region. The current (2014-2023) RHNA was completed as a coordinated effort with the 2014 Regional Transportation Plan (RTP) and SCS. It was adopted by the SJCOG Board in August 2014 and approved by the California of Housing and Community Development in October 2014. This process occurs every eight years, so the next update will occur in 2022 concurrent with the 2022 RTP update.

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. The plan calls for the mitigation of approximately 100,000 acres of development through the acquisition of conservation easements over a 50-year period.

III. THE REGIONAL PLANNING PROCESS

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

A. Technical Advisory Committee (TAC)

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

B. Management and Finance Committee (M&FC)

This is a 10-member committee composed of each City Manager/Administrator, the County Administrator, the San Joaquin Regional Transit District General Manager and the Executive Director of the San Joaquin Regional Rail Commission. The committee's function is to advise the SJCOG Board on administrative and financial decisions with a comprehensive look at all local government functions. The Management and Finance Committee also serves as the *Transit Ad Hoc Committee* to assist in developing, vetting and offering recommendations to the SJCOG Board on matters of transit financing and proposed funding policy.

C. Citizens Advisory Committee (CAC)

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

D. Social Service Transportation Advisory Committee (SSTAC)

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

E. Interagency Transit Committee (ITC)

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

F. Project Delivery Committee (PDC)

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

G. Habitat Technical Advisory Committee (HTAC)

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

H. Goods Movement Task Force (GMTF)

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

Port Access, safety) and related studies from a regional and interregional focus.

IV. THE OVERALL WORK PROGRAM

The Overall Work Program is a management tool identifying the tasks and products that the Council of Governments will undertake or deliver during fiscal 2019/20. The OWP 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 region.

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

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

B. State Funding Sources

Transportation Development Act (TDA) - State Transit Assistance (STA) -

SJCOG policy apportions 2% of State Transit Assistance funds for transit planning purposes.

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

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

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

SB-1 – Senate Bill 1, the Road Repair & Accountability Act of 2017, includes a Sustainable Communities Formula Grant Program which (for FY 2018) allocated \$12.5 million to Metropolitan Planning Organizations (MPOs). The grant funds are primarily for projects and plans for reductions in greenhouse gas emissions (GHG) and vehicle miles of travel (VMT) and/or to integrate land-use and transportation planning. Eligible expenditures include development of and implementation activities for the Sustainable Communities Strategy (SCS) element of the Regional Transportation Plan (RTP). Only MPOs have access to these funds, which are allocated by formula to all eligible MPOs.

C. Local Funding Sources

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

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

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

Local Transportation Authority (Measure K/Renewal) - In November 1990 San Joaquin County voters passed a 20 year ½ cent sales tax to fund specified transportation projects. SJCOG'S administration (salaries and benefits) of that program statutorily cannot exceed 1% of receipts. Project planning and

management to coordinate and deliver specific Measure K projects are funded, as well. In November 2006, San Joaquin County voters approved an extension of the Measure K Program. The extension went into effect in April 2011 and continues for 30 years, until March 31, 2041.

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

CalSAFE - The California Service Authority for Freeway Emergencies/Expressways was established by the State Legislature to implement a program to enable motorists in need of aid to obtain assistance. The program is supported by a one dollar per vehicle registration annually to fund motorist aid services. The San Joaquin Council of Governments is a member of the SAFE program for San Joaquin County, which is operated by the Sacramento Area Council of Governments (SACOG). This program funds call boxes and the 511 Traveler Information System in San Joaquin County and provides matching funding Freeway Service Patrol operations in SJC.

VI. SJCOG STAFFING

The Council of Governments staff consists of an Executive Director and 30 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 has mostly rebounded from the Great Recession of 2008. While the recession exacerbated certain historical traits of the county, San Joaquin County has shown significant improvements to unemployment, job growth, and economic expansion over the last five years – reaching and exceeding pre-recession employment levels. Notwithstanding the positive improvements in the county, San Joaquin County faces problems similar to many of California's interior regions: higher unemployment and poverty levels than both state and national averages, rapid urbanization, infrastructure constraints, environmental and quality of life concerns, mobility and congestion challenges for the movement of both people and goods, , and the desire to expand economic opportunities while addressing all these challenges. 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 often defined as the eastern gateway to the Bay Area. The county has become a defacto part of the Bay Area by virtue of its geographic location and the migration of workers and companies from the Bay Area. In fact, in 2013, the Federal Government added San Joaquin County to the San Jose-San Francisco-Oakland Combined Statistical Area reflective of San Joaquin County's prominent role in the larger Bay Area economy. San Joaquin County is prominently positioned to expand its role in the "mega-region" as a result of expansion and diversification of local employment sectors, proximity to Bay Area economic centers, lower cost of living, and higher quality of life. San Joaquin County's population has been steadily increasing for the last 10 years; San Joaquin County was one of the fastest growing counties in the state from 2017 to 2018. At 1.5%, it ranked third for all California counties in year over year percentage increase. Future population growth is supported by several factors including proximity to Bay Area economic centers, greater affordability versus neighboring counties, and continued economic diversification and expansion, as well as robust natural increase. Since 2010, the population growth rate has averaged close to 1.3%; this growth rate is expected into the foreseeable future and will keep San Joaquin as one of fastest-growing regions within the state's 58 counties. Comparatively, population growth rates for the state and nation are projected at less than 1%. San Joaquin County's population will surpass the 1 million mark between 2035 and 2040.

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

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

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

- Regional Transportation Plan

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

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

B. Air Quality

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

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

important to note that sustainability goals are not new to SJCOG's mission which has always included implementation of projects supporting sustainability and preserving environmental quality.

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

county model was used for the first time in developing the individual Regional Transportation Plans of each region in 2014.

In Fiscal Year 2015/16, the three-county model was further updated to include new calibrations and technical refinement. It has been used by all three counties 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 performance measurement and management. In Fiscal Year 2017/18, SJCOG began implementation of the MIP-Model and applying it to the 3 respective draft 2018 RTPs.

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

C. Single Occupancy Vehicle (SOV) Usage

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

Public Transportation

Bus Systems

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). In FY 2017/18, an unmet need finding was made for non-emergency medical transportation and addressed with a \$250,000 State Transit Assistance allocation. San Joaquin Regional Transit District is the provider of the program. In June 2018, an unmet need finding was made for bus transit service between Mountainhouse, Delta College (Mountainhouse campus), and City of Tracy.

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

There are several main types of public transit services currently operated by RTD and the cities in San Joaquin County: 1) general public fixed-route; 2) general public

dial-a-ride; 3) general public route-deviation; and 4) and paratransit dial-a-ride.

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

Passenger Rail Transportation Systems

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 Corridor Express (ACE) is in its third 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.

The San Joaquin Regional Rail Commission (SJRRRC) is responsible for the above-mentioned ACE service and also acts as the San Joaquin Joint Powers Authority to operate the Amtrak San Joaquins service. It also is proposing ACEforward. ACEforward, a phased improvement plan to increase service reliability and frequency, enhance passenger facilities, reduce travel times along the existing ACE service corridor from San Jose to Stockton and extend ACE service to Manteca, Modesto, Ceres, Turlock and Merced as well as Sacramento (to the north). An environmental document, made available for public review in FY 17/18, would provide the foundation for SJRRRC's near-term and longer-term vision of intercity and commuter passenger rail services.

In 2017, AB 758, authored by Assemblymember Susan Eggman, created the Tri-Valley-San Joaquin Valley Regional Rail Authority. The Authority would manage the planning and construction of rail connectivity between Bay Area Rapid Transit (BART) system and ACE. It would examine the feasibility of a diesel multiple unit (DMU)/electrical multiple unit (EMU) rail system between In January 2018, the newly established Authority held its first meeting and shortly thereafter embarked on a feasibility report. In the Summer of 2018, the Authority began the Environmental Document on the project which was named "Valley Link."

Van Pools, Rideshare, Biking, and Walking

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

bikes. In addition, SJCOG Board approved in FY 17/18 approximately \$20 million of bicycle/pedestrian/safe routes to school projects and smart growth projects for the San Joaquin region. This was funded from the Measure K half-cent sales tax program which advanced a few years of Measure K funds. This enabled the rolling out of the largest program of TDM projects in a single call for projects and a larger-scale infusion of benefits (from these investments) to the region.

Congestion Management

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

D. Transportation Authorization

SJCOG is very active in statewide implementation of the MAP-21 legislation and its successor, Fixing America's Surface Transportation Act or "FAST Act". SJCOG will continue implementation 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 the transportation authorization.

E. Goods Movement

The movement of goods is essential to the economic good of the region. San Joaquin County is geographically considered an interregional goods movement hinge points for California due to the relationship with the San Francisco Bay Area and the Greater Sacramento Area. The Port of Stockton, located in city of Stockton, is comprised of warehouse storage and handling facilities. It is centrally located and handles national and international product and cargo traveling to the Port via highways, railways, and waterways. Also notable, San Joaquin County is home to two Class I railroads, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), the Port of Stockton and the Stockton Metropolitan Airport, which is one of the most active airports in the Central Valley supporting air cargo traffic.

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

San Joaquin Council of Governments will continue to staff and host the Goods Movement Task Force (GMTF) which has become an important advisory committee

to SJCOG and its partners. The committee is very involved in the Intermodal Goods Movement Management System.

VIII. FEDERAL PLANNING EMPHASIS AREAS

Planning emphasis areas (PEAs) are policy, procedural, and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. For the FY 19/20 Overall Work Program, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) Region IX stated there are no Federal Planning Emphasis Areas (PEAs) or California PEAs. However, FHWA and FTA have determined OWPs have the option to continue to reference the Federal and state (California) Planning Emphasis areas. P E A s o f emphasis for California's transportation planning and air quality program are:

Core Planning Functions
Performance Management
State of Good Repair

1. Core Planning Functions

SJCOG's Overall Work Programs (OWP) identifies the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions can be found in 23 CFR 450, Subpart C, and typically include:

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

Transportation legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

SJCOG's OWP has been developed to address the core planning functions and

provides the necessary work element and work task details to clearly explain both the purpose and results of the work to be accomplished. In addition to the explanation identified in each work element narrative of how these work elements and work task support the Federal transportation planning process, SJCOG's OWP includes a specific section highlighting how the OWP addresses the planning factors.

A few examples of SJCOG's Core Planning Functions include:

- Development and updating of the Overall Work Program.
- Public participation and education.
- Updating and implementation of the Regional Transportation Plan/Sustainable Communities Strategy.
- Federal Annual Listing of Projects.
- Amendments of the Federal Transportation Improvement Program
- Air Quality Conformity analysis.
- Award, programming, and monitoring of federal, state and regional transportation funds.
- Data and technical planning assistance for local jurisdictions and agencies
- Collaboration with transportation partners on planning studies and corridor planning.
- Regional transportation modeling, analysis, and monitoring.
- Coordination with San Joaquin Valley COGs (RTPAs) on regional planning.

2. Performance Management

Caltrans and most of California's MPOs have developed performance measures that are included in their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

SJCOG's RTP has placed an emphasis on quantitative objectives and performance measures, which will help with the new - federal legislation. The Federal Congestion Management Process component of the RTP also relates to performance management.

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

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

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

3. State of Good Repair

MPO's are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPO's are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

Through the transit planning and coordination activities identified in SJCOG's OWP, SJCOG continues to lead transit planning efforts that address transit asset

management, preventive maintenance and financing strategies for system repair and expansion. These activities are specifically coordinated through SJCOG's Interagency Transit Committee.

IX. PLANNING FACTORS

Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize factors from a national perspective. Ten planning factors of the FAST Act are found in the Code of Federal Regulations (23 CFR 450).

The ten planning factors are:

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.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storage water impacts of surface transportation .
10. Enhance travel and tourism.

1. Support economic vitality of the metropolitan planning area. The work elements and tasks included in the OWP for San Joaquin County support and enhance the economic health of the entire region. Activities focused within San Joaquin County target improvements to high priority corridors for transit investments, congestion relief and goods movement to maintain the economic competitiveness of the region.
2. Increase Safety. Since the passage of the Intermodal Surface Transportation Act for the 21st century in 1991, states and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities. The OWP supports the inclusion of projects and programs that enhance public safety by maintaining specific safety-related funding sources at the local, state, and federal levels. SJCOG's RTP includes goals, objectives and performance measures concerning safety. San Joaquin County's local sales tax, Measure K, identifies funding for grade separation projects, bike and pedestrian projects, and local street repair –

all of which enhance various aspects of public safety on the regional transportation system. In the same way, the State's SHOPP program and the federal safety program provides funding specific to increasing safety on the transportation system, in addition to more general State and federal revenue sources that are used for motorized and non-motorized safety projects.

3. Increase Security. As noted under the safety emphasis area, States and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities since the early 1990s. The OWP supports the security of the transportation system by providing assistance to transit agencies implementing additional security requirements for FTA grant recipients brought on by SAFETEA-LU. Such projects are included in the FTIP and in the provision of ITS elements and security strategies for priority projects.
4. Increase mobility and accessibility. Increasing mobility and accessibility across the regional transportation system are the hallmarks of transportation planning and project development. Many of the transportation-related activities in the OWP have a common underlying theme of increasing the mobility and accessibility of the transportation system. As defined in SJCOG's RTP, mobility is defined as meeting the public need for improved access and for safe, comfortable, convenient, and economical movement of goods and people. Accessibility focuses on minimizing the time and cost associated with accessing transportation options. While traditional transportation projects address access, travel time, and cost, SJCOG staff is also pursuing alternatives such as ramp metering and high occupancy vehicle lanes.
5. Improve the quality of life: Environmental protection, energy conservation, growth, and economic development all contribute to the overall quality of life for residents in San Joaquin County. The OWP devotes a significant amount of resources to this end. In addition to the mandated work addressing local and Valley-wide air quality issues, SJCOG continues its work on implementation of the Three County Model and RTP/SCS. Both of these efforts raise awareness throughout the community about the environmental impacts of growth, travel, and development.
6. Enhance the integration and connectivity of the transportation system: The OWP continues to expand the opportunities for the San Joaquin region to coordinate across and beyond regional boundaries. The Altamont Commuter Express and Regional Transit District provide increasing connectivity between travel modes, and SJCOG staff will continue its participation and collaboration on transit planning efforts and capital project delivery. In addition, the OWP supports monitoring efforts on the San Joaquin Valley Joint Powers Authority and the newly formed Tri-Valley-San Joaquin Valley Regional Rail Authority.
7. Promote efficient system management and operation: A regionally

coordinated, strategic approach to managing and operating transportation systems can yield dramatic improvements in system productivity and service cost effectiveness. This applies both to transit services as well as traditional transportation projects. Efficient system management and operation are highlighted in the OWP through regional planning and programming efforts and project development activities. This includes integration of the federal congestion management process into the RTP/SCS and establishment of transportation demand measures as part of the CMP Deficiency Plan.

8. Emphasize the preservation of the existing transportation system: System maintenance and preservation are critical to the long-term viability of transportation systems. Under the fiscal reality of tightening transportation budgets at all levels of government, resources are needed both for system expansion and system preservation. The OWP provides support and funding mechanisms to direct necessary resources towards roadway rehabilitation and repair. Examples include the region's Measure K program funding for local street repair, the dedication of RTP/SCS investments to maintenance and operation of the system, and this region's primary focus on local road repair and rehabilitation for various state and federal funding opportunities.
9. Improve resilience and the reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation: This Planning Factor correlates or overlaps with factors that emphasize the need for system maintenance. Several work elements within the OWP will advance the reliability of the transportation system through planning research and project development to understand corridors and project needs, thereby, making fully informed decisions on investments in project improvements. Sound transportation planning, with inclusive and comprehensive outreach, are OWP work areas that facilitate the resilience and reliability in the region's transportation infrastructure. Investment decisions that focus on innovative construction materials and intermodal connectivity (with other transportation modes or Intelligent Transportation System networks), are planning strategies the OWP will examine to address this Planning Factor. Secondly, SJCOG understands this factor is to encourage MPOs to plan with state agencies involved in natural disasters. This Planning Factor also focuses on minimizing and managing impacts to the environment through practices that assess adverse storm water impacts created by construction of transportation projects. The costs—both financial and environmental—from storm water runoff are real and can be significant. OWP work elements that discuss intergovernmental coordination, planning studies, feasibility studies, environmental planning, and project development will incorporate storm water impacts and issues.
10. Enhance travel and tourism: Travel and tourism are aspects that overlap into the Planning Factor of economic vitality. SJCOG understands this factors

encourages MPOs to foster relationships with the tourism industry and to assess how regional planning plans a role in tourism. OWP work elements that examine sustainability, quality of life, goods movement, and smart growth will include elaborations on travel/tourism impacts as part of the planning analysis and study.

2019/20 Work Elements by MAP-21/ FAST Act Planning Factors

FY 2019/20 Work Elements	MAP-21/FAST Act Planning Factors									10
	1	2	3	4	5	6	7	8	9	
601.01	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
601.011	✓	✓	✓	✓	✓	✓	✓	✓	✓	
601.012	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
601.013	✓	✓	✓	✓	✓	✓	✓	✓	✓	
601.014	✓	✓	✓	✓	✓	✓	✓	✓	✓	
601.015	✓	✓	✓	✓	✓	✓	✓	✓	✓	
601.02	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
602.01	✓	✓	✓	✓	✓	✓	✓	✓	✓	
603.01	✓	✓	✓	✓	✓		✓	✓	✓	
603.02	✓	✓	✓	✓	✓	✓	✓	✓	✓	
603.03		✓			✓		✓		✓	
603.04	✓	✓	✓	✓		✓			✓	✓
701.01			✓	✓	✓	✓	✓	✓	✓	
801.01	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
801.012	✓	✓	✓		✓	✓	✓	✓	✓	
801.02					✓		✓			✓
801.03	✓	✓		✓		✓			✓	
801.04	✓	✓		✓	✓		✓	✓	✓	
801.05			✓	✓	✓	✓	✓	✓	✓	✓
801.06	✓	✓	✓		✓	✓	✓	✓	✓	✓
801.09					✓				✓	
901.01	✓	✓	✓	✓		✓	✓	✓	✓	✓
901.02	✓				✓				✓	
901.03	✓	✓		✓	✓	✓			✓	✓
1001.01										
1001.02						✓		✓	✓	
1001.03	✓			✓	✓	✓			✓	✓
1101.01	✓	✓		✓	✓	✓	✓	✓	✓	
1201.01		✓		✓			✓		✓	✓
1201.03	✓	✓	✓	✓	✓	✓	✓	✓	✓	
1301.01	✓	✓	✓	✓	✓	✓	✓	✓	✓	

San Joaquin Council of Governments
FISCAL YEAR 2019/2020
WORK ELEMENTS AND TASKS

601.01 REGIONAL TRANSPORTATION PLAN

- A. Previous Work: The current RTP was adopted in June 2018 – it is an update to the first RTP (in 2014) to include a Sustainable Communities Strategy (SCS) element as required by SB 375. The adoption included an accompanying programmatic EIR and use of MAP-21/FAST Act Planning and Programming provisions. Since the 2014 plan’s adoption and continuing through the 2018 update, SJCOG continues to expand the scope of this work element to include significant staff work and related consulting assistance to implement the SCS. This work focuses on evaluation of new outreach methods, technical analysis tools, new federal planning rules, and an update to the RTP guidelines. As part of RTP Implementation, there is continuous monitoring of planning activities consistent with advancing RTP goals, objectives, and performance. Other activities include monitoring and updating project cost estimates and project schedules to ensure compliance with RTP financial planning and air quality conformity.
- B. Purpose: The Regional Transportation Plan is the comprehensive transportation planning document guiding all public policy decisions regarding facility and service provisions in San Joaquin County. This document is updated every four years to review regional priorities, and to integrate new laws, regulations and guidelines into the program. Each update includes a comprehensive review of revenue estimates covering the life of the Plan as the basis for the transportation investment fiscal constraint analysis.
- C. Tasks:
1. As needed, examine projects to ensure consistency with RTP policies, strategies, & project information –monthly through June 2020.
 2. Continue to follow through on public outreach commitments in accordance with the FAST Act, including traditionally under-represented under-served populations such as elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders –monthly through June 2020.
 3. Continue to implement the RTP/SCS Public Participation Plan—monthly through June 2020.
 4. Regularly update SJCOG website on planning activities with regional, local and state agencies, the general public, and other stakeholders. Such activities include public input on the regional transportation planning process and related strategies to identify regional transportation infrastructure needs –monthly through June 2020.
 5. Ensure compliance to any federal guidance related to the FAST Act and to the RTP Guidelines adopted by the California Transportation Commission in January 2017—as needed through June 2020.
 6. Coordinate RTP/SCS development efforts with the update of the Federal Transportation Improvement Program and ensure information, data, and project data and funding resources are consistent and accurate.
 7. Continue to monitor best practices in performance measurement for future RTP/SCS development and implement new models or tools as appropriate.

8. Continue staff training and/or monitor consultant work products as needed
9. Continue to monitor RTP/SCS performance indicators against empirical data through the *Regional Progress Report*.
10. Continue discussions/interactions/meetings with fellow RTPA partners on RTP policies and any emerging issues.

D. Products & Schedule:

1. FAST Act Compliant Regional Transportation Plan Amendments – as needed through June 2020.
2. Continue engagement of RTP/SCS Implementation/Working Group with regularly scheduled meetings, agenda items, and correspondence. – bimonthly through June 2020.
3. Support local implementation of RTP/SCS principles with technical planning assistance--as requested through June 2020.
4. Attend meetings state, federal, or regional level to keep abreast of RTP/SCS development of fellow MPOs/RTPAs
5. Develop funding and implementation strategies for near-term significant projects identified in 2018 RTP/SCS that provide regional benefit and reflect the Congestion Management Process –Monthly 2020
6. Attend any workshops or staff training to support RTP implementation—As needed through June 2020.
7. Meetings and correspondence with fellow RTPA partners (and local partners) on RTP policies/practices and provide presentations or any responses to data and information requests—Monthly through June 2020.
8. Implementation of modeling tools as part of RTP/SCS activities—Monthly through June 2020.

E. Funding Sources:

Federal Highway Administration PL	\$ 214,347.00 – Toll Credits 24,585.60
FTA (5303) FY 19/20	\$126,653.00 – Toll Credits 14,527.10
FTA (5303) FY 19/20	\$ 30,299.00 – LTA is local Match
Local Transportation Authority MK-COG	\$ 208,000.00
Local Planning Funds LTF- COG	\$ 86,000.00

F. Responsible Agency: SJCOG
\$ 665,299.00

G. Staff Required: (person-months)
SJCOG
8.0

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

- A. Previous Work: SJCOG staff has provided technical assistance to applicants to the Affordable Housing/Sustainable Communities grant program since FY 15/16. Funding for the technical assistance program has been funded through a grant from the Strategic Growth Council.
- B. Purpose: To coordinate the technical assistance provided by San Joaquin Valley MPOs for the 18/19 Strategic Growth Council Affordable Housing Applicant Technical Assistance Grant
- C. Tasks:
1. Administrative Coordination and Reporting
 2. SGC AHSC 2018-19 (Round 4) Full Application Support
 3. Capacity Building for Future AHSC Applications
- D. Products & Schedule:
1. Administration and Grant Coordination – through November 2019
 2. SGC AHSC 2017/18 Application Support as required through appeal process – July/August 2019
 3. Provide feedback and assist with workshops for in preparation for next cycle of grants —August-November 2019
- E. Funding Sources (000):
- | | |
|--|-------------|
| Strategic Growth Council AHSC FY 18/19 | \$11,139.58 |
| Strategic Growth Council AHSC FY 19/20 | \$20,000.00 |
- F. Responsible Agency: \$ (000)
SJCOG
\$ 31,139.58
- G. Staff Required: (person months)
SJCOG
1

601.012 SB1 MPO Sustainable Communities Formula Grants Awarded in FY17/18 (SCS Implementation Study, Mega-Regional Economic Model, Climate Change Planning Study, Public Health Impact Analysis Study)

A. Previous Work: The funding and scopes of work for the four studies in this work element were initially amended into the FY 17/18 OWP in March 2018. Work completed during FY 18/19 included a unified project kick-off meeting with Caltrans staff for all four studies; additional work completed for each study is detailed in FY 18/19 OWP quarterly reporting and summarized below.

1. SCS Implementaiton Study: Staff retained the services of Kittelson Associates to assist in delivering the study and held an in-person meeting to launch the project and to refine scope, schedule and deliverables. Key informant interviewees were identified and invited to participate, the initial public outreach schedule was set, background data was gathered, and coordination among consultants for complimentary studies was begun (e.g. public health impact analysis). Deliverables during FY 18/19 included a memorandum on prioritization practices for RTP/SCS projects and the protocol for regional assessment interviews. Previous Percent Total Grant Complete FY17/18 & FY18/19: 50%

2. Mega-Region Economic Model: SJCOG retained the services of University of the Pacific Center for Business and Policy Research to execute the scope of work and deliverables for this study. A software licensing agreement was executed between Regional Economic Model Inc. (REMI), Metropolitan Transportation Commission (MTC), SJCOG and University of the Pacific (UOP). Training and initial testing of the REMI model was begun and coordinated with MTC staff. Previous Percent Total Grant Complete FY17/18 & FY 18/19: 25%

3. Climate Change Planning Study: SJCOG retained the services of Eastern Research Group (ERG) to assist in delivering the study and executing the scope of work. Staff identified technical working group members, refined scope & schedule, and began coordination with state agencies (notably the Delta Stewardship Council and Caltrans District 10) on complimentary work. Existing planning studies background draft and final memo completed and circulated to working group members. Previous Percent Total Grant Complete FY 17/18 & FY 18/19: 35%

4. Public Health Impact Analysis Study: This study builds on the study completed as a pilot project to add health metrics to the 2018 Regional Transportation Plan. Work completed in FY18/19 includes reengaging the original consultant, Urban Design for Health (Ud4h) through an additional task order, coordinating the scope of work with the SCS Implementation Study, updating data inputs, and conducting a traffic safety assessment for San Joaquin County and the study area. Previous Percent Total Grant Complete FY 17/18 & FY 18/19: 45%

B. Purpose: To administer the FY 17/18 Awarded SB1 Sustainable Communities Formula Grant with the following overall objectives for each study:

1. SCS Implementation Study: SJCOG will undertake a regional needs assessment to understand barriers to successful SCS implementation, particularly in identified

communities of concern. Communities of concern are identified by SJCOG as environmental justice communities, and designated as SB 535 disadvantaged communities (top 25 percentile of CalEnviroscreen 3.0). The needs assessment will focus on conducting a community mobility needs assessment to study resident access to meet daily needs, and will include first/last mile planning and an analysis of the impact of emerging technologies.

2. In coordination with its mega-region partners, Sacramento and the San Francisco Bay Area, SJCOG will expand its economic modeling and data collection capabilities to better coordinate population, housing, and employment projects across regional boundaries.

3. SJCOG will address resiliency and climate adaptation through a planning study to identify current risks and vulnerabilities. The scope of the study will include current efforts and plans by local agencies, identifying planning gaps for resiliency and adaptation efforts, and a regional level adaptation plan and associated performance metrics developed for the 2018 SCS.

4. SJCOG will continue its incorporation of public health into its SCS implementation by developing health related performance metrics through its Envision Tomorrow software platform. The scope of work will include a health module to measure obesity, physical activity levels, general good health, and disease incidence reduction through land use and transportation planning integration for SJCOG's 2018 SCS for both regional populations and communities of concern. Additionally, SJCOG will incorporate training of staff on use of the model and interpretation of results in the context of SCS scenario development.

These objectives will be accomplished with four planning studies that will be used to strengthen regional and statewide goals through the successful implementation of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Each study's tasks, products, and schedule are detailed below.

C. Tasks include project management, consulting assistance, technical research and analysis, and grant contract fiscal management for the following studies (tasks are for the full performance period of the grant – some tasks were completed in previous FYs are noted as such):

SCS Implementation Study:

1.0 Project Initiation

Task 1.1: Project Kick-Off (Completed)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-going/Carried Over From Previous FYs)

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget.

- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services (Completed)

- Select a consultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

2.0 Community Study

Task 2.1: Community Mobility Needs Assessment (On-going/Carried over from Previous FYs)

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan such as existing and planned land uses, population characteristics, and travel projections within the study area.
- Conduct a survey to understand local travel patterns and behaviors, as well as identify challenges/barriers for accessing resources or meeting daily needs
- Responsible Party: Consultant

Task 2.2: Public Outreach and Engagement (On-Going / Carried Over From Previous FYs)

Note: All meetings will be publicly noticed to ensure maximum attendance. All public notices will be in English and Spanish. Spanish interpreters will be present at all workshops.

- o Community Workshop #1
 - This workshop will introduce the project to the public, define project parameters, inform the community of project opportunities and constraints, present information collected through Task 2.1, and solicit opinions from community to shape Task 2.3, South Stockton SCS Implementation Study.
 - Responsible Party: Consultant
- o Community Workshop #2
 - Present Draft Implementation Study and continue to solicit feedback for public comments to shape Final South Stockton SCS Implementation Study.
 - Responsible Party: Consultant

Task 2.3: South Stockton SCS Implementation Study (On-Going / Carried Over From Previous FYs)

- o Draft South Stockton SCS Implementation Study
 - Based on Community Mobility Needs Report and feedback gathered at Community Workshop #1, a draft implementation study will be prepared. The draft study will be presented at Community Workshop #2.
 - Disseminate the draft for comment and feedback from key stakeholders.
 - Responsible Party: Consultant

- o Final South Stockton SCS Implementation Study
 - Complete the final report that addresses feedback from Workshop #2 and community stakeholders.
 - Responsible Party: Consultant

3.0 Fiscal Management

Task 3.1: Invoicing (On-Going / Carried Over From Previous FYs)

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports (On-Going / Carried Over From Previous FYs)

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

Mega-Regional Economic Model:

1.0 Project Initiation

Task 1.1: Project Kick-Off (Completed)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-Going / Carried Over From Previous FYs)

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services (Completed)

- Select a consultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

2.0 Model Development

Task 2.1: Model Configuration (On-Going / Carried Over From Previous FYs)

- Gather and assess available data to develop a recommendation on data needs, cost and model configuration
- Responsible Party: Consultant

Task 2.2: Prototype Development (On-Going / Carried Over From Previous FYs)

- Develop a mega-region economic model for testing
- Responsible Party: Consultant

3.0 Fiscal Management

Task 3.1: Invoicing (On-Going / Carried Over From Previous FYs)

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports (On-Going / Carried Over From Previous FYs)

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

Climate Change Planning Study:

1.0 Project Initiation

Task 1.1: Project Kick-Off (Completed)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-Going / Carried Over from Previous FYs)

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget.

2.0 Project Setting Characteristics

Task 2.1: Understand existing conditions (Completed)

- Gather background data to understand current efforts and plans by local agencies that address climate change, resiliency and adaptation planning
- Responsible Party: Consultant

Task 2.2: Identify planning gaps (On-Going / Carried Over from Previous FYs)

- Convene a regional climate change summit, inviting local, regional, and state experts in climate change, adaptation, and resiliency planning
- Solicit feedback and guidance from summit participants on potential planning gaps, opportunities, and developing recommendations and performance metrics for a regional climate resilience plan
- Responsible Party: Consultant

Task 2.3: Develop Recommendations (On-Going / Carried Over from Previous FYs)

- Based on existing conditions report and from consultation with a regional climate change advisory group, develop a final set of recommendations for addressing climate change planning in the SCS and include in a final report, Climate Change Planning Study.

- Responsible Party: Consultant

3.0 Fiscal Management

Task 3.1: Invoicing (On-Going / Carried Over from Previous FYs)

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports (On-Going / Carried Over from Previous FYs)

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

Public Health Impact Analysis Study:

1.0 Project Initiation

Task 1.1: Project Kick-Off (Completed)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-Going / Carried Over from Previous FYs)

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services (Completed)

- Select a consultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

Task 2.1: Conduct Analysis (On-Going / Carried Over from Previous FYs)

- Conduct technical analysis of public health impacts of the SCS related to performance metrics that measure obesity, physical activity levels, general good health, and disease incidence reduction; add new metrics as available
- Party Responsible: Consultant

Task 2.2: Staff Training (On-Going / Carried Over from Previous FYs)

- Increase capacity of in-house staff to conduct analysis on the health benefits and costs of transportation plans and policies
- Party Responsible: Consultant

D. Products & Schedule for FY 19/20 Activities (all activities and deliverables will be complete this fiscal year):

1. SCS Implementation:

- On-going grant administration through February 2020
- On-going staff/consultant coordination meetings through January 2020
- South Stockton Implementation Study & Recommendations – Draft July 2019
- Final Report January 2020

2. Mega-Regional Economic Model

- On-Going staff coordination meetings / meeting notes –through June 2020
- Prototype Regional Model – June 2020

3. Climate Change Planning Study

- Project Report Identifying Planning Gaps – August 2019
- Final Planning Study Recommendations on Resiliency & Climate Adaptation Activities/Initiatives – January 2020
- On-Going Invoicing and Quarterly Reports –through June 2020

4. Public Health Impact Analysis Study

- Conduct Review of Current RTP Public Health Analysis & present Memorandum of Recommend Upgrades and/or additional metrics –July 2019
- Draft Project Report September 2019
- Final Project Report November 2019
- Staff Training Manual / Workshops on Model Use – January 2020

E. Funding Sources:

Senate Bill 1 FY 17/18 Carryover:	\$225,994.12
Local Transportation Fund:	\$ 30,000.00

F. Responsible Agency: SJCOG:
\$255,994.12

A. Staff Required: (person months)
SJCOG:
1

**601.013 SB1 MPO Sustainable Communities Formula Grants Awarded in FY18/19
(Integrated Ticketing Study for San Joaquin County and I-205/I-5/SR-120/SR-99
Congested Corridor Plan)**

A. Previous Work: Work identified in previous Work Element 0601.012 for FY 18/19; amended as Work Element 0601.013 for FY18/19 OWP December 2018. Work completed during FY 18/19 included a unified project kick-off meeting with Caltrans staff for both the two studies in this WE and the four in 0601.012; additional work completed for each study is detailed in FY 18/19 OWP quarterly reporting and summarized below.

1. Integrated Ticketing Study for San Joaquin County (previously Universal Fare Card Study): During FY 18/19, staff determined that the original scope of this study was infeasible and, in conjunction with Caltrans, rescope the project. The scope and tasks for FY 19/20 reflect this change. Staff identified and convened a working group that developed goals/objectives for the study, researched available ticketing platforms and developed scope for implementation of an integrated ticketing application through procurement of a technical sub-consultant.

Previous Percent Total Grant Complete FY18/19: 40%

2 I-205, I-5, SR 120, and SR 99 Congested Corridor Plan (CCP): During FY 18/19 staff procured the consultant services of Mark Thomas to complete the scope of services for this study. The consultant team collected appropriate baseline data and tested it with SJCOG's three-county travel demand model. Coordination with the Caltrans Integrated Corridor Management Team and other appropriate plans was begun and is on-going. Previous Percent Total Grant Complete FY 18/19: 40%

B. Purpose: To administer the FY 18/19 SB1 Sustainable Communities Formula Grant and build a sustainable community and transportation system through the following two studies:

1. **Integrated Ticketing Study for San Joaquin County:** SJCOG will assess the feasibility of implementing integrated ticketing on all public transit providers in San Joaquin County, including the San Joaquin Regional Transit District, Lodi Grapeline, Manteca Transit, Tracy Tracer, Escalon eTrans, Ripon Blossom Express, and the Altamont Corridor Express. SJCOG will lead the study as the prime investigator with input from a transit operator working group and assistance from a technical consultant.
2. **I-205, I-5, SR 120, and SR 99 Congested Corridor Plan (CCP):** SJCOG will prepare a comprehensive multimodal study of assess conditions along the project corridor, and to identify improvements that improve safety, congestion, accessibility, economic, land use, and air quality. The scope of the CCP will include:
 - o General public and stakeholder outreach
 - o Collect baseline data to identify system deficiencies
 - o Conduct travel demand model analysis
 - o Identify projects to address gaps, barriers, issues, challenges, and constraints

- C. Tasks include project management, consulting assistance, technical research and analysis, and grant contract fiscal management for the following studies (tasks are for the full performance period of the grant – some tasks were completed in previous FYs are noted as such, some tasks will roll-over to future OWPs):

1. Integrated Ticketing Study for San Joaquin County

1.0 Project Initiation

Task 1.1: Project Kick-Off (Complete)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-Going / Carried Over From Previous FY)

- Monthly face-to-face project team meetings with the working group to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services (On-going / Carried Over From Previous FY)

- Select a subconsultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

2.0 Feasibility Study

Task 2.1: Data Collection and Research (Completed)

- Describe state of the practice regarding regional integrated ticketing mobile applications
 - o Ticket purchase options
 - o Ticket validation options
 - o Trip planning integration
 - o Fare remittance
 - o Ridership and trip data availability to operators
 - o Contract approach
- Collect information on integrated ticketing implementation in other regions
- Summarize revenue availability to implement integrated ticketing
- Summarize top priorities of transit operators for integrated ticketing implementation in San Joaquin County
- Responsible Party: SJCOG

Task 2.2: Develop Costs of Implementation (On-Going / Carried Over From Previous FY)

- Identify necessary equipment and software capital purchases required
- Identify annual operating costs
- Determine compatibility levels with existing vehicle fleet in San Joaquin County
- Responsible Party: Technical Consultant

Task 2.3: Develop Recommendations (On-Going / Carried Over From Previous FY)

- Develop a set of recommendations based on revenue availability, cost effectiveness, and lessons learned from other regions.
- Separate anticipated costs of implementation by agency
- Prepare a draft report for review by working group and Caltrans staff.
- Upon incorporating comments and edits received, prepare a final report.
- Responsible Party: SJCOG

Task 2.4: Develop Software for Application Testing (On-Going / Carried Over From Previous FY)

- Based upon the recommendations in the Study Report, develop software and website for a mobile ticketing application. The application will have the following characteristics:
 - o Regional-branded application
 - o Purchasing tickets for all participating San Joaquin transit agencies
 - o Supporting all fare categories currently offered
 - o Real-time trip planning integrated with ticketing
 - o Daily remittance of fares to transit agencies
 - o Ability to generate reports on ridership and revenue

3.0 Fiscal Management (On-Going / Carried Over From Previous FY)

Task 3.1: Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

2. I-205/I-5/SR-120/SR-99 Congested Corridor Plan

1.0 Project Initiation

Task 1.1: Project Kick-Off (Complete)

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

- Responsible Party: SJCOG

Task 1.2: Staff Coordination (On-Going / Carried Over From Previous FY)

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services (Complete)

- Select a consultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

2.0 Plan Development

Task 2.1: Outreach (On-Going / Carried Over From Previous FY)

- Conduct public outreach & stakeholder outreach and solicit public & stakeholder comments to finalize CCP scope and study limits.
- Provide meeting sign-in sheets, meeting notes, materials presented to stakeholders.
- Set corridor objectives and performance measures with the stakeholder team.
- Hold quarterly PDT meeting. Additional focus meeting may be required to resolve outstanding issues.
- Responsible Party: Consultant, SJCOG

Task 2.2: Collect Baseline Data and Identify System Deficiencies (Complete)

- Develop a database and Geographical Information Systems (GIS) base map that identifies existing and future transportation system components from all agencies along the studied corridor and other routes included in the study.
- Identify and map by mode and jurisdiction the existing transportation system components, including signals, ITS elements, bicycle and pedestrian facilities and counts, signal systems, passenger rail routes and stations, bus transit routes and stops, park and ride lots, AADT truck routes, and AADTs (existing and future forecast volumes using CT approved SJCOG Tri-County TDM) for all agencies.
- Identify and map existing and future land use using CT approved SJCOG Tri-County TDM model and local agency general plans
- Responsible Party: Consultant, SJCOG

Task 2.3: Conduct Analysis (On-Going / Carried Over From Previous FY)

- Using SJCOG Tri-County TDM model and other tools, analyze potential safety, congestion, accessibility, economic, land use, air quality, and greenhouse gas emissions impacts of proposed improvements.
- Responsible Party: Consultant, SJCOG

Task 2.4: Identify projects to address gaps, barriers, issues, challenges, and constraints (On-Going / Carried Over From Previous FY)

- Develop list of new projects to address deficiencies. In collaboration with Caltrans, SJCOG, transit providers, and local agencies, identify and place projects into Tier 1 Planned Projects, Tier 2 Potential Projects, and SHOPP list.
- Evaluate the availability of local, federal, and State funding by project type and location.
- Responsible Party: Consultant, SJCOG

Task 2.5: Documentation (On-Going / Carried Over From Previous FY)

- Circulate draft study for review and comment.
- Provide final presentations to management and local agencies.
- Incorporate comments and feedback received into a final study (to be signed by all agencies involved)

3.0 Fiscal Management (On-Going / Carried Over From Previous FY)

Task 3.1: Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

D. Products & Schedule for FY 19/20 Activities: :

1. Integrated Ticketing Study for San Joaquin County
 - Technical report on implementation costs and financial benefits – October 2019
 - Recommendations draft and final reports – December 2019
 - Application Development – June 2020
2. I-205/I-5/SR-120/SR-99 Congested Corridor Plan
 - Complete and produce memorandum of system analysis findings-June 2020

E. Funding Sources:

Senate Bill 1 FY 18/19 Carryover:	\$305,637.51
Local Transportation Fund:	\$ 46,000.00

G. Responsible Agency: SJCOG:
\$351,637.51

B. Staff Required: (person months)

SJCOG:

1

601.014 SB1 MPO Sustainable Communities Formula Grants Awarded in FY19/20 (Gentrification & Displacement Risk Assessment of San Joaquin County, San Joaquin Transportation Innovation Planning Study)

A. Previous Work: N/A This is a new work element for FY 19/20.

B. Purpose: To administer the FY 19/20 SB1 Sustainable Communities Formula Grant and build a sustainable community and transportation system through two independent planning studies

1. **Gentrification & Displacement Risk Assessment of San Joaquin County:** SJCOG will lead a regional assessment to understand the risk of gentrification and displacement in San Joaquin County. This study will be a crucial tool for SJCOG to implement best practices in Health & Health Equity as outlined in Appendix K of the 2017 RTP Guidelines. The risk assessment will address the following overall objectives:

- To understand the current state of displacement and gentrification occurring across San Joaquin County,
- Develop a methodological toolkit for SJCOG and local partners to evaluate the impacts of transportation investment on neighborhood change, and
- Draft policies to mitigate displacement and gentrification impacts from transportation and other types of public investment.

-2. **San Joaquin County Transportation Innovation Planning Study:** SJCOG will perform a study to identify and determine transportation innovations for implementation and adoption in San Joaquin County. Specifically, the study will address the following objectives:

- Review of existing data and technology initiatives led by SJCOG and other public and private entities in the region
- A policy framework to inform SJCOG's regional role in advancing the adoption of transportation innovations in the region
- An evaluation of various technology innovations using criteria and metrics developed by a working group
- The recommendation of one technology innovation for further planning and piloting through a sub-grant set-aside for this purpose.

The information and data developed from these planning activities will be used to enhance the methods used in evaluating social equity impacts of the RTP/SCS, as well as build upon local and regional efforts to understand and address displacement and gentrification in San Joaquin County. SJCOG intends to work in coordination with its local and regional partners to implement the planning activities included in this project scope.

C. Tasks include project management, consulting assistance, technical research and analysis, and grant contract fiscal management for the following studies (tasks are for the full performance period of the grant – some tasks will roll-over to future OWPs):

1. Gentrification & Displacement Risk Assessment of San Joaquin County

1. Project Initiation

Task 1.1: Project Kick-Off

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party: SJCOG**

Task 1.2: Staff Coordination

- Monthly project team meetings with consultant to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- **Responsible Party: SJCOG**

Task 1.3: Procure Consultant Services

- Select a consultant(s) using the proper procurement procedures.
- **Responsible Party: SJCOG**

2. Convene San Joaquin County Gentrification and Displacement Working Group

Task 2.1: Identify and assess the current conditions impacting gentrification and displacement in San Joaquin County

- Convene working group of local and regional housing and transportation planning practitioners to gather input on the design of the study and its research objectives
- Collect points of contact for facilitating focus groups or key informant interviews to assess on-the-ground experiences linked to housing insecurity and transportation access
- Conduct a spatial analysis of gentrification and displacement risk in San Joaquin County
- **Responsible Party: Consultant**

Task 2.2: Develop methodological toolkit for SJCOG and/or local and regional partners to evaluate the potential impacts to neighborhood change that are linked with transportation investment

- Convene working group to gather input on developing methodological tools for evaluating the impact of transportation investment on neighborhood change
- Using the 2018 RTP as a case study, provide an analysis of gentrification and displacement risk
- Using the results from the case study, assist SJCOG staff through training in incorporating the toolkit into its 2022 RTP/SCS
- **Responsible Party: Consultant**

Task 2.3: Identify policies that may help to mitigate displacement and gentrification impacts from transportation, and/or any type of public investment

- Convene working group to assess existing policies across the region and/or to identify policies specifically shaping transportation investment that help to mitigate displacement and gentrification (one such framework can be found in the State's Transformative Climate communities Program framework for avoiding displacement).
- **Responsible Party: Consultant**

3. Gentrification and Displacement Risk Assessment of San Joaquin County Report

Task 3.1: Draft Report

- Based on input gathered from the working group, focus groups, and/or key informant interviews, a draft report will be prepared to address research objectives.
- The draft study will be reviewed by staff and working group, as well as presented to SJCOG policy board for comment and feedback.
- **Responsible Party: Consultant**

Task 3.2: Final Report

- Complete the final report addressing comments and feedback received from staff, working group, and SJCOG policy board.
- **Responsible Party: Consultant**

Task 3.3: San Joaquin County Gentrification and Displacement Symposium

- Organize a symposium to deliver key findings from the Final Report
- Invite local and regional partners to present or speak on the topic
- Provide time for attendees to discuss potential next steps
- **Responsible Party: Consultant / SJCOG**

4. Fiscal Management

Task 4.1: Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- **Responsible Party: SJCOG**

Task 4.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party: SJCOG**

2. San Joaquin County Transportation Innovation Planning Study

1.0 Project Initiation

Task 1.1: Project Kick-Off

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project

information. Meeting summary will be documented.

- Responsible Party: SJCOG

Task 1.2: Staff Coordination

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services

- Select a consultant(s) from short list using the proper procurement procedures.
- Responsible Party: SJCOG

2.0 Plan Development

Task 2.1: Outreach

- Conduct public outreach & stakeholder outreach and solicit public & stakeholder comments to finalize CCP scope and study limits.
- Provide meeting sign-in sheets, meeting notes, materials presented to stakeholders.
- Set corridor objectives and performance measures with the stakeholder team.
- Hold quarterly PDT meeting. Additional focus meeting may be required to resolve outstanding issues.
- Responsible Party: Consultant, SJCOG

Task 2.2: Collect Baseline Data and Identify System Deficiencies

- Develop a database and Geographical Information Systems (GIS) base map that identifies existing and future transportation system components from all agencies along the studied corridor and other routes included in the study.
- Identify and map by mode and jurisdiction the existing transportation system components, including signals, ITS elements, bicycle and pedestrian facilities and counts, signal systems, passenger rail routes and stations, bus transit routes and stops, park and ride lots, AADT truck routes, and AADTs (existing and future forecast volumes using CT approved SJCOG Tri-County TDM) for all agencies.
- Identify and map existing and future land use using CT approved SJCOG Tri-County TDM model and local agency general plans
- Responsible Party: Consultant, SJCOG

Task 2.3: Conduct Analysis

- Using SJCOG Tri-County TDM model and other tools, analyze potential safety, congestion, accessibility, economic, land use, air quality, and greenhouse gas emissions impacts of proposed improvements.
- Responsible Party: Consultant, SJCOG

Task 2.4: Identify projects to address gaps, barriers, issues, challenges, and constraints

- Develop list of new projects to address deficiencies. In collaboration with Caltrans,

SJCOG, transit providers, and local agencies, identify and place projects into Tier 1 Planned Projects, Tier 2 Potential Projects, and SHOPP list.

- Evaluate the availability of local, federal, and State funding by project type and location.
- Responsible Party: Consultant, SJCOG

Task 2.5: Documentation

- Circulate draft study for review and comment.
- Provide final presentations to management and local agencies.
- Incorporate comments and feedback received into a final study (to be signed by all agencies involved)

3.0 Fiscal Management

Task 3.1: Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 3.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

D. Products & Schedule for FY 19/20:):

Gentrification & Displacement Risk Assessment of San Joaquin County

- Project kick-off meeting / meeting notes: July 2019
- On-going staff coordination meetings / meeting notes: July 2019 – June 2020
- Copy of Procurement Procedures & Contract: July – December 2019
- Working group meetings / meeting notes, attendance list, interview/focus group transcripts: January 2020 – June 2020
- Quarterly reports and invoices – on-going through June 2020
- Current conditions assessment – June 2020

San Joaquin County Transportation Innovation Planning Study

- Project kick-off meeting / meeting notes: July 2019
- On-going staff coordination meetings / meeting notes: July 2019 – June 2020
- Consultant Selection RFP & Contract: July – December 2019
- Convene working group/expert panel to include outreach lists, meeting agendas, summary meeting notes - January 2020 – June 2020
- Quarterly reports and invoices – on-going through June 2020
- Review and memorandum outlining existing/planned local and regional innovation projects and initiatives – June 2020

E. Funding Sources:

Senate Bill 1 FY 19/20:	\$353,812.00
Local Transportation Fund:	\$ 46,000.00

F. Responsible Agency: SJCOG:
\$399,812.00

G. Staff Required: (person months)
SJCOG:
1

601.015 SB1 Adaptation Planning Grant Awarded in FY19/20 (Regional Resiliency Implementation Plan and Adaptation Guidance)

A. Previous Work: N/A This is a new work element for FY 19/20.

- B. Purpose:** To administer the FY 19/20 SB1 Adaptation Planning Grant: The objective of the Regional Resiliency Implementation Plan and Adaptation Guidance is to take the data and recommendations from the phase one Climate Adaptation and Resiliency study and develop a plan that will provide the framework and tools to address the previously identified asset vulnerabilities, planning gaps, and any functional or governance hinderances to advancing projects and programs to increase climate resiliency in the county. The final deliverables will include data evaluation tools and an adaptation planning implementation guide. This planning guide will prioritize policy statements and specific implementation actions to be taken based on overall level and timing of risk, cost of implementation, and likelihood of successful implementation.
- C.** Tasks include project management, consulting assistance, technical research and analysis, and grant contract fiscal management as detailed below (tasks are for the full performance period of the grant – some tasks will roll-over to future OWPs):

1. Project Initiation

Task 1.1: Project Kick-Off

- SJCOG will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: SJCOG/Caltrans

Task 1.2: Staff Coordination

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: SJCOG

Task 1.3: Procure Consultant Services

- Select a consultant(s) using the proper procurement procedures.
- Responsible Party: SJCOG

Task 1.4 Working Group

- Contact working group members from Phase 1 Study and prepare schedule for monthly meetings. Invite new partners as needed
- Responsible Party: SJCOG

2. Engagement and Regional Needs Assessment

Task 2.1 Analysis Workshop #1

- Conduct a workshop/study session with working group members and stakeholders to review outcomes and objectives for the Regional Resiliency Implementation Plan and Adaptation Guidance, to include: assess outcomes and actionable items/recommendations from Phase 1 Study regional summit and identify missing and critical information needed from jurisdictions, regional transportation asset managers, and stakeholders.
- Responsible Party: SJCOG, Consultant

Task 2.2 Develop Needs Assessment Protocol

- With selected consultant, develop a needs assessment protocol that helps SJCOG understand any local barriers to moving regional adaptation and resiliency planning forward. Needs may include additional research, data, staff capacity, case studies or evaluation tools. This needs assessment will provide the opportunity to collect missing and critical information on functional, governance and other gaps that will impede the region's ability to respond to climate stressors. This will help to inform local, regional, and statewide planning efforts currently underway or on the verge of beginning (e.g. mitigation plan updates, climate action plans, General Plan updates, or regional planning documents).
- Responsible Party: SJCOG, Consultant

Task 2.3 Targeted Interviews with Asset Managers, Local Agency Staff and Regional Decision Makers

- Schedule and execute focused interviews with regional asset managers, jurisdictional staff and other identified stakeholders. The interviewees should include as many non-transportation stakeholders as is practical so that potential co-benefits will be thoroughly understood (e.g. habitat, social and environmental justice). Community groups and regional decision makers should also be represented. These interviews will not only increase the understanding of local needs but help identify local resources and case studies from existing plans and previous efforts.
- Responsible Party: SJCOG, Consultant

Task 2.4 Community Engagement

- Engagement with the public is to be scheduled through events and surveys to collect San Joaquin County community member's priorities. The questionnaire used for the regional interviews will be the basis for the community engagement surveys. Specific engagement activities are to be scheduled within disadvantaged communities through the proposed mini-grant program.
- Responsible Party: SJCOG, Consultant

Task 2.5 Regional Needs Assessment Report

- Based on the results from Tasks 2.1-2.4, develop a Regional Needs Assessment Report that captures the adaptation planning needs of San Joaquin County. This report may also include research that is relevant to future studies or planning activities that will likely support local decision-making and policy changes. The report will also inform the development of technical support tools and identify communication needs.
- Responsible Party: Consultant

3. Draft Implementation Priorities List and Prioritization Protocol

Task 3.1 Develop Prioritization Protocol

- Vulnerability assessment from SJCOG's phase one study, applicable outcomes from the currently on-going Caltrans District 10 vulnerability assessment, and outcomes from the Delta Stewardship Council's vulnerability assessment for San Joaquin's Delta region will be synthesized with the Task 2 needs assessment to produce an initial list of policy actions, additional research, data needs, and new transportation project elements needed to insure increased resiliency of transportation infrastructure to identified extreme future climate events in San Joaquin County. Additional best practices from other regions will be reviewed and considered for inclusion, if applicable.
- Develop prioritization protocol - SJCOG will work with the consultant to research available data evaluation tools and select the appropriate tools for the prioritization protocol. Evaluation protocol will allow each option to be evaluated by cost of implementation, direct and co-benefits, time to full implementation, severity of timing of asset vulnerability addressed, likelihood of adoption, and number of identified key transportation assets addressed. Results will be grouped by both climate risk and asset category.
- Responsible Party: Consultant, SJCOG

Task 3.2 Stakeholder/Working Group Workshop #2

- Host a second workshop for stakeholders and working group members to present task 3.1 and 3.2 results. The group will provide feedback on the list of resiliency solutions and prioritization protocol for their ability to assist local and regional agencies in addressing planning gaps, barriers, issues, challenges, and constraints or advance policies, and projects that will advance resiliency implementation in San Joaquin County.
- Responsible Party: Consultant, SJCOG

Task 3.3: Finalize Prioritization Protocol and Produce Final Matrix of Priority Implementation Actions

- Based on task 3.2 results, develop final technical report of prioritization protocol
- Develop matrix of prioritized implementation actions
- Circulate to working group and key stakeholders for final comments
- Responsible Party: Consultant

4. Regional Resiliency Implementation Plan and Adaptation Guidance

Task 4.1: Regional Resiliency Implementation Plan and Adaptation Guidance Draft

- Based on task 3 results, develop final list of strategies and actions for inclusion in the draft plan. Content of the draft plan will include:
 - o introduction to include a summary of previous work completed and the purpose

- o of the plan
- o summary of the process of the plan development
- o a description of each strategy or action, the time frame for implementation, expected co-benefits, and implementation level (state, regional, local) – cross-referenced by transportation asset type and climate vulnerability addressed
- Circulate draft plan to working group and other key stakeholders for review and comments
- Responsible Party: Consultant

Task 4.2: Workshop/Study Session #3

- Convene working group and key stakeholders to discuss draft plan comments, needs of on-line toolkit/web data portal, and to identify next steps and implementation tracking
- Responsible Party: SJCOG, Consultant

Task 4.3 Final Regional Resiliency Implementation Plan and Adaptation Guidance

- Incorporate comments and feedback received into a final Plan, including next steps for implementation, further research needed, and appendices of technical reports
- Responsible Party: Consultant

Task 4.4: Develop Web-based Portal

- Develop adaptation web-page with final reports, data sources/downloads, best practices examples for projects and programs, implementation tracking metrics
- Responsible Party: SJCOG, Consultant

5. Fiscal Management

Task 5.1: Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: SJCOG

Task 5.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: SJCOG

D. Products & Schedule for FY 19/20:

Project Initiation (Project Kickoff) – November 2019
 Procurement of Consultant Services – October 2019

Engagement and Regional Needs Assessment which includes Analysis Workshop #1,
Community Engagement, Targeted Interviews –June 2020
Regional Needs Assessment Report –October 2020

E. Funding Sources:

Senate Bill 1 FY 19/20:	\$200,000.00
Local Transportation Fund:	\$ 26,000.00

H. Responsible Agency: SJCOG:
\$226,000.00

I. Staff Required: (person months)
SJCOG:
1

601.02 REGIONAL TRANSPORTATION PLAN STUDIES

- A. Previous Work: Over the last several years, numerous transportation planning studies have been conducted which materially contributed to 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:
 - a. Foster continued partnerships with local and state agencies to assess and to identify regional transportation planning studies for development.
 - b. Collaborate with partners on any policies, strategies, programs related to the Highway 99 Business Plan. Includes analysis of regional transportation planning issues that enhance the movement of people on the regional, interregional, and statewide Highway 99 system and any issues affecting access to major freight routes, intermodal transportation, and airports.
 - c. Initiate and explore unfunded transportation needs on regional corridors and conduct conceptual feasibility analysis, as needed.
 - d. Participate in MTC – SACOG – SJCOG Mega-Region Study, including the local match requirement identified in this Work Element.
 - e. Participate in Caltrans (led) I-5, I-205, Hwy-120, and SR-99 Corridor Management Plan.
 - f. Participate with San Joaquin Valley partners in additional planning efforts related to the Highway 99 Business Plan.
 - g. Participate in local agency or Caltrans led project study reports for regionally significant efforts.
 - h. Prepare staff reports, topical reports, or issues papers related to regional transportation infrastructure and their planning/programming challenges, including the identification of planning areas or specific corridors requiring further study.
 - i. Monitor planning studies and ensure these efforts are consistent with the regional congestion management process.
 - j. Participation in Tuolumne County led Strategic Partnership Grant for Active Transportation Study in Multiple Counties, including local match.
 - k. Foster continued partnership with Alameda County Transportation Commission (ACTC) and Bay Area partners on studies or technical analyses related to I-205 Corridor.

D. Products & Schedule:

- a. Planning efforts on Highway 99 Business Plan – Operational Activities with Deliverables Reported on Quarterly Basis.
- b. Monitor planning study activities on key CMP Corridors and ensure CMP consistency– As needed with work completing in June 2019.
- c. Participate in MTC – SACOG – SJCOG Mega-Region Study through meetings, document review, technical assistance, including local matching funding – Operational Activities with Deliverables Reported on Quarterly Basis.
- d. Participate in Tuolumne County led Active Transportation Study through meetings, document review, technical assistance, including local match funding—Operational Activities with Deliverables Reported on Quarterly basis.
- e. Prepare technical reports and issues papers related to regional transportation infrastructure – Operational Activities with Deliverables Reported on Quarterly Basis.
- f. Planning efforts related to furthering the Highway 99 Business Plan – Operational Activities with Deliverables Reported on Quarterly Basis.
- g. Participate in Caltrans (led) I-5, I-205, Hwy-120, and SR-99 Corridor Management Plan through meetings, correspondence, document review, and technical assistance– Operational Activities with Deliverables Reported on Quarterly Basis.
- h. Identify any projects requiring further planning study – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Source:

Federal Highway Administration PL -	\$48,000.00 -Toll Credits 5,505.60
Local Transportation Authority MK-COG	\$47,957.00
Local Transportation Authority MK-PM	\$50,000.00

F. Responsible Agency: SJCOG
\$ 145,957.00

G. Staff Required: (person-months)
SJCOG
8.0

602.01 TRANSPORTATION IMPROVEMENT PROGRAMS

- A. Previous Work: Adopted a 2018 FTIP update and processed several amendments. Adopted a Regional Transportation Improvement Program to reflect the State Transportation Improvement Program funding for San Joaquin County.
- B. Purpose: The Federal Transportation Improvement Program is the programming document that carries out the federal mandates of the FAST Act, complies with the requirements of the Clean Air Act Amendments, and implements the priorities of SJCOG's Regional Transportation Plan. The Federal Transportation Improvement Program provides a snapshot of all near term, regional significant transportation projects with funding sources available or committed in San Joaquin County. In contrast, the Regional Transportation Improvement Program is a vehicle for requesting funds for new projects through the State Transportation Improvement Program administered by the California Transportation Commission. The Transportation Improvement Program project requests are drawn from the Regional Transportation Plan and Congestion Management Program process requirements.
- C. Tasks:
 - 1. Manage and monitor STIP/RTIP/
 - 2. Prepare 2019 STIP.
 - 3. Manage and monitor FTIP.
 - 4. CTIPS database maintenance for FTIP and STIP projects.
 - 5. Develop a tracking process that ensures RTIP projects seeking an allocation of funds, known as an "allocation vote" from the California Transportation Commission are in compliance with the FTIP approved programming.
 - 6. Assist local agencies to prepare RTIP amendments and fund vote requests (i.e. allocation votes from California Transportation Commission), as well as technical assistance related to all federal funding programs under the FAST Act.
 - 7. Prepare FTIP amendments.
 - 8. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for CMAQ Program of Projects.
 - 9. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for STBG Program of Projects.
 - 10. Facilitate and participate in discussions on federal programming topics with general public, SJCOG Committees, regional/state/federal programming working groups, and other stakeholders related to federal project screening, federal funding regulations and procedural requirements.
 - 11. Facilitate the programming/implementation of STBG Program of Projects.
 - 12. Facilitate the programming/implementation of CMAQ Program of Projects.

D. Products & Schedule:

1. Oversight of State Transportation Improvement Program of Projects – As required with California Transportation Commission approved STIP Guidelines – monthly through June 2020
2. Preparation of 2019 STIP – December 2019.
3. Amend Federal Transportation Improvement Program – As required by project implementation – monthly through June 2020.
4. Participate in CTIPs and any statewide discussion on TIP programming– Operational Activities with Deliverables Reported on Quarterly Basis.
5. Monitor federal funding apportionments and obligations of CMAQ Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2020.
6. Monitor federal funding apportionments and obligations in RSTP Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2020.
7. Participation in federal programming activities with various committees and working groups– monthly through June 2020.
8. Monitor RSTP Lump Sum List and ensure accurate listing and adherence to federal programming requirements—Monthly through June 2020.

E. Funding Source:

Federal Highway Administration PL -	296,653.00 – Toll Credits 34,026.10
Local Transportation Authority-MK-COG	52,347.00
Local Transportation Authority-MK-PM	0.00

F. Responsible Agency:

SJCOG
\$ 349,000.00

G. Staff Required: (person-months)

SJCOG
18.0

603.01 STREETS AND HIGHWAYS COORDINATION

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

In FY 2017/2018, the SJCOG Board approved almost \$20 million of Measure K-funded Bicycle/Pedestrian/Safe Routes to School and Smart Growth Projects. These projects all require oversight and contract administration by SJCOG for several years to monitor project initiation through project construction completion/implementation.

- B. Purpose: To provide technical assistance for the delivery of local roadway and state highway facilities, and bicycle/pedestrian/safe routes to school projects. 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, SB 1 funded projects, as well as Trade Corridor Improvement Fund projects. For Measure K, STIP and Proposition 1B or SB1 projects this includes the selection and administration of consultant contacts for purposes of project development and project management. This work element also includes project oversight and direct involvement in the delivery of State Highway Project Study Reports and other Preliminary Engineering Studies. This may include work related to the selection and administration of consultant contracts for this purpose. To participate in Project Development Teams and technical review of products. To interact with project sponsors and Caltrans.

- C. Tasks:

1. Provide ongoing project level technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County.
2. Coordination of local and state highway, bicycle/pedestrian/ safe routes to school projects for Measure K Renewal Program.
3. Identify development of Project Study Reports (PSRs) or Project Initiation Documents (PIDs).

4. Monitor SB 45 Reports, other project delivery and project cost information per the Caltrans MOU and attend Project Delivery meetings.
5. Oversee the delivery of project development components of Measure K, Measure K Renewal Program, STIP, SB1 projects, coordinating with Caltrans, FHWA, local jurisdiction and technical consultant support.
6. Develop, procure and administer consultant contracts for purposes of project delivery, construction, and project management as it relates to Measure K funded projects.
7. Prepare periodic delivery and progress reports for Measure K Renewal, state/federally funded programs including STIP and SB1.
8. Review preliminary engineering project reports and environmental documents to provide input from a planning, programming and air quality conformity perspective as an RTPA and MPO.
9. Staff and implement the SJCOG Project Development Committee.
10. Continue work on Environmental document and subsequent Preliminary Design phases for the SR 99/120 Connector Project.
11. Continue work on the project development activities related to Route 99/Turner Road Interchange and various regional arterials in the Measure K Program.
12. Where applicable, implement the Planning and Environment Linkages (PEL) process which is a collaborative and integrated approach to transportation decision-making. Incorporating PEL means to consider benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process.

D. Products & Schedule:

1. Participation in the delivery of Measure K local roadway – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Coordination of local and state highway projects for Measure K Renewal, including close-out activities for construction on pertinent state highway projects. – Operational Activities with Deliverables Reported on Quarterly Basis.
3. Identify and participate in the development of Project Study Reports and Project Initiation Documents— monthly through June 2020.
4. Develop information, set priorities and prepare Project Nominations— Operational Activities with Deliverables Reported on Quarterly Basis., through June 2020.
5. Project level technical assistance to local partner jurisdictions— Operational Activities with Deliverables Reported on Quarterly Basis.
6. Delivery reports under SB 45 and any other reports required by the California Transportation Commission – Quarterly through June 2020.
7. Management of consultant contracts for project delivery where SJCOG serves as lead agency – Operational Activities with Deliverables Reported on Quarterly Basis.

8. Review of project preliminary and technical reports as a RTPA and MPO – as needed.
9. Prepare for and hold Project Development Committee meetings through June 2020.
10. Implementation of PEL principles or process when applicable – June 2020.

E. Funding Sources:

RSTP STPL-6088(057)	\$	100,000.00
STIP PPM	\$	0.00
Local Transportation Authority-MK PM	\$	150,000.00

F. Responsible Agency:

SJCOG
\$250,000.00

G. Staff Required: (person-months)

SJCOG
34.0

603.015 I-205 MANAGED LANES PROJECT DEVELOPMENT

H. Previous Work: N/A

Purpose: To provide project oversight and technical assistance related to the managing the Project Approval and Environmental Document (PA & ED) phase of the I-205 Managed Lanes Project. This work primarily involves the costs from the consultant to perform the work during PA & ED.

I. Tasks:

1. Project Management
2. Preliminary Engineering to support the environmental alternatives
3. Various environmental technical studies
4. Traffic Operations and Analysis Report

J. Products & Schedule:

This is a multi-year effort and all work on the following tasks will be underway in FY 20/21.

1. Project Management (ongoing)
2. Preliminary Engineering to support the environmental alternatives (ongoing)
3. Various environmental technical studies (ongoing)
4. Traffic Operations and Analysis Report (ongoing)

K. Funding Sources:

Congestion Mitigation and Air Quality(CML6088-068)	\$ 1,770,600.00
Regional Transportation Impact Fee	\$ 229,400.00

L. Responsible Agency:

SJCOG

\$ 2,000,000.00

M. Staff Required: (person-months)

SJCOG Consultant Contract

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 2016/17 this has included work on the Proposition 1B PTMISEA Program Expenditure Plan and corresponding amendments, FTA 5311 Program of Projects, FTA 5316, 5317 and 5310 application review and programming annual unmet needs process, participation on development and review of short range transit plan updates and Measure K Renewal Strategic Plan Update. SJCOG continues work with SJRRC, High Speed Rail Authority and Bay Area Partners on the study of passenger rail service and connectivity improvements on the Altamont Pass, to Sacramento and throughout the San Joaquin Valley. SJCOG is active in development and/or implementation of Measure K operating and capital cooperative agreements with RTD and other operators; staff the Social Services Transportation Advisory Committee (SSTAC), and Interagency Transit Committee (ITC); and is an ex-officio member of the Regional Rail Commission. SJCOG completed Proposition 1B PTMISEA and Homeland Security project selection and allocations and the Measure K Renewal Transit Section allocations.
- B. Purpose: To comply with Federal Transit Administration and state mandates. To assure that transit services in the county are fully coordinated. To increase transit ridership and efficiency in San Joaquin County. To increase accessibility and mobility for the transportation disadvantaged. To coordinate Measure K passenger rail and bus Project delivery and administration. Develop and implement rational strategies that optimize the ability for people on welfare to access employment opportunities. To coordinate with RTD, SJRRC and all transit operators in the County to prepare short range and comprehensive transit planning documents.
- C. Tasks:
1. Prepare FTA 5311 Program of Projects for FY 18-19. Monitor delivery of Program of Projects (*funded with LTF/State Transit Assistance and not CPG*).
 2. Prepare 5310 funding call for projects, review funding recommendations and programming in conjunction with Caltrans. Periodic monitoring of delivery of Program of Projects (*funded with LTF/State Transit Assistance and not CPG*).
 3. Prepare PTMISEA and Transit Homeland Security Program of Projects under Proposition 1B. Coordinate project delivery and financial reporting with transit recipients as required by state. Revise Program of Project as needed (*funded with LTF/State Transit Assistance and not CPG*).
 4. Coordinate review of Final 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 (funded with CPG).
 5. Participate in policy and technical working group for Rail planning efforts

and any studies with RRC, SJJPA, High Speed Rail Authority, and the newly formed Tri-Valley – San Joaquin Valley Regional Rail Authority. Review Final technical products. Develop/participate in public outreach sessions. *(funded with LTF/State Transit Assistance and not CPG)*

6. Continue staff support and coordination of the ITC (funded with CPG).
7. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee. Prepare and implement annual work program *((funded with LTF/State Transit Assistance and not CPG)* 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 *(funded with Measure K/LTF/State Transit Assistance and not CPG)*.
8. Participate as ex-officio member of Regional Rail Commission. Provide staff support to Rail Commission and other rail committees. Rail Commission Board meetings are held monthly. Technical meetings or correspondence to support Rail activities occur at least monthly *(funded with Measure K/LTF/State Transit Assistance and not CPG)*.
9. Coordination of passenger rail and bus transit projects for Measure K. *(funded with Measure K and not CPG)*
10. Prepare Transit Unmet Needs Analysis and report *(funded with CPG)*
11. 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 *(funded with CPG)*.
12. Develop/amend Measure K Renewal Coops with RTD, RRC and other transit operators for FY 18-19, as applicable *(funded with Measure K and not CPG)*.
13. Monitor and implement planning activities per approved Memorandums of Understandings (MOUs) with rail and bus transit operators in the region. These MOUs reflect the latest FHWA/FTA planning regulations and better articulate roles and responsibilities between the MPO and transit operator *(funded with Measure K/LTF/State Transit Assistance and not CPG)*.
14. Staffing and oversight of the Transit Ad Hoc Committee which will examine MOUs with regional transit providers and develop recommendations for comprehensive assessment and programming of local, state, & federal funds *(funded with Measure K/LTF/State Transit Assistance and not CPG)*.
15. Ensure compliance to federal Transit Asset Management Plan guidelines. *(funded with LTF/State Transit Assistance and not CPG)*

D. Products & Schedule:

SJCOG

1. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee and the Interagency Transit Committee. Prepare and implement annual work program – Operational Activities with Deliverables Reported on Quarterly Basis (funded with LTF/State Transit Assistance).

2. Assist with bus transit financial and operational planning – Operational Activities with Deliverables Reported on Quarterly Basis (funded with Measure K/LTF/State Transit Assistance).
3. Assist with passenger rail financing plans and efforts – Operational Activities with Deliverables Reported on Quarterly Basis.
4. Participate as ex-officio member of Regional Rail Commission(*funded with Measure K /LTF/State Transit Assistance, not CPG* – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Participate as a technical advisory member for the Tri-Valley- San Joaquin Valley Regional Rail Authority (*funded with Measure K /LTF/State Transit Assistance, not CPG* –Operational Activities with Deliverables Reported on Quarterly Basis.
6. Coordination of passenger rail and bus transit projects for Measure K (*funded with Measure K not CPG*) – Operational Activities with Deliverables Reported on Quarterly Basis.
7. Completed Unmet Transit Needs Analysis for FY 19 -20– April 2019 (funded with CPG).
8. Development submittal and recommended selection of FTA 5310, and 5311, grant applications (*funded with LTF/State Transit Assistance, not CPG*) – Operational Activities with Deliverables
9. Work products from the Transit Ad Hoc Committee –through June 2020 (*funded with Measure K/LTF/State Transit Assistance and not CPG*).
10. Document public transit outreach efforts and meetings with traditionally under- represented and under-served populations and their community leaders- Operational Activities Reported on Quarterly Basis (funded with CPG).
11. Continue to maintain role of ITC in planning process– Operational Activities with Deliverables Reported on Quarterly Basis (funded with LTF/STA.
12. Participate in policy and technical working group for ACEforward Merced to Sacramento corridor per MOU with corridor participants and California High Speed Rail Authority. Review Final technical products; participate in public outreach sessions (*funded with Measure K /State Transit Assistance, not CPG* – Operational Activities with Deliverables Reported on Quarterly Basis.
13. Monitor and periodically attend Caltrans, Amtrak, San Joaquin’s Policy Advisory Committee meetings(*funded with Measure K /State Transit Assistance, not CPG* – Operational Activities with Deliverables Reported on Quarterly Basis.
14. Participate with RTD in implementation of planning and implementation of BRT Phases (*funded with Measure K/LTF/State Transit Assistance, not CPG*) -
- – Operational Activities with Deliverables Reported on Quarterly Basis.
15. Transit Asset Management Plan Support activities – Operational activities with Deliverables Reported on Quarterly Basis (funded with LTF/State Transit Assistance not CPG).

E. Funding Sources:

FTA (5303) FY 19/20	\$ 189,980.00 – Toll Credits 21,790.71
State Transit Assistance	\$ 88,597.00
Local Transportation Authority MK-PM	\$ 60,000.00
Local Transportation Authority MK-COG	\$ 126,653.00
Local Transportation Funds (COG)	\$ 46,085.00

F. Responsible Agency
SJCOG
\$ 511,315.00

G. Staff Required: (person-months)
SJCOG
19.0

603.03 TRANSPORTATION AND AIR QUALITY PLANNING\MODELING AND DATA COLLECTION

- A. Previous Work: The San Joaquin Council of Governments (SJCOG) has a proven commitment to making transportation investments that improve air quality. Performed air quality conformity determinations for the Regional Transportation Plan and Federal Transportation Improvement Program. This work requires coordination with other Valley MPOs, the California Air Resources Board, and the San Joaquin Valley Unified Air Pollution Control District as described more fully in Work Element 801.06.

SJCOG conducted an update to the Valley Model Improvement Program (VMIP) travel demand model. This updated model was used for the 2018 RTP update and FTIP, and accompanying air quality conformity analysis. In addition, SJCOG - currently utilizes EMFAC2014 for all air quality analysis; however, will be transitioning to the use of EMFAC2017 following its release by the California Air Resources Board.

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

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

Collection and analysis of traffic data to monitor the existing network, establish trends and forecast future volumes, congestion levels and measures of effectiveness and performance.

Envision Tomorrow is a critical tool that was used to develop the Sustainable Communities Land Use in the RTP/SCS and involved analysis of future patterns of growth and development. Additionally, GIS- based analysis and products are being integrated by SJCOG as an essential element of many transportation planning projects monitoring, implementation of RTP/SCS, and related public outreach functions.

- C. Tasks:

1. Air Quality Conformity and Emissions Modeling. Prepare air quality

analyses as needed. This includes: running EMFAC, ensuring timely implementation of all federal TCMs, interagency consultation on methods and assumptions used for conformity.

2. Travel Model- Conformity. Update, maintain, and run travel model for conformity analyses.
3. Travel Model- Transportation Analysis. Perform model runs at the request of member agencies for transportation studies and projects.
4. Participate in SIP Development updates for ozone and particulate matter, including interagency consultation.
5. Collect traffic data and transit ridership as strategically needed for performance monitoring measures and HPMS. Supplement data collected as needed by other studies. Local jurisdictional data collected and aggregated to meet HPMS and CMP requirement.
6. Perform transportation modeling analysis required to support update and implementation of congestion management plan. Also see WE 801.04 – Congestion Management Program (CMP). Modeling work related to the CMP is charged under WE 801.04.
7. Provide training and experience for expansion of staff modeling expertise.
8. Work in conjunction with staff from the Stanislaus Council of Governments, the Merced Area Association of Governments, and consultant staff on the assessment of an “activity based” model for the three county area. Conduct assessment of needed updates, as well as an assessment and recommendation for land-use scenario planning tools for the three-county region
9. Continue coordination with the staff from the Merced Area Association of Governments, Stanislaus Council of Governments to develop/refine project management protocols to administer a joint three county model, inclusive or cost sharing, project management, roles and responsibilities, etc.
10. Perform project level PM 2.5 and the regional air quality analysis; and usher project through interagency consultation; SJCOG anticipates this activity to occur quarterly with regular (monthly) outreach to local agency partners to identify early the need for such analyses.
11. Review Traffic Counts (and collection of locally available count data) for Highway Performance Monitoring System.
12. Serve as the lead agency in the San Joaquin Valley for air quality planning and coordination of air quality conformity analysis, coordinating with the other seven MPO's.
13. Serve as the lead agency in the valley to coordinate with the San Joaquin Valley Air Pollution Control District concerning SIP development, rulemaking and update of transportation control measures.
14. Serve as the lead agency in the valley to coordinate the development of FTIP's coordinating with FHWA, FTA and the other seven MPO's.
15. Oversee the contract for Valley-wide air quality planning and coordination services.
16. Provide support services to the Stanislaus Council of Governments

D. Products & Schedule:

1. Prepare air quality conformity determinations, model runs, and documentation for RTP and TIP amendments—Operational Activities with Deliverables Reported on Quarterly Basis.
2. Review and comment on State Implementation Plan and other approved Valley Air District plans and rules to reflect the input and concerns of SJCOG and our member agencies – per Final Air District Plan Schedule.
3. Continued integration of GIS and travel model—Operational Activities with Deliverables Reported on Quarterly Basis.
4. Model runs to address member agency needs transportation projects and studies—Operational Activities with Deliverables Reported on Quarterly Basis.
5. Completed modeling analysis as required for CMP implementation – Operational Activities with Deliverables Reported on Quarterly Basis based on projects submitted.
6. Update of activity based model for SJCOG, Stanislaus Council of Governments, and Merced County Association of Government – June 2020.
7. Update of land-use scenario planning tools in conjunction with StanCOG and MCAG.
8. Implementation of Operating Protocols between SJCOG, STANCOG, and MCAG regarding administration of three county model—Monthly.
9. Coordinate Valley-wide completion of updated air quality conformity analysis in conjunction with the other seven MPO's – as required by new air plans and FTIP activity –June 2020.
10. Coordinate input on SJVAPCD and completion of updated TCM's –June 2020.
11. Provide modeling services for the Stanislaus Council of Governments inclusive of review of model products, model runs, and conformity analysis, as needed—Operational Activity reported on a Quarterly Basis.

E. Funding Sources:

FHWA PL	\$192,000.00 – Toll Credits 22,022.40
Local Transportation Funds (COG)	\$ 31,115.00
Tri County Travel Demand	\$ 13,189.00
Local Transportation Authority MK PM	\$210,000.00
Valley MPO's	\$181,100.00

F. Responsible Agency:

SJCOG
\$ 627,404.00

G. Staff Required: (person-months)

SJCOG
18.0

603.04 GOODS MOVEMENT PLANNING AND COORDINATION

- A. Previous Work: Prior work includes: administer the Caltrans Sustainable Transportation Grant for the Valleywide Goods Movement Sustainable Implementation Plan 2015 – 2017; participation in Valleywide Goods Movement Studies in FY 2010 – 2017; participation with MTC, SACOG, and AMBAG in Mega Region Goods Movement Study 2016-2018; work on the Valleywide Goods Movement Model; participation in the Tri-County Goods Movement Committee; prior Port of Stockton access improvement studies including as SR 4 Crosstown Freeway feasibility study completed in 2005; Goods Movement chapters in the 2007, 2011, 2014, and 2018 RTP; STAA Truck Access Analysis in 2008 - 2010; continuing operation of San Joaquin Goods Movement Task Force 2006 – 2018; and joint SACOG/SJCOG I-5/SR-99 STAA Truck Study.
- B. Purpose: To prepare goods movement related technical studies and analysis; to develop and compile related information and data; to coordinate related Goods Movement issues with local agencies, adjacent regions and the private sector; staff support to the San Joaquin Goods Movement Task Force; to develop preliminary plans and funding strategies for goods movement improvements; to increase the visibility of Goods Movement Issues at the policy and technical levels and to the public.
- C. Tasks:
1. Staff and coordinate the San Joaquin Goods Movement Task Force
 2. Identify operational gaps in the existing STAA Truck Routes system and propose solutions
 3. Participate in the Interregional Goods Movement Technical Working Group with Valley MPO Partners on the Inter-Regional Goods Movement.
 4. Act as liaison with Goods Movement industry and the business community concerned with goods movement issues.
 5. Monitor and report on Trade Corridor and infrastructure projects and represent SJCOG in the Northern California Trade Corridor Coalition.
 6. Review proposed new development to ensure adequate future STAA access where it is needed.
 7. Continued coordination with San Joaquin Valley MPOs in the development of a regional goods movement strategy to inform next transportation reauthorization bill or related legislative efforts.
 8. Coordinate with MTC, SACOG, and AMBAG on Mega Region Goods Movement Study.
- D. Products & Schedule:
1. San Joaquin Goods Movement Task Force, agendas, meetings, and follow-up actions—Bi-monthly.
 2. Continue relationship with Northern California Trade Corridor Coalition – Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Proposed solutions to operational gaps on the STAA system – Operational Activities with Deliverables Reported on Quarterly Basis.

4. Mega Region Goods Movement Study – Expected Completion 2020.
 5. Strategies for STAA Truck Access and Routing Issues – Operational Activities with Deliverables Reported on Quarterly Basis.
 6. Increase and broaden relationships with private sector to partner on goods movement issues—Operational Activities with Deliverables Reported on Quarterly Basis.
 7. Potential Coordinated San Joaquin Valley Good's Movement Reauthorization/State and Federal Funding Strategy—June 2020.
 8. Coordinated policies, strategies, and projects in the San Joaquin Valley I-5/SR-99 Goods Movement Study.
- E. Funding Sources: FHWA
FHWA-PL \$ 3,000.00 Toll Credits 344.10
Local Transportation Authority MK- PM \$ 17,543.00
- F. Responsible Agency:
SJCOG:
\$ 20,543.00
- G. Staff Required: (person months)
SJCOG:
2.0

701.01 ON-GOING TECHNICAL ASSISTANCE

- A. Previous Work: SJCOG provides considerable technical assistance of varied types to its member governments. Submitted grant requests. Staff training in air quality, transit planning, transportation planning, grant writing. One Voice® activities. Assisted monitoring agencies with transportation grant applications, assisted in resolving CTC fund vote issues for multiple agencies.
- B. Purpose: To provide assistance to SJCOG'S member governments which will aid them in their planning programs as well as provide them with a cost saving.
- C. Tasks: The following tasks could conceivably be requested of SJCOG but are not the full range of activities that can be provided.
1. Data generation, procurement and dissemination that are needed by member governments in preparing grant applications, developing specific studies, or local projects.
 2. Grant preparation assistance either in securing information on various grant programs, developing the grant information requirements, or preparing, submitting and following up on grant review and progress.
 3. Staff training of and assistance to local agencies in meeting federal requirements. This includes holding workshops and briefing sessions.
 4. Legislative assistance. This can include securing information on various pieces of legislation appearing before legislative committees, or working with legislators in preparing and developing specific pieces of legislation that would benefit the member governments; however, this is not engaging in lobbying activities.
 5. Provide information to State and Federal agencies on transportation policy issues, continue to monitor, evaluate and comment upon State and Federal legislation dealing with transportation that is of concern and importance to this region.
- D. Products & Schedule:
- Task 1 – Completed on an on-going basis to support member agencies
- Task 2 – Prepare any grant applications for funding – Operational Activities with Deliverables Reported on Quarterly Basis.
- Task 3 – Hold training sessions with partner agencies – Operational Activities with Deliverables Reported on Quarterly Basis.
- Task 4 – Review, track, and comment on relevant legislative proposals - Monthly.
- Task 5 – This task to be accomplished monthly and as frequently as weekly.
- E. Funding Sources:
- Federal Highway Administration PL \$ 23,000.00 – Toll Credits 2638.10
- Local Transportation Authority MK- PM 50,000.00

F. Responsible Agency:
SJCOG
\$73,000.00

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

801.01 INTERGOVERNMENTAL COORDINATION

- A. Previous Work: This is the traditional heart of SJCOG's functions i.e., to coordinate planning functions with those of other jurisdictions. SJCOG has participated on a regular basis in the meetings of the California Committee of Regional Council Directors, Regional Transportation Planning Agencies, California Transportation Commission and California Council of Governments. SJCOG is consistently called upon to coordinate functions, and to explore new issues and techniques with agencies such as Caltrans, neighboring COGs, organizations with an interest in transportation such as Human Services and Federal funding agencies. Coordination with local jurisdictions on plans that have a great impact on transportation such as General Plans and Air Quality plans are essential to the success of our planning efforts. SJCOG coordinates the Washington, DC San Joaquin One Voice® in order to educate legislators and key administration officials of the activities of this region and the transportation needs and priorities of the area.
- B. Purpose: To assure that all regional activities of SJCOG are fully coordinated with those activities which relate to one another in the area surrounding San Joaquin County or are of mutual concern to other SJCOG'S in the area or the State. SJCOG will promote the interests of San Joaquin County through the retention of a Washington D.C. consultant.
- C. Tasks:
1. SJCOG will work with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process.
 2. SJCOG will regularly attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments **(funded with LTF and not CPG)**.
 3. Serve as a member of the Capitol Valley Service Authority for Freeway Emergencies Organization.
 4. SJCOG will participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit. Coordinate with local, state and national associations of managers, planners and others.
 5. Coordinate with Valley COG Directors and the San Joaquin Valley Air Pollution Control District Board.
 6. Retain Washington, DC based legislative consultant (with non-state and federal funds). This task does not utilize state or federal planning funds and is accounted for separately.
 7. Participate in San Joaquin Valley One Voice® Analysis and Program **(funded with LTF and not CPG)**.
 8. Provide staff support, agenda items and agenda staff reports for the San Joaquin Valley Regional Policy Council. Share funding with valley MPO's for administrative support to operate the Policy Council. Attend San Joaquin Policy Council meetings quarterly.

9. Participate in the San Joaquin Valley Legislative Advisory Committee, including weekly/monthly meetings.
10. Participate in and support the activities of the Partnership for the San Joaquin Valley. Attend Board meetings.

D. Product & Schedule:

1. Coordinate with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Participate in and lead the San Joaquin Regional Policy Council, participate in San Joaquin COG Directors' Association and Regional Transportation Planning Agency monthly and participate in the efforts of the California Council of Governments **(funded with LTF and not CPG)** – Periodically, Operational Activities with Deliverables Reported on Quarterly Basis.
3. Attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments - Monthly.
4. Cooperate with Association of Bay Area Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, other Bay Area and mountain agencies on regional growth issues- to include coordination on assumptions for projections and forecasts (population, housing, jobs, and commuting) further identified in work element 801.02 - Operational Activities with Deliverables Reported on Quarterly Basis.
5. Participate in the Capitol Valley Service Authority for Freeway Emergencies Organization – Quarterly meetings and reports.
6. Participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit—Correspondence occurs through e-mail, phone, or meetings every two weeks on issues of joint concern.
7. Coordinate with local, state and national associations of managers, planners and others - Operational Activities with Deliverables Reported on Quarterly Basis.
8. Retain and utilize Washington legislative consultant (with non-state & federal funds) – Annual.
9. Implement shared work program of the San Joaquin Valley Policy Council – Operational Activities with Deliverables Reported on Quarterly Basis.
10. San Joaquin One Voice® Legislative Analysis and Legislative Program **(funded with LTF and not CPG)** – January 2020.
11. Prepare for and attend San Joaquin Valley Regional Policy Council meetings – quarterly.
12. Participate in the Partnership for the San Joaquin Valley Board and Transportation Workgroup – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources \$:

Federal Highway Administration PL -	\$ 57,000.00	Toll Credits 6,537.90
Local Transportation Funds (COG) -	\$130,000.00	
Local Transportation Funds (CON) -	\$ 84,000.00	
Fees	\$ 18,000.00	

F. Responsible Agency:

SJCOG

\$ 289,000.00

G. Staff Required: (person-months)

SJCOG

13.0

801.012 REGIONAL LEADERSHIP ACADEMY RURAL PLANNING ASSISTANCE GRANT

A. Previous Work: SJCOG administered an FY 17/18 Rural Planning Assistance Grant that was implemented by the California Association of Regional Councils (CALCOG). CALCOG developed and executed the design for a new program known as the California Academy for Regional Leaders (CARL). The inaugural class of 23 participants represented senior-level staff from 22 agencies statewide. Activities included:

- Retained program contractor to develop curriculum and program
- Retained subject-matter experts to advise on program design
- Developed case studies for policy awareness exercises
- Recruited program participants
- Identified and hired instructors
- Developed logistics plan
- Conducted six two-day training sessions for program participants at various locations statewide, including experts in communication, leadership skills, policy analysis, and career development.

B. Purpose: To administer the FY 19/20 Regional Leadership Academy Rural Planning Assistance (RPA) Grant with the following overall objectives:

- Provide a training and leadership development program for high-potential regional agency employees that will:
 - o Help regional agencies with staff development efforts and succession planning
 - o Enhance leadership skills for participants
 - o Help regional agencies retain talent
 - o Increase connections and networks between participants and their agencies to improve information sharing

C. Tasks: Building on the program framework established for the inaugural year, this FY tasks will include evaluation of program and curriculum design, obtaining consulting assistance, technical research and analysis, and grant contract fiscal management.

CARL Program

1. On-going program administration and quarterly reporting
2. Retain program contractor to evaluate and develop curriculum and program
3. Retain subject matter experts to advise on program design
4. Develop four site visits and/or case studies for policy awareness exercises
5. Recruit and Market Class to Participants
6. Identify and Hire Instructors
7. Develop logistics plan
8. Identify Lead Trainer/Facilitator
9. Set-up formal program alumni network – to include bi-annual workshop and networking opportunities

D. Products & Schedule:

CARL Program

1. Retain and execute contract with expert on program evaluation/design and curriculum development – July 2019
2. List of 30 individual participants for classes, marketing plan/materials and criteria for selection process – July 2019
3. Evaluate first year program design and execution – develop list of recommended changes – July to August 2019
4. Twelve-day curriculum plan, including program pre-requisites – August to September 2019
5. Policy awareness project or case study teaching modules – September 2019
6. List of leadership and technical training experts with agreements/contracts – On-going task August 2019 to March 2020
7. List of site locations, events, and required contracts/agreements for facilities – On-going task August 2019 to March 2020
8. Contract/agreements with trainers/facilitators – On-going task August 2019 to March 2020
9. Program administration and quarterly OWP reporting – On-going task July 2019 to June 2020
10. Six two-day participant training sessions from September 2019 to April 2020
11. Two one-day alumni group workshops/networking events September 2019 to April 2020

E. Funding Sources:

Rural Planning Assistance funding (to CALCOG) (FY 19/20):	\$50,000
Rural Planning Assistance funding (to CALCOG) (FY 20/21):	\$50,000
Rural Planning Assistance funding (to CALCOG) (FY 21/22):	\$50,000

F. Responsible Agency:

<u>SJCOG</u>	<u>CalCOG</u>
\$0.00	\$50,000

C. Staff Required: (person months)

D. SJCOG: 1.0

801.02 PROJECTIONS AND FORECASTS

A. Previous Work: In 1989, SJCOG began functioning as an affiliate data center within the California State Data Center Program. Among the joint objectives of the program are to expand the utility of Census Bureau data and to improve access to Census Bureau statistical resources. In this capacity, SJCOG is required to assist in the analysis of and dissemination of U.S. Census reports to member agencies and the general public. In order to make projections and forecasts, SJCOG maintains an extensive database with census information, and employment, housing, and population projections. SJCOG conducts community workshops to present census information and produces various public information materials on census data which SJCOG distributes to the community. In FY 07-08 SJCOG entered into a new relationship with the University of the Pacific - Center for Business and Policy Research (CBPR) to jointly produce materials related to census research and forecasting. In previous years, major efforts under this work element included a Census Bureau staff led training session in conjunction with the Data Co-op, and San Joaquin Public Health Services. A new set of population, household, and jobs forecasts for San Joaquin, Stanislaus, and Merced counties was completed in 2016 in collaboration with CBPR. SJCOG also performed an update of socio-economic modeling data for the San Joaquin Valley-wide Model Improvement Program based on collection and analysis of both Census 2010 data and the on-going American Community Survey (ACS) for the three-county area. These data are also used in support of SJCOG's other internal functions.

In 2017, SJCOG in conjunction with the University of the Pacific Center for Business and Policy Research, held three seminars. The seminars featured robust discussions on regional issues in San Joaquin County. The topics were as follows: (1) Regional Affordability, (2) Healthy Communities, and (3) Jobs & Economy, including the Economic Impacts of the Regional Transportation Plan. During 2018, additional topics included Innovations in Transportation, Workforce Development, and co-sponsorship of the 5th Annual State of the Northern San Joaquin Valley conference.

B. Purpose: To provide demographic, economic and transportation data for internal modeling and analysis, and to provide a service to local governments, stakeholder groups, and the general public. This element identifies regional needs for a greater understanding of the social and economic forces shaping our area of California. This work element is responsive to the need for socio-economic data within the entire work program. The Census Data Center function is responsive to questions from the community to assist other agencies with data needs and as input to regional policy-makers. Forecasting is a tool to help policy makers reach informed decisions through careful analysis of socio-economic trends.

C. Tasks:

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

1. Develop workshops/seminars/brown bag meetings intended to educate businesses, schools and other public agencies on the variety of data available and its uses.
2. Using the most recent information available, create analytical reports, charts and summaries for SJCOG's "regional indicators" webpage.
3. Develop maps to visually display the characteristics of data products.
4. Annually update county-level population, housing, households, and jobs forecasts
5. Answer census inquiries and provide special reports and presentations.
6. Participate as requested by Census Bureau in small support projects and information sharing.
7. Economic analysis and modeling activities related to various SJCOG planning efforts (e.g. Regional Transportation Plan update, socio-economic modeling).

D. Products & Schedule:

1. Produce Census and Research Information – Operational Activities with Deliverables Reported on Quarterly Basis through June 2020.
2. Analysis and dissemination of Federal Highway Administration Census Transportation Planning Products (CTPP) and other Census related data through multiple dissemination channels (website, social media, special publications, and presentations)- Operational Activities with Deliverables Reported on Quarterly Basis through June 2020.
3. Provide research and forecasting for special projects, events, and presentations – As Required with Deliverables Reported on a Quarterly Basis through June 2020.
4. Maintain data on website for information dissemination – Operational Activities with Deliverables Reported on Quarterly Basis through June 2020.
5. Coordinate four demographic forums/workshops – Quarterly through June 2020.

E. Funding Source:

FHWA PL-	\$ 65,000.00 - Toll Credits 7,455.50
Local Transportation Funds-COG	\$ 39,000.00
Local Transportation Funds – CON	\$ 62,000.00

- F. Responsible Agency:
SJCOG
\$ 166,000.00
- G. Staff Required: (person-months)
SJCOG
2.0

801.03 AVIATION AND AIRPORT LAND USE PLANNING

- A. Previous Work: The most recent Airport Land Use Compatibility Plan (ALUCP) for the Stockton Metropolitan Airport was adopted in 2016. The San Joaquin County ALUCP was adopted in 2009 and included all other public access airports in the county. An administrative update of both ALUCP's was completed in early 2018. Based on the ALUCP, SJCOG reviews and comments on planning and development proposals that fall within an airport's areas of influence.
- C. Purpose: To undertake all functions necessary to serve as the Airport Land Use Commission for San Joaquin County, as required by the State Aeronautics Act. To protect the safe and efficient operation of public use airports from conflicting land uses within the airports' spheres of influence. To coordinate closely with State and other Regional Transportation Planning Agencies in implementing the California Aviation System Plan.
- C. Tasks:
1. As the Airport Land Use Commission, SJCOG will continue to evaluate General Plan, zoning and Airport Master Plan amendments and updates, as well as development proposals within the Airport Area of Influence for consistency with the ALUCP.
 2. Continue coordinating the transportation planning process with member agencies and airport operators regarding maintaining consistency with the ALUCP.
 3. Complete assessment of ALUC implementation practices and update the fee program.
 4. Participate in and further the development of the California Airport Land Use Consortium (Cal-ALUC)
- D. Products & Schedule:
1. Land use matters, either publicly or privately sponsored, are reviewed and commented on to ensure consistency with the regionally adopted ALUCP. ALUCP consistency reviews also include, for example, General Plans, Specific Plans, and relevant amendments – Approximately 50 reviews occur per fiscal year. July 2019 – June 2020
 2. Contact airport operators to determine if any Airport Master or Layout Plan updates, requiring amendments to the ALUCP, have been proposed or approved – Quarterly through June 2020.
 3. Coordinate the transportation planning process with airport operators regarding access to their operations during updates of transportation planning and programming documents such as FTIP, STIP, RTP, and RCMP. Such coordination includes discussion of the condition of access roads to the airports and any maintenance or repair issues. - Quarterly through June 2020.

- E. Funding Sources:
Local Transportation Funds (COG) \$ 46,000.00
Local Transportation Funds (CON) \$ 43,000.00
- F. Responsible Agency:
SJCOG
\$ 89,000.00
- G. Staff Required: (person-months)
SJCOG
2.0

801.04 CONGESTION MANAGEMENT PROGRAM/SYSTEM

- A. Previous Work: AB 471 (1989) provides for development of Congestion Management Programs for all urbanized counties in California. The Measure K Renewal Program Ordinance, approved in November 2006, includes goals and provisions for update of the CMP and a process to review and comment on local plans and development proposals. The FAST Act requires the establishment of a Congestion Management Process. During FY 17/18, SJCOG updated the program, adopted a revised Regional Congestion Management Plan, and developed and used the Federal Congestion Management Process as a component of the RTP/SCS updates. During FY 18/19, SJCOG completed the system monitoring and performance reports.
- B. Purpose: To implement the requirements of the State Congestion Management Plan, the Federal Congestion Management Process and the Measure K Renewal Program. To adhere to a planning process that flags and corrects new areas of congestion before they occur. To implement a technically sound and achievable set of planning methods that monitor the transportation system as well as the land use developments that generate trip making. To demonstrate that all reasonable Transportation Demand Management (TDM) and Transportation System Management strategies have been employed prior to programming a roadway capacity increasing project.
- C. Tasks:
1. Continue to refine, quarterly, CMP process to address all suggestions and/or recommendations made as part of the federal certification review process and to ensure continued compliance with FHWA policy and guidance. In reference to 23 CFR 450.320 (6) (d) and (e).
 2. Planning activities to demonstrate and ensure that all reasonable Transportation Demand Management (TDM) strategies have been employed prior to adding capacity to a regionally significant roadway.
 3. Collect data on CMP network and monitor system performance through use of the CMP Land Use Analysis program. This program will enable a review and technical analysis of planning and development proposals and proposed capacity enhancing transportation projects.
 4. Use of CMP process to identify transportation projects and programs that can be considered for inclusion in the next RTP.
 5. Continue to define and expand upon CMP's performance measures and indicators.
 6. Per Measure K Renewal, 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. Adhering to the Federal Congestion Management process, investigate and apply corridor level monitoring analysis to evaluate CMP system performance.

D. Products & Schedule:

1. Application of regional and roadway specific Transportation Demand Management strategies – Quarterly through June 2020.
2. Review planning and development proposals in accordance with the CMP and provisions of the Measure K Renewal Ordinance - Approximately 50 reviews per year. July 2019 to June 2020
3. Perform strategic intersection and roadway segment traffic counts on CMP network and re-establish system LOS – As deemed necessary throughout year.
4. Apply Federal Congestion Management process and procedures as part of the CMP update – June 2020.
5. Biennial CMP Update – June 2020
6. Biennial evaluation of CMP implementation – June 2021.
7. Preparation and adoption of Deficiency Plans – As required by development proposals or technical analysis.

E. Funding Source:

FHWA PL-	\$ 107,000.00 – Toll Credits 12,272.90
Local Transportation Authority-MK PM	\$ 60,000.00

F. Responsible Agency:

SJCOG
\$ 167,000.00

G. Staff Required: (person-

months) SJCOG:

5.5

801.05 REGIONAL PLANNING

- A. Previous Work: This work element is based on the “3Cs” in federal transportation law: continuing, cooperative and comprehensive. All modes of transportation, including pedestrian walkways and bicycle transportation facilities, among others, shall be considered [23 United States Code (USC), Section 134 and Title 49, USC, Section 3004]. Regional transportation planning involves forming collaborative relationships with stakeholders the development of a shared mobility vision, including improving the transition among modes in the multi-modal transportation system and incorporation of new transportation technologies. Other previous work efforts include:
- Established new process requirements and work plan to complete first RHNA update cycle under SB 375, SB 575 and new State RTP Guidelines (done in conjunction with related work in W.E. 601.01). The 2014-2023 RHNA plan was adopted by the SJCOG Board in August 2014 and approved by HCD in October 2014. (It is adopted every eight years.)
 - Engaged and coordinated with other local and regional planning professionals through Valleywide Planners and other appropriate groups/forums originally established through institutional framework for SJ County and Valley Blueprint Planning process. During FY 18-19, SJCOG began extensive work with local planning efforts and initiatives, including facilitation of the Neighborhood Transformation working group of the South Stockton Promise Zone initiative and participation on the Stockton Mayor’s Taskforce for Affordable and Workforce Housing.
 - Continued support for products of completed Blueprint Planning Process: Web-based Planners’ Toolkit, the IMPACS tool to analyze the fiscal impacts of various development types; a study on institutional barriers to smart growth; and the San Joaquin Valley Greenprint (open space/natural resources inventory and toolkit)..
 - Monitored and remained informed of legislation and new requirements for member agency General Plan Housing Elements and the RHNA process; disseminated pertinent information to member agencies, SJCOG standing committees, and the SJCOG Board.
- B. Purpose: SJCOG recognizes that a well-informed decision-making process is critical in regional planning. To that end, this work element is to inform, to report, and to educate traditional governmental stakeholders/partners, general public and private sector on developing planning issues and policies or legislation that may affect the transportation planning and implementation process. This work element focuses on regionally significant planning efforts and collaborative relationships with traditional and non-traditional stakeholders. It represents a coordinated work effort to identify and to explore emerging planning issues and policies not explored in other work elements. This is done through meetings, presentations, phone conferences, and research/report development.

C. Tasks:

1. Coordinate with and assist local partner efforts in applying for grants through Federal, State, or non-profit programs to assist in smart growth, infill, or active transportation projects. Included is research of grant opportunities and dissemination of this information to various interest groups.
2. Examination of local general plans, updates of general plans, and specifically, housing and circulation elements with reports on potential relevance and impact to San Joaquin County region.
3. Monitor legislation and new technical requirements for affordable housing provision in member jurisdictions' Housing Elements and provide regular updates to SJCOG Board, standing committees and jurisdictional staff.
4. Sponsor technical workshops on regional planning and transportation and/or speak at workshops led by other agencies on these topics.
5. Through outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders, identify regional planning topics and create materials to disperse information specific to those audiences.
6. Engage and participate with San Joaquin County Public Health and various public health stakeholder groups to promote integration of public health concerns in the transportation planning process and produce information for dissemination on the relationship with public health and regional planning.
7. Research and write issues papers on emerging planning issues (i.e. electric vehicles, driverless cars, impacts to regional transportation planning).
8. Participate and collaborate with partners on efforts to examine planning tools to improve regional planning analysis.

D. Products & Schedule:

1. Provide assistance to local partners in planning grants – As Needed, Deliverables will be reported on a quarterly basis.
2. Develop regional planning materials to disseminate and document outreach efforts and meetings with traditionally under-represented and under-served populations and their community Leaders-Operational Activities with Deliverables Reported on Quarterly Basis.
3. Prepare white papers or issues papers or staff reports on various regional planning/policy topics, involving stakeholders in development and issues

identification – Operational Activities with Deliverables Reported on Quarterly Basis.

4. Public outreach information dissemination on various regional planning topics – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Participate in forums, meetings that examine land use tool or other planning tools--Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources:

Federal Highway Administration PL-	\$ 42,000.00 – Toll Credits 4,817.40
Local Transportation Funds COG	\$ 51,000.00
Fees/Interest	\$ 5,000.00

F. Responsible Agency:

SJCOG
\$ 98,000.00

G. Staff Required: (person-months)

SJCOG
2.0

801.06 VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATION

- A. Previous Work: The Valley COGs joined forces to undertake specific activities relating to transportation planning, programming, and air quality. Coordination between Stanislaus Area Association of Governments, Merced County Association of Governments, Kern Council of Governments, the Council of Fresno County Governments, Kings County Association of Governments, Tulare County Association of Governments, and Madera Association of Governments has been on-going for years. This coordination with other Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) includes specific roles and responsibilities as described in a Memorandum of Understanding.
- B. Purpose: The need for Valleywide coordination became apparent through the requirements of the federal Clean Air Act Amendments and California's Clean Air Act. As a result, the Valley Metropolitan Planning Organizations are developing future work items in tandem and sharing responsibilities for covering statewide and Valleywide issues on a coordinated basis.
- C. Tasks:
1. Coordinate emissions modeling for air quality conformity Valley-wide issues.
 2. Participate in Valley Transportation Control Measures Implementation.
 3. Participate in Valley Interagency Consultation Committee
 4. Participate in Statewide air quality conformity committee on an as needed basis.
 5. Coordinate the Valley MPO on SB 375 Implementation.
 6. Participate in peer-to-peer review of Valley FTIP products.
 7. Participate on Valleywide Model Improvement Program
 8. Manage the firm of Michael Sigala Coordination for San Joaquin Valley Director Meetings –Monthly
- D. Products & Schedule:
1. Valleywide Transportation/Air Quality Modeling Revision Process – Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Valleywide Interagency Coordination Committee
 3. Valleywide Transportation Control Measure Implementation – Operational Activities with Deliverables Reported on Quarterly Basis.
 4. Valleywide Model Coordinating Committee – Monthly.
 5. Coordinate Valley MPO Regional Planning Committee – Monthly.
 6. Participate in peer –to-peer FTIP reviews – as needed.
 7. Coordinate Valley MPO SB 375 Implementation Committee – Monthly.
 8. Participate in Valley MPO Model Improvement Program Update Meetings – Monthly
 9. Coordination of Director Meeting Agenda and Schedule– Monthly

E. Funding Sources:

FHWA PL -	\$ 40,000.00 – Toll Credits 4,588.00
Local Transportation Funds – COG	\$ 11,000.00
Local Transportation Funds - CON	\$ 50,000.00
Local Transportation Authority -MK COG	\$ 0.00
Local Transportation Authority–MK-PM	\$ 0.00

F. Responsible Agency:

SJCOG
\$ 101,000.00

G. Staff Required: (person months)

SJCOG
10.0

801.09 HABITAT PLAN IMPLEMENTATION

- A. Previous Work: The purpose of this work element is to implement the San Joaquin County Multispecies Habitat Plan. The work element has concentrated on the issue of habitat preservation, protection of open space, management for threatened and endangered species protection. Habitat Plan: Acquired approximately 8,915 acres in easements.
- B. Purpose: As economic growth and species protection seek to find compatible ground, SJCOG steps in to develop a process that maximizes the best interests of both. Investments such as major public roadways must not deteriorate species habitat. Since 2001, SJCOG has been implementing a predictable, financially fair and effective Habitat Management Plan for the entire County of San Joaquin. In this manner, the program will be able to meet all applicable State and Federal laws, and assist to meet Environmental Protection Agency Section 404 requirements.
- C. Tasks:
1. To support implementation of the Habitat Management Plan for the entire region.
- D. Products & Schedule:
1. Regional Habitat Management Plan Implementation. – Operational Activities with Deliverables Reported on Quarterly Basis.
- E. Funding Sources:
- | | |
|---------------------------|--------------|
| SJCOGI (Developer Fees) - | \$605,000.00 |
|---------------------------|--------------|
- F. Responsible Agency:
- | |
|---------------|
| <u>SJCOG</u> |
| \$ 605,000.00 |
- G. Staff Required: (person-months)
- | |
|--------------|
| <u>SJCOG</u> |
| 18.0 |

901.01 IMPLEMENTING MEASURE K RESPONSIBILITIES

- A. Previous Work: The original Measure K was passed by San Joaquin County voters in 1990 for a 20-year term. The Measure K Expenditure Plan identifies the countywide transportation facility and service improvements, including highway, public transit, railroad grade crossing, passenger rail, and bicycle projects, to be delivered by a 1/2-cent sales tax in San Joaquin County dedicated for transportation purposes. The Expenditure Plan specifically defines the categorical allocations of the sales tax revenues by transportation mode or facility and identifies the individual projects and programs to be funded under each category.

In November 2006, the voters of San Joaquin County approved the renewal of the Measure K program, which will expire in 2011. With the renewal, Measure K now extends for an additional 30 years through 2041. In 2017, SJCOG adopted an updated Strategic Plan for the Measure K Renewal that served as the basis for Measure K funds to be disbursed for specific projects identified in the Measure K Renewal Expenditure Plan, including the timing of disbursements of those funds, and the proportionate share or absolute value of the Measure K contribution to each project.

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

- C. Tasks:

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

- D. Products & Schedule:

1. Implement and monitor existing Strategic Plan – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Update of the Measure K Strategic Plan – June 2020.

3. Integrated Measure K and Measure K Renewal Financial Plan – Implementation Operational Activities with Deliverables Reported on Quarterly Basis.
4. Amend Measure K Ordinance and Expenditure Plan – June 2020.
5. Project Sponsor Assistance – Operational Activities with Deliverables Reported on Quarterly Basis.
6. Program Administration – Operational Activities with Deliverables Reported on Quarterly Basis.
7. Leveraging state and federal funds – Operational Activities with Deliverables Reported on Quarterly Basis.
8. Measure K financial status report – June 2020
9. Project Delivery Monitoring – quarterly with periodic reports to the Board.

E. Funding Sources:

Local Transportation Authority-MK (COG) -	\$ 157,720.00
Local Transportation Authority-MK (PM) -	\$ 160,000.00
Fees	\$ 5,500.00

F. Responsible Agency:

SJCOG
\$ 323,220.00

G. Staff Required: (person months)

SJCOG
19

901.02 REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

- A. Previous Work: A regional fee that can be equitably and comprehensively applied to fund regional projects was adopted by the SJCOG Board in 2005. SJCOG is responsible for implementing, administering, and monitoring the RTIF program. All jurisdictions adopted the program which was in full implementation by July 1, 2006. SJCOG now administers the program. During FY 2012 and 2017, 5-year updates of the RTIF program were conducted in accordance with the Mitigation Fee Act and was adopted by the SJCOG Board. During FY 2018 SJCOG continued on-going implementation of the RTIF and prepared the Annual Report in fall 2017.
- 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 significant transportation projects that are associated with new growth.
- C. Tasks:
 - 1. Administer RTIF Program. Receive reports from member jurisdictions on collection of fees. Prepare annual reports. Account for use of RTIF funds for designated regionally significant projects.
 - 2. Continue to provide training and assistance to partner agency staff (e.g., individual meetings/consultations, workshops, guidance manual).
 - 3. Respond to local jurisdictions and provide technical assistance to administer the RTIF.
 - 4. Conduct annual audit and account for third party costs.
 - 5. Continue to implement Jobs Balancing Investment Fund program.
 - 6. Complete update to auditing procedures and fully implement.
- D. Products & Schedule:
 - 1. Administer the RTIF program and complete all reporting requirements - Quarterly through June 2020.
 - 2. Produce annual RTIF Report to SJCOG Board – November 2019.
 - 3. Training and assistance to partner agency staff – As Required
 - 4. Convene Economic Development project selection committee – As required

E. Funding Sources:

Local Transportation Authority–MK COG \$ 59,280.00
Regional Transportation Impact Fee- \$ 27,720.00

F. Responsible Agency:

SJCOG
\$ 87,000.00

G. Staff Required: (person months)

SJCOG
3.5

901.03 MEASURE K RENEWAL SMART GROWTH INCENTIVE PROGRAM

- A. Previous Work: This program was established as part of the passage of the Measure K Renewal Program in November 2006. Program Policies were established as a part of the Measure K Renewal Strategic Plan. Specific Program procedures, financial program and application process were adopted by the SJCOG Board. First selection and allocation of Planning and Capital Projects occurred in FY 08-09. In 2012, SJCOG completed the Smart Growth and Transit Oriented Master Plan for San Joaquin County to further guide investments of the Measure K Renewal Smart Growth Incentive Program. In October 2017, a call for Smart Growth projects was disseminated and projects were approved for funding by SJCOG Board in early 2018.
- 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. Tasks involve project management of Smart Growth funded projects.
 2. Monitoring both development activities in the region, planning projects in the pipeline, and legislative/regulatory opportunities to advance Smart Growth in San Joaquin region.
 3. 3. Participate in community or (state/federal) meetings, workshops, conferences as it relates to Smart Growth and implications to San Joaquin County.
- D. Products and Schedule:
1. Provide project management, oversight, and monitor of Measure K Renewal Smart Growth funded projects to ensure their project delivery are met – Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Monitor state and federal policies and implications to Smart Growth program - Operational Activities with Deliverables Reported on Quarterly Basis.
- E. Funding Sources:
Local Transportation Authority-MK (PM) \$5,000.0
- F. Responsible Agency:
SJCOG
\$ 5,000.00

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..
- 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. Review and evaluate the core responsibilities of the Overall Work Program
 6. Prepare, and adopt SJCOG'S Overall Work Program and budget in cooperation with member governments.
 7. Develop and submit OWP Amendments as needed
 8. Develop and submit RFR's to ensure expenditures are accurate, requested on a reimbursement basis, for eligible activities, for delivered products and completed in accordance with work elements in the OWP and Federal and State Requirements
 9. Develop and submit year-end package
- D. Products & Schedule:
1. Implement Work Program - Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Quarterly reports and quarterly invoices - Quarterly
 3. An updated Disadvantaged Business Enterprise Plan and goal statement for the next fiscal year - October 2019
 4. Self-Certification Evaluation – March 2020
 5. An adopted Overall Work Program - March 2020
 6. Amend and update Overall Work Program – OWP amendments vary but generally happen approximately 3 times a year.
 7. Year-end package submittal

E. Funding Source:
Federal Highway Administration PL - \$ 85,000.00– Toll Credits 9,749.50
Local Transportation Fund (COG) \$ 500.00
Local Transportation Authority-MK (COG) \$ 29,500.00

F. Responsible Agency:
SJCOG
\$ 115,000.00

G. Staff Required: (person-months)
SJCOG
18.0

1001.02 TRANSPORTATION DEVELOPMENT ACT

- A. Previous Work: This task is an on-going function and involves the administration of Transportation Development Act Funds (Senate Bill 325), as well as State Transit Assistance Funds (Senate Bill 620) received for San Joaquin County.
- B. Purpose: Senate Bill 325 and Assembly Bill 620 gave extensive responsibilities to the Regional Transportation Planning Agencies for administering these funds. Local governments depend upon these funds and the proper administration of them for the continued operation of transit services and the continued maintenance of their road and street systems.
- C. Tasks:
1. Prepare an estimate of funds needed to administer the Local Transportation Fund and State Transit Assistance funds by the County Auditor and staff.
 2. Develop apportionments for Local Transportation Fund funds in accordance with Statute.
 3. Update SJCOG'S Rules and Regulations for administering the Local Transportation and State Transit Assistance Funds as a result of changes that may occur from new legislation or policy changes.
 4. Hold public hearings and make required findings on "Unmet Transportation Needs" that are reasonable to meet.
 5. Process claims for Transportation Development Act funds: a) Review claims for compliance with statutes, regulations and Regional Transportation Plan; b) Prepare staff reports and resolutions; c) Transmit allocation instructions to County Auditor consistent with section 6659 of the California Code of Regulations.
 6. Prepare Transportation Development Act Annual Report.
 7. Contract with an accounting firm to carry out in a timely fashion the annual financial and compliance audits (SJRTD: compliance audits only).
 8. Continue to maintain an in-house accounting of both Local Transportation Fund and State Transit Assistance Funds received and disbursed.
 9. SJCOG staff will continue to provide information to State agencies on Transportation Development Act policy issues and will continue to monitor, evaluate and comment upon State legislation dealing with the Transportation Development Act.
 10. Work with state and other RTPAs to develop rules and administrative guidelines to respond to new state legislation.
 11. Utilize community-based organizations to bring more people, particularly the underserved and under-represented, into the planning process.
- D. Product & Schedule:
1. Local Transportation Fund and State Transit Assistance Revenue Estimates and Apportionments - February 2020
 2. Updated SJCOG LTF/STA Rules and Regulations - February 2020

3. Unmet Transit Needs Findings - March 2020
4. Approve Local Transportation Fund and State Transit Assistance Claims – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Local Transportation Fund and State Transit Assistance Annual Reports - October 2020
6. Annual financial and compliance audits of Transportation Development Act claimants, except (SJRTD, Compliance only) - October 2019 to January 2020
7. Up-to-date Financial Statements showing status of Local Transportation Fund and State Transit Assistance Funds - Operational Activities with Deliverables Reported on Quarterly Basis.
8. Utilize community based organizations to bring more people particularly the underserved and under-represented into the Unmet Transit Needs process.

E. Funding Sources:

Local Transportation Fund – COG	\$179,500.00
Fees	\$ 1,500.00
Transportation Development Act -	\$290,000.00

F. Responsible Agency:

SJCOG
\$ 471,000.00

G. Staff Required: (person-months)

SJCOG
7.0

1001.03 COMMUNITY INVOLVEMENT PROGRAM

- A. Previous Work: This task has included publication of a monthly newsletter, and a Measure K annual report, news releases, and work with English and foreign language newspapers and television media. Public hearings, regional educational and fact-finding community meetings have been held throughout San Joaquin County. Public input, through community involvement, has guided all planning efforts in the past and will continue to play a major role in all future planning efforts. SJCOG maintains an interactive website as well as social media sites, including Facebook, Instagram, Twitter, LinkedIn, and YouTube. The California Valley Miwok Tribe is the only federally-recognized Native American tribe in the SJCOG region. In San Joaquin specifically, they are considered a “landless” Tribe. Meaning, although they are federally recognized, they do not have land held in trust by the Bureau of Indian Affairs (i.e. no reservation or rancheria). In addition, a directory of Native Americans in San Joaquin County has been developed and the SJCOG mailing list expanded to include names of individuals and groups identified in that effort. SJCOG hosts public information presentations every year, including public ceremonies for major project milestones.
- B. Purpose: To keep the general public aware of SJCOG and its planning functions, and to encourage their support and participation. To assure that all planning efforts are reflective of the needs and desires of the general populace within the County. To ensure early and continuous involvement of key Federal, State and Local Resource Agencies and interest groups.

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

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

OVERVIEW

SJCOG uses a combination of committees, fully noticed public hearings, workshops, forums, surveys, publications, the Internet (www.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 monthly online Horizons newsletter. Among recipients: media representatives from English and Spanish language publications, non-profit organizations, private businesses, and local residents. SJCOG staff regularly reviews the mailing list to involve organizations that represent various segments of the general population, including ethnic, racial, elderly, disabled, and disadvantaged groups.

Services include:

- Conducting one-on-one interviews with residents and business owners;
- Organizing and administering public meetings and forums;
- Developing and organizing direct mail to community groups and residents, Including ethnic, racial, elderly, disabled, and

- disadvantaged groups;
- And acting as project spokesperson to interact with the public, merchants, media, etc. to keep them informed about construction progress and to minimize impacts.

Environmental Justice Efforts

SJCOG has made significant strides to take into account the needs of those traditionally under served by transportation, such as low-income and minority households. SJCOG reaches low income and minority populations through its Social Services Technical Advisory Committee and its public outreach program which includes mailings of Board Actions, Horizon's newsletter, meeting agendas, and notices of public workshops and hearings. Through the San Joaquin Regional Transit District, Dial-a-Ride transit service is made available to disabled residents to attend SJCOG Board and other public meetings.

Other specific efforts include:

Translation Services

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

Workshops

SJCOG regularly conducts public outreach workshops in conjunction with the Planning process. These include targeted workshops for older, under-represented or Spanish speaking groups and organizations. Several examples from the RTP/SCS development in FY 17/18 demonstrate COG's significant efforts here.

Native American Outreach

SJCOG adopted a Tribal Outreach Process in FY 17/18. Within this process, SJCOG distributes information about its plans, and projects to Native American communities, organizations, groups and individuals. The adopted procedures can be found at: <http://www.sjcog.org/PPP>.

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 underserved groups in order to provide information on transportation plans and projects. Also, SJCOG maintains a formalized Title VI Complaint Procedure, in the event that a group or person believes they have been subjected to discrimination in our public involvement process. SJCOG maintains a Title VI binder to document efforts to comply with Title VI.

C. Tasks:

1. Publication of e-letters, as needed.
2. Regular presentations before civic clubs and other similar type organizations. These presentations are either topic specific or have a general nature and discuss projects in which SJCOG is involved or SJCOG'S organizational structure and function. (FHWA PL)
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' Advisory Committee.
6. Develop written policies and procedure for early involvement of regional partners in development of planning products. (FHWA PL)
7. Prepare informational brochures on SJCOG activities.
8. Maintain Internet access to the public. (FHWA PL)
9. Provide Title VI support to all projects in the OWP and Measure K Strategic Plan. (FHWA PL)
10. Provide early consultation and continuous involvement of resource agencies in planning and feasibility studies. (FHWA PL)
11. Provide public involvement, including to targeted populations and organizations as part of development of plans and feasibility studies. Ensure outreach and communication plans for large studies. (FHWA PL)
12. Evaluate and identify performance measures for public outreach effectiveness.
13. Ensure usage of visualization techniques in all public outreach activities.

D. Products & Schedule:

1. Facebook, Twitter, Instagram, and Web online update of SJCOG activities and events/news -
2. Material for public presentations – Done for outreach efforts
3. Periodic news releases – Work products will be reported on a quarterly basis.
4. Citizens Committee Meetings – Meetings held monthly and will be reported on a quarterly basis.

5. Implement Public Information Plan – monthly activities through June 2020 (FHWA PL)
6. SJCOG information materials - Operational Activities with Deliverables Reported on Quarterly Basis.
7. Maintain Internet, Weekly Web updates – Weekly
8. Implementation of outreach and targeted groups as noted in the purpose and tasks, and appropriate resource agencies for all planning and feasibility studies.(FHWA PL)

E. Funding Sources:

Federal Highway Administration PL - \$ 78,000.00 – Toll Credits 8,946.60
Federal Highway Administration PL - \$ 5,221.00 – LTA is Local Match
Local Transportation Authority-MK-COG \$ 38,000.00
Local Transportation Authority-MK-PM \$ 0.00

F. Responsible Agency:
SJCOG
\$ 121,221.00

G. Staff Required: (person-months)
SJCOG
8.0

1101.01 TRANSPORTATION DEMAND MANAGEMENT (TDM) SERVICES

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

- e. Coordinate with San Joaquin Regional Transit District and vanpool providers to collect and report vanpool data to the National Transit Database.
- f. Manage contracts with Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG) and Calaveras Council of Governments to provide Commute Connection services.
- g. Provide progress reports to StanCOG, MCAG, and Stakeholders at least quarterly or as mutually agreed upon by all parties.
- i. Attend annual Association for Commuter Transportation (ACT) conference
- j. Participate in training and educational opportunities to enhance skills and knowledge in marketing and the TDM industry
- k. Explore and implement if feasible, a employer and commuter incentive program

2. Employer and Community Outreach

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

3. Marketing, Research and Promotions:

- a. Conduct annual survey of registered commuters
- b. Maintain and enhance program website and trip planning system
- c. Develop targeted material for outbound commuters, neighborhoods, residential developments and business parks
- d. Provide engagement opportunities for community by developing interactive programs such as videos, training and webinars.
- e. Promote benefits and services through website, social media, electronic methods, direct mail and special events
- f. Initiate stories, develop articles, press releases and respond to media requests

- g. Provide frequent updates on trends, news to commuters, employers, stakeholders and general public
 - h. Plan and coordinate Bike to Work and Dibs Day events
 - i. Develop and implement vanpool project for Merced County

4. Agency Coordination and Assistance

- a. Coordinate with Caltrans, other area MPOs, transit agencies, TDM agencies, San Joaquin Valley Air Pollution Control District, etc. regarding TDM strategies and operations.
- b. Work with SJVAPCD to implement Rule 9410 in the San Joaquin Valley
- c. Support efforts of the congestion management program as it relates to Transportation Demand Management .

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

- a. Administer. Measure K Park and Ride Funding Program and associated cooperative agreements.
- b. Coordinate with Caltrans and other local partners to assess and develop additional Park and Ride lot facilities, including in conjunction with development proposals and transportation projects.
- c. Review and update Park and Ride Lot Master Plan if necessary
- d. Conduct park and ride lot survey and analyze results

6. SAFE/511 Travelers Information System

- a. Work with Sacramento Area Council of Governments to complete Call Box Modernization Plan and Strategic Plan
- b. Maintain communication with San Joaquin County SAFE Board Members
- c. Participate in statewide CalSAFE and Motorist Aid group and annual conferences

D. Products & Schedule:

- 1. Collect and report vanpool data to NTD monthly (2020)
- 2. Collect and report vanpool data annual report to NTD (October 2019)
- 3. Produce News e-blasts, social media posts monthly through June 2020.
- 4. Participation in ACT Conference (July/August 2019)
- 5. Plan and implement Bike Month Activities (May, 2020)
- 6. Plan and implement Dibs Day Activities (January, 2020)
- 7. Development of videos, webinars, training – quarterly through June 2020.
- 8. Callbox Modernization and Strategic Plan (San Joaquin Only – June 2020)
- 9. Park and Ride Lot survey – December 2019)
- 10. Dibs Quarterly Activity Report – Quarterly through June, 2020
- 11. Website & Trip Planning System Maintenance and Enhancements –

monthly through June 2020.

12. Attend statewide CalSAFE Conference (September 2019)

E. Funding Sources:

MCAG	\$ 85,000.00
CMAQ Stanislaus -	\$ 200,000.00
CMAQ Merced -	\$ 75,000.00
CMAQ -	\$ 1,280,000.00
SAFE -	\$ 150,000.00
Local Transportation Authority MK PM)	\$ 100,000.00

F. Responsible Agency:

SJCOG
\$ 1,890,000.00

G. Staff Required (Person Months)

SJCOG
48

1201.01 FREEWAY SERVICE PATROL

A. Previous Work: SJCOG began operating the Freeway Service Patrol on Interstate 205 in 1996 as a method to offset construction delays during the first phase of I-205 widening. In January, 2018 SJCOG implemented new service on State Route 120 in Manteca connecting through State Route 99 South to the city of Ripon as well as State Route 120 in Manteca connecting to Interstate 5 North to French Camp. In November, 2018 new service was also implemented on State Route 99 between Jahant Rd and Harney Lane. Currently the Freeway Service Patrol is operated as a congestion relief strategy with state funds. SAFE and Measure K funds are used to match state funding for the FSP.

B. Purpose: To operate the Freeway Service Patrol on I-205, I-5, SR 120 and SR 99 and other areas identified as areas in need.

A. Tasks:

1. Continue operating Freeway Service Patrol on all existing routes.
2. Manage FSP contracts with towing service provider and online activity tracking tool and process related invoices
3. Develop and present annual report to committees and Board
4. Evaluate potential with possible implementation to add new routes

B. Products & Schedule:

1. Freeway Service Patrol on I-205, I-5, SR 120 and SR 99
2. Freeway Service Patrol Survey Website
3. Freeway Service Patrol App Based Tracking System
4. Contract with towing service providers (through June 2020)
5. Annual Report (June 2020)

C. Funding Sources:

SB1 FSP	\$1,323,048.49
Caltrans FSP	\$ 968,996.58
Capital Valley SAFE	\$ 207,000.00
Local Transportation Authority MK PM)	\$ 50,000.00

D. Responsible Agency:

SJCOG

\$ 2,549,045.07

E. Staff Required: (person-months)

SJCOG

3.0

1201.03 SJCOG INTERNSHIP PROGRAM

- A. Previous Work: The San Joaquin Council of Governments supports opportunities to bring in students or recent college graduates for hands-on work experience in regional transportation planning. Many interns that have completed SJCOG's internship program have gone on to pursue planning careers in public agencies.
- B. Purpose: To offer internship opportunities to college student or college graduates looking for a part-time, entry level internship to gain exposure and experience in the regional transportation planning field. Interns work with regional planning professionals on various assignments. Primary emphasis in this year's work program would be internships to support Regional Transportation Plan/Sustainable Communities Strategies implementation activities, technical assistance to the Federal Transportation Improvement Program as well as SB1 Planning Studies. These assignments will enable SJCOG to cost-effectively meet deliverables and work products scheduled in the Overall Work Program while providing a coaching/mentoring program for interns. As a part-time internship, compensation is on an hourly basis and without benefits.
- C. Tasks:
1. Assist in preparing amendments to the Federal Transportation Improvement Program (FHWA PL).
 2. Develop spreadsheets, tables, and charts as it relates to federal-aid project delivery and tracking (FHWA PL).
 3. Assist in regional planning studies and research (LTF).
 4. Provide technical review, analysis, and document write up as needed for RTP implementation activities (LTF).
- D. Products & Schedule:
1. Various technical assignments for RTP Implementation (LTF).
 2. Technical assistance for SB 1 FY 17/18 Planning Studies ongoing and completed by June 30, 2019 (LTF).
 3. Technical assistance for SB 1 FY 18/19 Planning Studies ongoing and completed by June 30, 2019 (LTF).
 4. Various FTIP amendments and programming tracking tools for federal-aid programs, ongoing and completed by June 30, 2019 (FHWA PL).
- E. Funding Sources:
Federal Highway Administration PL \$ 54,000.00 –Toll Credits 6,193.80
Local Transportation Fund – COG \$ 16,000.00
- F. Responsible Agency:
SJCOG
\$70,000.00

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

1301.01 PERFORMANCE-BASED PLANNING AND PROGRAMMING

- H. Previous Work: One of the Federal Emphasis Areas is Performance-based Planning and Programming (PBPP) which refers to the application of performance management to achieve desired performance outcomes for the multimodal transportation system. Starting in the 2018/19 year, SJCOG's federal and state transportation partners have asked that a separate work element be identified within the Overall Work Program. SJCOG applied performance-based planning and programming strategies during the development of its Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Specifically, SJCOG identified SCS performance metrics and then evaluated performance indicators among four distinct RTP scenarios. SJCOG employed, for the first time, a civic engagement tool called MetroQuest, to examine the differences in performance outcomes between the four multimodal transportation system alternatives. The SJCOG Board unanimously approved one scenario as the underlying framework for the 2018 RTP after an extensive public outreach process. Some other work products in the past have included the Congestion Management Process, Congestion Mitigation and Air Quality (CMAQ) Program Call for Projects, and programming documents including the Federal Transportation Improvement Program and the State Transportation Improvement Program.

SJCOG has participated in MPO and State Agency workshops on Performance-Based Planning and is an active participant in the Technical Advisory Group (TAG) for PM3 – System Reliability, Freight and CMAQ. SJCOG has incorporated the adopted statewide PM1 (safety), PM2 (transportation asset management), and PM3 performance measures and targets into the 2018 RTP/SCS. To prepare for and begin implementation of PM3, SJCOG included a congestion level and travel time reliability analysis in the 2018 RTP/SCS. This analysis supports both the existing condition and needs assessment component for PM3, as well as SJCOG's Regional Congestion Management Program. It will form the basis of SJCOG's future work in this area.

- I. Purpose: To articulate a performance-based planning and programming framework that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of State and Federal transportation funds. To implement effective practices in the use of performance information to guide collaborative decision-making among SJCOG partners, member agencies, public, and Board. To document examples of performance-based provisions including collecting performance data, selecting and reporting performance targets for the San Joaquin metropolitan planning area, and reporting actual system performance related to those targets on an annual basis. To ensure strong engagement of stakeholders and identify any key challenges and opportunities to this planning and prioritization process.
- J. Tasks:
1. Participate in training, workshops, meetings & related PBPP activities.

2. Engagement with SJCOG partners, public, and various committees on PBPP information.
3. Coordinate with Caltrans, FTA, and transit operators to discuss how to link public transportation investment priorities to the achievement of performance targets in the areas of Transit Asset Management and Transit Safety.
4. Coordinate with Caltrans, FHWA, and SJCOG member agencies to discuss how to link roadway transportation investment priorities to the achievement of performance targets in the following areas: Highway Safety; Highway Pavement and Bridge Conditions, System Performance – National Highway System (NHS) Congestion; System Performance – Freight; System Performance – Congestion Management and Air Quality (CMAQ) Program.
5. Prepare a report compiling regional performance measure data and system performance.

K. Products & Schedule:

1. Report that includes the following:
 - Reporting of metropolitan area targets.
 - Reporting of actual system performance (related to those targets).
 Report complete by June 2020.
2. Action Plan Report for next fiscal year which identifies key activities in PBPP. Report complete by June 2020.
3. Completion of Training Activities and related workshops and meetings on PBPP. – Complete by June 2020.

L. Funding Sources:

Federal Highway Administration PL -	\$ 15,000.00 – Toll Credits 1,720.50
Local Transportation Fund-COG	\$ 16,000.00

M. Responsible Agency:

SJCOG
\$31,000.00

N. Staff Required: (person-months)

SJCOG
3.0

CALTRANS OWP WORK ELEMENT

San Joaquin Council of Governments 2019-2020 Overall Work Program (OWP) Information Element					
State Route	Product	Performed By	Status of Product	Final to SJCOG	Expected Date of Completion
I-5, SR-99, SR-120, and I-5	Integrated Corridor Management Plan	Caltrans District 10	Starting in FY 18/19	TBD	October 2019.