



APPENDIX J

Public Participation Plan



SAN JOAQUIN COUNCIL OF GOVERNMENTS

PUBLIC PARTICIPATION PLAN

ADOPTED DECEMBER 15, 2016



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SJCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that prohibit discrimination on the grounds of race, color, national origin, sex, age or disability in its hiring or employment activities and in its admission to or operations of its programs, services, or activities.

SJCOG provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All SJCOG meetings are wheelchair accessible. For all inquiries on Title VI and/or American Disabilities Act, contact Rebecca Calija at 209-235-0600 or calija@sjcog.org.



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FORWARD

Set in the heart of California, the San Joaquin region connects the San Francisco Bay Area and Sacramento to the Central Valley and the Sierra Mountains. Because of its strategic location, San Joaquin County is one of the fastest growing counties in California. The people who live, work, and play here have varying transportation needs and priorities, and their voices must be heard if we are to develop planning policies that truly meet the needs of the region.

Among its many roles, the San Joaquin Council of Governments serves as the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA), and Local Transportation Sales Tax Authority for San Joaquin County. Public participation is essential to the integrated approach to regional transportation, land use, and environmental planning led by the agency. We are committed to conducting robust public outreach and engagement.

The Public Participation Plan will ensure that SJCOG effectively seeks early and ongoing input from people and organizations throughout the region to address the ever evolving transportation needs of the San Joaquin region now and for generations to come.

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I. INTRODUCTION

The San Joaquin Council of Governments (SJCOG) recognizes that the opportunity to actively participate and provide input in the regional planning process is essential for the development of regional plans that truly enhance the overall quality of life in the San Joaquin region.

To that end, this Public Participation Plan (PPP) is intended to provide guidance for the public outreach process with the goal of reaching as many people as possible, whether they live, work or play in the region or are affiliated with a partnering agency or local jurisdiction who engage in the regional transportation planning process.

Good public participation rests on several basic premises--that there is open and timely sharing of information about choices before decisions are made, that the information is complete and clear, and that the agencies and the public are able to openly and honestly discuss the issues.

The preparation and implementation of this plan will ensure that SJCOG continues to improve on the way we provide information and to ensure that we provide a venue for the public to openly discuss transportation related issues.



SJCOG PUBLIC INVOLVEMENT PROCEDURES ARE BUILT ON THE FOLLOWING PRINCIPLES:

- 1 Public participation is a dynamic activity that requires teamwork and commitment at all levels of the organization.
- 2 One size does not fit all-- input from diverse perspectives enhances the process. Effective public participation strategies must be tailored to fit the audience and the issue.
- 3 Effective public outreach and involvement requires relationship building -- with local governments, with stakeholders and advisory groups, and with all members of the public.
- 4 Engaging interested persons in countywide transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and saying it simply.
- 5 An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them.

WHAT IS SJCOG?

Created in 1968, SJCOG is a joint-powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The role of SJCOG 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 in this section.

A fifteen-member Board comprised 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 Commissioner, a San Joaquin Regional Transit District Board member, and the Caltrans District 10 Director. Under the direction of the Executive Director, a professional staff carries out the activities of the Council of Governments.

MAP OF SAN JOAQUIN COUNTY



The mission of SJCOG is to partner with local governments, the private sector, and community groups as the forum, facilitator, and administrator of regional programs, and to advocate for regional and inter-regional issues in the development of a comprehensive strategy to achieve resolutions.

SJCOG CORE FUNCTIONS

1

ESTABLISH A SETTING

Provides a fair and impartial setting for regional decision making regarding transportation planning.

2

DEVELOP & MAINTAIN REGIONAL TRANSPORTATION PLAN

Develops and updates a multimodal RTP for the Metropolitan Planning Area, covering a planning horizon of at least twenty (20) years.

3

DEVELOP & MAINTAIN TRANSPORTATION IMPROVEMENT PROGRAM

Develops a program based on the RTP that is designed to serve the area's goals in a fiscally constrained manner.

4

INVOLVE THE PUBLIC

Involves the general public and all significantly affected groups in activities and services.



SPECIFIC ROLES OF SJCOG

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

METROPOLITAN PLANNING ORGANIZATION (MPO)

SJCOG is the Metropolitan Planning Organization for the San Joaquin region. The MPO is a federal designation identifying the SJCOG 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.

B

REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

In 1973, SJCOG was recognized by the state 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 administration by the State of California.

C ADDITIONAL ROLES OF SJCOG

ROLES	DESCRIPTION
AIRPORTS	State law requires all counties with public use airports to establish an Airport Land Use Commission. SJCOG serves the region as the Airport Land Use Commission to assure that surrounding land uses are compatible with airports, based on the Federal Aviation Administration's recommended height, noise and safety rules.
CENSUS DATA AND STATISTICS	SJCOG serves as the Census Data Center for San Joaquin County. The agency receives, compiles, and dispenses the latest information on population, employment, business, and income characteristics.
COLLABORATIVE DECISION-MAKING	SJCOG brings together the community through forums, retreats legislative trips, and public meetings to tackle priority issues for the region.
COMMUTE CONNECTION	To help commuters make the transition from driving alone to a convenient ride-share option, the SJCOG operates Commute Connection. The program offers commuter matching and employer outreach services and promotes carpooling, bicycling, van-pooling and public transit.
FREEWAY SERVICE PATROL	Operated by SJCOG with Caltrans and the California Highway Patrol, the program offers free motorist assistance on Interstate 205. SJCOG currently is providing FSP during the construction of highway projects on Interstate 5 and Highway 99. Tow trucks patrol these routes, assisting disabled vehicles in order to reduce congestion and increase traffic safety.
FUNDING	Working closely with its member agencies, SJCOG makes funding decisions to design and build transportation projects throughout the region.
HABITAT	This is a plan to protect, preserve, and promote the region. SJCOG oversees the habitat and open space conservation plan for San Joaquin County. SJCOG brings together interested parties to examine issues related to development, agriculture, public plans and endangered species.
MEASURE K	SJCOG administers local transportation sales tax program, better known as Measure K. San Joaquin voters approved the 1/2 cent sales tax to finance a specific list of transportation improvement projects/programs which cover a wide range of maintenance, roadway improvement, bicycle/pedestrian, and transit needs.
REGIONAL TRANSPORTATION	Regional transportation planning is a major function of SJCOG. As a state-designated Regional Transportation Planning Agency and the federally-designated Metropolitan Planning Agency, SJCOG prepares regional plans, programs, applications, and studies.

SJCOG MAJOR ACTIVITIES

SJCOG is responsible for three major transportation planning programs, the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Overall Work Program (OWP). SJCOG is also responsible for the creation of the Public Participation Plan (PPP) and conducting special transportation studies on as needed basis.



RTP

REGIONAL TRANSPORTATION PLAN

The RTP is a fiscally constrained document that guides the decision-making process for the selection and implementation of transportation projects in the San Joaquin Metropolitan Planning Area. It outlines the policies, long-range and short-range actions that support an integrated and intermodal transportation system for the effective and efficient movement of people and goods. The RTP's planning horizon is at least 20 years. The document is reviewed and updated every four years. (23 CFR 450.322)



FTIP

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The FTIP is a document that lists each transportation project planned in the Metropolitan Planning Area within a four-year time frame. All FTIP projects stem from the RTP. The FTIP's primary purpose is to serve as the financial programming document for SJCOG. The FTIP has funding committed for the projects scheduled in the first two (2) years and is fiscally constrained. Projects may include transit, highway, local roadway, bicycle and pedestrian investments. (23 CFR 450.324)



OWP

OVERALL WORK PROGRAM

The OWP identifies proposed transportation planning activities for the upcoming fiscal year. The OWP also includes work elements that address state and federal planning requirements and address and resolve local transportation planning issues. The OWP is updated annually. (23 CFR 450.308)



PPP

PUBLIC PARTICIPATION PLAN

SJCOG continuously seeks to create opportunities for public to participate in planning, reviewing, and implementing its transportation projects and programs. To draw attention to this effort, SJCOG outlines its plan of action in the PPP, which is updated on an as needed basis. (23 CFR 450.316)

SJCOG ORGANIZATIONAL STRUCTURE

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.

The **Board of Directors (Board)** is responsible for setting policy for SJCOG and is vested with decision making responsibilities for major transportation planning and programming within the MPO's jurisdiction (San Joaquin County). The Board consists of elected officials representing the 7 cities in the San Joaquin region, as well as representatives from the County of San Joaquin. Supplementing these voting members are advisory representatives from Caltrans District 10, San Joaquin Regional District (RTD), and the Port of Stockton.

The **Technical Advisory Committee (TAC)** is comprised of local community development and public works staff, staff from RTD, Caltrans, San Joaquin Valley Air Pollution Control District, Port of Stockton, and the Stockton Metropolitan Airport. The TAC meets monthly and functions in an advisory role to the Board as well as to SJCOG staff.

The **Management and Finance Committee (M&F)** is comprised of the City Manager from each of the 7 cities, the County Administrator, the San Joaquin Regional Transit District General Manager, and the San Joaquin Regional Rail Commission Executive Director. M&F meets monthly and their role is to advise the board on administrative and financial decisions with a comprehensive look at all local government functions.

The **Executive Committee (EC)** is comprised of five Board members and generally reviews selected agenda items and submits a recommendation to the SJCOG Board. In addition, the Board may delegate certain responsibilities and authority to the EC to facilitate activities of SJCOG.

The **Citizens Advisory Committee (CAC)** is comprised of sixteen residents of San Joaquin County who represent each jurisdiction, as well as various special interest groups, transit providers, and the business community. The CAC's primary function is to advise the 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.

The **Social Service Transportation Advisory Committee (SSTAC)** is comprised of citizens and staff from various agencies and each jurisdiction. The SSTAC's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to public transportation serves for people traditionally under-represented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, Native American/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 **Interagency Transit Committee (ITC)** is comprised of public transit operators from throughout San Joaquin County. The ITC 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 ITC also serves as an information exchange concerning transit operational coordination items.

The **Project Delivery Committee (PDC)** is comprised of five Board members. The purpose of the PDC is to recommend policies for implementing transportation programming recommendations, monitor project delivery from design through construction, and make recommendations on effective scope, cost, and schedule control of projects utilizing Measure K funds.

The **Habitat Technical Advisory Committee (HTAC)** is comprised of fifteen stakeholders in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), including representatives from each jurisdiction, US Fish and Wildlife Service, California Department of Fish and Game, Building Industries Association, Agricultural Commission, US Cooperative Extension, Conservation Community, and the Agricultural Community. The HTAC reviews and makes recommendations to the Board regarding the implementation of the Habitat Plan including alternative habitat preserve acquisition methods.

The **Goods Movement Task Force (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, the GMTF 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.

More information about each of SJCOG's current committees, subcommittees, and working groups may be found on the SJCOG website at www.sjco.org/committees.

VALLEY COORDINATION

SJCOG works closely with its counterpart agencies in adjacent regions and frequently coordinates joint efforts. SJCOG has an agreement with eight San Joaquin Valley MPOs over responsibilities related to transportation conformity.

SJCOG is a member of the San Joaquin Valley Regional Planning Agencies (RTPAs), which was established to discuss and bring regional consensus on issues of Valley importance. As such, SJCOG participates in two valley coordination committees.

COG PLANNING DIRECTOR'S COMMITTEE

The directors' committee is comprised of the eight executive directors of each of the MPOs / RTPAs in the San Joaquin Valley. This includes the Stanislaus Council of Governments, Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, and Tulare County Association of Governments.

The directors' committee provides a forum for the executive directors of the eight valley MPOs / RTPAs to discuss and collaborate on issues of regional importance, and that impact the entire region such as transportation, air quality, and advocacy efforts. The directors' committee works on the staff level at building consensus between the eight MPOs on items that, when implemented by individual Regional Planning Agencies, results in a single vision for the entire San Joaquin Valley. The directors' committee meetings are held regularly in alternative locations in the valley. These meetings are open to the public and there is an opportunity on every agenda for the public to offer comments.



REGIONAL POLICY COUNCIL

This sixteen-member Regional Policy Council was established to discuss and build regional consensus on issues of valley importance. The council consists of two elected officials and one alternate appointed from each of the regional planning agencies' policy boards. The council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all valley residents.

The policy council provides guidance on common inter-regional policy issues and also represents the San Joaquin Valley at public forums such as the California Transportation Commission, the governor and his administration, as well as state and federal legislative bodies that require a common voice from the San Joaquin Valley.

In addition, SJCOG has collaborated and worked with Sacramento and the Bay Area over issues of mutual interest, such as high speed rail plans for regional rail service.

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II. FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION PLANS

As the state-designated MPO for the San Joaquin region, SJCOG is responsible under federal and state transportation planning law to satisfy statutory and regulatory guidelines in the structuring and implementation of all planning efforts.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act (HR 22) was signed into law in December 2015 and supersedes the previous law, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act underscores the need for public involvement and requires metropolitan planning agencies such as SJCOG to provide “interested parties” such as citizens, affected public agencies, representatives of public transportation employees, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and others with reasonable opportunity to comment on transportation plans and programs within the San Joaquin region. The law also requires SJCOG to coordinate transportation plans with the regional growth forecast, travel demand model, and other related planning activities when developing and updating major planning documents such as our RTP/SCS and FTIP for the region.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND ENVIRONMENTAL JUSTICE

Title VI of the Civil rights act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The Civil Rights Restoration Act of 1987 extended Title VI's applicability to all programs sponsored by federally-aided agencies, regardless of the program's specific funding sources.

The concept of environmental justice emerged from these two regulations, and is founded on the principles of:

- 1 Avoiding, minimizing, or mitigating disproportionately high and adverse health or environmental effects on minority or low income populations;
- 2 Ensuring that all affected communities have the ability to participate fully in transportation decision making processes; and
- 3 Preventing the denial, reduction, or delay of receiving benefits by minority populations and low income communities.

Federal laws and regulations guide the public participation efforts of SJCOG and ensure that input into various planning and programming activities is received.

EXECUTIVE ORDERS

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, SJCOG assists federal transportation agencies in complying with these orders.

EXECUTIVE ORDER	DESCRIPTION
EXECUTIVE ORDER 12372	<p><i>Intergovernmental Review of Federal Programs</i> Calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.</p>
EXECUTIVE ORDER 12898	<p><i>Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations</i> Adopted in 2011, this order provides for the intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. This order also requires every agency to incorporate environmental justice goals as part of its mission by addressing and identifying the disproportionately high and adverse human health or environmental effects of the agency's programs and policies on disadvantaged communities.</p>
EXECUTIVE ORDER 13166	<p><i>Improving Access to Services for Persons with Limited English Proficiency</i> States that people who, as a result of national origin, are limited in their English proficiency, should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. SJCOG's Limited English Proficiency (LEP) plan can be found in English and Spanish on SJCOG's website at www.sjco.org/LEP.</p>
EXECUTIVE ORDER 13175	<p><i>Consultation and Coordination with Indian Tribal Governments</i> Establishes regular and meaningful consultation and collaboration with federally recognized tribal governments in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian Tribes. In San Joaquin County, the California Valley Miwok Tribe is the only federally recognized tribe, however, staff does notify and collaborate with the local offices of Northern California Native American tribal governments.</p>

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) & NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Both CEQA and NEPA define the minimum standards for reasonable public access to decision-making process for transportation ‘projects.’ A project is defined as the whole of an action which has the potential for resulting in either direct or indirect physical changes in the environment. The California Environmental Quality Act (CEQA) (CPRC § 21000 et seq) requires transportation plans and programs developed by SJCOG to undergo an extensive environmental review process. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) requires approval by governing bodies, and as such, SJCOG must prepare and Environmental Impact Report (EIR) that evaluates the significant environmental impacts of the proposed projects and determine ways to mitigate the impacts to below significance. In addition, specific projects may undergo individual EIR processes depending on their scope or inclusion in the long range transportation plan EIR.

2008 CALIFORNIA LEGISLATION

State law (SB 375, Steinburg, Chapter 728, 2008 Statutes) calls on SJCOG to develop a Sustainable Communities Strategy - as part of the Regional Transportation Plan - to integrate planning for growth and housing with long-range transportation investments, to strive to reduce greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Appendix A contains the Public Participation Plan for SJCOG’s RTP/SCS.

CODE OF FEDERAL REGULATIONS

The Code of Federal Regulations (C.F.R.) is an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. 23 C.F.R. 450.316 outlines public participation requirements for MPO’s such as SJCOG and these requirements are carefully considered and addressed throughout this PPP.

The Federal definition of “interested parties” includes citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. (23 U.S.C. 134 and 135, and 49 U.S.C. 5304)

OTHER REQUIREMENTS

A number of other federal and state laws require SJCOG to involve and notify the public in its decisions. SJCOG complies with all other public notification requirements of the California Public Records Act, Americans with Disabilities Act of 1990 (ADA), the Ralph M Brown Act, and other applicable laws.

RESOURCE AGENCIES

SJCOG engages resource agencies in the development of all plans, and specifically the RTP/SCS, to elicit their input into the planning process. SJCOG will distribute notifications to state, local, and tribal agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation and historic preservation. A state and federal resource agencies listing is maintained by the California State Department of Transportation, Division of Transportation Planning and updated periodically. SJCOG has also developed working relationships with other agencies and distributes information to local organizations and contacts.



III. PUBLIC PARTICIPATION PROCESS FOR SJCOG

SJCOG, through guidance from Federal agencies and Caltrans, believes that continued interaction with the entire community builds support and ensures that the public has the opportunity to help shape the substance of plans and projects. SJCOG strives to enhance the impact of participation on transportation decision-making.

PUBLIC PARTICIPATION GUIDELINES

All guidelines are derived from federal regulations [23 CFR 450.316] and recommendations from the SJCOG committees, peer review, and public. The PPP, at minimum, describes explicit procedures, strategies and desired outcomes to:

- A Provide adequate public notice of activities, particularly as it relates to the RTP and the FTIP
- B Provide timely notice and reasonable access to information regarding issues and process
- C Incorporate innovative visualization techniques in the planning process for the RTP and FTIP
- D Provide information in electronic formats for easy accessibility
- E Schedule public meetings at convenient and accessible locations and times
- F Allow for open consideration and response to public input regarding the RTP and FTIP
- G Seek out and consider the needs of those that are traditionally underserved
- H Allow for public comment regarding significant changes to the RTP and FTIP
- I Coordinate with the statewide transportation planning public involvement and consultation processes and periodically review the PPP for effectiveness



The PPP is SJCOG’s official policy on involving the public in the transportation planning process.

PRINCIPLES FOR PUBLIC PARTICIPATION

Given the long list of planning and coordinating roles fulfilled by SJCOG in the San Joaquin region, it is important for the agency to share information with the public; to make clear the technical aspects of regional issues; and to listen to the thoughts and ideas of residents and stakeholders affected by existing and future transportation facilities and services provided throughout San Joaquin County.

Effective public participation rests on several basic premises--that there is open and timely sharing of information about choices before decisions are made, that the information is complete and clear, and that affected agencies and the public are able to access and provide input on key planning and programming decisions. Specifically, SJCOG believes that the public participation process should involve the following principles.

1

EDUCATION

Efforts to encourage public participation must include educating and informing the public about transportation planning projects, and issues within their communities and the region as a whole. This includes making information relevant and easier to understand.

2

ACCESSIBILITY

An open and transparent public participation process empowers residents and stakeholders to take part in the decision-making that affects them. Additionally, removing barriers to participation are a critical component to designing processes that are welcoming to people who live with disabilities, are limited English proficient, or may experience other obstacles.

3

ENVIRONMENTAL JUSTICE & CIVIL RIGHTS

Input from diverse perspectives enhances the decision-making process. Engaging the San Joaquin region's historically underrepresented and underserved communities requires relationship building and a tailored approach to access and education. By prioritizing environmental justice and civil rights in the public participation, this ensures a more inclusive regional transportation planning process. For additional information see Appendix C.

4

EVALUATION

As the San Joaquin region continues to grow and transportation needs evolve, so must public participation and engagement practices. In order to improve effectiveness, SJCOG must periodically assess the performance of its public participation strategies, incorporate new technologies, and implement emerging best practices.

PUBLIC PARTICIPATION IN PRACTICE

SJCOG is committed to an active public involvement process that provides comprehensive information, timely public notice, and full public access to key planning and programming decisions. SJCOG provides the public with opportunities for continuing involvement in the work of the agency, through the following specific strategies and procedures.

STRATEGY 1: INVOLVEMENT

SJCOG strives to promote a culture of dialogue and partnership among residents, stakeholders, property owners, the business community, and public officials so that a wide range of perspectives will be heard.

Procedures

- Conduct regular meetings to ensure public and stakeholder input is considered at the staff, advisor, and policy levels.
- Provide notice of all public meetings on the SJCOG website and in the SJCOG lobby.
- Provide a contact list for all interested members of the public who would like to be notified when new information is available.
- Provide auxiliary aide or assistance to persons wishing to participate in meetings (at least 24 hour notice).
- Hold all public meetings at convenient and accessible locations.
- Utilize visualization techniques to describe planning and programming concepts in a simple yet comprehensive manner.

STRATEGY 2: OPPORTUNITY

SJCOG strives to provide varied opportunities for public review and input in the transportation planning process, including involving underserved communities and local community groups that may be underrepresented in the transportation planning process.

Procedures

- Engage with partner agencies, committees, working groups, and the public to obtain comments and suggestions during the development of planning documents.
- Engage the local community groups by attending their regularly scheduled meetings and provide opportunities to discuss and debate issues of concern.
- Acknowledge the value of all input and treat all members of the public fairly.
- Use visualization techniques including maps, charts, and photographs to illustrate trends, choices being debated, etc.
- Avoid overly complex or technical terms and write in clear, compelling language in a style appropriate to the intended audience.
- Translate vital documents including certain news releases, brochures, etc. into Spanish upon request.
- Tailor county-based public participation activities to reflect a diverse population.
- Review prior experiences with LEP populations to determine the types of language services that are needed.
- Consult with the SJCOG Citizens Advisory Committee, which includes appointed representatives from diverse communities, including LEP populations.
- Use personal interviews or audio recording devices to obtain oral comments at key public workshops/meetings.
- Contract with a language translation firm for on-call assistance (for example, interpreters for public meetings or translating documents). Establish competency of translators; have translators available at meetings as requested.

STRATEGY 3: ENGAGEMENT

SJCOG strives to provide access to accurate, understandable, pertinent and timely policy, program, and technical information to facilitate effective public participation. Staff will provide opportunities for the public and individual stakeholders across the region to engage in meaningful dialogue during the decision-making process.

Methods to Implement

- Work with community-based organizations to co-sponsor meetings or workshops
- Collaborate with local news media to distribute targeted news releases
- Provide options for public comment through website surveys, virtual workshops

STRATEGY 4: COMMUNICATION

SJCOG strives to provide communications and agency reports that are clear, timely, and broadly distributed.

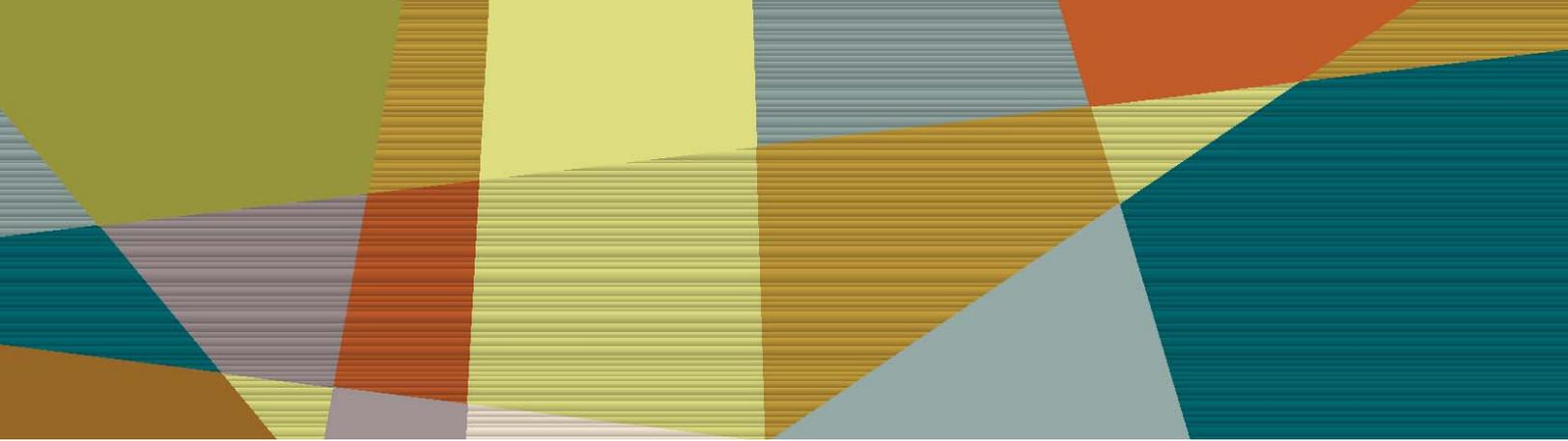
Methods to Implement

- Provide Google translation tool on SJCOG website for Limited English Proficiency citizens.
- Provide language translation for Spanish, and if requested, Tagalog and Khmer.

STRATEGY 5: EVALUATION

SJCOG measures and engages the public in evaluating its public participation and planning activities to be in compliance with federal requirements and to ensure that public and stakeholder concerns and issues are directly considered in the alternatives and solutions developed and to provide feedback on how the public influenced SJCOG mission.





REQUIRED ACTIVITIES FOR PUBLIC PARTICIPATION INPUT

- Define Purpose and Objectives for Public Involvement
- Consultation and Coordination with Other Agencies
- Identify Stakeholders and Target Audience
- Hold Optional Public Hearings
- Consult with Advisory Committees
- Provide Visualization Techniques and Public Access to Information
- Distribute Final Documents
- Respond to Public Input
- Review Public Involvement Process
- Comply with The Brown Act
- Comply with the Americans with Disabilities Act
- Inform and Involve Native American Indian Tribal Governments
- Meet Requirements of Executive Order 12989--Environmental Justice

OPTIONAL ACTIVITIES FOR PUBLIC PARTICIPATION INPUT

- Public Meetings, Workshops, and Open Houses
- Special Advisory Committees
- Focus Groups
- Media Strategies
- Newsletters
- Information via Internet
- Speakers Bureau
- Public Attitude Surveys
- Miscellaneous Activities

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IV. PUBLIC PARTICIPATION TOOL BOX

To raise public awareness and encourage public participation in the regional transportation planning process, SJCOG pulls from a menu of approaches, as well as new suggestions we heard from the public while developing this plan. Combinations of the following tools and techniques are used by SJCOG, depending on the objectives of the various planning activities of the agency.

SHARING INFORMATION & GATHERING INPUT

PUBLIC MEETINGS/WORKSHOPS

- Participate in or speak at meetings of existing agencies/community groups
- Co-host workshops with community groups, business associations, etc.
- Host Open Houses
- Facilitated discussions
- Question-And-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Customized presentations
- Vary time of day for workshops (day/evening)

VISUALIZATION & INTERACTIVE ENGAGEMENT TECHNIQUES

- Interactive and educational exercises, such as participatory budgeting or bean counting
- Maps
- Charts, graphs, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows and videos
- Polls/surveys
- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

FOCUS GROUPS

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

PRINTED MATERIALS

- User-friendly documents, including use of executive summaries and simplified or translated language
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

TARGETED MAILERS/FLYERS

- Work with community-based organizations to hand deliver flyers
- Mail to targeted database lists--either COG's, outside agencies, or purchased
- Distribute "Take-One" flyers to key community organizations
- Place notices on board transit vehicles and transit hubs
- Bill stuffers, or informational flyers included with monthly utility bill



ELECTRONIC ACCESS TO INFORMATION

- Website with updated content, simplified layouts, and translation readily available
- Electronic duplication of open house/workshop materials
- Interactive Web with surveys, visuals and opportunity to comment
- Access to maps, charts, plans
- Provide information in advance of public meeting
- Post event/meeting information on online news sites, calendars, community, and discussion websites

NOTIFY PUBLIC VIA

- Blast e-mails and e-newsletters
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Social Media accounts on Facebook, Instagram, WordPress, LinkedIn, and Twitter
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs
- Targeted mailings/flyers

NEWSLETTERS

- SJCOG Board e-newsletter “COG in Motion”
- Project specific email and print pieces
- Measure K Annual Report

TECHNIQUES FOR REPORTING ON IMPACT OF PUBLIC COMMENTS

- Summarize key themes of public comments in staff reports to SJCOG standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive web content

GENERAL OUTREACH

- Information/comment tables, kiosks, or booths at community events and public gathering spaces
- Form project working group during plan development to review documents for readability
- Form a public outreach committee with representatives from each member agency as well as community groups

INVOLVING ENVIRONMENTAL JUSTICE COMMUNITIES¹

- Partner with community-based organizations in low-income and minority communities for targeted outreach
- Grants to community-based organizations to organize and tailor meetings, customize presentation materials, provide incentives and remove barriers to participation in their communities
- “Take One” flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, employer sponsored events, etc.)
- partner with other agencies to reach the public at scheduled meetings/events
- Convert materials going out to the general public to an appropriate reading level
- Translate materials; provide interpreters at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Provide access to and use of information and data that is comparable to the access to and use of the information and data by such members of the public who are not individuals with disabilities
- Robust use of visualization techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities
- When conducting public outreach on regional plans/projects, develop explanations of the impacts to each city or local area involved



¹For additional information, see Appendix C.



DEVELOPING REGIONAL PLANS & PROGRAMS

SJCOG develops regional plans and programs in collaboration with the public and stakeholders; circulates the draft versions of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP), and other regional initiatives; and provides time for public and stakeholder review and comment prior to finalization of the documents.

Written information about SJCOG activities is available on an ongoing basis. Interested individuals are encouraged to attend SJCOG committee and Board meetings to express their views. Items on the Board agenda usually come in the form of recommendations from the standing Committees.

All SJCOG meetings are open to the public. Agenda packets for all SJCOG standing committees and the Board are posted on the website at least 72 business hours prior to each meeting. Interested individuals can sign up to be notified when agenda packets are available for each of the various committees by going to www.sjcog.org/notifyme.

» Sign up to receive agenda packets:
www.sjcog.org/notifyme

ENGAGING LOCAL MEDIA

SJCOG maintains an open and cooperative relationship with the local media to help improve the community's awareness of SJCOG programs and ongoing work activities. Under direction of the Executive Director, SJCOG staff prepares press releases highlighting SJCOG's projects and programs. News releases encouraging involvement will continue to be published to address key decision-making points. When possible, the briefing of reporters and editorial boards of both newspaper and broadcast media with in-depth background on a project or program shall occur. This will assist them to understand SJCOG's approach, issues and challenges and foster objective and accurate reporting. SJCOG promptly returns all phone messages from reporters and other media representatives.

Techniques for working with local media

- Distribute news releases
- Submit human interest stories that center around SJCOG projects
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of SJCOG news releases
- Public Service Announcements on radio and TV

PUBLIC NOTICE & REVIEW

It is important for the public to know when SJCOG is seeking their input. For this reason, public notices for public meetings, hearings, or workshops are issued in the daily and weekly papers where the project is located or meeting is being held. Examples include: Stockton Record, Lodi News Sentinel, and Manteca Bulletin.

WEBSITE

SJCOG maintains a website at www.sjcog.org that offers important information about the agency, its programs, projects, meetings and events. The site is consistently updated to provide the public with the most up-to-date information available. The latest documents being reviewed or updated are posted for comment, public notices and public hearings are listed, and all public meeting agenda packages are downloadable.

SJCOG also maintains a website at www.measure-k.com that offers important information about major construction projects funded through the one-half cent sales tax measure dedicated to transportation projects in San Joaquin County-- Measure K.

EMAIL NOTIFICATIONS

As appropriate, staff shares with various sub-groups of the SJCOG stakeholders database pertinent information related to trainings, grant opportunities, meetings, events and activities, and to encourage their involvement in the transportation planning process.

» [Sign up for email notifications:](http://www.sjcog.org/notifyme)
www.sjcog.org/notifyme

SOCIAL MEDIA

SJCOG social media is integrated into public outreach efforts. It does not replace, but rather enhances ongoing communication and outreach work. SJCOG optimizes community involvement and public participation utilizing cost-effective social media tools to create opportunities for meaningful public engagement. In today's ever changing media landscape with decreasing coverage from the news media and rapidly growing social networking sites, it is crucial to be where the public is. Through our efforts to provide informed content, SJCOG wants the public to know that we are part of the community and invite you to engage with us on our various online networks.

» **Connect with SJCOG on social media:**



@sanjoaquinCOG



@sjcog



@sanjoaquincoG



@sjcogvideo



San Joaquin Council
of Governments



SJCOG Newsroom

BRINGING PEOPLE TOGETHER

SJCOG participates in a variety of community-based events throughout the region. Participants are encouraged to view exhibits, ask questions, consider the information, and give comments. Events create interest in a plan, program, or project through visualized information and interactive activities. Several examples include these events below.

BIKE TO WORK WEEK

SJCOG takes part in activities to promote the annual Bike to Work Week. SJCOG's Commute Connection staff partner with local agencies and employers throughout the San Joaquin, Stanislaus, and Merced regions to host these events. Active transportation information is provided at each event. SJCOG also works with local cycling groups on related events throughout the region to encourage the public to bike instead of drive when possible.

RIDESHARE WEEK

SJCOG participates in an annual campaign that encourages the public to rideshare. During Rideshare Week, presentations are given at area businesses to encourage modes of transportation that will assist in the reduction of greenhouse gas emissions. Information is also provided about SJCOG's Commute Connection program. Commute Connection is an employer-based Travel Demand Management (TDM) program designed to help commuters make the transition from driving alone to a ridesharing option such as carpooling, vanpooling, bicycling/walking, or riding transit.

VALLEY VOICE & SAN JOAQUIN ONE VOICE®

SJCOG promotes San Joaquin County priorities in Sacramento and Washington, D.C. through the San Joaquin One Voice® and Valley Voice efforts. The San Joaquin One Voice® is a delegation of policymakers, governmental officials, and business leaders from San Joaquin County who call upon leaders in the Administration and Congress in Washington D.C. to discuss specific policy issues and projects of importance to our region. Each year the SJCOG Board of Directors formally adopts specific regional priority projects or issues the San Joaquin One Voice® group presents to our federal funding partners.

The San Joaquin Valley Regional Policy Council travels to Washington, D.C., and Sacramento, each year, to deliver a united message to state and federal elected officials and agencies on issues and projects of regional significance. All eight counties advocate together as the Valley Voice which strengthens the region's presence and influence in the policy making process.





PUBLIC MEETINGS/WORKSHOPS

Regularly scheduled public meetings are held monthly for standing committees and the SJCOG Board. The agendas are posted online and at the SJCOG offices. The opportunity for the public to provide comments on issues of importance to them is outlined on every agenda.

SPEAKERS BUREAU

SJCOG provides speaking presentations about its programs, projects, and activities to a variety of businesses, civic, community, and faith-based organizations to involve them in the planning process, and to get their feedback on issues of importance in an interactive format. To request a speaker, contact SJCOG at 209-235-0600.

» Request a speaker, contact us:
209-235-0600

ADDRESSING SPANISH AND OTHER LANGUAGE NEEDS

Executive Order 13166 directs Federal agencies, recipients and sub-recipients of federal financial assistance to examine services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide services so LEP persons have meaningful access to them.

To develop a Limited English Proficiency Plan (LEP Plan), SJCOG undertook the Department of Transportation's four-factor LEP analysis. An analysis of San Joaquin County demographics identified one language--Spanish--as significant in the region to require translation of vital documents. As a result, SJCOG regularly sends media releases and posts notices in Spanish language newspapers, including Bilingual Weekly and Latino Times, which serve San Joaquin County. SJCOG also translates key chapters of documents such as the RTP/SCS and FTIP into Spanish. Public meetings and workshops are advertised in English and Spanish. In addition, SJCOG offers Spanish translation services upon request for all public meetings.

Translation may also be required upon request for Tagalog (Filipino) and Khmer (Cambodian) speakers. According to the American Community Survey, 1% of the county population speaks Tagalog and identify as limited English proficient, while 0.75% speaks Khmer and identify as limited English proficient.

For major planning efforts, SJCOG partners with and conducts outreach to community-based organizations that serve LEP populations to support outreach and participation. These organizations can assist in tailoring presentations and meeting materials to meet the language needs of local participants.

Lastly, the SJCOG website has the capability of being translated in over 30 languages using a tool called Google Translate. By clicking on a particular language, the web page is refreshed into the selected language. Google Translate is useful for basic translation of the website, but SJCOG recognizes there may be limitations to the tool and can provide more accurate translation on a case by case basis.

» [View SJCOG LEP Plan: See Appendix E or download at \[www.sjcog.org/LEP\]\(http://www.sjcog.org/LEP\)](#)

PUBLICATIONS, NEWSLETTERS, & ANNUAL REPORTS

SJCOG partners with the University of Pacific Business Forecasting Center to produce two publications for the San Joaquin region. The *Regional Spotlight* is published quarterly and provides data and analysis of a variety of socioeconomic issues relevant to San Joaquin County. The *Regional Analyst* is produced semi-annually and provides a more in-depth analysis of issues covered in the *Regional Spotlight*.

COG in Motion is a newsletter that offers a brief summary of important action and discussion items by SJCOG Board at monthly meetings.

The *Measure K Annual Report*, distributed by SJCOG, documents yearly progress on projects funded by Measure K, the half-cent sales tax approved by voters to improve transportation in San Joaquin County.

Copies of these and other reports can be viewed on the SJCOG website at www.sjcog.org/publications or at the SJCOG office.

» [View SJCOG Publications, visit: \[www.sjcog.org/publications\]\(http://www.sjcog.org/publications\)](#)

V. MAJOR ACTIVITIES SUBJECT TO PUBLIC PARTICIPATION REQUIREMENTS

SJCOG has two key initiatives that are specifically called out in federal law as needing early and continuing opportunities for public participation-- development of the Regional Transportation Plan/Sustainable Communities Strategy and the Federal Transportation Improvement Plan. These two documents are linked. The following is a description of each document.

REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a fiscally constrained, region-specific, multimodal plan that guides the decision making process for the selection and implementation of transportation projects in the San Joaquin region through the year 2040. SCS is a newly required element of the RTP which integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets.

It is critical that the public, including individual residents and public agencies, have access to the development of the RTP/SCS. It is a long term vision for a community and there must be opportunities for influence early on in the planning stages. There is comparatively less value for separate public participation in the FTIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP/SCS.

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is a long-range plan that prioritizes and guides San Joaquin County transportation development over a minimum of 25 years. The RTP is the comprehensive roadmap for transportation investment-- transit, highway, local roads, bicycle and pedestrian projects--and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent.

The RTP is generally updated every four years, with a limited number of amendments as needed. Because of its comprehensive, long-term vision, the RTP provides the earliest and best opportunity for interested residents and public agencies to influence SJCOG policy and investment priorities for San Joaquin County transportation. It is at this early RTP development stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed.

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes), the RTP must include a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

The law also requires each MPO to adopt a Public Participation Plan for the development of the SCS. Appendix A outlines SJCOG public outreach strategies for the RTP/SCS planning process.

ACHIEVEMENTS OF THE RTP/SCS



UPDATING & AMENDING THE REGIONAL TRANSPORTATION PLAN

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be amended in between major updates under certain circumstances, as described in the narrative and tables below.

» RTP Update

SJCOG adopts an RTP update every four years. The RTP update reflects reaffirmed, or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region.

SJCOG prepares two technical companion documents for the RTP update. Certain revisions to the RTP may warrant a revision or update to these technical documents:

- ✓ A program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and
- ✓ A transportation air quality conformity analyses per Federal Clean Air Act requirements, in order to ensure clean air mandates are met.

Appendix A includes the SJCOG RTP/SCS Public Participation Plan, detailing the strategies the agency will use to communicate with non-traditional as well as traditional audiences to include them in the transportation planning process. The plan will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the RTP planning process.

» RTP Amendment

An amendment is a major revision to the RTP, including adding or deleting a regionally significant project (as defined by federal law), major changes in project costs, schedule, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or number of through traffic lanes).

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates.

Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures. Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment.

» RTP Administrative Modification

An administrative modification is used for minor changes to the RTP regarding project/project phase costs, or funding sources. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As such, the public participation process for RTP amendments follows the requirements as outlined for the FTIP, as applicable.

REQUIREMENTS FOR UPDATING & REVISING THE REGIONAL TRANSPORTATION PLAN

PUBLIC PARTICIPATION FOR AN RTP UPDATE	
1	Prepare an extensive public participation plan developed and executed over many months to provide early and continuing opportunities to comment. Review public outreach and involvement program with stakeholders and advisory groups.
2	Launch public outreach program with such activities as: <ul style="list-style-type: none"> • Numerous targeted workshops with local governments, partner agencies, stakeholder groups, advisory groups • Opportunities to participate via the web, surveys, etc. • Posting draft documents to the web for public review and comment • Documents available for viewing at the San Joaquin County Public Library
3	Notify the public of opportunities to participate using such methods as local media outlets, mailings and electronic-mailings to stakeholder and advocacy groups, as well as web postings.
4	Conduct inter-governmental consultation, as appropriate.
5	Conduct interagency consultation.
6	Release Draft Plan for at least a 55-day public review period. <ul style="list-style-type: none"> • Hold at least two formal public hearings • Respond to significant comments
7	Adoption by SJCOG Board at a public meeting that has been noticed in local media, online postings, and through SJCOG committees.
PUBLIC PARTICIPATION FOR AN RTP AMENDMENT	
	RTP Amendments are generally triggered by a project-specific need to be consistent either with the project’s environmental document or the Federal Transportation Improvement Program (FTIP). As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP.
PUBLIC PARTICIPATION FOR RTP ADMINISTRATIVE MODIFICATION	
	The public participation process for RTP Administrative Modification follow the FTIP requirements as outlined on page ## of this plan.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by SJCOG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The FTIP covers a four- or five-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of San Joaquin County surface transportation projects-- including transit, highway, local roadway, bicycle and pedestrian investments-- that:

- Receive federal funds, or are
- Subject to a federally required action, or are
- Regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation air quality conformity mandates.



UPDATING & AMENDING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that the FTIP be updated at least once every four years. SJCOG adopts a new FTIP every two years and revises it periodically to keep projects current.

In addition to a FTIP update, revisions to the FTIP may occur as Amendments, Administrative Modifications, or Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal legislation, specifically Title 23, CFR part 450.104. The Federal Highway Administration, Federal Transit Administration, and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the FTIP. These procedures are posted online at: www.sjcog.org/DocumentCenter/View/1421

Further explanation about FTP updates, and how the types of amendments are processed are shown in the narrative and tables that follow.

Outside of FTIP updates and revisions, Expedited Project Selection Procedures (EPSP) allow eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. SJCOG staff is federally authorized to utilize EPSP without additional state or federal approval action. SCJOG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from SJCOG staff upon request



» FTIP Update

SJCOG adopts a new FTIP every two years. As part of the adoption, SJCOG removes two prior years and adds two additional years of funding. The FTIP is accompanied by either a new air quality conformity determination and analysis, or a determination that relies on a previous analysis. FTIP updates will be subject to the conformity and interagency consultation procedure.

» FTIP Technical Correction

Technical corrections may be made by SJCOG staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as:

- ✓ Changes to information and projects that are included only for illustrative purposes;
- ✓ Changes to information outside of the FTIP period;
- ✓ Changes to information not required to be included in the FTIP per federal regulations; or
- ✓ Changes to correct simple errors or omissions including data entry errors.

These technical corrections cannot significantly impact the cost, scope, or schedule within the FTIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

» FTIP Amendment Type 1: Administrative Modifications

Administrative modifications include minor changes to project cost, schedule, or funding sources. Administrative modifications do not require published public notices, public review and comment or a public hearing, with the exception of certain types of Federal Transit Administration Projects which must go through a formal amendment process. Administrative modifications only require approval by SJCOG.² State and federal agencies are notified, but do not take approval action on administrative modifications. Administrative modifications do not require re-demonstration of fiscal constraint or conformity determination. These modifications are posted on the SJCOG website at the time of action, and are later posted on the Caltrans website.

» FTIP Amendment Type 2: Formal Amendment - Funding Changes

Type 2 amendments primarily include project cost changes that are greater than minor changes identified under administrative modification procedures. The projects in a Type 2 amendment do not change in design concept or scope, and the conformity analysis years, as assumed for the regional analysis of the currently conforming RTP/SCS and the FTIP, remain unchanged.

² Consistent with the Federal Highway Administration (FHWA) and Federal transit Administration (FTA) letter dated June 7, 2011, SJCOG has the discretion to delegate authority to the Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (STIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures. Such delegation of authority was granted as part of SJCOG Resolution No. 2011-25 which was reaffirmed on April 26, 2012 and approved by Caltrans on May 22, 2012. The following procedures apply to this delegation of authority: SJCOG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once the administrative modification is approved by SJCOG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP). SJCOG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of SJCOG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

Type 2 amendments do not require published public notices or a public hearing, with the exception of certain types of Federal Transit Administration Projects. Type 2 formal amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Publicly accessible notification of a Type 2 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distributed to local agency partners through SJCOG standing committees. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 3: Formal Amendment - Exempt Projects

Type 3 amendments significantly revise, add or delete exempt or non-regionally significant projects or project phases to/from the FTIP. Type 3 amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Public notification of a Type 3 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distributed to local agency partners through SJCOG standing committees. Type 3 amendments do not require published public notices, or a public hearing, with the exception of certain types of Federal Transit Administration Projects. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 4: Formal Amendment - Confirmity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP/SCS amendment to maintain consistency. The FTIP amendment and RTP/SCS Amendment (if applicable) follow the same public process. Type 4 amendments require approval by SJCOG, Caltrans, and FHWA/FTA.

Public notification of a Type 4 formal amendment includes:

- ✓ Legally noticed 30-day public comment period;
- ✓ Legally noticed public hearing;
- ✓ Posting of amendment information on the SJCOG website during public comment period;
- ✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
- ✓ Consideration and response to public comments received during comment period.

» FTIP Amendment Type 5: Formal Amendment - Confirmity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Type 5 amendments require an Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements and a new regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by SJCOG, Caltrans, and FHWA.

Public notification of a Type 5 formal amendment includes:

- ✓ Legally noticed 30-day public comment period;
- ✓ Legally noticed public hearing;
- ✓ Posting of amendment information on the SJCOG website during public comment period;
- ✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
- ✓ Consideration and response to public comments received during comment period.

REQUIREMENTS FOR UPDATING & REVISING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT TYPE	PUBLIC REVIEW PERIOD (# OF DAYS)*	PUBLIC HEARING REQUIREMENTS	APPROVAL AUTHORITY**
Type 1: Administrative Modification	n/a	n/a	✓ SJCOG Executive Director
Type 2: Formal Amendment - Funding Changes	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 3: Formal Amendment - Exempt Projects	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 4: Formal Amendment - Conformity Determination that relies on a Previous Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 5: Formal Amendment - Conformity Determination and New Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA

* All amendments are posted to the SJCOG Website. Hardcopies available upon request.

** Prior to approval action, all amendments are circulated through SJCOG's Technical Advisory Committee, Management & Finance Committee, Citizens Advisory Committee, and SJCOG Board.

*** Notice of Public Hearing published in regional English and Spanish newspapers, as part of the SJCOG Board agenda packet, and on the SJCOG Website.

FEDERAL TRANSIT ADMINISTRATION PROGRAM OF PROJECTS PUBLIC PARTICIPATION REQUIREMENTS

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a Metropolitan Planning Organization (MPO) to include the public and solicit comment when the MPO develops its Regional Transportation Plan (RTP) and its Federal Transportation Improvement Program (FTIP). FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet (e.g. City of Lodi, City of Manteca, City of Tracy, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and any recipients which become eligible for the receipt of Section 5307 funding as recognized by FTA).

This Public Participation Plan follows the procedures for public involvement associated with FTIP development and therefore satisfies public participation requirements for the POP. All public notices of public participation activities and times established for public review and comment on the FTIP will state that they satisfy the POP requirements of the Section 5307 Program for the following recipients: San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, City of Lodi, City of Tracy, and City of Manteca and any recipients which become eligible for the receipt of Section 5307 funding as recognized by FTA.

ANNUAL LISTING OF OBLIGATED PROJECTS

By federal requirement, SJCOG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to

increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from the SJCOG website: www.sjcog.org/FTIP. Hard copies are available upon request by contacting the SJCOG office at 209-235-0600.

CONGESTION MANAGEMENT PROCESS

Under the new FAST Act legislation, SJCOG acts as the designated Congestion Management Agency (CMA) for San Joaquin County, and is required to maintain the CMP for San Joaquin County. The SJCOG CMP is a regional process as stipulated by the Measure K Renewal Ordinance, approved by San Joaquin County Voters in November 2006 and referred hereafter as the Regional CMP (RCMP). The SJCOG RCMP targets reducing SOV travel demand while increasing multimodal travel, improving traffic operational management and prioritizing local and regional system management. Every two years, SJCOG updates and adopts a RCMP at an open-public hearing, and this resulting technical evaluation is used to inform program and investment priority decisions contained in regional policy documents like the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SJCOG's most recent CMP was released in March 2016 and copies of this report may be obtained from the SJCOG website: www.sjcog-rcmp.org. See Appendix B for more information.

AIR QUALITY CONFORMITY & INTERAGENCY CONSULTATION

SJCOG provides opportunity for early coordination with appropriate agencies and the public in determining the type of environmental review documents in action requires, the scope of the document, the level of analysis, and related environmental requirements. This involves an exchange of information from the inception of a proposal for action to preparation of the environmental review documents.

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to adoption of its RTP/SCS or FTIP. These consultations are conducted through the San Joaquin Valley Interagency Consultation Group. This group includes representatives from the following:

- U.S. Environmental Protection Agency,
- Federal Highway Administration (FHWA),
- Federal Transit Administration (FTA),
- California Air Resources Board (CARB),
- Caltrans,
- San Joaquin Valley Unified Air Pollution Control District, and
- the 8 San Joaquin Valley MPOs.

These agencies review updates and, in certain instances, amendments to the RTP and FTIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

INTERGOVERNMENTAL REVIEW VIA REGIONAL & STATE INFORMATION CLEARINGHOUSES

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in San Joaquin County with programs/projects for intergovernmental review may submit documentation to SJCOG and/or the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouse

to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose of the clearinghouses is to afford state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

TRIBAL GOVERNMENT CONSULTATION

The California Valley Miwok Tribe is the only federally recognized Native American tribe in the San Joaquin region. SJCOG lays the groundwork for consultation early in the process of developing the Regional Transportation Plan (RTP) and generally includes a California Valley Miwok Tribal representative in the technical working group for the RTP. In addition, staff notifies and consults with the California Tribal TANF Partnership to conduct government-to-government consultation throughout the regional planning process. SJCOG expresses to each tribe a willingness to conduct individual meetings at the tribe's convenience, which may include attendance at meetings of the tribal council or committees.

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VI. EVALUATION & UPDATE OF THE PUBLIC PARTICIPATION PLAN



SJCOG's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences, changes in legislation, and the changing circumstances of the agency and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, SJCOG will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

Additionally, SJCOG will periodically evaluate various components of the items identified under Section IV. Public Participation Tool Box, which form the core of SJCOG's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by SJCOG advisory committees, a 45-day public comment period with wide release and notification of the public about the proposed changes, review by and approval by the SJCOG Board.

SJCOG PUBLIC PARTICIPATION EVALUATION METHODS

PUBLIC PARTICIPATION TOOL	EVALUATION METHOD
Public Participation Plan	To be reviewed on an ongoing basis and as required; evaluated via survey and public comment.
SJCOG Website	Number of hits
SJCOG Newsroom	Analytics; distribution list size
Project Specific Meetings & Workshop	Number of attendees; number of comments received; press mentions
Legal Notices & Advertisements	No measure required
Press Releases	Distribution; press mentions, number of calls; comments
Public Hearings	Number of attendees; number of comments
Surveys	Distribution; number of responses received; number of comments received
Flyers	Distribution; number of comments received
Social Media	Number of shares; comments received; number of likes

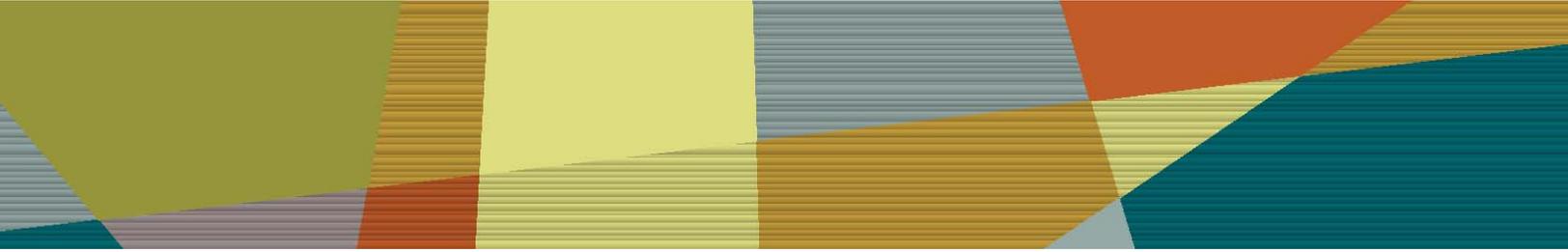
SAN JOAQUIN COUNCIL OF GOVERNMENTS

APPENDICES

PUBLIC PARTICIPATION PLAN
OCTOBER 2016



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APPENDIX A
RTP/SCS PUBLIC PARTICIPATION PLAN

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REGIONAL TRANSPORTATION PLAN /
SUSTAINABLE COMMUNITIES STRATEGY

PUBLIC PARTICIPATION PLAN



SAN JOAQUIN COUNCIL OF GOVERNMENTS
DECEMBER 2016



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A COMPREHENSIVE PUBLIC INVOLVEMENT
PROGRAM IS AN IMPORTANT COMPONENT
FOR DEVELOPING THE REGIONAL
TRANSPORTATION PLAN / SUSTAINABLE
COMMUNITIES STRATEGY.

I INTRODUCTION

Federal regulation (Title 23 USC Section 134) and State legislation (Government Code Section 65080 et seq.) require SJCOG, as the Metropolitan Planning Organization (MPO), and Regional Planning Agency (RTPA) to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to lay out the blueprint for San Joaquin County’s transportation network and how it can best handle the needs of the future. The RTP coordinates a balanced regional transportation system, identifies adequate funding for transportation projects, and meets federal air quality requirements. The plan is developed in cooperation with Caltrans; the cities of Escalon, Lathrop, Lodi, Ripon, Stockton, and Tracy; and other local and regional stakeholders.

In addition, California Senate Bill 375 (2008) requires SJCOG and other MPOs to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. In addition to seeking to achieve a greenhouse gas target, the San Joaquin County region must also continue to work to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces, protect our environment, and get our residents where they need to go, when they need to get there.

A comprehensive public involvement program is an important component for developing the RTP/SCS. As SJCOG undertakes the development of the 2018 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences through outreach efforts and a series of workshops and public hearings. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the RTP development process.

» THE REGIONAL TRANSPORTATION PLAN (RTP) COORDINATES A BALANCED REGIONAL TRANSPORTATION SYSTEM, IDENTIFIES ADEQUATE FUNDING FOR TRANSPORTATION PROJECTS, AND MEETS FEDERAL AIR QUALITY REQUIREMENTS.



II SUMMARY OF RTP PUBLIC PARTICIPATION

A RTP PUBLIC PARTICIPATION REQUIREMENTS

TITLE 23 CFR PART 450.316(A) OUTLINES THE FOLLOWING CONCERNING PARTICIPATION AND CONSULTATION

“The MPO shall develop and use a documented participation plan that defines a process for providing:

- individuals,
- affected public agencies,
- representatives of public transportation employees,
- public ports,
- freight shippers,
- providers of freight transportation services,
- private providers of transportation (including intercity bus operators, employer-based commuting programs, shuttle program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program),
- representatives of users of public transportation,
- representatives of users of pedestrian walkways and bicycle transportation facilities,
- representatives of the disabled, and
- other interested parties

with reasonable opportunities to be involved in the metropolitan transportation planning process.”

- » When significant written and oral comments are received on the draft RTP and as a result of the participation process or the interagency consultation process a summary, analysis, and report of the proposed comments shall be made as part of the final RTP.
- » The public participation plan should be prepared prior to the development of the RTP. The public participation plan should have public input during its preparation and have a 45-day comment period before the MPOs/RTPAs board adopts it.
- » Title 23 CFR part 450.316(a)(1)(iii) requires the participation plan to use visualization techniques to describe the RTP. Visualization techniques range from a simple line drawing or hand written chart to technologically complex web cast public meetings and GIS modeling and computer generated maps. The specific type of visualization technique is determined by the MPO/RTPA.
- » The public participation plan and both the draft and adopted RTP shall be posted on the MPO/RTPA's website to the maximum extent practicable and for the life of the RTP.
- » It is also recommended MPOs/RTPAs place hard copies of the draft and adopted copies of RTPs in local libraries and/or other locations where the public would have access to them.
- » The MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies. Non-MPO public participation efforts shall at minimum develop a documented process that outlines roles, responsibilities and provides outreach efforts to all sectors of the local community.
- » MPO's and RTPA's are also encouraged to involve the media, including ethnic media as appropriate, as a tool to promote public participation in the RTP development, review and commenting process.



B ADDITIONAL SCS PUBLIC PARTICIPATION REQUIREMENTS

Public participation and consultation for the development of the RTP remains an essential element of the overall RTP process. Mapping and visualization tools should be used, to the extent practicable, to create visual representations of proposed scenarios, the SCS. Use of the tools will help facilitate more effective and meaningful public involvement in development and refinement of the SCS. A Public Participation Plan includes public outreach, public awareness, and public input beginning with the planning stage.

The MPO shall adopt a Public Participation Plan in advance of developing an SCS and/or APS to include:

» THE MPO SHALL ADOPT A PUBLIC PARTICIPATION PLAN IN ADVANCE OF DEVELOPING AN SCS.

- 1 Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Public Participation Plan. This includes, but is not limited to:
 - affordable housing advocates
 - transportation advocates
 - neighborhood and community groups
 - environmental advocates
 - home builder representatives
 - broad-based business organizations
 - landowners
 - commercial property interests
 - homeowner associations
- 2 Consultation with congestion management agencies, transportation agencies, and transportation commissions.
- 3 Regional public workshops with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS.
- 4 Preparation and circulation of a draft SCS not less than 55 days before adoption of a final RTP.
- 5 For a single county MPO (such as SJCOG), at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
- 6 A process enabling the public to provide a single request to receive notices, information and updates.

This (SCS) public participation plan is not required to be reviewed or approved by any state agency and is not necessary to be included as part of the RTP. However, the MPO should maintain a record of its public participation efforts relative to the SCS and APS if applicable, and therefore, it is recommended these additional requirements should be included in the federally required plan.

CONSULTATION WITH LOCAL ELECTED OFFICIALS

During the development of the SCS, the MPO must conduct at least two informational meetings in each county for members of the board of supervisors and city councils. Only one informational meeting is needed in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a draft of SCS, to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

Continuing with a collaborative transportation planning process, MPOs work and consult with local elected officials as key stakeholders in the regional transportation system. While local elected officials serve on regional agency boards, expanded consultation is required pursuant to Government Code Section 65080(b)(2)(E) and (F) to provide outreach to all local elected officials and their member jurisdictions affected by the SCS (and APS if applicable).

Pursuant to Government Code Section 65080(b)(2)(G), in preparing an SCS, the MPO shall consider spheres of influence that have been adopted by Local Agency Formation Commissions (LAFCOs) within the region. MPOs should also consult with LAFCOs regarding special districts within the region that provide property-related services such as water or wastewater services, and should consult with these regional special districts, as appropriate, during development of an SCS.

Additionally, MPOs should consider consultation with school districts within their region during development of the RTP. School-related trips constitute a significant portion of all vehicle trips.

» U.S. DOT DEFINES CONSULTATION AS:

ONE OR MORE PARTIES CONFER WITH OTHER IDENTIFIED PARTIES IN ACCORDANCE WITH AN ESTABLISHED PROCESS AND, PRIOR TO TAKING ACTION(S), CONSIDERS THE VIEWS OF THE OTHER PARTIES AND PERIODICALLY INFORMS THEM ABOUT ACTION(S) TAKEN.

INTERAGENCY COORDINATION

As the MPO works on RTP development and approval, interagency coordination with both federal and state agencies provides necessary information for the RTP, and notification to all interested parties. Advanced and continuous coordination with all appropriate agencies is highly recommended. MPO development of the RTP should include interagency coordination with, but not limited to, the following entities:

1. Federal agencies including: Federal Highways Administration (FHWA), Environmental Protection Agency (EPA), and Federal Transit Administration (FTA)
2. California Department of Housing and Community Development (HCD)
3. California Air Resources Board (ARB)
4. California Department of Transportation (Caltrans)
5. Appropriate Resources Agencies (see list in Section 4.9)
6. Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel.

MPOs are also encouraged to work with HCD to incorporate the appropriate Regional Housing Needs Allocation (RHNA) within their RTPs.



C OTHER CONSULTATION & COORDINATION REQUIREMENTS

PRIVATE SECTOR INVOLVEMENT

Federal regulations require private sector involvement as a component of the regional transportation planning process. Title 23 USC Part 134 (g)(4), Title 23 USC Section 135(e) and Title 23 CFR Part 450.316 (a) require the transportation planning process include input from the goods movement industry and other transportation organizations.

CONSULTATION WITH INTERESTED PARTIES

Consulting with interested parties on plans, programs and projects shall include individuals or organizations that are mentioned in Title 23 CFR Part 450.316(a). Title 23 CFR Part 450.316(d) requires MPOs to consult with federal land use management agencies as appropriate during the development of RTP. RTPAs shall comply as well. Title 23 CFR part 450.322(g) states that MPOs shall consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of their RTP. RTPAs shall comply with this as well.

» U.S. DOT EXPANDED DEFINITION OF INTERESTED PARTIES NOW INCLUDES:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Providers of freight transportation services
- Other interested parties.

The MPO/RTPA shall provide these interested parties with reasonable opportunity to comment on the proposed RTP.

NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION & COORDINATION

Title 23 CFR part 450.316(c) requires MPOs to involve the federally recognized Nativ American Tribal Government in the development of the RTP. RTPAs shall comply as well. Title 23 CFR part 450.316 (a)(1), the participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. The requirement of including interested parties in the development of the participation plan and the RTP would include federally recognized or non-federally recognized tribes.

CONSULTATION WITH RESOURCE AGENCIES

Title 23 CFR part 450.322(g)(1) & (g)(2) requires that the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the 2010 RTP Guidelines 74 development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available. In addition, the discussion of mitigation activities required by SAFETEA-LU Section 450.322(f)(7) (and described more fully in Section 5.3) shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

STATE OF CALIFORNIA

California Environmental Quality Act (CEQA), consultation with agencies, governments or individuals that could potentially be impacted by transportation projects in the RTP. Government Code Section 65080(b)(2)(B)(v) requires that MPOs develop a sustainable communities strategy (which is part of the RTP) that shall gather and consider the best practically available scientific information regarding “resource areas” and “farmland” as defined in subdivisions (a) and (b) of Government Code Section 65080.01.



SJCOG WILL INCORPORATE
TRADITIONAL & GRASSROOTS METHODS
FOR PUBLIC OUTREACH IN AN EFFORT TO
ENSURE PUBLIC INPUT AND INVOLVEMENT
IS COMPREHENSIVE AND REFLECTIVE OF
THE REGION'S DEMOGRAPHICS.

III RTP/SCS STAKEHOLDERS & TARGET AUDIENCE

SJCOG strongly encourages public involvement from individuals and groups of individuals who reside, have interest, or do business in a given area that may be affected by transportation decisions. They are the following:

TRANSPORTATION SERVICE PROVIDERS

Private and public providers of transportation services, including, but not limited to, the trucking and rail freight industries, rail passenger industry, transit operators, taxi cab operators, ports and airports.

SPECIALIZED TRANSPORTATION SERVICE PROVIDERS

Specialized transportation service operators, including schools and social service agencies providing transportation for seniors, and persons with disabilities.

NON-MOTORIZED TRANSPORTATION USERS

Those persons who utilize non-motorized modes of transportation such as bicyclists and pedestrians.

HISTORICALLY UNDERSERVED POPULATIONS

Those persons traditionally underserved by existing transportation systems, such as low-income and/or minority households, who may face challenges accessing employment. Although these groups may be difficult to reach due to possible communication barriers, they should be explicitly encouraged to participate in the public involvement process.

ADVOCATES, ORGANIZATIONS, AND SPECIAL INTERESTS

Affordable housing advocates, neighborhood groups, transit and active transportation advocates, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, home owner associations and public health organizations.

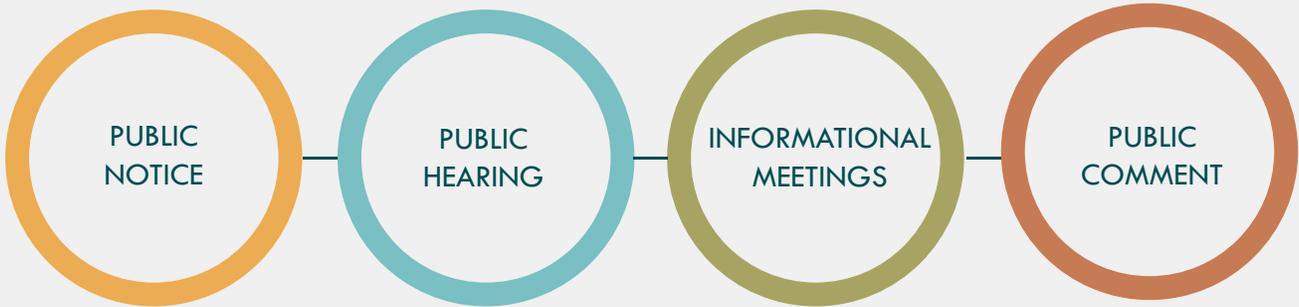
As appropriate, SJCOG will incorporate traditional and grassroots methods for public outreach in an effort to ensure public input and involvement is comprehensive and reflective of the region's demographics. SJCOG staff will work in conjunction with member jurisdictions in the region to coordinate communications and public involvement efforts with community-based organizations and individuals, including list sharing and developing public outreach efforts and documents together. SJCOG staff is responsible for developing and maintaining a mailing list with names of interested individuals and groups. The mailing list can be sorted by specific categories according to SJCOG sub regions.

PUBLIC HEARINGS & PUBLIC INFORMATION MEETINGS

A public hearing is a formal way to gather resident comments and positions for public record and input into the decision-making process. Decision-makers and leaders hear directly from the public prior to a decision point. SJCOG will hold public hearings as appropriate based on the actions required.



ELEMENTS OF A PUBLIC HEARING PROCESS



PUBLIC NOTICES

Public notices are used to inform the general public and media of public hearings. SJCOG will publish a public hearing notice in a general circulation newspaper and provide media releases to non-English media in the region citing the time, date, and location of the hearing as well as topics which will be discussed. Public notices will also be sent out to affected individuals and interested parties whose names are in the agency's mailing list, as well as public libraries. SJCOG's goal for mailing public hearing notices will be at least fifteen days in advance of the meeting, unless otherwise required by statute. SJCOG recognizes that the public notice period is effectively shortened for those who request formatted or translated materials. SJCOG's goal for completion of formatted or translated materials is five days from the time the request is received.

PUBLIC HEARINGS

Public hearings will occur during noted SJCOG meetings and will be held in accessible buildings as close as possible to public transportation. In addition, the time of the hearing can be critical in determining the success of the public input process. SJCOG will hold at least one evening public hearing on the RTP/SCS in order to give the public

more opportunity to provide their input. To the extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation.

INFORMATIONAL MEETINGS

SJCOG may conduct one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the populations in the incorporated areas of that county. The purpose of the meeting shall be to present a draft RTP/SCS to the members of the board of supervisors and the city council to solicit and consider their input and recommendations.

PUBLIC COMMENT PERIOD

SJCOG will accept prepared comments from the public during the period between the notice and hearing dates. Comments received in languages other than English will be translated if possible. All comments will be considered part of the public record. Also during this period, SJCOG will accept questions and provide clarification on issues raised by the public. The public comment period for the RTP/SCS will be in accordance with 23 CFR 450.

ADVISORY COMMITTEES

» THROUGH ITS STANDING AND AD HOC COMMITTEES, SJCOG ENCOURAGES PARTICIPATION OF ALL INTERESTED GROUPS AND RESIDENTS IN THE REGION, AS WELL AS REPRESENTATIVES FROM MEMBER JURISDICTIONS, LOCAL AGENCIES, AND THE PRIVATE SECTOR.

The SJCOG Board has established a number of advisory committees as a means of obtaining advice from residents and key interests in the community on a variety of subjects. Through its standing and ad hoc committees, SJCOG encourages the participation of all interest groups and residents in the region as well as representatives from member jurisdictions, local agencies, and the private sector. Advisory committee members are selected by the SJCOG Board, with staff providing recommendations. Staff uses SJCOG's public outreach processes to identify interested parties, specifically with an interest in creating and maintaining diversity on these committees. SJCOG staff presents plans, data, and proposed programs to representative groups of the community for input and feedback early in the planning process. These committees are augmented, restructured, added to, or discharged from time to time based upon the issues and concerns faced by the Board.

The current federal transportation act, Fixing America's Surface Transportation (FAST), provides that residents, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties be provided with reasonable opportunities to be involved in the metropolitan transportation planning process, with regard to the RTP/SCS. Many of SJCOG's advisory committees include representatives of these groups.

In regards to public participation, staff will provide appropriate standing and ad hoc advisory committees with Public Participation Plans for review and comment. Advisory committee members can offer invaluable information, strategies, and community contacts to increase participation in SJCOG programs. SJCOG staff will meet with the technical advisory committee that assisted with the development of the Public Participation Plan on an as-needed basis to address the plan's effectiveness and periodic update. All SJCOG advisory committee meetings are open to the public.

Membership lists, committee terms, vacancies, and meeting times and locations will be made available on the SJCOG website. Similarly, each advisory committee will have a designated SJCOG staff person who will be identified on the website and in committee materials. The Brown Act requires at least 72 hours public notice citing the time, date, and location before regular meetings. SJCOG policy for posting notices for advisory committee meetings will be at least three days in advance of the meeting. The current committee list along with the name of the SJCOG staff person assigned to each committee is listed on the SJCOG website at www.sjco.org/committees.



ValleyVisions
 Sustainable Communities Strategy

for a **VIBRANT** future

the heart of California

Transportation Investments by Mode (year 2014-2040)

31.7%	Transit
28.9%	Capacity
24%	Trucks, Buses, & Motorists
14%	Active Transportation

Reduced Greenhouse Gases
 -23.5% by 2020 -14.6% by 2035
 from 2005 baseline

Enhancing the Environment

- +10,700 acres of forestland preserved
- +average residential household energy use decrease 45%
- +152 gallons of water per household per year saved

Preserving Efficiency of Transportation Systems

- 24% of all households will 20% of all vehicles will be high-tech (e.g., hybrids, EVs)
- 100% of all vehicles will be 20% of all vehicles will be high-tech (e.g., hybrids, EVs)
- 100% of all vehicles will be 20% of all vehicles will be high-tech (e.g., hybrids, EVs)

San Joaquin County

ValleyVisions
 Sustainable Communities Strategy

Active Transportation Investments (year 2014-2040)

41%	Community Enhancements
32%	Active Transportation Infrastructure
27%	Outreach, Education, & Enforcement

45,000 fewer solo auto trips daily

Increasing Safety & Security

- \$190 million to offset peak operations
- Medical emergency units
- Improve security
- Service through roads
- ETC, openhouse tolls, signal

Improving Public Health & Building Communities

- Healthy lifestyle benefits \$4.8 billion per year
- Travel demand management

San Joaquin County

IV RTP/SCS PUBLIC OUTREACH OBJECTIVES

The SJCOG Public Participation Plan calls for setting and measuring progress on involving the public in SJCOG's Regional Transportation Plan/Sustainable Communities Strategy.

A OBJECTIVES

1

SOLICIT PARTICIPATION FROM A BROAD RANGE OF GROUPS AND INDIVIDUALS IN THE RTP/SCS DECISION-MAKING PROCESS

2

RAISE AWARENESS AND OFFER OPPORTUNITIES FOR PUBLIC INPUT ABOUT THE RTP/SCS

3

STIMULATE DIALOGUE ABOUT THE TRANSPORTATION CHALLENGES FACING THE SAN JOAQUIN COUNTY REGION

4

PROVIDE INFORMATION TO THE RESIDENTS IN THE SAN JOAQUIN COUNTY REGION AND OTHER STAKEHOLDERS

5

DEVELOP AND INCORPORATE INTO THE RTP/SCS UPDATE REALISTIC SOLUTIONS THAT ADDRESS THE DIVERSE MOBILITY NEEDS OF THE REGION'S RESIDENTS, VISITORS AND BUSINESSES

6

BUILD PUBLIC SUPPORT FOR, AND UNDERSTANDING OF, THE TRANSPORTATION IMPROVEMENTS OUTLINED IN THE RTP/SCS

B**PERFORMANCE MEASURES****DIVERSITY**

Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.

- » Targeted groups include all those listed under “Summary of Outreach Requirements,” including additional SJCOG contacts
- » Participating citizens represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on surveys and comments or other communications received throughout the update process.

REACH

The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion. The success of the program will be measured by the following:

- » Number of comments received
- » Number of individuals who actively participated in the SJCOG RTP/SCS Public Outreach Program, as measured by survey responses, focus group attendance, comments received and community outreach involvement (excluding repeat attendance).
- » Number of visits or “views” to the SJCOG RTP page on the website and/or requests for information during active periods of the public outreach and involvement program
- » Number of online/electronic survey respondents



ACCESSIBILITY

Every effort should be made to ensure that anyone who wants to participate can do so. This goal can be met by taking the participation activities to where people are already located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language or ability to attend a meeting, access to the web, etc.

- » Meetings are held in communities and during existing meeting dates/times whenever possible
- » 100 percent of meeting locations are accessible by transit with the exception of rural unincorporated communities and other town pockets that lack the public transportation needed to access all viable meeting locations in the area.
- » Meetings are linguistically accessible to 100 percent of participants, with 3 working days' advance request for translation. Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services. At public workshops SJCOG will provide translators and Spanish language materials as requested.
- » All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

» EVERY EFFORT SHOULD BE MADE TO ENSURE THAT ANYONE WHO WANTS TO PARTICIPATE CAN DO SO.

IMPACT

The feedback received through this Plan should be analyzed and provided to the SJCOG Policy Board wherever appropriate. Interested participants should be informed of Board's actions. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.

- » 100 percent of written comments received are logged, analyzed, summarized and communicated in time for consideration by staff and the SJCOG Board
- » 100 percent of written comments are acknowledged in the form received, so that the person making them knows whether his or her comment is reflected in the outcome of a Board action or, conversely, why the Board acted differently.

EDUCATION

This outreach program is an opportunity for SJCOG to inform a wide range of people about transportation issues in the San Joaquin County region, as well as the link to climate change and sustainable growth, among other issues. Each step of the process should include an educational element, whether it is about San Joaquin County area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.

PARTICIPANT SATISFACTION

People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. The following targeted performance measures are associated with each of the goal topics.

- » Majority of participants rate the SJCOG RTP/SCS Outreach Program as Excellent or Good on each of the following performance dimensions (or other specific features to be determined):
 - Accessibility (meeting locations, materials presented in appropriate languages for targeted audiences, etc.)
 - Adequate notice
 - Sufficient opportunity to comment
 - Clear understanding of items that are established policy versus those that are open to public influence
 - Clear information at an appropriate level of detail
 - Educational value of presentations and materials
 - Responsiveness to comments received
 - Understanding of other perspectives and differing priorities
 - Quality of the discussion



THESE STRATEGIES ARE DESIGNED TO NOT ONLY ADHERE TO REQUIRED PUBLIC ENGAGEMENT ACTIVITIES, BUT TO RUN A TRULY INCLUSIVE OUTREACH PROCESS THAT ENGAGES ALL INTERESTED STAKEHOLDERS, PARTICULARLY THOSE TRADITIONALLY UNDERREPRESENTED AND UNDERSERVED IN THE PLANNING PROCESS.



IMPLEMENTATION OF RTP/SCS PUBLIC PARTICIPATION PLAN & OUTREACH STRATEGIES

Under state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), SJCOG must develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law also calls for a Public Participation Plan that addresses outreach for developing the RTP/SCS. Other statutory State, as well as Federal consultation and coordination requirements are further covered in Chapter 4 of the current Regional Transportation Plan Guidelines for Metropolitan Planning Organizations. These guidelines identify required actions, recommended actions, and best practices to be considered to achieve extensive, broad-based, and meaningful public engagement.

Below is a list of strategies that SJCOG intends to implement throughout the development of the RTP/SCS. These strategies are designed to not only adhere to required public engagement activities, but to run a truly inclusive outreach process that engages all interested stakeholders, particularly those traditionally underrepresented and underserved in the planning process.

» LOOK FOR THE GREEN BOX!
The side bars highlight how members of the public and other interested groups may participate in the transportation planning process.



RTP/SCS IMPLEMENTATION WORKING GROUP

The purpose of the RTP/SCS Implementation Working Group is to support SJCOG staff and standing committees in the development, preparation, and subsequent implementation of the RTP/SCS.

The Working Group is vital to the success of the process as members consider key issues in the development of the long-range transportation plan. The Working Group members are responsible for providing technical assistance and subject area expertise with the goal of achieving community-based consensus and support for the final RTP/SCS.

The current RTP/SCS Implementation Working Group is comprised of representation from the following areas:

- Affordable housing advocates,
- Transportation advocates,
- Environmental advocates,
- Home Builder representatives,
- Infill Builder representatives,
- Broad-based business organizations,
- Landowners,
- Commercial Property Interests,
- Local Government Representatives,
- Environmental Justice Representatives, and
- Public Health Agencies

SJCOG will be expanding representation on the working group to include additional representation from community groups, walking and bicycling representatives, non-governmental organizations, the Native American community, other private sector interests (trucking, large employers, business organizations) and others identified in the future as not already represented through other committees or ad hoc groups.

The RTP/SCS Working Group will meet regularly, at a time determined by a poll of members. All meetings will be open to the public. SJCOG will post the application for open seats on its website and on standing committee agendas. The notice will also be included in SJCOG blog posts and email lists. To receive updates from the SJCOG Newsroom, visit www.sjcoGnewsroom.wordpress.com to sign up. To receive email notices of scheduled meetings, please visit www.sjcoG.org/notifyme.

2 SJCOG BOARD OF DIRECTORS & STANDING COMMITTEES

Along with the SJCOG Board of Directors, the following list of SJCOG Standing Committees will be involved in the development of the RTP/SCS as scheduled below.

SJCOG Board of Directors and Standing Committees usually meet monthly and will be provided regular updates and consultation opportunities during the RTP/SCS development process. Meeting agendas and packet materials are available on the SJCOG website. All meetings are open to the public. To view the agenda, packets, or access additional information, please visit www.sjcoG.org.

» JOIN THE RTP/SCS IMPLEMENTATION WORKING GROUP:

- Open seats will be announced on the SJCOG website and on standing committee agendas.
- To sign up for email notifications, please visit www.sjcoG.org/notifyme.

» DOWNLOAD AGENDAS:

- Visit the Agenda Center at www.sjcoG.org

COMMITTEE	DESCRIPTION	MEETINGS	TIME	LOCATION
Board of Directors	The Board of Directors is composed of city council members and county supervisors, appointed by the member jurisdictions.	Fourth Thursday of every month	5pm	SJCOG 555 E Weber Ave Stockton 95202
Citizens Advisory Committee (CAC)	The CAC primarily provides community input on project priorities and other matters pertaining to the Measure K program.	Third Wednesday of every month	6pm	SJCOG
Executive Committee	The Executive Committee is made up of five SJCOG Board members and generally reviews selected agenda items and submits a recommendation to the Board of Directors.	Third Friday of every month	12pm	SJCOG
Habitat Technical Advisory Committee (HTAC)	The HTAC is responsible for verifying that the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan is implemented correctly and for solving any issues that arise during implementation.	Second Wednesday of every month	9:30am	SJCOG
Interagency Transit Committee (ITC)	The ITC was created to improve communication and coordination among the transit agencies within the San Joaquin County.	Monthly on Monday before Board Meeting	3pm	SJCOG
Management & Finance Advisory Committee (M&F)	M&F guides administrative and financial decisions of SJCOG as the Local Transportation Authority and is composed of city managers and the county administrator.	Third Wednesday of every month	12pm	Earnie's Food & Spirits 1351 N. Main St Manteca 95336
Project Delivery Committee (PDC)	The PDC is a subcommittee of the Board of Directors and guides policies, transportation programming recommendations, and monitors project delivery.	Second Monday of every month	4:30pm	SJCOG
SCS Advisory Committee (SCSAC)	The SCSAC meets monthly to discuss a county wide strategy to meet community goals for coordinated transportation and land use.	Third Thursday of each month	2pm	SJCOG
Social Services Transportation Advisory Committee (SSTAC)	The SSTAC monitors and promotes improvements to public transportation services for persons with disabilities and seniors residing in San Joaquin County.	First Wednesday of every other month	3pm	SJRTD 421 E Weber Ave Stockton 95202
Technical Advisory Committee (TAC)	The TAC advises the SJCOG Board on regional transportation planning and programming matters.	Second Thursday of every month	10am	SJCOG

3 STAKEHOLDER FOCUS GROUPS

To consult and coordinate the development of the RTP/SCS with stakeholders specifically interested or involved with plans or projects identified in individual work elements, focus groups will be organized topically as needed during the planning process. These groups may be a sub-set of an existing SJCOG committee or group. These groups will be organized on an ad hoc basis depending on identified topics or issues requiring more in-depth focus than can be provided by existing committees or working groups.

4 ONLINE PUBLIC ENGAGEMENT

SJCOG will work with a firm specializing in online public engagement to develop an interactive web-based platform to supplement in-person outreach activities. This will include a web-based survey that will be made available in English and Spanish. While participation in the survey will be voluntary, SJCOG staff has the ability to monitor input in real time to ensure that participants are reflective of the county's demographics. Following the close of the survey, SJCOG staff will be responsible for preparing a detailed list of findings that assess the values and priorities of communities throughout the region. These survey findings will feed directly into RTP/SCS development.

Once the survey is ready for launch, SJCOG will:

- Post a notice on the website and via social media;
- Work with the RTP/SCS Working Group, community partners, and “champions” (see Item 6) to distribute the surveys; and/or
- Utilize additional marketing strategies to ensure broad participation across San Joaquin County.

5 EMAILS

Regular updates regarding RTP/SCS development will be included in the “San Joaquin COG in Motion” e-newsletters. Additional emails will be sent to government and other stakeholder agencies seeking their involvement and coordination as required by the Guidance document.

If you would like to submit a single request to receive all notices, information and updates regarding the 2018 RTP/SCS development you may do so, or you may be added to specific email lists only.

» SIGN UP FOR EMAIL UPDATES:

- Go to www.sjco.org/notifyme

6 COMMUNITY-BASED OUTREACH PROGRAM

To help ensure diverse and direct input from all populations, SJCOG will develop a community-based outreach program to empower community leaders and organizations to become “champions” of the RTP/SCS planning process. The focus of the Champions Outreach Program is to conduct outreach in communities not typically involved in the regional transportation planning process. Volunteer organizations and individuals will be provided training and technical assistance to conduct outreach activities in their communities and among populations served by their organization. Champions will be key in engaging communities in the planning processes, generating feedback, and maintaining communication with communities regarding the RTP/SCS process.

Additionally, SJCOG staff is actively exploring a mini-grant program in order to supplement outreach efforts and provide potential funding for community-based organizations and grassroots groups who demonstrate reach and impact in underserved, underrepresented, and disadvantaged communities throughout the region.

To receive information to participate as a “champion,” please contact Christine Corrales, Assistant Regional Planner for SJCOG at (209) 235-0128 or corrales@sjcog.org. Information to participate in the Champions Outreach Program will also be posted on the SJCOG website, social media, and emailed.

» BECOME A CHAMPION:

- Contact Christine Corrales at (209) 235-0128 or corrales@sjcog.org



7 SOCIAL MEDIA

Updates, events, workshops and meeting announcements, as well as any other opportunities to participate will be posted to SJCOG social media platforms.

» FOLLOW THE RTP/SCS PROCESS ON SOCIAL MEDIA:



@sanjoaquinCOG



@sjcogvideo



@sjcog



San Joaquin Council of Governments



@sanjoaquincog



SJCOG Newsroom

8 WEBSITE

Notices regarding 2018 RTP/SCS public meetings and workshops, agenda packets, and other public comment/participation opportunities will be available and accessible in the following areas of the SJCOG website:

- Homepage
- Events Calendar
- Community Info > Get Involved
- Planning & Funding > RTP/SCS

» VISIT & BOOKMARK US:

- Go to www.sjcog.org

9 INTERAGENCY CONSULTATION & COORDINATION

» CONSULTATION WITH INTERESTED PARTIES

SJCOG is required by federal law to consult with federal land-use management, natural resources, environmental protection, conservation and historic preservation agencies during RTP development. Other interested parties for which a reasonable opportunity to comment on the document must be provided include public health agencies, public transportation employees, public ports, freight shippers, private transportation providers, users of walkway and bicycle transportation facilities, people with disabilities, and freight transport services. To the extent that any of these

groups are not involved in the RTP/SCS development process through other working groups or committees, SJCOG will offer individual formal consultation opportunities.

» CONSULTATION WITH LOCAL ELECTED OFFICIALS

SJCOG will consult with local elected officials and member jurisdictions that are potentially affected by the RTP/SCS. Additionally, SJCOG will consult with the San Joaquin Local Agency Formation Commission (LAFCO), and other regional specific districts (such as water/wastewater service providers, school districts).

» INTERAGENCY COORDINATION

SJCOG will provide advanced on-going coordination with Federal and State Agencies with plans or programs providing necessary information for the RTP/SCS. Interagency Coordination activities will include, but is not necessarily limited to the following:

- Federal agencies, including: Federal Highways Administration (FHWA), Environmental Protection Agency (EPA), and Federal Transit Administration (FTA)
- California Department of Housing and Community Development (HCD)
- California Air Resources Board (ARB)
- California Department of Transportation (Caltrans)
- Resources Agencies (such as land use management, environmental protection, conservation, and historic preservation)
- Adjacent MPOs

» SAN JOAQUIN VALLEY COORDINATION

SJCOG has a long history of coordination with the other seven Metropolitan Planning Organizations in the San Joaquin Valley. The following is a list of current valleywide committees, groups, and programs that will be consulted during RTP/SCS development:

- Model Coordinating Committee
- Program Coordination Group
- San Joaquin Valley Greenprint Committee
- San Joaquin Valley Regional Planning Agencies - Regional Policy Council
- San Joaquin Valley Regional Planning Agencies - Executive Directors Committee
- Valley Blueprint Planners Network

» REQUEST A PRESENTATION:

- Contact Kim Anderson at (209) 235-0565 or anderson@sjcog.org.

10 COMMUNITY MEETINGS

SJCOG staff will make presentations at existing community meetings for organizations and community groups or associations as requested, and as available through additional channels.

11 PUBLIC OUTREACH VIA MEMBER JURISDICTIONS

SJCOG staff will work with Board members and their staff from each local jurisdiction to promote workshops and create interest among constituents about the RTP/SCS process. Some potential opportunities for cross promotion activities may include:

- Utilizing member agency call systems, email distribution lists, social media, and websites for posting and disseminating information
- Collaborating on informational meetings or coordinating an outreach table at local community events and gatherings

If your organization, business, or agency has another method of communication we may utilize for sharing information, please contact Kim Anderson, Senior Regional Planner for SJCOG at (209) 235-0565 or anderson@sjcog.org.

12 ADDITIONAL RTP/SCS WORKSHOPS

» RTP/SCS COMMUNITY KICK-OFF MEETING

SJCOG is planning to host a kick-off meeting or workshop for the RTP/SCS development in late 2016. The goal of the meeting/workshop will be to gather member agencies, and community stakeholders to begin talking about the RTP/SCS timeline and process, chapters, layout, lessons learned and public outreach opportunities.

» RTP/SCS INTRODUCTORY WORKSHOP

SJCOG will host a workshop for those who apply for representation on the RTP Roundtable, as well as individuals and organizations interested in participating as part of the Champions Outreach Program. All prospective Roundtable members and Champions will be given an overview of what the RTP/SCS is, what is required of SJCOG during the RTP/SCS development, a timeline of the process, and what their role will be in the development of the RTP/SCS.

» MEMBER AGENCY CONSULTATION & WORKSHOPS

SJCOG staff will provide regular updates for the SJCOG Board of Directors, Standing Committees, and Member Agencies throughout the RTP/SCS development. An overview of what will be expected of them and their local agency as SJCOG staff updates the RTP/SCS will be provided, as well as detailed background information on the SCS scenario planning process. Workshops will be scheduled as needed to delve deeper into key issues.

» SENATE BILL 375 PUBLIC PARTICIPATION REQUIREMENTS

- Senate Bill 375 (SB 375) requires that at least three regional public workshops are conducted to provide the public with clear information on policy choices and issues in the Draft RTP/SCS. These workshops will be held throughout San Joaquin County during the RTP/SCS process.
- One informational meeting is required in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a Draft RTP/SCS to the members of the board of supervisors and the city council members to solicit and consider their input and recommendations.
- At least two public hearings shall be held on the Draft RTP/SCS. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

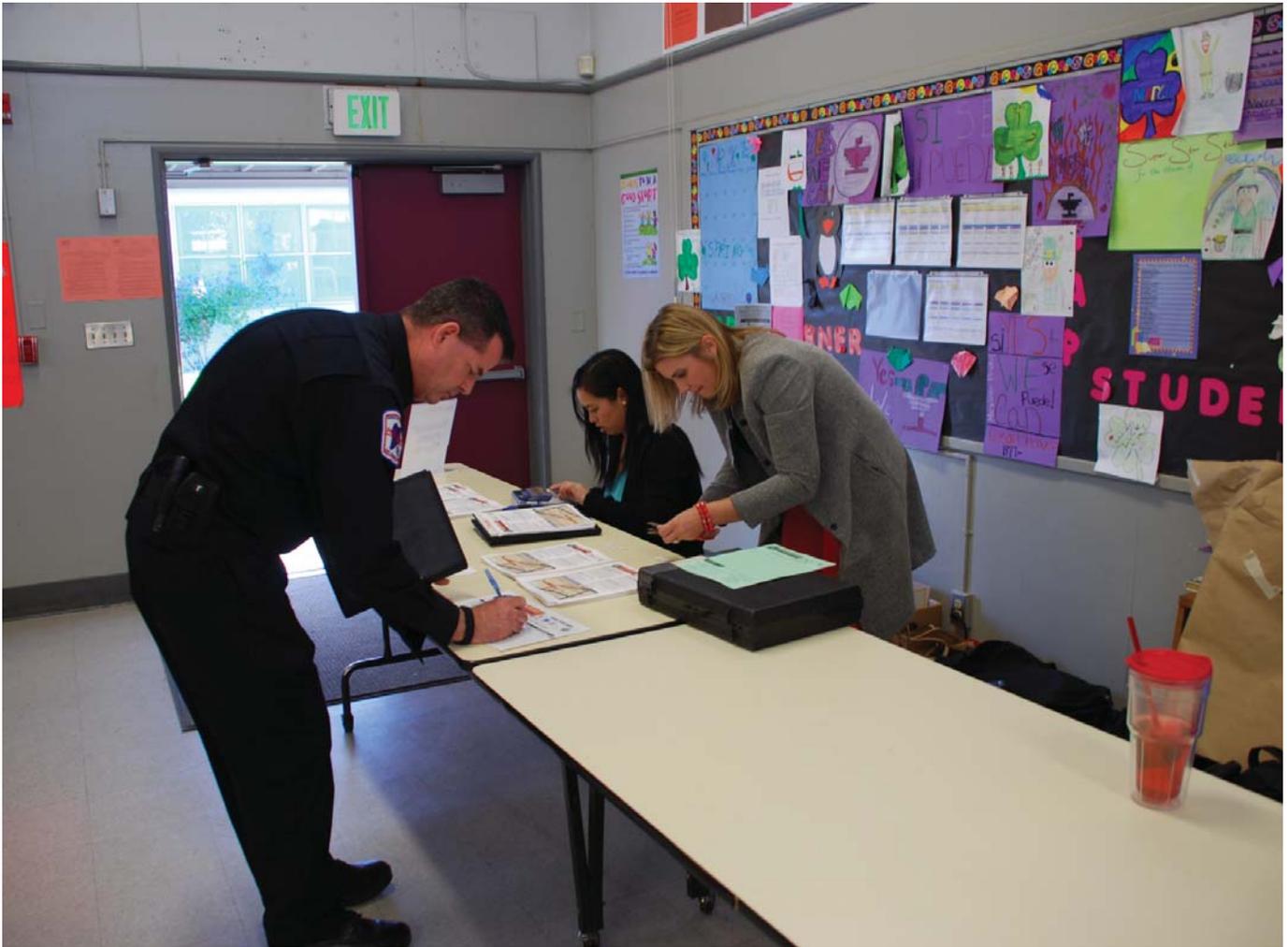
All workshop, meeting, and hearing announcements will be announced via websites, email, meeting agenda items for various committees and through other strategies available as listed above. SJCOG staff will also utilize the media for some announcements provided funds are available.

13 ADDITIONAL TASKS

As appropriate and effective opportunities arise during the RTP/SCS development process, each opportunity will be evaluated and discussed. If a viable approach to providing public education or receiving public input into the planning process is available, and if it is financially feasible, it will be strongly considered for implementation.

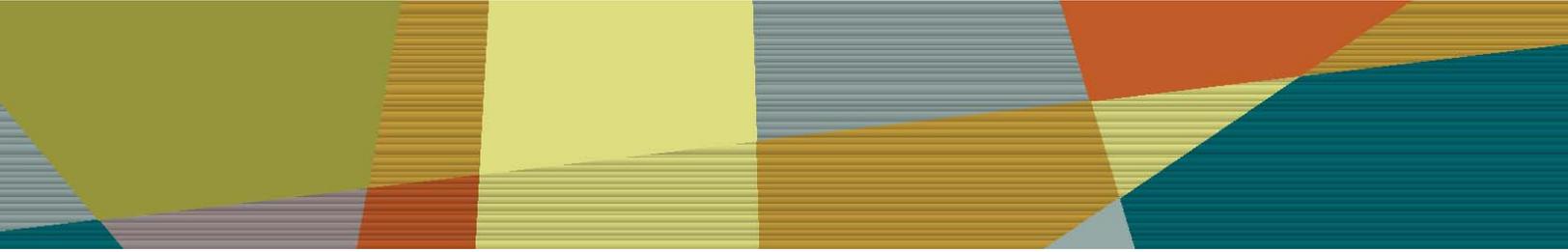
» HAVE A SUGGESTION? LET US KNOW!

- Contact Kim Anderson at (209) 235-0565 or anderson@sjcog.org.



CONTACT US

San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
(209) 235-0600
(209) 235-0438 fax
www.sjcog.org



APPENDIX B
OWP, UTN, MK, & OTHER PROGRAMS

Strategies, Procedures and Techniques for Public Participation Related to the Overall Work Program, Unmet Transit Needs Process, Measure K Ordinance and Expenditure Plan, Airport Land Use Plan, Regional Housing Needs Assessment, Regional Transportation Impact Fee Program, and Congestion Management Program

This Appendix “B” to the adopted Public Participation Plan provides more explicit details as to SJCOG’s strategies, procedures and techniques for public participation on the OWP, UTN, RHNA, Measure K Program, RTIF, CMP, and RTIP. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SJCOG’s planning efforts. SJCOG seeks the public’s feedback, active participation and input in developing its plans and programs.

OVERALL WORK PROGRAM (OWP)

The Overall Work Program (OWP) is the primary document guiding the work effort of SJCOG. In effect, the OWP constitutes a set of instructions for the planning and programming work carried out by staff or consultants each year.

The OWP is developed each year, and details the agency’s planning and budgetary priorities for the following fiscal year. SJCOG’s federal and state funding partners (FHWA, FTA and Caltrans) must approve SJCOG’s OWP each year before it takes effect.

Throughout the course of each year, SJCOG staff works with local agencies, Caltrans, other transportation planning agencies, other public and private associations and the general public independently and through the standing SJCOG committees to develop the program for the year. A draft OWP is taken through the committees and to the Board, typically around February, to gather public input prior to the adoption of the final OWP.

More information about the agency’s OWP is available on the SJCOG website at:
<http://www.sjcog.org/owp>

UNMET TRANSIT NEEDS PROCESS (UTN)

Each year, pursuant to the Transportation Development Act (TDA) statute, SJCOG, as the RTPA and MPO for San Joaquin County, is required to identify any unmet transit needs that may exist in the San Joaquin region. If unmet transit needs are identified, a further analysis must be conducted to determine whether the needs are reasonable to meet.

In accordance with state law, TDA funds must be allocated first to unmet transit needs, which are found reasonable to meet, before any remaining funds can be distributed to local jurisdictions for non-transit purposes such as streets and roads. Also, the addition and/or modification of the existing transit system must be considered in order to resolve an unmet transit need.

The annual UTN assessment requires SJCOG to include, at minimum, the following elements:

1. An annual assessment of the size and location of identifiable groups likely to be transit

dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, including individuals eligible for paratransit and other special transportation services, and persons of limited means, including, but not limited to, recipients under the CalWORKs program;

2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly owned services; and
3. An analysis of the potential alternative public transportation services and specialized transportation services, including privately and publicly owned services.

To further implement the UTN Assessment process, The SJCOG Board has adopted definitions for both “unmet transit needs” and “reasonable to meet”, which are reviewed every five years in compliance with TDA requirements. All unmet transit needs received during the annual UTN process are reviewed by the Social Services Transportation Advisory Council (SSTAC).

Public participation is an important component in the UTN process. The TDA requires SJCOG to hold at least one public hearing for the purpose of receiving public input regarding potential unmet transit needs in the region. Although the TDA requires SJCOG to hold one public hearing, SJCOG goes beyond the minimum requirements by providing public hearings throughout the region as well as to make presentations about the UTN process to community groups, legislative bodies of local jurisdictions, and transit hubs. Public notice of the hearings, including date, time, location, and specific purpose is provided at least 30-days in advance through publication in one or more newspapers of general circulation, including a Spanish language publication. Written notification is also provided to those persons and organizations that have indicated an interest in the UTN process, including private social service agencies and public transit operators that are represented on the SSTAC.

Public hearings are held to give members of the public the opportunity to identify potential unmet transit needs in the region. After the conclusion of a hearing(s), a report is prepared that addresses the three required UTN Assessment elements listed above, analyzes any identified unmet transit need for “reasonable to meet”, and provides a recommended finding for the Board to adopt. Any new comments received after the public hearing, or during the Board meeting to adopt the UTN finding, are assessed during the subsequent year’s UTN Assessment process.

SB375 mandates that MPO's must meet certain greenhouse gas reductions standards set by the Air Resources Board. SJCOG, along with other MPO's in the valley have worked diligently on meeting those targets through the use an integrated land use, transportation, and housing plan. The goal is to have greenhouse gas emissions reduced to 2012 levels by 2040. Air quality conformity findings are distributed for a 30-day public comment period, and a public hearing is held by the SJCOG Board to elicit public input. All applicable posting requirements will be followed.

If a documented unmet transit need is revealed within a specific jurisdiction that meets the test of reasonable to meet, the following will occur:

- The jurisdiction's TDA Local Transportation Funds (LTF) must be used to rectify an unmet transit need prior to using these funds for non-transit purposes such as maintenance of streets and roads; and,
- The addition and/or modification of the existing transit system(s) must be considered in order to resolve an unmet transit need.

More information about the agency's UTN process is available on the SJCOG website at: <http://www.sjcog.org/utn>

MEASURE K ORDINANCE & EXPENDITURE PLAN/STRATEGIC PLAN

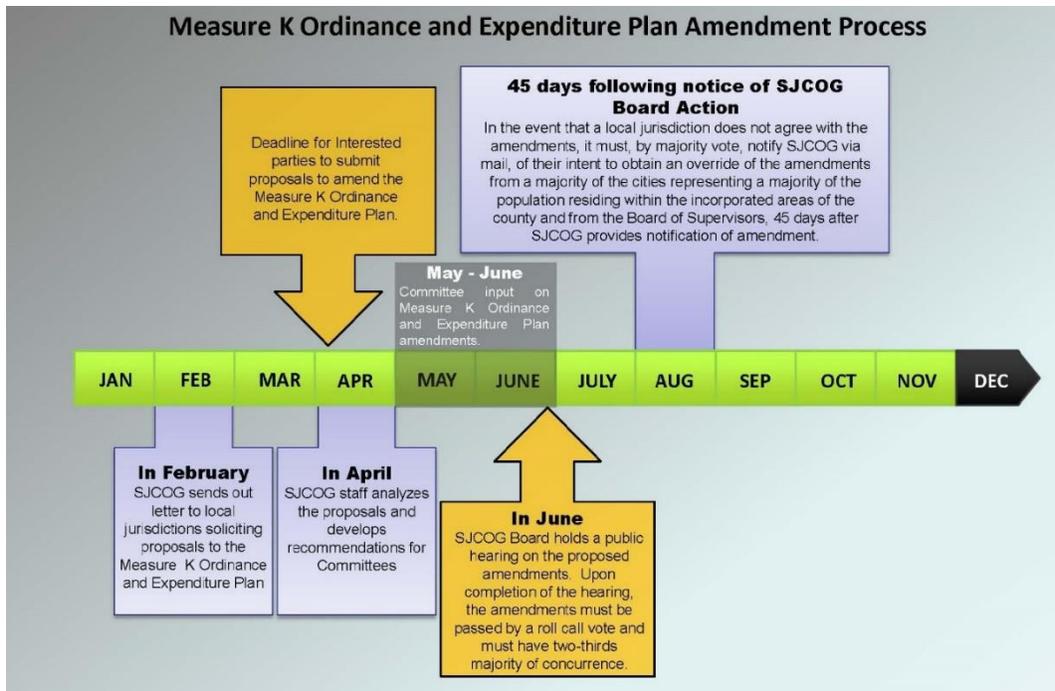
The Measure K program is administered by SJCOG as the local transportation authority for San Joaquin County. SJCOG was established as the local transportation authority when San Joaquin County voters approved the enactment of the Measure K program in 1990. A local transportation authority is a public agency designation authorized by California state law that enables SJCOG to collect the half-cent sales tax and use the money to fund a specific list of transportation projects and programs as outlined in the Measure K Expenditure Plan.

The Measure K Expenditure Plan identifies the countywide transportation facility and service improvements to be delivered by the extension of the existing half-cent sales tax in San Joaquin County from 2011 to 2041. These improvements include highway, public transit, railroad grade crossing, passenger rail, smart growth, and bicycle projects. Additionally, the Expenditure Plan outlines the distribution of all categorical allocations between the local jurisdictions within the county.

Updating and Revising the Ordinance and Expenditure Plan

A complete update of the Expenditure Plan is required at least once every ten years the sales tax is in effect. The Ordinance and Expenditure Plan also has language that requires SJCOG to have an annual process to consider amendments to the Measure K Ordinance or Expenditure Plan. Such proposed amendments may include, but not limited to, changes in language of the Measure K Ordinance, changes to the Measure K Program of Projects, and changes to funding categories identified in the Measure K Expenditure Plan.

The amendment process is described below in the graphic and narrative:



As part of the amendment process, the following must occur:

- The affected SJCOC committee(s), established pursuant to the Measure K Ordinance, must participate in the development of the proposed amendment(s).
- The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062. - The amendment must be passed by a two-thirds majority of the SJCOC Board by a roll call vote, following a noticed public hearing. (Notice of the public hearing shall be published pursuant to Government Code section 6062)
- The Board of Supervisors, the City Council of each city in the county must be notified and SJCOC will provide each entity with a copy of the proposed amendment(s).
- Pursuant to Public Utilities Code 180207, the proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, SJCOC is required to hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.
- In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify SJCOC of its intent, in writing by registered mail, to obtain an override of the amendment(s). The appealing jurisdiction will have 45 days from the date SJCOC adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If

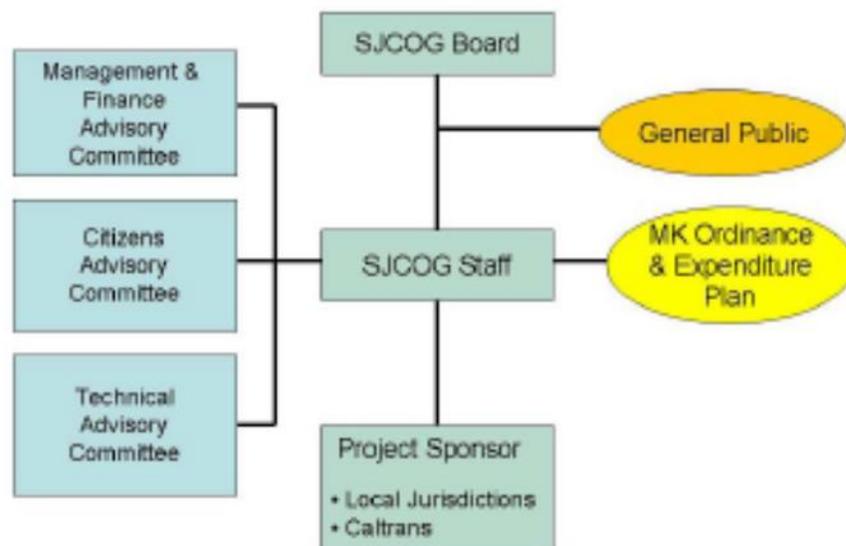
the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

MEASURE K STRATEGIC PLAN

The **Measure K Strategic Plan** serves as the programming document for local sales tax revenue generated by the Measure K Program and is the master document for delivery of the Measure K Expenditure Plan projects. The Strategic Plan is prepared every two years, and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as annual budget

Updates of the Measure K Strategic Plan are conducted in consultation with the SJCOG Board of Directors, the SJCOG standing committees, members of public agencies and transit operators, and the public. The Strategic Plan continues the guidelines identified in the 2007 Strategic Plan and the 2011 update that, in general, the local jurisdictions (e.g., cities, the County of San Joaquin, SJRTD and the Rail Commission) and Caltrans would update their previously submitted lists of projects to SJCOG for potential funding or amendment. Each project and its accompanying scope, schedule and budget is then be reviewed by the SJCOG's standing committees for consistency with the adopted priorities for programming and current Measure K Ordinance and Expenditure Plan. Based on this committee review, agency staff will recommend to the SJCOG Board for review and approval projects for program funding or amendment.



AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

As the ALUC for San Joaquin County, SJCOG 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. The most recent update of the ALUCP was completed in May 2016.

Project Review and Determination Process

Receipt and review of proposed actions submitted to the ALUC for review shall be in accordance with the current adopted *Airport Land Use Commission Project Review and Process Guidelines*.

Public Hearings

a) Public hearings of the ALUC shall be scheduled to consider adoption of amendment to the ALUC Policy Plan or ALUCP and to hear an appeal of a determination of land use consistency or inconsistency. Public hearings may be held for other items which would benefit from a public hearing.

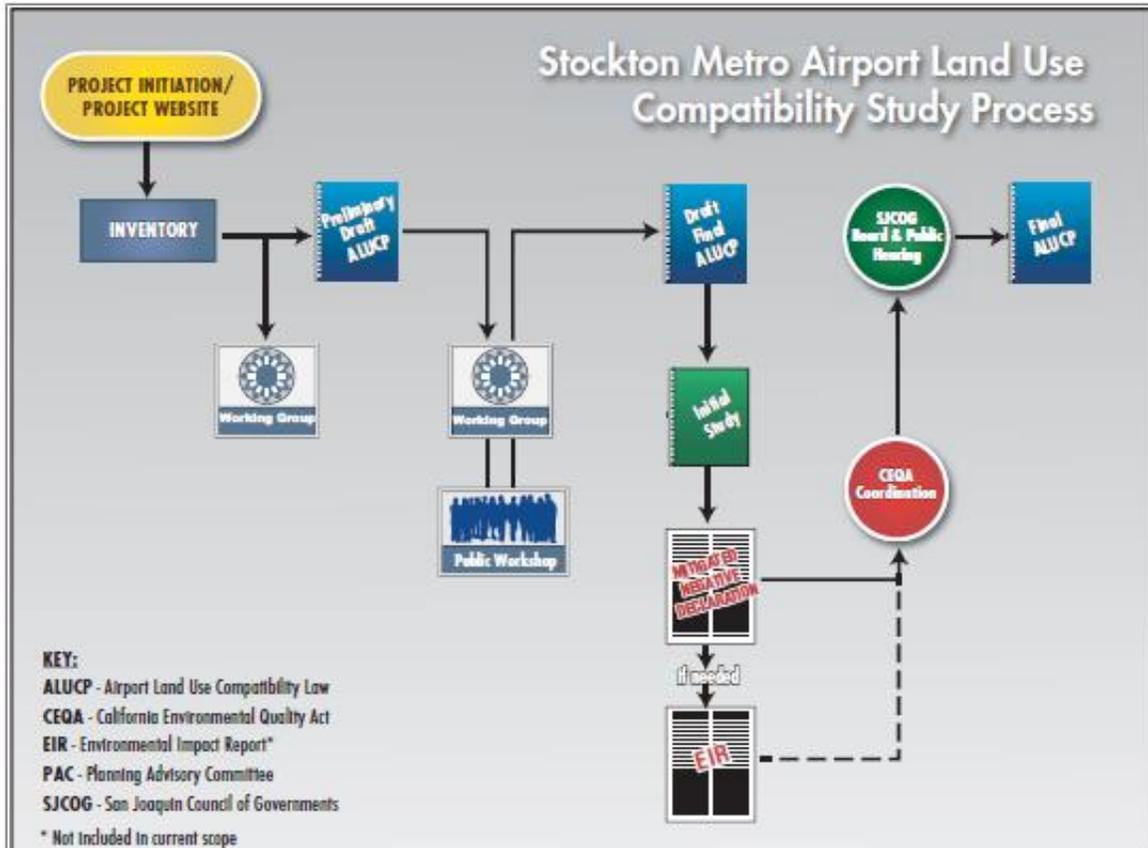
b) The Executive Officer shall give notice of each public hearing by the ALUC. Such notices shall be given at least ten (10) days prior to the hearing by publication in a newspaper of general circulation in the territory in which the airport is located and by mailings to the requestor, the affected local agency, the affected airport, and any other person or agency deemed by the Executive Officer as requiring notice. The Executive Officer shall also give notice by such other notice requirements as may be required by statute.

c) Public hearings of the ALUC may be continued. The ALUC shall adopt a resolution making its decision concerning a public hearing item within thirty-five (35) days from the conclusion of the public hearing.

Amendment to Rules and Procedures

a) The ALUC may amend these Rules and Procedures. Written notice of proposed amendments shall be sent to each local agency and each airport under ALUC jurisdiction at least three (3) weeks prior to the vote by the Commission on the proposed amendment.

b) Approval of proposed amendments to these Rules and Procedures shall require the affirmative vote of at least two-thirds (2/3) of the total votes of the ALUC.



REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

California’s Housing Element Law (Government Code, §§ 65580 et seq.) mandates that SJCOG develop and approve a RHNA for the region. It is SJCOG's responsibility to coordinate with HCD prior to its determination of the regional housing need. Once SJCOG receives the regional determination, including the overall need number and the income category distribution, it must adopt a methodology for distributing the regional growth number throughout the region. The methodology is the basis for the final RHNA that SJCOG ultimately adopts.

State law governing the RHNA process states that “public participation and access shall be required in the development of the methodology and in the process of drafting and adopting the allocation of the regional housing needs.” SJCOG’s public participation for RHNA includes a technical advisory committee comprised of the representatives from each San Joaquin County jurisdiction’s community development department. Additionally, the RHNA process and methodology is presented to and discussed by the RTP / SCS Advisory Committee (a multi-disciplinary committee serving in an advisory capacity to the SJCOG board), the SJCOG standing committees and Board of Directors, and the public via public hearing during the mandated 60-day review period. More information can be found at www.sjcog.org/rhna.

REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

The RTIF is a county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County. San Joaquin County and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy are responsible for implementing the RTIF program and collecting the fees. SJCOG administers the program from a regional perspective and updates the program every five years (as required by the Mitigation Fee Act). These updates reexamine anticipated growth, eligible projects, the link (nexus) between the growth and the fee being charged, sets a maximum fee, and provides an opportunity to address any needed administrative changes.

More information can be found at www.sjcog.org/rtif

CONGESTION MANAGEMENT PROGRAM (CMP) SJCOG adopted its first Congestion Management Program (CMP) in November of 1991 and continues to implement the Congestion Management Program and the Federal Congestion Management Process. SJCOG is required to monitor all elements of the RCMP (Section 65089.3) and to ensure that the County and cities are conforming to the Regional Congestion Management Program.

The solicitation of public input occurs during the entire Regional Congestion Management Program (RCMP) process from its initial begins of development, bi-annual updates and regional adoption to its capital improvement implementation and traffic mitigation performance evaluation.

According to California Law (Title 7 Division 1 Chapter 2.6 Section 65089), the RCMP is developed in coordination and in cooperation with a range of public agencies and local organizations which include local transportation agencies and providers, local government departments and commissions, and jurisdictional city councils representing the population in the incorporated area of the county. Ultimately, the RCMP shall be adopted at a notice of a public hearing of the [congestion management] agency generally allowing for public comment periods and possible informational discussions.

The RCMP tasks include (1) preparation of plan and updates, (2) data collection (traffic counts of network roadways and intersections), (3) land use analysis program, (4) Travel Demand Management (TDM) Program (Tier I or II), (5) Performance Measure Element, (6) Capital Improvement Program (CIP), (7) CMP Compliance Analysis, and (8) Deficiency Plans.

Many of the RCMP tasks require the Congestion Management Agency (SJCOG for San Joaquin County) hold noticed public hearings within an appropriate timeframe (60 days) for adoption of associated RCMP task element for instance the local adoption of a jurisdiction's Deficiency Plan

requires this by law. Finally, SJO CG’s 2012 RCMP Update included the construction of the RCMP Website for all Congestion Management-related information.

Implementation Responsibilities

RCMP implementation responsibilities for each agency in San Joaquin County are summarized in the table below.

RCMP Task	CMA – SJO CG	Jurisdictions	SJV APCD	Caltrans	Public
Prepare Plan/Updates	Lead Agency	Technical Support/ Concurrence	Concurrence	Concurrence	Input
Data Collection	Lead Agency	Input	Input	Input	Input
	Lead Agency	Technical Support	Concurrence	Concurrence	Input
Land Use Analysis Program	Technical Support/ Concurrence	Lead Agency	Input	Technical Support	Input
TDM Program (Tier I or II)	Lead Agency	Lead Agency	Lead Agency	Concurrence	Input
Performance Element	Lead Agency	Technical Support	Concurrence	Input	Input
Cap. Improvement	Lead Agency	Input	Concurrence	Concurrence	Input
RCMP Compliance	Lead Agency	Input	Input	Input	Input
Deficiency Plans	Technical Support/ Concurrence	Lead Agency	Concurrence	Concurrence	Input

More information can be found at www.sjcog-rcmp.org.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

Under the role of Regional Transportation Planning (RTPA), SJO CG is responsible for developing the region’s funding priorities for the State Transportation Improvement Program (STIP) and for submitting the projects to the California Transportation Commission (CTC) by way of the Regional Transportation Improvement Program (RTIP).

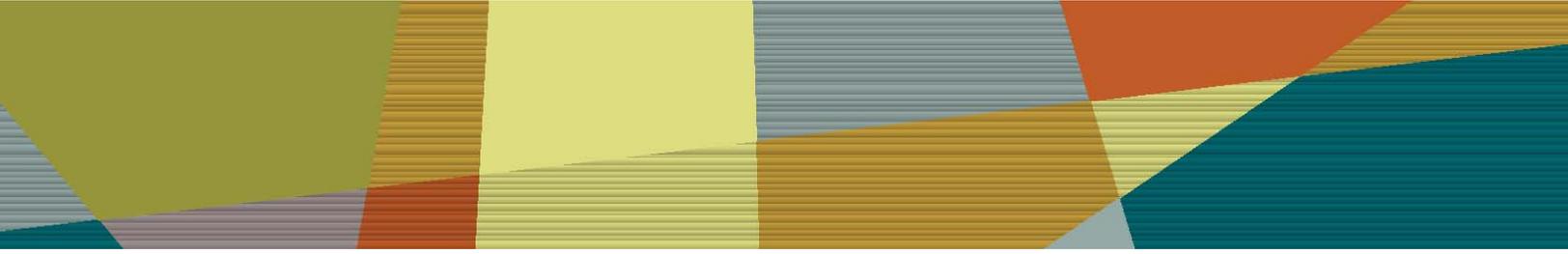
The RTIP, which is updated every two years, spans five years and includes a list of highway, local road, transit, and active transportation projects the San Joaquin region proposes for funding.

The primary purpose of the RTIP is to help implement the San Joaquin region’s adopted long range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which guides the region’s transportation investments over a 20 to 25 year period. The RTP/SCS is developed through an extensive public participation process and reflects the unique mobility, sustainability, and air quality needs of the San Joaquin region.

The projects contained within the 2016 RTIP will help enhance the environment for existing and future generations; maximize mobility and accessibility; increase safety and security; preserve the efficiency of the existing transportation system, support economic vitality; maximize cost effectiveness; and improve the quality of life for residents.

The 2016 RTIP was adopted by the SJCOG Board on November 19, 2015 and revised on February 28, 2016. For more information, please visit www.sjcog.org.

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APPENDIX C INCLUSION OF UNDERSERVED COMMUNITIES

CIVIL RIGHTS, ENVIRONMENTAL JUSTICE, & INCLUSION OF UNDERSERVED COMMUNITIES

The San Joaquin Council of Governments (SJCOG) seeks to engage the region's diverse public, to connect public input to decisions, and to effectively implement public engagement and planning outcomes that respect civil rights, advance environmental justice, and ensure the inclusion of the region's historically underserved communities.

The SJCOG Public Participation Plan identifies civil rights and environmental justice as core principles of the public participation process. This document provides additional information about the statutory obligation placed on SJCOG as a recipient of federal funds to ensure nondiscrimination, as well as the agency's role in achieving the overarching objective of environmental justice. Included in the document are findings from a series of focus interviews conducted by SJCOG with key informants serving underserved communities in the San Joaquin region, as well as a list of supplemental tools and techniques for engaging underserved communities.

Title VI of the Civil Rights Act of 1964

According to the law, "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity that receives Federal financial assistance."

The rights of women, the elderly, and the disabled are also protected under Related Statutes. Additionally, Presidential Executive Orders 12898 and 13166 address environmental justice in minority and low-income communities, as well as access to services for those who are limited English proficient, respectively. Together, the Related Statutes and Presidential Executive Orders fall under the umbrella of Title VI.

As a recipient of federal funds, SJCOG is committed to ensuring that all policies and programs of the agency do not violate civil rights and that no one is denied the opportunity to participate in the transportation planning process because of race, color, national origin, income, sex/gender, age, or disability.

Environmental Justice

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of transportation laws, regulations and policies.

Similar to protecting civil rights, SJCOG is committed to advancing environmental justice in the region by following three fundamental principles as outlined by the U.S. Department of Transportation (DOT) and the Federal Transit Administration Authority (FTA):

- » To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.

- » To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- » To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Therefore, SJCOG considers these goals throughout transportation planning and project development, and through all public outreach and participation efforts conducted by the agency. As a result, SJCOG continues to strive for meaningful involvement of potentially affected communities. Throughout the transportation planning process, SJCOG will pay special attention to social equity impacts of transportation plans, as well as develop partnerships with groups and individuals that advocate for and represent the interests of minority and low income communities.

How Title VI and Environmental Justice Work Together

Title VI and environmental justice are often paired together since the policies ensure that federal agencies promote and enforce nondiscrimination as a way of achieving a fair distribution of the benefits and burdens associated with federal programs, policies, and activities. As a result, environmental justice principles are often confused with the requirements of Title VI. However, it is important to recognize that Title VI imposes statutory and regulatory requirements that are broader in scope than environmental justice. While Executive Order 12898 is not a statute or law, Title VI is one of the tools used by federal agencies to implement the environmental justice directive.

Below is a summary of the key differences between environmental justice and Title VI.

Key aspects of the authorities	Title VI	Environmental Justice
What is the authority?	Title VI is a federal statute enacted as part of the Civil Rights Act of 1964.	Executive Order 12898 is a Presidential executive order signed in 1994. It is not a statute or law.
What does it say?	Title VI prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance.	EO 12898 calls on federal agencies to achieve “environmental justice... by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”
What is the purpose?	Title VI ensures that federal funds are not being used for discriminatory purposes.	EO 12898 focuses federal attention on the environmental and human health conditions in minority and low-income communities.
To who does the authority apply?	Title VI applies to recipients of federal financial assistance.	EO 12898 applies to federal agencies.
What is required?	Title VI requires federal agencies to monitor their recipients and ensure their compliance.	EO 12898 requires federal agencies to create environmental justice strategies.

	Title VI requires recipients of federal financial assistance to not discriminate on the basis of race, color, or national origin. discrimination based on race, color, or national origin.	
How is it enforced?	<p>Individuals alleging intentional discrimination may file suit in federal court or a complaint with the federal funding agency.</p> <p>If a program or activity has a discriminatory effect, individuals may file an administrative complaint with the federal funding agency.</p> <p>Federal agencies have the authority to conduct compliance reviews of recipients to ensure activities do not violate Title VI.</p>	<p>EO 12898 is not enforceable in court and does not create any rights or remedies.</p> <p>To accomplish the goals of EO 12898, a federal agency may implement policies that affect their funding activity. Agencies may also utilize their authority under federal various laws such as the Clean Air Act, National Environmental Policy Act, and the Fair Housing Act to achieve the goals EO 12898.</p>

Identifying Underserved Communities in Our Region

SJCOG uses demographic information from the US Census Bureau for identifying geographic areas with concentrations of low income and/or minority populations in the region. An analysis of socioeconomic characteristics will be used to understand transportation needs in the region, as well as focus public outreach and engagement strategies.

Depending on the transportation planning activity, criteria may be developed for identifying affected communities that may be vulnerable to adverse effects because of factors such as race, national origin, income, etc. For example, 2014 RTP/SCS Environmental Justice Area criteria included:

- » *Low-Income Communities:* U.S. Census Tracts where 20 percent or more of the population earns at or below the poverty threshold defined by the U.S. Census.
- » *Minority Communities:* U.S. Census Block Groups where 60 percent or more of the population is Asian, Pacific Islander, African American, Hispanic, Native American, or other Non-White ethnic group.
- » *Additional vulnerability criteria:*
 - Single parent households: Areas with higher percentages than the county average of single parent households with children under 18 years old.
 - Households without access to private vehicles: Areas with higher percentages than the county average of households without access to a car.
 - Linguistic isolation: Areas with higher percentages than the county average of households where English is not the primary language and is not spoken very well.
 - Older population: Areas with higher percentages of population aged 65 or older.

- Housing/transportation cost burden: Percentage of households paying more than 50% of income on housing and transportation costs.
- Educational attainment: Percentage of population 25 years or older with less than a high school degree.

Improving Public Outreach & Engagement in Underserved Communities

In order to evaluate and improve strategies for reaching and engaging underserved communities in the region, SJCOG conducted focus interviews with local leaders to gather their input on how to facilitate a more inclusive transportation planning process. Thus far, SJCOG has engaged leaders and organizations serving the Hispanic/Latino population, transit-dependent population, as well as youth. The table below provides a brief summary of recommendations from these focus interviews. SJCOG will continue to gather input from other groups and determine how they may be included in engagement efforts moving forward.

Group	What was heard
Hispanic/Latino	<ul style="list-style-type: none"> • Build and strengthen relationships with community leaders, respected organizations, and/or churches • Take meetings outside of government or public facilities, as they are seen as unwelcoming • Make information available in Spanish • Provide childcare or children’s activities at public workshops and meetings
Transit-dependent	<ul style="list-style-type: none"> • Build and strengthen relationships with human and social service agencies that serve low income populations, and people living with disabilities • Locate public workshops and meetings near (frequent service) transit routes • Provide incentives to participate, such as food • Make information available in-language, contract with ethnic communications firms to tailor, translate and disseminate information
Youth	<ul style="list-style-type: none"> • Build and strengthen relationships with school districts, universities, colleges, public libraries and youth-serving organizations • Make transportation planning information relevant to the everyday lived experience

Public Outreach & Engagement Toolbox

The following list builds upon the strategies included within the SJCOG Public Participation Plan. It is not meant to be exhaustive, but to serve as a starting point for SJCOG to improve its public outreach and engagement among the region’s historically underserved communities.

Techniques for Outreach and Engagement in Low Income Communities and Communities of Color

- Build relationships and initiate partnerships with community groups representing low income residents and/or communities of color to target outreach and increase engagement
- Tailor meetings or customize presentation materials for audiences with different needs
- Provide incentives for participation (e.g. transit passes, food, grocery gift cards, etc.)
- Offer childcare or activities for children at public workshops and meetings

- Conduct outreach in centers of community activity, such as places of worship, schools, libraries, health centers, markets, community centers, transit facilities, etc.
- Ensure that all outreach events are near transit routes, as well as accessible by wheelchair, and held at reasonable times for accommodating a variety of schedules
- Align outreach efforts with community groups who are organizing food giveaways, mobile farmers market, etc.
- Include information on meeting notices for requesting communication or language assistance services
- Utilize community and ethnic media outlets to announce public participation opportunities

Techniques for Outreach and Engagement with Limited-English Proficient Populations

- Build relationships and initiate partnerships with community groups that work with limited-English proficient populations, for increased capacity and reach
- Provide in-language information on meeting notices for requesting translation assistance at upcoming public workshops and meetings
- Equip the agency website with appropriate translation tools, and provide translation of important documents and web content regarding key initiatives.
- Utilize “on-call” interpreters for staffing public workshops and meetings and provide language assistance at public meetings and workshops, as requested
- Upon request, provide printed in-language materials at public workshops and meetings, as well as at local libraries and other public locations, including community centers, schools, transit facilities, etc.
- During public review and comment periods, translated summaries of documents will be made available at public libraries.
- Contract with Spanish communications firms to translate, tailor, and disseminate news releases, public notices, flyers, and/or advertisements to community and ethnic media outlets such as Vida en el Valle, Latino Times, and others. Similarly, work with communications firms for major Asian Pacific language groups of the region.

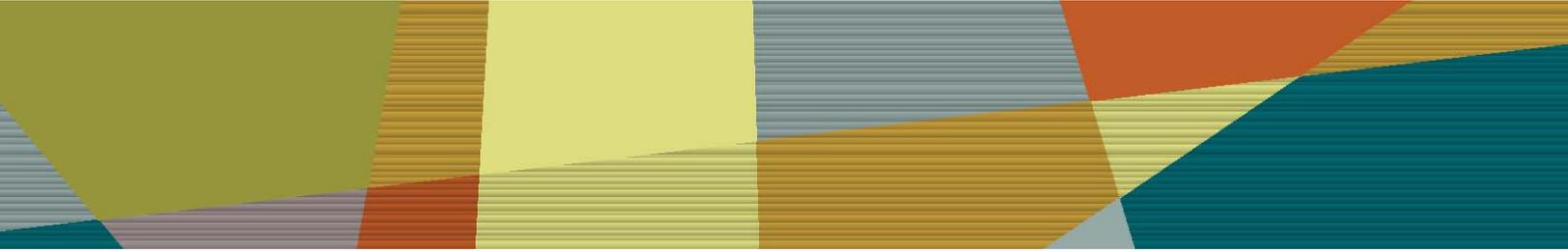
For further guidance on working with limited English proficient populations, refer to the SJCOG LEP Plan at www.sjcog.org/LEP.

Additional Outreach and Engagement Techniques

- Provide cultural and community competency training to staff to improve internal capacity for interacting and engaging with the region’s diverse residents and organizations.
- Build relationships with the individuals and organizations that represent the interests of underserved populations throughout the region.
- Develop an advisory committee to assist the organization in developing and coordinating a public outreach and engagement strategy for major transportation planning initiatives.
- Robust use of “visualization” techniques, including maps, charts and graphics to illustrate regional transportation plans, population trends, explain choices under deliberation, etc.
- Increase SJCOG visibility and exposure in underserved communities by sponsoring, exhibiting, or presenting at major community events and gatherings.

- Develop public outreach materials that ensure all residents will have an opportunity to provide input in their preferred language, including comment cards in multiple languages. Also consider providing a voice recorder to submit input, for community members who may be challenged with reading or writing.
- Place Comment Cards/Take-One Cards on-board bus and passenger rail, as well as in public libraries, community centers, or other centers of community activity (e.g. the mall).
- Develop a short public service announcement or video to educate the public about the quality of life impacts of transportation decisions. In order to reach a broad audience, ensure that people in the video reflect the diversity of the region and offer the PSA in multiple languages.
- To help with identifying translation needs, determine which information is most valuable within specific language communities by distributing a questionnaire.

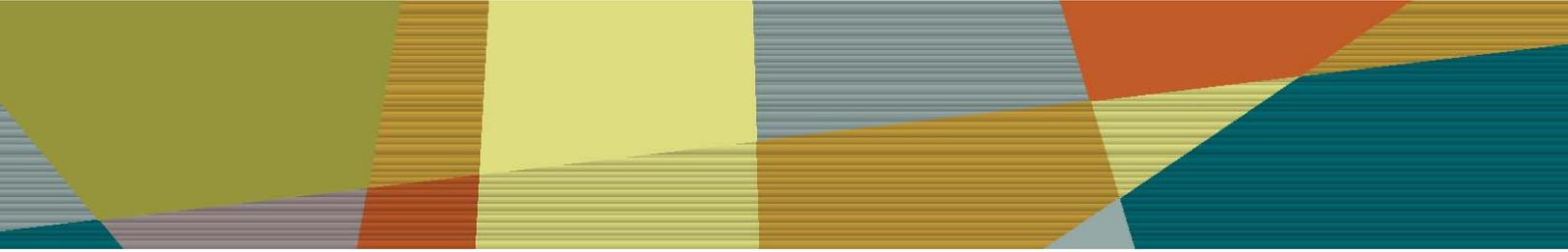
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APPENDIX D
SJCOG PUBLIC PARTICIPATION MATRIX

SJCOG PLANNING ACTIVITY	DESCRIPTION
Air Quality Conformity	As the designated Metropolitan Planning Organization (MPO) in San Joaquin County, SJCOG is responsible for conducting a Conformity Analysis for the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan (RTP).
Airport Land Use Compatibility Plan (ALUCP)	SJCOG is responsible for preparing and enforcing an Airport Land Use Compatibility Plan around each public access airport in San Joaquin County to maximize public safety and long term effectiveness of airports by eliminating conflicting land uses.
Federal Transportation Improvement Plan (FTIP)	FTIP implements the policy and investment priorities expressed by the public and adopted by SJCOG in the RTP/SCS. The FTIP is a comprehensive listing of San Joaquin County surface transportation projects, including transit, highway, local roadway, bicycle and pedestrian investments. In between FTIP updates, revisions may occur as an amendment.
FTIP Amendment, Type 1	Type 1, administrative modifications, include minor changes to project cost, schedule, or funding sources.
FTIP Amendment, Type 2	Type 2, formal amendment -- funding changes. Include project cost changes that are greater than minor changes. Type 2 amendments do not change design concept or scope and air quality conformity is assumed to remain unchanged.
FTIP Amendment, Type 3	Type 3, formal amendment -- exempt projects. Type 3 significantly revises, adds or deletes exempt or non-regionally significant projects or project phases to/from the FTIP.
FTIP Amendment, Type 4	Type 4 amendments, conformity determination relies on previous regional emissions analysis, include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS.
FTIP Amendment, Type 5	Type 5 amendment, conformity determination and new regional emissions analysis, is the highest level amendment. Type 5 primarily involves adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Therefore an Air Quality Conformity Document must demonstrate conformity with applicable air quality requirements and a new regional emissions analysis. Type 5 is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis.
Measure K (MK) Ordinance & Expenditure Plan	Plan sets forward the eligible uses of MK funds (voter approved 1/2 cent sales tax) and identifies the funding categories for various projects. A required process which solicits proposals to amend the MK Ordinance or Expenditure Plan is issued annually to the public.
Overall Work Plan (OWP)	Management tool that identifies the tasks and products SJCOG will undertake to deliver for a given fiscal year.
Public Participation Plan	Plan establishes process for engaging and obtaining public input on the range of SJCOG's planning work, program and funding allocations.
Regional Congestion Management Program (RCMP)	The RCMP is developed in coordination with a range of public agencies and local organizations. The RCMP outlines the Congestion Management Agency's strategies for managing the performance of the regional transportation system.
Regional Housing Needs Assessment (RHNA)	California's Housing Element Law mandates that SJCOG develop and approve a RHNA for the region.
Regional Transportation Impact Fee (RTIF)	The RTIF is a county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County. The RTIF must be reviewed and updated every five years.
Regional Transportation Improvement Plan (RTIP)	SJCOG is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP) and for submitting the projects to the California Transportation Commission (CTC). The RTIP is updated every two years, spans five years, and includes a list of projects the San Joaquin region proposes for funding. The RTIP helps to implement the RTP/SCS.
Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) Plan	The RTP/SCS Plan is the long-range transportation document that is developed and updated by SJCOG every four years.
RTP/SCS Program Environmental Impact Report	A law called the California Environmental Quality Act (CEQA) requires SJCOG to prepare a Program Environmental Impact Report (Program EIR) for the RTP/SCS. The Program EIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the Plan. The Program EIR also includes mitigation measures designed to help avoid or minimize significant environmental impacts.
RTP/SCS Amendment	Between major updates, the RTP may also be amended under certain circumstances, such as major revisions that add or delete a regionally significant project, major changes in project costs, schedule, and/or design concept and scope. The public participation process for RTP amendments follow the requirements as outlined for the FTIP. For further detail, see FTIP Amendment Categories above.
Unmet Transit Needs (UTN)	SJCOG performs an annual UTN public outreach process to ensure that all unmet transit needs that are "reasonable to meet" are met before funds are expended for non-transit uses. This process entails workshops throughout the county to obtain comments regarding unmet transit needs.

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APPENDIX E
SJCOG LEP PLAN

SAN JOAQUIN COUNCIL OF GOVERNMENTS LIMITED ENGLISH PROFICIENT (LEP) PLAN

The San Joaquin Council of Governments (SJCOG) is the transportation planning, coordinating, and financing agency for the San Joaquin region. SJCOG also is the region's federally designated metropolitan planning organization (MPO). As such, it supports the goals of the U.S. Department of Transportation's (U.S. DOT) Limited English Proficiency Guidance to provide meaningful access to its services, programs and activities to persons with limited English proficiency. This plan for Special Language Services to LEP populations is intended to ensure that SJCOG's language assistance measures reflect the needs of LEP persons across the San Joaquin region.

SJCOG's service area includes San Joaquin county and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, with a population of 648,421 in a range of urban, suburban, and rural settings. The population is increasingly diverse, with a portion speaking a language other than English.

The LEP Plan describes how to identify individuals who may need language assistance, methods to provide such assistance, staff training, and how to provide notification to LEP individuals impacted or encountered during the planning and development process.

The main objective of this plan is to ensure that community members throughout the San Joaquin region have the opportunity to participate in the transportation planning and decision-making process. In addition to this LEP Plan, a separate but related document, SJCOG's Public Participation Plan, also lays out ways in which SJCOG seeks broad public participation in our Regional Transportation Plan/Sustainable Communities Strategy and in other studies and planning work.

Who is a Limited English Proficient (LEP) Individual?

As defined in the 2000 United States Census, individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are limited English proficient, or "LEP." This Plan for Special Language Services to LEP Populations is intended to ensure that SJCOG's language assistance measures reflect the needs of LEP persons across the San Joaquin region.

Title VI and Executive Order 13166

Two federal documents provide the foundation for the development of the LEP plan: Title VI of the Civil Rights Act of 1964, and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency," signed in 2000.

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations state, "No person in the United States shall, on the ground of race, color, or national

origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations promulgated by the former Department of Health, Education, and Welfare to hold that Title VI prohibits conduct that has a disproportionate effect on LEP individuals because such conduct constitutes national origin discrimination.

In August 2000, President Bill Clinton issued Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” which directs Federal agencies to examine the services they provide to ultimately develop and implement a system by which LEP individuals can meaningfully access those services (see Appendix D: References).

This Executive Order states,

“Each Federal Agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency’s programs and activities.”

On October 25, 2001, President George W. Bush affirmed his commitment to Executive Order 13166 through a memorandum issued by Assistant Attorney General for Civil Rights, Ralph F. Boyd, Jr. Federal agencies were directed to provide guidance and technical assistance to recipients of Federal funds as to how they can provide meaningful access to limited English proficient individuals of Federal programs.

Policy Guidance from U. S. Department of Transportation

On December 14, 2005, in accordance with Executive Order 13166, the United States Department of Transportation (DOT) issued its Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons. This document states, “Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient(LEP) and that recipients should use the DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP.”

Adopting the framework established by the Department of Justice in its August 11, 2000 Guidance, the DOT identifies four factors that should be considered by a recipient of federal funds in assessing the needs of LEP persons and for implementing a plan to address those needs. These four factors consider the following:

- FACTOR 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by SJCOG;
- FACTOR 2: The frequency with which LEP individuals come in contact with SJCOG’s programs, activities, or services.

- FACTOR 3: The nature and importance of SJCOG’s programs, activities, or services to LEP persons’s lives; and
- FACTOR 4: The resources available to SJCOG and the costs associated to provide language assistance.

Four Factor LEP Analysis for SJCOG

The following is an assessment of needs in the San Joaquin region in relation to the four factors and the transportation planning process.

1) The number or proportion of LEP persons in the service area.

In order to gain a comprehensive understanding of the profile of individuals that may be participating in the transportation planning process, SJCOG examines the 2014 American Community Survey demographic data for the San Joaquin region. For the purposes of this LEP Plan, individuals that identified themselves during the survey as speaking English “not well” or “not at all” are considered LEP individuals. This LEP Plan addresses only LEP individuals and specifically identifies the three most common languages spoken in the San Joaquin region.

According to data gathered from the Census Bureau’s American Community Survey (ACS), 2010-2014 American Community Survey 5-Year Estimates for 2010 Census Bureau Update, 40.1 percent of the county’s 648,421 residents spoke a language other than English at home. Approximately 26 percent of those speak Spanish, followed by 2.6 percent Tagalog and 1.4 percent Mon-Khmer, Cambodian. The American Community Survey estimated that between 2010 and 2012, Spanish speakers comprised the biggest limited English speaking group, followed by Tagalog speakers and then Mon-Khmer, Cambodian speakers. Recognizing such a sizeable proportion of residents are Spanish speakers and that on occasion Tagalog or Mon-Khmer, Cambodian speakers will also need assistance, SJCOG has developed processes aimed at improving communication and outreach.

2) The frequency with which LEP individuals come into contact with the programs/activities.

SJCOG oversees numerous projects throughout the community and in various neighborhoods. SJCOG’s prior experience with LEP populations has been primarily with Spanish speakers. This is consistent with the identified majority of LEP individuals as Spanish language speakers above. In developing long range transportation plans and other transportation planning activities, SJCOG gathers input from a range of minority and low-income residents from community based organizations. RTP/SCS planning material is often translated into Spanish to actively engage and involve residents who often do not participate in regional government planning activities.

Outreach print materials for RTP workshops, Unmet Transit Needs hearings, and public notices have regularly been translated into Spanish.

3) The nature and importance of service provided by SJCOG

SJCOG undertakes a variety of planning and policy initiatives to encourage a more sustainable region now and in the future. To that end, SJCOG assists with regional transportation and land

use planning. Under federal and state mandates, SJCOG is tasked with developing a Regional Transportation Plan (RTP) and a Federal Transportation Improvement Program (FTIP) every four years. Recently with the passage of California's SB 375 into state law, SJCOG has also been given the added responsibility of developing a Sustainable Communities Strategy (SCS) to address greenhouse gas emissions as an element of the RTP. Evaluating the impact of proposed transportation investments on the underserved and underrepresented community groups is a significant step in developing a comprehensive transportation investment plan. As a result, SJCOG takes appropriate steps during the planning and public outreach process to invite all members of the community in the public participation process, including reaching out to the LEP community. This ensures a variety of input from all stakeholders and community members and ensures that every effort is taken to make the planning process as inclusive as possible.

4) The resources available to the recipient of the federal funds to assure meaningful access to the service by LEP persons

In the San Joaquin region SJCOG is committed to including all residents in the transportation and decision-making process, specifically those from the Spanish, Tagalog, or Mon-Khmer, Cambodian speaking communities. As such, a variety of resources and strategies are currently employed to cater to the immediate LEP needs, and to include others who represent LEP interests at regional decision-making tables, on advisory groups, and citizen panels from across the region.

SJCOG provides publicity in Spanish for public hearings/public notices pertaining to the RTP/SCS, Unmet Transit Needs process, Public Participation Plan, and LEP/Title VI documents. Agendas include a statement regarding the availability of language assistance upon request.

A web-based translation tool is available on the SJCOG website, which translates web content into a variety of different languages including Spanish. LEP individuals can request that vital documents or portions thereof be translated into Spanish, Tagalog, or Mon-Khmer, Cambodian.

SJCOG staff works with the El Concilio and Coalition of Mexican American organizations, both large umbrella groups for the Hispanic, Latino, and Spanish speaking communities. SJCOG staff periodically attends monthly meetings of these groups to solicit input and comments on various planning activities/programs. Staff also works with the Asian-American Chamber of Commerce, representing Asian-owned businesses and entrepreneurs, and community service providers such as APSARA and Lao-Khmu, serving Stockton's Cambodian, Khmer-speaking community.

Additionally, staff works regularly with the Latino Times, Bilingual News, and Asian-American News as well news organizations that reach out to LEP communities to make sure stories about the organization's projects and public notices are accessible to those who are limited English proficient. SJCOG has a staff member who is fluent enough in Spanish to help translate some written materials and/or read comments received in Spanish. This staff members also answers calls from the main telephone line that come in in Spanish. Another staff member speaks fluent Chinese. In some cases, outside translation services are procured. However, in most cases, the

cost to implement multiple language programs, especially to provide translated materials or simultaneous translation is significant and unfunded.

Four Factor Analysis Conclusion

SJCOG determined that translation of Vital Documents and access to services should be provided in the Spanish language as a matter of course. Upon request, and subject to available resources, SJCOG will provide translation to Tagalog and Mon-Khmer, Cambodian languages. Based on the Four Factor Analysis findings, SJCOG also developed *Vital Document Guidelines* to advise staff on agency protocol for document translation (see Attachment C).

Current Language Assistance Measures

As part of SJCOG's evaluation of its prior experiences with LEP persons, the agency developed an inventory of language assistance services currently being provided.

SJCOG currently offers a wide range of tools for LEP populations, including written and oral language assistance, as well as community outreach and local media engagement. These language assistance tools and strategies are detailed below:

Written Language Assistance

- Translate selected RTP outreach materials into Spanish language
- Provide RTP Executive Summary in English and Spanish languages
- Translate surveys, public notices, and press releases into Spanish on a routine basis
- Utilize third-party, multi-lingual website translation services (e.g., Google Translate) to translate online content for various SJCOG programs and services
- Advertise notice of availability of Spanish translation for SJCOG meetings
- Advertise key opportunities for public participation in Spanish community newspapers
- Avoid overly complex or technical terms and write in clear, compelling language in a style appropriate to the intended audience

Oral Language Assistance

- Employ a multi-lingual staff member who speak Spanish for on-the-spot interpreter assistance (e.g. to assist callers who speak Spanish)
- Spanish speaking translators available upon request for meetings and workshops
- Develop meaningful partnerships with advocates of LEP persons
- Partner with community non-profits that can assist in tailoring presentations, meeting materials and meeting announcements to meet the language needs of local LEP participants

Media and Public Relations

- Place notices in non-English language community newspapers to announce important opportunities for public participation
- Work with non-English language media outlets (print or electronic media) to place

articles or public service announcements about SJCOG’s work or announce participation opportunities

Future Language Assistance Measures

SJCOG has identified additional language assistance services that may be implemented to further provide meaningful access to LEP persons. These suggestions for future language assistance services are based on interviews with community-based organizations and best practices reviews from similar regional MPO agencies. Moreover, these suggestions take into account agency resources and staff time. Future outreach efforts to LEP populations that SJCOG will consider include the following:

- Request public service announcements in non-English language community newspapers, radio stations, or television stations to announce public meetings for the long-range regional transportation plan, major corridor studies, or to announce other important transportation news
- Create mechanisms for SJCOG staff to document LEP participation at SJCOG hosted meetings and events (e.g., sign-in sheets and surveys)
- Expand staff awareness of language assistance guidelines detailing agency protocol on how to interact and provide services to LEP populations
- Increase staff awareness of the availability of translated materials
- Develop a regional glossary of commonly used transportation terms and translate those terms
- Provide financial assistance (in response to competitive requests for proposals) to community-based organizations that work with LEP persons for such activities as co-hosting and conducting meetings in multiple languages and assistance with identifying LEP individuals for participation in community focus groups or public meetings

In addition, SJCOG is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of color, race, national origin, age, gender, or disability may file a Title VI complaint with SJCOG. The Title VI complaint form is available in both English and Spanish (see Attachment B).

Plan Monitoring and Updating

SJCOG will monitor and update its LEP Plan, as needed, to ensure meaningful access to its programs and services by LEP persons. SJCOG will use a combination of qualitative and quantitative approaches to monitor whether the LEP services effectively meets the needs of LEP persons across the San Joaquin region. Every four years, SJCOG will review demographic data of the region’s LEP populations and solicit feedback from SJCOG staff, LEP persons and community-based organizations serving LEP individuals to evaluate the effectiveness of its LEP.

By establishing an evaluative review of the LEP Plan, SJCOG can assess whether its language assistance services are effective and have impacted relations with LEP communities. SJCOG will monitor its implementation plan by soliciting regular feedback from staff and third-party contractors, community-based organizations and LEP persons.

In compliance with U.S. DOT guidelines, SJCOG will monitor and evaluate its LEP Plan by reviewing the following information:

- Changes in the number and proportion of LEP persons in the SJCOG service area
- New demographic data from U.S. Census and American Community Survey
- Changes in the frequency of contact with LEP language groups (e.g., translated website page views)
- Nature and importance of programs, services and activities to LEP persons
- Expansion of services and programs
- Changes in the availability of resources, including technological advances and/or identification of additional financial resources
- The effectiveness of current language assistance measures in meeting the needs of LEP persons
- Feedback from LEP persons on the effectiveness of current language assistance services
- Staff knowledge and understanding of the LEP Plan and how to implement the plan
- The effectiveness of staff LEP trainings and agency-wide language assistance protocol (e.g., “Vital Documents Guidelines”)

[Attachment A: Languages Spoken at Home by Ability to Speak English, 2010-2014](#)

[Attachment B: Title VI Complaint Form - English and Spanish](#)

[Attachment C: Vital Documents Guidelines](#)

[Attachment D: References](#)



B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	San Joaquin County, California	
	Estimate	Margin of Error
Total:	647,722	*****
Speak only English	388,373	+/-3,664
Spanish or Spanish Creole:	168,999	+/-2,849
Speak English "very well"	92,410	+/-2,444
Speak English less than "very well"	76,589	+/-2,236
French (incl. Patois, Cajun):	870	+/-225
Speak English "very well"	717	+/-177
Speak English less than "very well"	153	+/-84
French Creole:	68	+/-107
Speak English "very well"	68	+/-107
Speak English less than "very well"	0	+/-29
Italian:	913	+/-208
Speak English "very well"	759	+/-200
Speak English less than "very well"	154	+/-68
Portuguese or Portuguese Creole:	2,878	+/-608
Speak English "very well"	1,680	+/-424
Speak English less than "very well"	1,198	+/-322
German:	1,276	+/-267
Speak English "very well"	1,062	+/-258
Speak English less than "very well"	214	+/-82
Yiddish:	10	+/-14
Speak English "very well"	10	+/-14
Speak English less than "very well"	0	+/-29
Other West Germanic languages:	310	+/-128
Speak English "very well"	289	+/-125
Speak English less than "very well"	21	+/-29
Scandinavian languages:	148	+/-81
Speak English "very well"	148	+/-81
Speak English less than "very well"	0	+/-29
Greek:	270	+/-122
Speak English "very well"	172	+/-86
Speak English less than "very well"	98	+/-63
Russian:	570	+/-193
Speak English "very well"	286	+/-142
Speak English less than "very well"	284	+/-140
Polish:	289	+/-125

	San Joaquin County, California	
	Estimate	Margin of Error
Speak English "very well"	199	+/-107
Speak English less than "very well"	90	+/-62
Serbo-Croatian:	318	+/-248
Speak English "very well"	268	+/-237
Speak English less than "very well"	50	+/-37
Other Slavic languages:	106	+/-149
Speak English "very well"	106	+/-149
Speak English less than "very well"	0	+/-29
Armenian:	48	+/-42
Speak English "very well"	38	+/-40
Speak English less than "very well"	10	+/-14
Persian:	2,831	+/-865
Speak English "very well"	1,861	+/-613
Speak English less than "very well"	970	+/-386
Gujarati:	317	+/-170
Speak English "very well"	251	+/-159
Speak English less than "very well"	66	+/-61
Hindi:	2,926	+/-552
Speak English "very well"	2,090	+/-464
Speak English less than "very well"	836	+/-311
Urdu:	2,308	+/-696
Speak English "very well"	1,290	+/-498
Speak English less than "very well"	1,018	+/-318
Other Indic languages:	11,583	+/-1,997
Speak English "very well"	6,342	+/-1,242
Speak English less than "very well"	5,241	+/-1,079
Other Indo-European languages:	1,331	+/-477
Speak English "very well"	653	+/-265
Speak English less than "very well"	678	+/-284
Chinese:	7,119	+/-1,065
Speak English "very well"	2,530	+/-428
Speak English less than "very well"	4,589	+/-789
Japanese:	982	+/-323
Speak English "very well"	699	+/-301
Speak English less than "very well"	283	+/-101
Korean:	1,053	+/-393
Speak English "very well"	475	+/-197
Speak English less than "very well"	578	+/-276
Mon-Khmer, Cambodian:	9,282	+/-1,196
Speak English "very well"	4,340	+/-823
Speak English less than "very well"	4,942	+/-660
Hmong:	6,996	+/-1,303
Speak English "very well"	3,261	+/-767
Speak English less than "very well"	3,735	+/-757
Thai:	333	+/-241
Speak English "very well"	141	+/-103
Speak English less than "very well"	192	+/-176
Laotian:	2,281	+/-521
Speak English "very well"	1,240	+/-361
Speak English less than "very well"	1,041	+/-283
Vietnamese:	6,274	+/-1,145
Speak English "very well"	2,622	+/-552
Speak English less than "very well"	3,652	+/-730
Other Asian languages:	1,759	+/-530
Speak English "very well"	1,250	+/-369
Speak English less than "very well"	509	+/-229
Tagalog:	17,409	+/-1,284
Speak English "very well"	9,999	+/-936
Speak English less than "very well"	7,410	+/-845

	San Joaquin County, California	
	Estimate	Margin of Error
Other Pacific Island languages:	4,001	+/-668
Speak English "very well"	2,197	+/-457
Speak English less than "very well"	1,804	+/-389
Navajo:	15	+/-23
Speak English "very well"	15	+/-23
Speak English less than "very well"	0	+/-29
Other Native North American languages:	113	+/-107
Speak English "very well"	113	+/-107
Speak English less than "very well"	0	+/-29
Hungarian:	71	+/-94
Speak English "very well"	32	+/-39
Speak English less than "very well"	39	+/-58
Arabic:	2,114	+/-599
Speak English "very well"	1,355	+/-399
Speak English less than "very well"	759	+/-246
Hebrew:	31	+/-31
Speak English "very well"	21	+/-24
Speak English less than "very well"	10	+/-20
African languages:	893	+/-375
Speak English "very well"	693	+/-344
Speak English less than "very well"	200	+/-123
Other and unspecified languages:	254	+/-184
Speak English "very well"	192	+/-164
Speak English less than "very well"	62	+/-56

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

San Joaquin Council of Government (SJCOC) Title VI Complaint Form

Complaints must be filed within 180 days of the alleged act of discrimination.

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Email Address:				
Accessible Format Requirements: (Check all that apply)	Large Print	Audio Tape	TDD	Other
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section II:				
Are you filing this complaint on your own behalf?	Yes*		No	
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for the third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party	Yes		No	
Section III:				
I believe the discrimination I experienced was based on (check all that apply):				
Race []	Color []	National Origin []		
Date of Alleged Discrimination (Month, Day, Year):				
In the space below, explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				

Section IV:		
Have you previously filed a Title VI complaint with this agency?	Yes	No
Section V:		
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?		
Yes <input type="checkbox"/>	No <input type="checkbox"/>	If yes, check all that apply:
<input type="checkbox"/> Federal Agency:	<input type="checkbox"/> State Agency:	<input type="checkbox"/> Local Agency:
<input type="checkbox"/> Federal Court:	<input type="checkbox"/> State Court:	
Please provide information about a contact person at the agency/court where the complaint was filed:		
Name:	Title:	
Agency:	Phone:	
Address:		
Section VI:		
Name of agency complaint is against:		
Contact Person:		
Title:		
Phone:		
You may attach any written materials or other information that you feel is relevant to your complaint.		
Signature and date required below:		
Signature:	Date:	
Please submit this form (in person or by mail) to: San Joaquin Council of Governments Title VI Coordinator 555 East Weber Avenue Stockton, CA 95202		



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

San Joaquin Consejo de Gobierno (SJCOC) Titulo VI Queja Forma

Queja debe ser presentada dentro de 180 dias del presunto acto de discriminacion.

Sección I:				
Nombre:				
Direccion:				
Telefono (Casa):		Telefono (Trabajo):		
Correo Electronico:				
Requisitos de format accesible: (Marque todos que aplican)	Letra de gran tamaño	Cinta de audio	TDD	Otro
Sección II:				
¿Está presentando esta denuncia en su nombre?	Sí*		No	
* Si contestaste "sí" a esta pregunta, vaya a la sección III.				
Si no, por favor suministrar el nombre y la relación de la persona para quien se quejan:				
Por favor explique por qué han presentado para el tercero:				
Por favor confirme que ha obtenido el permiso de la parte agraviada si está presentando en nombre de un tercero	Sí		No	
Sección III:				
Creo que la discriminación que viví fue basada en (marque todos que aplican):				
Carrera []	Color []	Nacionalidad []		
Fecha de la supuesta discriminación (mes, día, año):				
En el siguiente espacio, explicar lo declaro más posible lo sucedió y por qué usted cree fueron discriminados. Describir a todas las personas participaron. Incluir nombre e información de contacto de la persona discriminó (si se conoce) así como los nombres y la información de contacto de cualquier testigo. Si necesita más espacio, aumentando el dorso de este formulario.				

Sección IV:		
¿Usted ha presentado anteriormente una queja del título VI con esta agencia?	Sí	No
Sección V:		
¿Se presentó esta queja con cualquier otro Federal, estado o agencia local o con cualquier Tribunal Federal o estatal?		
Sí <input type="checkbox"/>	No <input type="checkbox"/>	En caso afirmativo, marque todas las que aplican:
<input type="checkbox"/> Agencia Federal para el:	<input type="checkbox"/> Estado Agencia:	<input type="checkbox"/> Agencia local de:
<input type="checkbox"/> Tribunal Federal de:	<input type="checkbox"/> Estado de corte:	
Sírvanse facilitar información sobre una persona de contacto en la Agencia/corte donde la denuncia:		
Nombre:	Titulo:	
Agencia:	Telefono:	
Direccion:		
Sección VI:		
Nombre de denuncia de la agencia esta en contra de:		
Persona de contacto:		
Titulo:		
Telefono:		
Usted puede conectar cualquier material escrito u otra información que es relevante a su queja.		
Firma y fecha especificadas a continuación:		
Firma:	Fecha:	
Por favor, envíe este formulario (en persona o por correo) para: San Joaquin Consejo de Gobiernos Coordinador del título VI 555 East Weber Avenue Stockton, CA 95202		

Vital Document Guidelines

SJCOG is committed to full compliance with Title VI and Executive Order 13166 to provide meaningful access by ensuring effective communication exists between the project, activity, or services and individuals with limited English proficiency (LEP). In accordance with the U.S. DOT guidelines, SJCOG must determine which “Vital Documents” should be translated into the languages that meet SJCOG’s translation threshold.

To assist staff in determining the critical information and documents for translation, SJCOG has developed “Vital Documents Guidelines.” Classification of a document as “vital” depends upon the importance of the program, information, service, or encounter involved, and the consequence to the LEP person if the information in question is not provided accurately or in a timely manner.

Categories of Vital Documents

SJCOG’s Vital Documents have been defined as follows:

1. Any document that is critical for obtaining services and benefits. Classification of a document as “vital” depends upon the importance of the program, information, service, or encounter involved, and the consequence to the LEP person if the information in question is not provided accurately or in a timely manner.

2. Any document that is required by law.

The importance of SJCOG documents to LEP persons varies depending on multiple factors including time-sensitivity and impact on legal rights. SJCOG has ranked Vital Documents into three tiers, according to the definition above. SJCOG will re-evaluate these tiers on an on-going basis as language assistance demands and needs evolve.

Although a document may be classified as “vital”, SJCOG is not required to provide a word-for-word translation. Instead, a summary of relevant information may be sufficient. The decision to translate Vital Documents will be weighed against available resources and staff capacity. SJCOG will continue to revise these guidelines as the agency updates its LEP Plan.

Tier 1: Critical documents

Tier 1 documents are the agency’s highest priority. SJCOG will translate Tier 1 Vital Documents into Spanish without request. Tier 1 documents include:

- Documents that, without translation, would seriously impede access by LEP persons to SJCOG services or programs.
- Documents which, without translation, would deprive LEP persons of an awareness of their legal rights, particularly rights to language assistance.

Tier 1 documents include Title VI information, legal and public hearing notices, and select information for SJCOG services such as:

- Notification to beneficiaries of protection under Title VI
- Title VI complaint form

- Documents which would have life-threatening consequences, if not translated, such as information on construction projects that include information on construction safety and impacts

Tier 2: Documents that will enhance access to SJCOG services and programs

Tier 2 documents include information that will enhance or facilitate the customer experience for LEP individuals. SJCOG will translate any Tier 2 Vital Document into Spanish upon request, though some Tier 2 Vital Documents, at SJCOG's discretion and subject to available resources, will be translated without request. These documents could include the following:

- General SJCOG information
- Meeting announcements, agenda packets and other information for SJCOG Board Committee Meetings

Tier 3: Documents that will enhance and support participation of LEP persons in transportation decision-making

Tier 3 includes documents that encourage LEP persons to participate in SJCOG transportation planning efforts. SJCOG will translate any Tier 3 Vital Document into Spanish upon request, though some Tier 3 Vital Documents, at SJCOG's discretion and subject to available resources, will be translated without request. These documents may include the following:

- Information regarding long-range, regional transportation planning
- Long-term plans regarding transportation funding investments
- Environmental Impact Reports
- Legal notices published in newspapers announcing public comment periods on various documents or for other planning-related programs

References

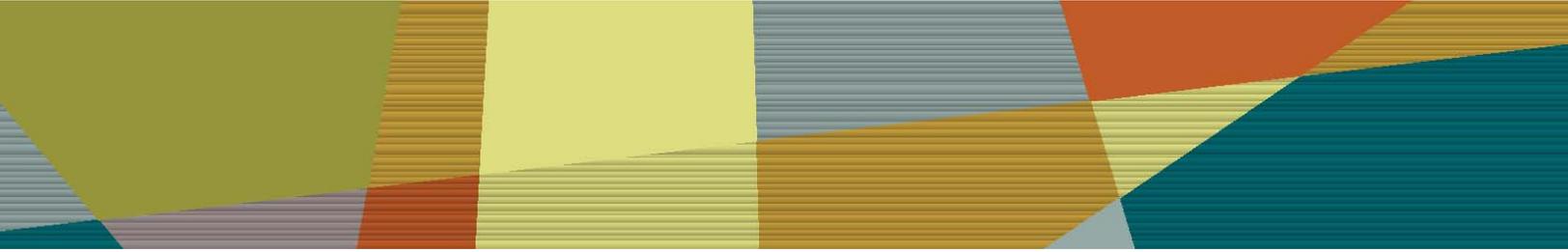
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APPENDIX F
GLOSSARY OF ACRONYMS

Glossary of Acronyms

AB 32— *Assembly Bill 32*. The Global Warming Solutions Act of 2006 requires that the State reduce greenhouse gas emissions to 1990 levels by the year 2020.

ACE – *Altamont Corridor Express*. The San Joaquin Regional Rail Commission owns, operates, and is the policy-making body for the Altamont Commuter Express. ACE is a passenger rail service that operates four trains on a twice-daily basis round-trip from Stockton to San Jose.

Active Transportation—A mode of transportation that includes walking, running, biking, skateboarding, and other self-propelled forms of transportation.

ADA— *Americans with Disabilities Act of 1991*. Far-reaching federal civil rights act for disabled persons. Requires equal opportunity be provided for all persons, regardless of any mental or physical disabilities they may have. All persons must be provided an equal opportunity to use transit services, regardless of disability.

Alternative Transportation Modes— A means of travel other than the traditional driving alone. Usually refers to travel by carpool/vanpool, bus, rail, bicycle or walking. Can even mean telecommuting of working at home (not traveling at all).

ALCU— *Airport Land Use Commission*. A body that regulates land uses in a defined area of influence around public access airports in a county. COG serves as San Joaquin County’s *Airport Land Use Commission*. Staff reviews general plan amendments, subdivision maps and other such applications for consistency with the Airport Land Use Plan.

APCD— *Air Pollution Control District*. The agency that regulates air emissions within a county. San Joaquin County is part of the eight county *San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)*. Is called an Air Quality Management District (AQMD) in some counties.

ARB—*Air Resources Board*. The state agency that monitors air emissions for California’s regional air basins. Sets statewide emissions standards and classifies regions by their attainment of these standards.

BRT – *Bus Rapid Transit*. Bus transit service that seeks to reduce travel time through measures such as traffic signal priority, dedicated bus lanes, limited stop service, and faster fare collection policies.

CCA— *Clean Air Act*. Federal legislation which establishes criteria for attaining and maintaining the federal air quality standards for allowable concentrations and exposure limits for various air pollutants. The legislation also provides emission standards for specific vehicles and fuels.

CAC— *Citizen’s Advisory Committee*. Committee created by *Measure K* to provide community input on projects priorities, scheduling, amendments, and any other activity the *Local Transportation Authority* designates.

California Clean Air Act of 1988— State law that sets new air quality attainment standards and deadlines for achieving reduced air emissions. Requires *air pollution control districts*, in conjunction with COGs, to adopt a plan for implementing *transportation control measures*.

Caltrans—*California Department of Transportation*. The state agency that is responsible for the safe operation of the state transportation system, including state highways, public access airports and intercity rail systems. The implementing agency for most state highway projects.

CEQA—*California Environmental Quality Act*. State law providing certain environmental protections that apply to all transportation projects funded with state funds.

CHSRA—*California High-Speed Rail Authority*. Agency responsible for planning, designing, constructing, and operating a state-of-the-art high-speed train system in California.

CIP—*Capital Improvement Program*. A seven-year list of capital transportation projects developed as part of the *Congestion Management Program*. Projects must maintain or improve the traffic level of service standards or transit performance impacts. All projects in the *Regional Transportation Improvement Program (RTIP)* must first be listed in the *CIP* (this applies to most state-funded projects).



Clean Air Act Amendments of 1990—Federal law amending the Clean Air Act. Sets new standards and deadlines for achieving reduced air emissions. Requires areas that do not attain air quality standards to adopt *Transportation Improvement Programs* that will reduce air emissions and implement *transportation control measures*.

Climate Change—Refers to changes in the Earth’s weather patterns, including the rise in the Earth’s average temperature due to an increase in heat-trapping or “*greenhouse gases*” (GHGs) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 45 percent of San Joaquin County’s GHG emissions. Climate change is expected to significantly affect public health, air quality and transportation infrastructure through extreme weather.

CMA—*Congestion Management Agency*. The agency responsible for adopting and implementing the *Congestion Management Program* in a county. COG serves as the *Congestion Management Agency* for San Joaquin County.

CMAQ—*Congestion Mitigation and Air Quality improvement program*. A new funding program created by the federal *Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA)*. Provides monies for transportation projects that will have a beneficial impact on air quality (bus, rail, bicycle and other *alternative transportation modes*). Money is given only to regions classified as *non-attainment areas* under the federal *Clean Air Act Amendments of 1990*. About \$2.3 million is expected annually for the San Joaquin County region.

CMP—*Congestion Management Program*. The state-mandated program that links local land use decision-making with regional transportation planning and air quality control. Is required in all counties with an urbanized area of 50,000 people or more (31 out of 58 counties in the state).

COG-- *Council of Governments*. A governmental agency formed by joint powers agreement by all the member governments within a given region. Specific powers vary by agency, but usually involve transportation issues. Also called “Association of Governments” (See SJCOG).

Conformity Analysis—An analysis to determine whether the *Transportation Improvement Program (TIP)* conforms with the air quality regulations in the *State Implementation Plan (SIP)*. The *TIP* set of projects must contribute to annual reductions in pollutant emissions and provide for the speedy implementation of *transportation control measures (TCMs)*.

County Minimums—The minimum amount of state transportation funds that will be programmed for each county in a given year. Is calculated using a formula based 75% on county population and 25% on state highway miles in the county. *Flexible congestion relief, inter-regional road system, TCI, Urban and commuter rail, Environmental Enhancement and Mitigation funds*, and safety/sound-wall monies all count against the county minimum.

CTC—*California Transportation Commission*. The entity that oversees state funding of transportation projects. Reviews projects proposed by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP)* and by *regional transportation planning agencies* in the *RTIP* for inclusion in the *State Transportation Improvement Program (STIP)*. Also oversees the major programs authorized by *Propositions 111, 108, and 116*.

EIR—*Environmental Impact Report*. An informational document, required under CEQA, which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, possible ways to minimize significant effects, and reasonable alternatives to the project.

EJ—*Environmental Justice*. Stemming from a Presidential Executive Order to promote equity for disadvantaged communities and the inclusion of racial and ethnic populations and low-income communities in decision-making processes. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination in respect to the development, implementation, and enforcement of environmental laws and policies.

Ex-Officio Members—Non-voting members of the SJCOG Board of Directors acting in an advisory capacity.

FAA—*Federal Aviation Administration*. Federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities.

FAST-Act—*Fixing America's Surface Transportation Act*. The 2015 bill is the most recent federal authorization of surface transportation funding. This five-year bill retains much of the program structure of the previous authorization, *MAP-21*, with relatively minor changes to funding levels and programmatic eligibility.

FCR—*Flexible Congestion Relief*. A state fund established by *Proposition 111* to pay for regionally significant transportation projects that reduce traffic congestion. Regional agencies bid for *FCR* as part of the state funding—or *State Transportation Improvement Program (STIP)*—process.

FHWA—*Federal Highway Administration*. A division of the U.S. Department of Transportation that assists states in constructing highways, and roads and provides local transportation financing.

FRA—*Federal Railroad Administration*. Federal agency created to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, and consolidate government support of rail transportation activities.

FRR—*Farebox Recovery Ratio*. The ratio of fare revenues to operating costs. State law requires that public transit operators meet specific fare recovery ratios in order to receive *TDA* monies. The exact ratio depends upon the type of service and population of the service area.

FTA—*Federal Transit Administration*. A division of the U.S. Department of Transportation that administers federal transit programs. Formally *UMTA*, *Urban Mass Transit Administration*.

FTIP—*Federal Transportation Improvement Program*. A four-year spending plan for San Joaquin County that lists every transportation project that will receive federal funds or that is subject to a federally required action, such as a review and approval of environmental documents. The projects in the *FTIP* are developed and updated by *SJCOG* through its member agencies and in cooperation with state and federal agencies and the eight San Joaquin Valley counties.

FY—*Fiscal Year*. The twelve-month period on which the budget is planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

GHG—*Greenhouse Gas*. Components of the atmosphere that contribute to the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the Earth's surface. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, ozone, nitrous oxide, and fluorinated gases.

Global Warming—See *Climate Change*.

HOV Lanes—*High Occupancy Vehicle lanes*. Roadway lanes whose use is restricted to vehicles with more than one person. Some *HOV lanes* restrict use only during peak travel periods (Monday – Friday, 6:00 am -9:00 am and 3:00 pm – 6:00 pm). Occupancy restrictions range from a minimum of 2 to 4 persons.

HSR—*High-Speed Rail*. Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

Indirect Source—A facility, building, structure, installation, real property, road or highway that attracts or may attract mobile sources (e.g. automobiles) of pollution.

ITS—*Intelligent Transportation System*. A Systems that use modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion, or accidents. *ITS* technology can be applied to arterials, freeways, transit, trucks, and private vehicles.

IRRS—*Inter-regional Road System*. A series of state highway routes outside urbanized areas that link major economic centers and recreational areas. Projects are nominated for *IRRS* funding by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP)*.

IVHS—*Intelligent Vehicle Highway System*. A proposed system to allow computerized control of vehicle speeds and density on the highway. The purpose of the system is to allow more vehicles to use the same road (increases roadway capacity).

JPA—*Joint Powers Authority*. Two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

LOS—*Level of Service*. A qualitative measurement of traffic flow. Is measured on a scale from A to F in which A signifies the least congested (free flow) while F signifies most congested (gridlock). Local general plans and the *Congestion Management Program* set level of service goals or standards for their respective circulation systems. The adopted *Congestion Management Program* for San Joaquin County sets the level of service standard at “D.”

LTA—*Local Transportation Authority*. The body responsible for implementing the *Measure K* transportation sales tax fund. San Joaquin County COG serves as the *Local Transportation Authority*.

LTF—*Local Transportation Fund*. Monies distributed to *regional transportation planning agencies* by the State of California. The annual allocation is the local share of revenues from ¼ cent of the state sales tax rate. COG receives this money and distributes it to the local jurisdictions based on population. The money must first be used to fill any *unmet transit needs*, and then can be used for local road and street expenses. A small portion of the money is also reserved for pedestrian/bikeway and planning expenditures. Is part of the *Transportation Development Act* fund.

LTIP—*Local Transportation Improvement Plan*. A plan specifying the allocation of *Measure K* sales tax funds to various categories of transportation projects. Also establishes objectives and requirements of administration of the funds.

Map-21—*Moving Ahead for Progress in the 21st Century Act*. Signed into law by President Obama on July 6, 2012. Funding surface transportation programs over \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. By transforming

the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Measure K—A ½ cent countywide transportation sales tax measure adopted by San Joaquin County voters in November 1990. Raised money for over 20 years for a multi-modal program of local transportation improvements. In 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years, estimated to generate \$2.5 billion for transportation projects through 2041.

MPO—*Metropolitan Planning Organization*. An agency designated to receive and distribute federal transportation monies. Responsible for transportation planning activities for the designated region. Each urbanized area with 50,000 in population must have an MPO.

MTC—*Metropolitan Transportation Commission*. The agency responsible for regional transportation planning for the 9-county San Francisco Bay area region. Serves as the *RTPA* and the *MPO*.

NEPA—*National Environmental Protection Act*. Federal environmental law that applies to all projects funded with federal funds or requiring review by a federal agency.

Non-attainment Area—An area, generally a metropolitan area, county, or larger air basin, that does not meet state and/or federal *Clean Air Act* standards for pollutant emissions.

OWP—*Overall Work Program*. A list of the tasks that the Council of Governments expects to perform over a given year. The program is used as a management tool.

PM—*Particulate Matter*. A mixture of tiny solid and liquid particles—such as those from dust, dirt, soot, and smoke—that are found in the air. When inhaled, these particles can settle deep in the lungs and cause serious health problems.

Program—(1) *verb*, to assign funds to a project that has been approved by SJCOG, the state or another agency, and (2) *noun*, a system of funding for implementing transportation projects or policies.

Proposition 1A—Passed by voters in 2006, Proposition 1A protects transportation funding for traffic congestion relief projects, safety improvements, and local streets and roads. It also prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements and authorizes loans of these funds only in the case of severe state fiscal hardship.

Proposition 1B—*Highway Safety, Traffic Reduction, Air Quality, and Port Security State of California*. Passed in November 2006, Proposition 1B provides \$19.9 billion to fund state and local transportation improvement projects to relieve congestion, improve movement of goods, improve air quality, and enhance safety and security of the transportation system.

Proposition 108—*Passenger Rail and Clean Air Bond Act of 1990*. A \$1 billion bond for intercity, urban, and commuter rail transit. Established a competitive process for funding specified rail corridors in the state, including the Altamont Pass and Stockton-Sacramento rail corridors.

Proposition 111—*Traffic Congestion Relief and Spending Limitation Act of 1990*. Modifies the Gann spending limit to allow the 4 to 9 cent gasoline tax increase and *Congestion Management Program* legislation approved by the Legislature to take effect. Also known as the state blueprint legislation for transportation.

Proposition 116—*Project Study Report*. An engineering report that documents agreement on the scope, schedule and estimated cost of a transportation project. Usually contains different design alternatives. The *California Transportation Commission* may include a highway capacity-increasing project in the *State Transportation Improvement Program (STIP)* only if a PSR has been completed for the project. Caltrans usually prepares PSRs for the state highway projects.

PSTIP—*Proposed State Transportation Program*. A seven year program developed by Caltrans for *California Transportation Commission* approval. Includes projects developed through the *Inter-regional Road System*, Inter-city Rail, Sound Wall, Toll Bridge and Aeronautics Programs.

RFP—*Request for Proposal*. A document used to solicit bids for the preparation of a plan of completion of a project. Usually includes a background discussion, description of the scope of work, and request for examples of relevant experience.

RHNA—*Regional Housing Needs Allocation*. The law requires the California Department of Housing and Community Development, in consultation with SJCOG, establish a county-wide housing construction target. SJCOG's responsibility includes identifying the areas within the region that can sufficiently accommodate the regional housing need.

Ridesharing—To share a ride with two or more persons, or the opposite of driving alone. Includes carpooling, vanpooling, biking, walking, taking transit, and telecommuting. COG serves as the ridesharing agency for San Joaquin, Stanislaus and Foothill Counties. The rideshare agency toll-free number is posted along commute routes: (800) 52-SHARE.

Rolling Stock—The wheeled vehicles of a railroad.

RTIF—*Regional Transportation Impact Fee*. A county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County.

RTIP—*Regional Transportation Improvement Program*. A five year listing of proposed highway, transit and airport projects that implement the *Regional Transportation Plan*. Projects are listed in priority order with costs and funding sources identified. COG and other regional transportation planning agencies must prepare this document and submit it to the *California Transportation Commission* every two years. Projects must be listed in the *RTIP* in order to be considered for funding in the *State Transportation Improvement Program (STIP)*.

RTP—*Regional Transportation Plan*. A 20-year plan prepared by *Regional Transportation Planning Agencies* to guide the development of a balanced transportation system within a county. Satisfies the requirements of the California Transportation Reform Act (AB 402, 1977) and the federal *Inter-modal Surface Transportation Efficiency Act of 1991*. State law requires the plan to be updated every two years. Must include: a policy element, an action element, and a financial element. *ISTEA* requires that the plan be financially constrained (i.e. project costs must match expected available revenues).

RTPA—*Regional Transportation Planning Agency*. Agencies designated by the State (AB 520, 1976) to perform regional transportation planning functions. Responsibilities include: distribution of *Transportation Development Act* funds and preparation of the *Regional Transportation Plan* and the *Regional Transportation Improvement Program*. COG serves as the RTPA for the San Joaquin County region.

RTSP—*Regional Transit Systems Plan*. Twenty year plan prepared for COG recommending expansion of the transit system within San Joaquin County to meet near and long-term travel demand needs. Envisions the expansion of SMART into a countywide service provider. Recommends providing bus service between cities in the county (intercity) and outside the county (interregional), as well as countywide dial-a-ride services.

SACOG—*Sacramento Area Council of Governments*. The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, and Roseville. Serves as the *MPO*, *ALCU* and, for some counties, the *RTPA*.

SAFE—*Service Authority for Freeways and Expressways*. The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty year increase in local vehicle registration fees pays for the program.

Safe Routes to School—A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, was signed into law in August 10, 2005, and is the legislation that provides federal authorizations for over \$240 billion through FY 2008-09 in transportation funding nationwide.

SJRRC—*San Joaquin Regional Rail Commission*. The governing body and operator for the Altamont Commuter Express, a passenger rail service connecting Stockton, Tracy Livermore and Fremont to Santa Clara and San Jose.

SJRTD—*San Joaquin Regional Transit District*. The regional public transit provider in the Stockton Metropolitan Area, as well as Intercity, Interregional, and Rural Transit Services countywide.

SB 375—*Senate Bill 375*. Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

SCS—*Sustainable Communities Strategy*. A SCS is an enhanced land use element, developed as part of each *Regional Transportation Plan* (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving *GHG* emissions reductions.

Section 3, 9, and 18 Transit Funds—Federal funds available for transit projects. *Section 3* funds are discretionary monies available on a competitive basis to transit providers for transit capital purchases. *Section 9* funds are formula-allocated transit operating monies available to metropolitan areas with a population of 50,000 or higher. *Section 18* funds are formula-based transit operating monies allocated to each *RTPA* for rural transit services.

SIP—*State Implementation Plan (for air quality)*. A state plan required by the federal *Clean Air Act of 1990* to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state *Air Resource Board* (*ARB*). All transportation plans must conform to SIP.

SJCOG—*San Joaquin Council of Governments*. The regional planning agency for the San Joaquin County area. Serves as the *Airport Land Use Commission*, *Congestion Management Agency*, *Local Transportation Authority*, *Metropolitan Planning Organization*, *Ridesharing Agency*, and *Regional Transportation Planning Agency*.

SJUVAPCD—*San Joaquin Valley Unified Air Pollution Control District*. Eight county district empowered by the state to regulate air emissions within the Central Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties).

Smart Growth—A set of policies and programs to encourage a compact and environmentally-sensitive pattern of development. Smart growth aims to preserve open space and natural resources by focusing growth in established rural and urban centers. This approach places housing and transportation choices near employment, shops and schools making the building and maintenance of towns and cities more efficient.

SOV—*Single Occupant Vehicle*. One person per vehicle. Ridesharing programs aim to reduce the number of SOVs in order to increase the person-carrying capacity on the road.

SRTP—*Short Range Transit Plan*. A document that presents a general service program for the public transit operator and identifies the capital purchases needed to support that service. Generally covers a 5 to 10-year period. Usually updated on an annual basis. Provides input into the transit budget and *TIP*.

SSTAC—*Social Service Transportation Advisory Committee*. A committee that advises the SJCOG Board on issues of concern to transit dependent persons. The committee, created to meet requirements of state law, is comprised of representatives of the elderly and handicapped, and social service agencies that serve these and other transit dependent persons. Formerly, the Para-transit Coordinating Committee.

STA—*State Transit Assistance (fund)*. State funding for transit derived in part from diesel fuel tax revenues. Distributed to transit operations and local agencies by regional transportation planning agencies, such as COG. Is part of the *Transportation Development Act* fund.

StanCOG—*Stanislaus Area Association of Governments*. The agency that conducts regional planning for the Stanislaus County area.

STIP—*State Transportation Improvement Program*. A list of transportation projects, chosen from those proposed by regional transportation agencies (in the *RTIP*) and Caltrans (in the *PSTIP*) that are approved for state funding by the *California Transportation Commission*. Includes funding for *Flexible Congestion Relief*, *Urban and Commuter Rail*, and *Inter-regional Road System* projects.

STP—*Surface Transportation Programs*. A funding program in the *Inter-modal Surface Transportation Efficiency Act* to pay for improvements to a wide variety of transportation activities. Approximately \$3.9 million per year will be available to the San Joaquin County area.

Sustainability—Doing things and using resources in ways that protect them so they are available for current and future generations. Sustainability is about helping support a prosperous and globally competitive economy, providing a healthy and safe environment, and producing equitable opportunities for all San Joaquin County residents.

TCI—*Transit Capital Improvement*. A state program developed by the *California Transportation Commission* to fund the following types of capital projects: railroad right-of-way acquisition, bus rehabilitation, public mass transit guide-ways, rolling stock, grade separations, inter-modal transfer stations, and ferry vessels and terminals.

TCMs—*Transportation Control Measures*. Measures intended to reduce vehicle trips or pollutant emissions. They include ridesharing programs, bicycle facilities, park-and-ride lots, public transit, trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

TDA—*Transportation Development Act (fund)*. State transportation fund that is comprised of *State Transit Assistance* and *Local Transportation Funds*. Monies are distributed to regional transportation planning agencies to fund regional transportation needs.

TIP—*Transportation Improvement Program*. A staged three to seven year program of regional transportation projects that require federal funding or a federal action. Must be consistent with the *Regional Transportation Plan (RTP)* and the *State Implementation Plan for air quality (SIP)*. Is revised and submitted bi-annually to the federal government. (*FHWA, FTA, EPA*).

Title VI—Refers to Title VI of the Civil Rights Act of 1964, and requires that transportation planning and programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of *environmental justice*.

TMA—*Transportation Management Association*. An association of employers whose goal is to reduce employee home to work trips and promote transportation alternatives (e.g. vanpooling, carpooling, flex-time, telecommuting). Caltrans can provide seed money for these organizations.

TOD—*Transit-Oriented Development*. A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a transit hub.

TRO—*Trip Reduction Ordinance*. Local laws that require medium- and large-sized employers to use various work incentives to encourage employees to rideshare to work. Must be adopted by all jurisdictions in San Joaquin County under the *Congestion Management Program* and all valley-wide APCD's *transportation control measure plan*.

TSM—*Transportation System Management*. Short-range, low cost strategies to increase the efficiency of the existing transportation system without adding new traffic lanes. Examples include: synchronization of traffic signals, conversion of existing lanes into *HOV lanes*, ridesharing and other transportation control measures.

UCR—*Urban and Commuter Rail*. A state funding program financed by the same of bonds authorized by Proposition 108. Projects are proposed by regional transportation planning agencies in the *RTIP* process.

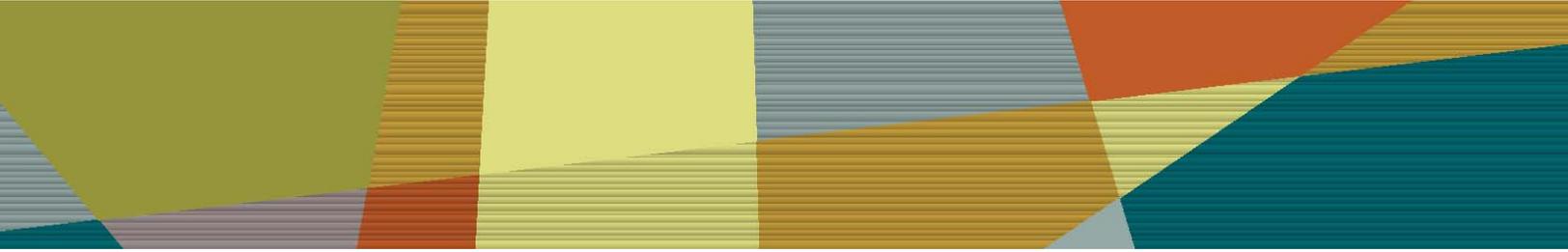
UMTA—*Urban Mass Transportation Administration* (see *FTA*). Former name of the *Federal Transit Administration*.

US DOT—*U.S. Department of Transportation*. Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient, and convenient transportation at the lowest cost consistent with those and other national objectives, including the efficient use and conservation of the resources of the United States. US DOT administrations, including *FHWA*, *FTA*, *FAA*, and *FRA*.

US EPA—*U.S. Environmental Protection Agency*. Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

VMT—*Vehicle Miles Traveled*. On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given highway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

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APPENDIX G PUBLIC NOTICE DOCUMENTATION

**NOTICE OF PUBLIC
HEARING ON THE DRAFT
2016 PUBLIC PARTICIPA-
TION PLAN**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on October 27, 2016 at the regularly scheduled SJCOG Board meeting at the SJCOG office building at 555 E. Weber Avenue, Stockton, CA 95202 regarding the Draft 2016 Public Participation Plan (PPP). The purpose of this public hearing is to receive public comments on this document.

- The draft PPP highlights opportunities for residents to engage in the range of SJCOG's planning work and funding allocations.
- Included, as Appendix A to the Draft PPP, are public engagement opportunities for the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) — the region's comprehensive long-range transportation blueprint.
- The new draft includes reordering of chapters, added outreach requirements, summaries of SJCOG's commitments to public participation, expanded social media, use of a blog, and translation services

Lodi.

Individuals with disabilities may call Rebecca Calija (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 45-day public review and comment period commenced on October 6, 2016 and will conclude on November 21, 2016. The draft document

is available for review at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA 95202 and on SJCOG website at www.sjcog.org/ppp.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on November 21, 2016 to SJCOG at the address below.

After considering the comments, the document will be considered for adoption, by resolution, by the SJCOG Board at a regularly scheduled meeting to be held in December 2016.

Contact Person:
Nicole Gorham, PIO
San Joaquin Council of
Governments
555 E. Weber Avenue
Stockton, CA 95202
Phone: (209) 235-0600
Email: gorham@sjcog.org
October 12, 2016 -



San Joaquin Council of Governments



AVISO DE AUDIENCIA PÚBLICA SOBRE LA PROYECTO DE PLAN DE PARTICIPACIÓN PÚBLICA 2016

AVISO Se hace saber que el Consejo de San Joaquín de los gobiernos (SJCOG) llevará a cabo una audiencia pública el 27 de octubre, 2016 a la reunión de la Junta SJCOG regular en el edificio de oficinas en el 555 E. SJCOG avenida Weber, Stockton, CA 95202, de los proyectos 2016 plan de Participación Pública (PPP). El propósito de esta audiencia pública es para recibir comentarios del público sobre este documento.

- El proyecto de PPP destaca las oportunidades para los residentes a participar en el rango de trabajo de planificación y financiación de las asignaciones SJCOG.
- Incluye, como Apéndice A del proyecto de PPP, son oportunidades de participación pública para el Plan de Transporte Regional / Estrategia 2018 Comunidades Sustentables (RTP / SCS) - integral de largo alcance transporte anteproyecto de la región.
- El nuevo proyecto incluye la reordenación de los capítulos, añaden requisitos de divulgación, los resúmenes de los compromisos de SJCOG a la participación del público, los medios sociales expandidos, el uso de un blog y servicios de traducción

Las personas con discapacidad pueden llamar a Rebecca Calija (209-235-0600) de SJCOG (con una antelación de 3 días hábiles) para solicitar ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con una antelación de 3 días hábiles) para los participantes de habla cualquier idioma con los servicios profesionales de traducción disponibles.

Un período de revisión y comentarios públicos de 45 días concurrente comenzó el 6 de octubre de 2016 y concluirá el 21 de noviembre de 2016. El proyecto de documento está disponible para su revisión en la oficina SJCOG, ubicada en el 555 E. Avenida Weber, Stockton CA 95202 y en la página web SJCOG en www.sjcog.org/ppp.

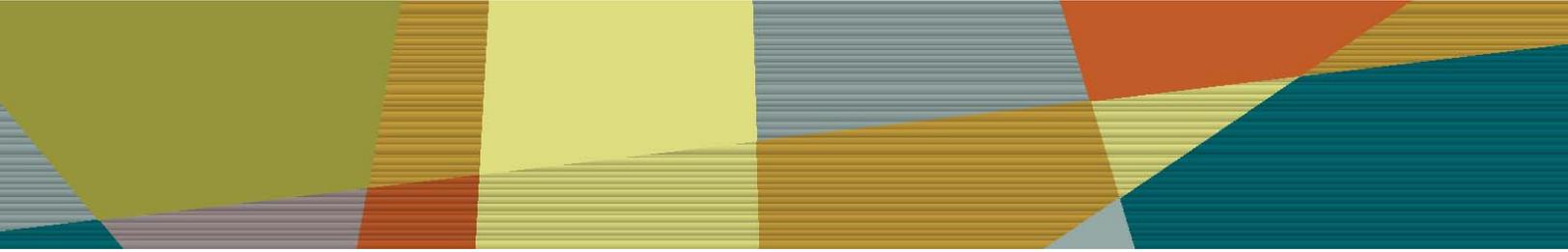
Los comentarios del público son recibidos en la audiencia, o pueden ser presentadas por escrito por 5 p.m. el 21 de noviembre de 2016 al SJCOG en la dirección abajo.

Después de considerar los comentarios, se considerará el documento para su aprobación, por resolución, por la Junta SJCOG en una reunión programada regularmente, que tendrá lugar en diciembre de 2016.

**Persona de Contacto : Nicole Gorham, PIO
Consejo de Gobiernos de San Joaquín**

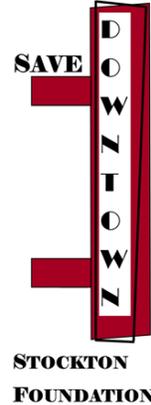
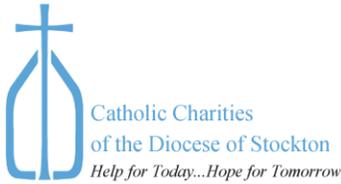
555 E. Avenida Weber, Stockton, CA 95202
Teléfono: (209) 235-0600 | E-mail: gorham@sjcog.org

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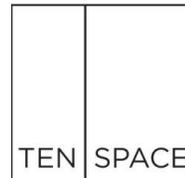
APPENDIX H
PUBLIC COMMENT

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November 21, 2016

San Joaquin Council of Governments
Attn: 2016 Public Participation Plan
555 East Weber Avenue
Stockton, CA 95202



Dear Members of the Board:

The members of the San Joaquin Healthy Neighborhoods Collaborative, formerly the Sustainable Communities Coalition, would like to commend you for a thorough and innovative Draft Public Participation Plan. As a Collaborative of public health, environmental justice, restorative justice, housing, and infill advocates, we appreciate the opportunity to provide comments. We are specifically interested in and commenting on Appendix A, the RTP/SCS Public Participation Plan.

In general, we are pleased with the Draft RTP/SCS Public Participation Plan (“Draft Plan”). The Draft Plan seeks to collect public input throughout the RTP/SCS process, from providing education and learning about community priorities in early public workshops through the implementation phase with an expanded RTP/SCS Implementation Working Group.

The Draft Plan also seeks to reach historically under-represented communities and vulnerable populations through the cultivation of “champions,” expanded partnership with representatives of and organizations serving these constituencies, and a commitment to do presentations and outreach at existing events, existing community and group meetings, and through pre-established channels. Meeting community members where they already are, rather than always expecting them to come to SJCOG, will build trust and relationships that will garner more helpful and honest public input.

We are especially encouraged by the “champions” approach that has been proposed. By working directly with key community members who want to understand the RTP/SCS process deeply and asking them to be your messengers, we expect you will receive a more diverse array of perspectives and experiences. That SJCOG is willing to try this innovative approach to public

outreach shows a sincere commitment to going above and beyond the minimum public outreach requirements, and we appreciate that.

While we are generally supportive of the Draft Plan, we would like to make a few recommendations that we believe will help ensure the success of the Draft Plan and “champions” approach.

1. **Provide “mini-grants” or stipends to very small organizations, councils, or non-profits to help offset the costs of them becoming your “champions.”** Many true grassroots groups are entirely volunteer-based, and even many small non-profits operate on extremely limited means and staffing levels. Asking them to work with you on outreach and put their time and effort on behalf of their community is essential, but the reality is also that many people or small organizations do not have the capacity to fully participate without some support. A few hundred dollars could make a big difference for the most grassroots efforts or smallest organizations.

In the 2014 RTP/SCS process, Fresno COG provided mini-grants to local non-profits to conduct outreach, using Federal Highway Administration metropolitan planning funds. In their report “Leading the Way: Policies and Practices for Sustainable Communities Strategies,” ClimatePlan lifts up this model as an example of a leading practice.¹ It allowed outreach to thousands of additional residents and extremely strong turnout at public workshops. While this is a different model than what we are suggesting be added to SJCOG’s “champions” approach, it does demonstrate that a little bit of funding can make a big difference. Some of the funding for the outside “online public engagement” firm could even be re-directed toward supporting true grassroots champions.

2. **Set a regular meeting time for the RTP/SCS Implementation Working Group.** We were pleased when this group was formed and with the inclusion of a broad array of voices, and we commend the further expansion to include more community groups, walking & biking representatives, NGOs, the Native American community, and others who may come forward and volunteer. However, it would be easier to maintain consistent participation and more public involvement if there is a regular meeting day and time that participants and interested members of the public can plan around.
3. **Utilize the “champions,” RTP/SCS Implementation Working Group, and other community partners like the Healthy Neighborhoods Collaborative to distribute the English and Spanish web-based surveys.** While third-party consultants can be helpful, in our experience they are not particularly good at reaching community members who are otherwise not engaged in planning processes. One of the

¹ ClimatePlan. October, 2016. Leading the Way: Policies and Practices for Sustainable Communities Strategies. 5. Retrieved from <http://www.climateplan.org/wp-content/uploads/2016/10/Leading-the-Way-Full-Report.pdf>.

“additional marketing strategies” mentioned in the Draft Plan should be to utilize the “champions,” the RTP/SCS Implementation Working Group, and other community partners rather than relying on a consultant to determine how to disseminate the surveys.

We commend the SJCOG staff and Board of Directors for this comprehensive and innovative Draft Plan, and with the above recommendations we are confident we will see robust and insightful public participation in this important process. Thank you for receiving these comments on behalf of the San Joaquin Healthy Neighborhoods Collaborative.

Sincerely,

Tom Amato
People and Congregations Together (PACT)

Linda Derivi
Save Downtown Stockton Foundation

David Garcia
TenSpace

LaCresia Hawkins
Public Health Advocates, Stockton

Hector Lara
Reinvent South Stockton Coalition

Jonathan Mendelson
Central Valley Low Income Housing Corporation

Katelyn Roedner Sutter
Catholic Charities of the Diocese of Stockton

Letter 1: San Joaquin Healthy Neighborhoods Collaborative

San Joaquin Healthy Neighborhoods Collaborative

ATTN: Catholic Charities, Diocese of Stockton

1106 N. El Dorado Street

Stockton, CA 95202

Ms. Katelyn Roedner Sutter, San Joaquin Regional Director & Environmental Justice Program Manager

December 1, 2016

Dear Members of the San Joaquin Healthy Neighborhoods Collaborative:

Thank you for providing general comments on SJCOG's Draft Public Participation Plan, and for offering recommendations to improve Appendix A – a vital document to one of SJCOG's major planning initiatives on behalf of the San Joaquin region. Below are responses to the recommendations provided by the Collaborative.

Response to 1-1: Provide “mini-grants” or stipends to very small organizations, councils, or non-profits to help offset the costs of them becoming your “champions.”

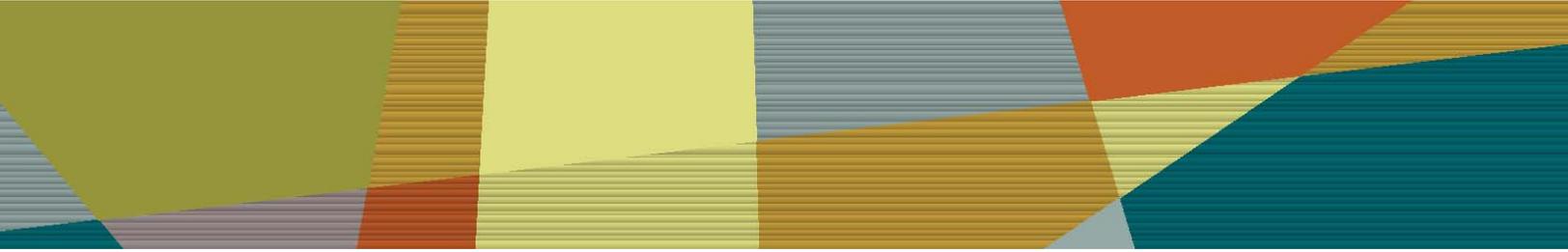
SJCOG staff is actively exploring a mini-grant program very similar to the model used by Fresno COG in their 2014 RTP/SCS process. The “champions” outreach program will remain open to any groups interested in participating, however the mini-grant program is proposed as a supplement to the “champions” outreach approach by potentially providing funding for community-based organizations and grassroots groups who demonstrate reach and potential impact in underserved, underrepresented, and disadvantaged communities throughout the region. The final version of Appendix A reflects this change.

Response to 1-2: Set a regular meeting time for the RTP/SCS Implementation Working Group.

The RTP/SCS Implementation Working Group will choose a regular meeting date based on a poll of group members.

Response to 1-3: Utilize the “champions,” RTP/SCS Implementation Working Group, and other community partners like the Healthy Neighborhoods Collaborative to distribute the English and Spanish web-based surveys.

SJCOG staff will play a primary role in coordinating community outreach and marketing activities throughout the RTP/SCS process. In this role, SJCOG staff intends to work with “champions,” the RTP/SCS Implementation Working Group, and other community partners to develop and implement the best strategies for achieving broad, as well as focused, outreach through online web-based surveys, as well as other public engagement opportunities. Rather than implicitly included in “additional marketing strategies,” the final language under Section V, Item 4 of Appendix A now reflects this strategy explicitly for the dissemination of web-based surveys.



APPENDIX I
Consultation
Procedures with
Indian Tribal
Governments

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SJCOG Consultation Procedures With Indian Tribal Governments

Information, history, and legal requirements
on tribal consultation in San Joaquin County.

March 2018



San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202
209.235.0600
www.sjcog.org

"Consultation

is a collaborative process where the thoughts, ideas, and beliefs of another cultural group are taken into careful consideration; and if feasible seek an agreement for future transportation decision."

Introduction

The San Joaquin Council of Governments (SJCOG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving San Joaquin County. SJCOG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

SJCOG routinely consults with Native American Tribal Governments on activities that may impact their communities. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude SJCOG from consulting with local Tribes when plans or activities might impact cultural values or the community. In addition to non-federally recognized Tribes, staff notifies and consults with the California Tribal TANF Partnership for government-to-government consultation throughout the regional planning process.

In 2010 SJCOG worked with 47 Tribes (15 federally recognized and 32 non-federally recognized), Caltrans Districts 10 and 6, Kern Council of Government, and the Tribal Council of California to create the CA Central Valley Tribal Environmental Justice Transportation Grant Project. The purpose of the program was to address the transportation needs of Tribal governments and promote their participation for future government planning. It included cultural sensitive resource mapping, which aided in the preservation of vital Tribal areas.

SJCOG is committed to strengthening relationships with California Tribal Governments within the San Joaquin County region. This policy was developed to document SJCOG's procedures for consultation with federally and non-federally recognized Native American Tribal Governments in San Joaquin County.

Requirement to Consult

Consultation provides Tribal governments' knowledge and a voice for major transportation decisions. Consultation with Tribal governments not merely a suggestion to a lead agency it is also a federal requirement. Here is a list of different federal requirements regarding consultation:

Exec. Order 13175

Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies with tribal implications. The goals of this order are to strengthen government to government relationships with Indian tribes and to reduce the imposition of unfunded mandates upon local tribes.

CA Law AB 52

California law AB-52 requires consultation on Tribal Cultural Resources under CEQA. As defined by the California Legislature:

"The bill would require a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project... requiring the lead agency to consider these effects relative to tribal cultural resources and to conduct consultation with California Native American tribes."

Order 5301.1

The United States Department of Transportation (U.S. DOT) Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. This Order provides a very thorough overview of the various federal regulations and Executive Orders on this subject. This Order is available at:

<http://environment.fhwa.dot.gov/guidebook/vol2/5301.1.pdf>

Title 23 Sec 135

US Code Title 23 Sec 135 (e and f) generally state that Tribal government concerns should be considered in developing planning documents. Specifically, the applicable provisions concerning the documented process from the U.S.DOT joint FHWA/FTA planning regulations at 23 CFR 450.316 state:

(c) When the MPO includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and agencies, ...which may be included in the agreement(s) developed under §450.314.

Federal vs. Non-Federally Recognized Tribes

It is important to recognize the difference between federal and non-federally recognized Tribes in terms of the consultation process. Government planning agencies are only required by state and federal law to consult with Tribes that are federally recognized when it comes to transportation decisions. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude SJCOG from consulting with local Tribes when plans and activities might impact cultural values or the community.

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission.

In San Joaquin County there is one federally recognized Tribe:

- California Valley Miwok Tribe (CVMT) - previously known as the Sheep Ranch Rancheria or the Sheep Ranch Rancheria of Me-Wuk Indian

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). The CVMT not only oversees the San Joaquin County, they also have establishments in nine other counties that are in aboriginal Miwok territory/boundaries: Alameda County, Alpine County, Calaveras County, Contra Costa County, Fresno County, Madera County, Merced County, Solano County, and Stanislaus County.

Federal recognition is a legal distinction that applies to a Tribe’s right to a government-to-government relationship with the federal government and eligibility for federal programs. Federal and state laws require local agencies to consult with federally recognized Tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of the proposed activities, whether the activity is short or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

As defined by the United States Government a federally recognized tribe is: “An American Indian or Alaska Native tribal entity that is recognized as having a government-to-government relationship with the United States, with the responsibilities, powers, limitations, and obligations attached to that designation, and is eligible for funding and services from the Bureau of Indian Affairs.”

SJCOG routinely notifies and consults with the North Valley Yokuts Tribe, a non-federally recognized Tribe in the San Joaquin County, and with the California Tribal TANF Partnership. While they are not recognized under the federal government, California law AB-52 requires consultation on Tribal Cultural Resources under CEQA. They are as well considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. An example of this would be Presidential Executive Order 12898 about Environmental Justice. It, places special emphasis on communication with these groups. SJCOG has procedures for coordination with minority and disadvantaged groups in its Public Participation Plan.

Consultation Efforts

The Executive Director or his/her designee is the designated SJCOG official with principal responsibility for the commission's implementation of consultation requirements. During the planning phase, contact shall be initiated directly with the Federal Land Management Agencies and tribal chairs to inquire as to protocols in place. This may include cultural resource contacts, procedures, time limits and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with Federal Land Management Agencies and individual tribes.

Consultation is simply not just a notification from SJCOG. Rather it is a process of communication that should continue until the project or plan is complete. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of participation in the planning process. Location should be specified in the request as well. Documentation of the consultation process should be maintained, this includes how SJCOG comes to a final decision.

In 2017, SJCOG staff commenced the development of the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for San Joaquin County and reached out to the local Tribes for input and involvement. Below is a snapshot of the specific outreach efforts:

- January 2017 - Invitation was extended for a representative to join the RTP/SCS working group (Buana Vista Miwok chapter).
- March 2017 - Notice of Preparation of a Program EIR for the 2018 RTP/SCS was mailed to local tribal governments.
- July - August 2017 – Three emails and two voice messages sent to the California Valley Miwok tribe requesting a lunch meeting with the Executive Director to discuss tribal engagement in the



regional planning process. A follow-up letter was sent when no response was received by email/phone. There was no response and no meeting was ever scheduled.

SJCOG Organizational Structure

History	Mission	Organization
<p>Created in 1968, the San Joaquin Council of Governments (SJCOG) is a joint-powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The role of SJCOG is to foster intergovernmental coordination - within San Joaquin County - and with neighboring jurisdictions; the other regional agencies for in the San Joaquin Valley; the state of California; and various Federal agencies.</p>	<p>The mission of SJCOG is to partner with local governments, the private sector, and community groups as the forum, facilitator, and administrator of regional programs, and to advocate for regional and inter-regional issues in the development of a comprehensive strategy to achieve resolutions.</p>	<p>The Commission is organized into a Board of Directors supported by the Policy Advisory Committee and the Technical Advisory Committee. The Commission staff includes an Executive Director; a Fiscal Supervisor; a Planning Supervisor; three Regional Planners; a Grants Analyst; and an Office Assistant. There is currently one standing committee - the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee. The relationship between the Board and the committees is illustrated in Figure 1.</p>

Figure 1: Relationship of Board and committees

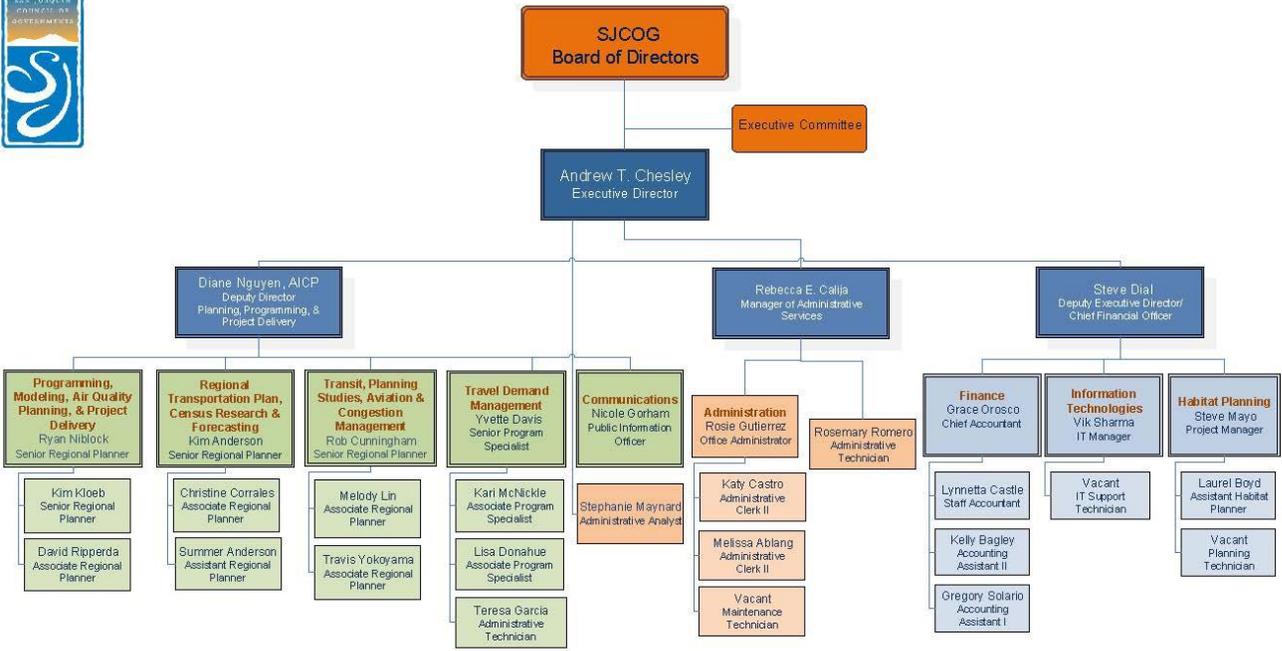


Figure 2: Detailed view of SCOG’s organization structure

Agency Activities

SJCOG aims to consult with Tribal Governments on an ongoing basis, to maintain healthy communication with Tribes, and better reflect their perspectives in planning documents and projects.

To support the development of the following documents (see documents under Planning Documents below), SJCOG will consult with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments in preparation of planning studies and programs affecting the agency and Tribe:

- Initiate consultation by letter from the executive director or his/her designee to the agency and tribal chairperson.
- Offer to meet to discuss the agency and tribal needs and concerns regarding impacts within their jurisdiction prior to the beginning of preparation of documents. If the agency, tribal chairperson and/or their representatives elect not to meet, send a copy of the draft report for their review.

- Consult with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Invite representatives of the agency and tribe to public meetings.

Planning Documents



Planning Documents, Studies, Transportation Improvement Programs, Plans, and Other Documents

- Federal Transportation Improvement Program (FTIP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Program (RTIP)
- Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)
- Overall Work Program (OWP)
- Final Reports that have come out of the Caltrans Transportation Planning Grant Program such as the Central California Tribal Transportation Environmental Justice Collaborative Project (2010).



Transit Studies, Unmet Transit Needs Hearing, Transit Needs Assessment

Consult with the tribal governments on transit needs in their area:

- Initiate consultation and invitation to the unmet transit needs hearing by letter from the executive director or his/her designee to tribal chairperson with copies to the CEO, Administrator, and Cultural Department representatives.
- Offer to meet to discuss the tribe's transit needs and concerns.
- Outreach to members of the tribe through local newspapers, Native American newsletters, tribal events, or trust lands meeting places.

Grant Programs and Funding



Grant Programs: Federal Transit Administration Transit Grant Programs, etc.

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, RTPA, or other agencies:

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.

- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and MPO or RTPA member agencies.
- Consult with and consider the interests of the tribal government.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning & Programming



Coordinate amongst planners and engineers in local agencies and tribes:

- Offer to meet to discuss the tribe's needs and concerns when contacted by the tribal representatives.
- Provide assistance in TTP planning.
- Coordinate with federal entities as requested by the tribe.
- Collaborate on funds awarded to the Tribe through the Active Transportation Program.

Native American Tribal Contact List for San Joaquin County

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission (NAHC). The following Tribes are identified for San Joaquin County:

California Valley Miwok Tribe (federally recognized)
 4620 Shippee Lane
 Stockton, CA 95212
 209-931-4567 Phone
 209-931-4333 Fax

North Valley Yokuts Tribe
 Katherine Erolinda Perez, Chairperson
 PO Box 717
 Linden, CA 95236
 209-887-2415
canutes@verizon.net

California Tribal TANF Partnership
 Lisa Martin, Regional Manager
 2291 W. March Lane, Suite D-210
 Stockton, CA 95207
 209-474-6890 Phone
 209-474-3890 Fax
lmartin@cttp.net

Regionally significant tribes (consultation upon request):

Buena Vista Rancheria Mi-Wuk Indians
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811
916-491-0011 Phone
rhonda@buenavistatribe.com

Ione Band of Miwok Indians (federally recognized)
Randy Yonemura, Cultural Committee Chair
P.O. Box 699
Plymouth, CA 95669
209-245-5800 Phone
randy_yonemura@yahoo.com

Wilton Rancheria (Miwok)
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624
916-683-6000 Phone
rhitchcock@wiltonrancheria-nsn.gov

Southern Sierra Miwuk Nation
Lois Martin, Chairperson
P.O. Box 186
Mariposa, CA 95338
209-742-6867 Office

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road
Auburn, CA 95603
530-883-2390 Phone

To contact SJCOG please refer to SJCOG's website
(www.sjco.org) for the current Public Information Officer who
is the Agency Staff contact regarding Federal Land
Management Agencies and Federally Recognized Native
American Tribal Governments consultation.





**RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

R-18-28

**RESOLUTION ADOPTING THE CONSULTATION
PROCEDURES WITH INDIAN TRIBAL GOVERNMENTS
IN SAN JOAQUIN COUNTY**

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, 23 CFR Part 450.316(e) states MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and agencies, which may be included in the agreement(s) developed under §450.314; and

WHEREAS, the Federal Highway Administration requires a documented process that outlines the roles, responsibilities, and key decision points for consultation with federally recognized Tribal Governments in San Joaquin County.

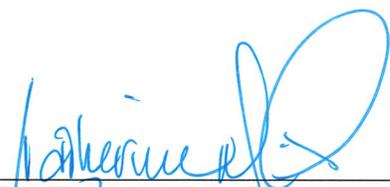
NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby adopt the Consultation Procedures with Indian Tribal Governments in San Joaquin County.

PASSED AND ADPTED THIS 22ND day of March, 2018 by the following vote of the San Joaquin Council of Governments, to wit:

AYES: Jesus Andrade, City of Stockton; Steve DeBrum, City of Manteca; Steve Dresser, City of Lathrop; Bob Elliot, San Joaquin County; Elbert Holman, City of Stockton; Doug Kuehne, City of Lodi; Susan Loftus, City of Stockton; Kathy Miller, San Joaquin County; Walt Murken, City of Escalon; Robert Rickman, City of Tracy; Chuck Winn, San Joaquin County; and Leo Zuber, City of Ripon.

NOES:

ABSENT:


KATHERINE MILLER
Chair

