



SAN JOAQUIN COUNCIL OF GOVERNMENTS' BOARD OF DIRECTORS

555 E. Weber Avenue, Stockton, CA 95202

Thursday, March 23, 2017

BOARD WORKSHOP AT 4:00 PM & REGULAR BOARD MEETING AT 5:00 PM

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. # 12132) and the Ralph Brown Act (California Government Code # 54954.2) and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Person requiring assistance or auxiliary aid in order to participate or persons wishing to store their bicycle safely during the meeting should contact Rebecca Calija at 235-0600 at least 24 hours prior to the meeting. Board Meetings, Committee Meetings and all Workshops are audio/video recorded by The San Joaquin Council of Governments.

AGENDA

Board Conference Room

Highlighted Items in blue are scheduled for discussion by the full board.

- 1. CALL TO ORDER / PLEDGE OF ALLEGIANCE / ROLL CALL:**
- 2. RECOGNITIONS / PRESENTATIONS:**
 - A. ECO (Excellence in Commuter Options) Award**
 - B. GFOA Excellence in Financial Reporting**
- 3. PUBLIC COMMENTS:**

At this time, the public is invited to address the Board on any non-agendized item that is within the subject matter of this agency. There is a five minute maximum time limit. The determination of whether an item is within the subject matter, jurisdiction of the Council is a discretionary decision to be made by the Chair of the Council. If several speakers are commenting on the same issue, they should try to avoid repetition of views already expressed.

- 4. CONSENT CALENDAR: ROLL CALL VOTE REQUIRED**

All numbered consent calendar items listed will be acted upon under one roll call vote unless specifically removed from the consent calendar by a member of the Board, a member of staff, or a member of the public. These are items:

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- 4A. [Minutes](#) Page 6 **CONSENT**
Attachments: [Minutes.pdf](#)
- 4B. [Monthly Financial Report](#) Page 15 **CONSENT**
Attachments: [Monthly Financial Report.pdf](#)
- 4C. [Low Carbon Transit Operations Program FY 2016-17 Funding Recommendation](#) Page 116 **CONSENT**
Attachments: [LCTOP Funding Recommendation.pdf](#)
- 4D. [Spanish Language Services “On Call” List and Contract Authorization](#) Page 127 **CONSENT**
Attachments: [Shortlist Recommendations-SpanishTranslation.pdf](#)
- 4E. [San Joaquin One Voice® Regional Project Submissions](#) Page 131 **CONSENT**
Attachments: [OneVoice Project-Regional Priorities.pdf](#)
5. **SAN JOAQUIN COUNCIL OF GOVERNMENTS’ ITEMS FOR DISCUSSION/ACTION:**
- 5A. [Options for San Joaquin Regional Transit District Representation on the SJCOG Board of Directors](#) Page 141 **ACTION**
Attachments: [Options for Transit District Representation.pdf](#)
- 5B. [FY 17-18 Overall Work Program](#) Page 147 **ACTION**
Attachments: [FY 17-18 Overall Work Program.pdf](#)
- 5C. [FY 2017-18 Annual Financial Plan Adoption](#) Page 239 **ACTION**
Attachments: [Annual Financial Plan Adoption.pdf](#)
- 5D. [Congestion Mitigation Air Quality Program: Funding Recommendations for Federal Fiscal Years 18/19, 19/20, and 20/21](#) Page 253 **ACTION**
Attachments: [CMAQ Project Recommendations.pdf](#)
- 5E. [Senate Bill 1 by Beall and Assembly Bill 1 by Frazier - Transportation Funding Packages](#) Page 269 **ACTION**
Attachments: [Senate Bill 1 by Beall and Assembly Bill 1 by Frazier – Transportation Funding Packages.pdf](#)
6. **AIRPORT LAND USE COMMISSION: NONE.**
7. **INFORMATION ITEMS:**

- 7A. [2017 Draft Measure K Strategic Plan](#) Page 297 **INFORMATION**
Attachments: [Draft MK Strategic Plan.pdf](#)
- 7B. [SJCOG Bylaws](#) Page 301 **INFORMATION**
Attachments: [SJCOG Bylaws.pdf](#)
- 7C. [Update on Greenhouse Gas Emission Targets](#) Page 315 **INFORMATION**
Attachments: [Update on Greenhouse Gas Emission Targets.pdf](#)

*****ADJOURN SAN JOAQUIN COUNCIL OF GOVERNMENTS BOARD MEETING
UNTIL THE CONCLUSION OF SJCOG, INC. MEETING*****

8. SJCOG, INC.:

8.1 OPEN MEETING OF SJCOG, INC. / ROLL CALL:

8.2 PUBLIC COMMENTS:

At this time, the public is invited to address the Board on any non-agendized item that is within the subject matter of this agency. There is a five minute maximum time limit. The determination of whether an item is within the subject matter, jurisdiction of the Council is a discretionary decision to be made by the Chair of the Council. If several speakers are commenting on the same issue, they should try to avoid repetition of views already expressed.

8.3 CONSENT CALENDAR: NONE.

8.4 SJCOG, INC. ITEMS FOR DISCUSSION / ACTION:

- 8.4A [2016 SJMSCP Annual Report](#) Page 320 **CONSENT**
Attachments: [2016 SJMSCP Annual Report Release.pdf](#)
- 8.4B [Mizuno Hays Road Preserve Dedication and Preserve Management Plan](#) Page 326 **CONSENT**
Attachments: [Mizuno Hays Rd Dedication Preserve Management Plan.pdf](#)

8.5 SJMSCP INFORMATIONAL ONLY ITEMS: NONE.

*****RECONVENE TO THE SAN JOAQUIN COUNCIL OF GOVERNMENTS BOARD
MEETING*****

9. CHAIR'S REPORT:

10. COUNCIL MEMBERS' REPORT:

11. EX-OFFICIO COUNCIL MEMBERS' REPORT:

- A. **San Joaquin Regional Transit District:**
- B. **Caltrans District 10:**

C. Port of Stockton:**12. EXECUTIVE DIRECTOR'S REPORT:****13. ADJOURNMENT:**

Meeting adjourned to Thursday, April 27, 2017 - Board Room

NOTE:

The agenda packet is available for public inspection in the SJCOG Office at 555 E. Weber Avenue during normal business hours. These documents are also available on the San Joaquin Council of Governments' website at www.sjcog.org subject to staff's ability to post the documents before the meeting.

PARKING:

For your convenience, parking is available at the SJCOG Regional Center off of Channel Street- Marked "Visitor" on the east side of the parking lot. There is additional parking available at Public Parking Lot K, located on American Street, just south of Weber Avenue. Additional metered parking is available on Weber Ave.

"SJCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint see <http://www.sjcog.org> or call (209) 235-0600.

AGENDA ITEM **4A**



SAN JOAQUIN COUNCIL OF GOVERNMENTS
 BOARD OF DIRECTORS
 SJCOG Conference Room
 555 E. Weber Avenue
 Stockton, CA 95202

February 23, 2017

REGULAR BOARD MEETING AT 5:00 P.M.

MINUTES

1. The Board meeting was called to order at 5:00 p.m. by Chair DeBrum.

Roll Call:

Board Members Present:

Mayor DeBrum, Manteca; Councilmember Dresser, Lathrop, Supervisor Elliott, SJC; Vice Mayor Holman, Stockton; Mayor Kuehne, Lodi; Mayor Laugero, Escalon; Supervisor Miller, SJC; Mayor Rickman, Tracy; Supervisor Winn, SJC; Councilman Zuber, Ripon.

Ex-Officio Members Present:

Ken Baxter, Caltrans; Gary Giovanetti, SJRTD; Dr. Elizabeth Blanchard, Port of Stockton.

Board Members Absent:

Councilmember Lofthus, Stockton; Mayor Tubbs, Stockton.

Ex-Officio Members Absent:

None.

Staff Members Present:

Andrew T. Chesley, Executive Director; Steve Dial, Deputy Executive Director; Diane Nguyen, Deputy Director; Kevin Sheridan, Project Manager; Vikram Sharma, Information Services Manager; Steve Mayo, Habitat Project Manager; Nicole Gorham, Public Information Officer; Kim Anderson, Senior Regional Planner; Yvette Davis, Senior Regional Planner; Ryan Niblock, Senior Regional Planner; David Ripperda, Assistant Regional Planner; Christine Corrales, Assistant Regional Planner; Summer Anderson, Assistant Regional Planner; Travis Yokoyama, Assistant Regional Planner; Kari McNickle, Associate Program Specialist; Lisa Donahue, Assistant Program Specialist; Kelly Bagley, Accounting Assistant II; Sandy Ferreira, Accounting Assistant II; Katy Castro, Administrative Clerk II; Rosie Gutierrez, Office Administrator; Rosemary Romero, Administrative Clerk II; Rod Attebery, Counsel.

2. **Recognitions/Presentations:**

None.

3. **Public Comments:**

None.

4. **Consent Calendar Items:**

A. MINUTES: January 26, 2017.

B. SJCOG Monthly Financial Report & Transportation Authority Monthly Investment Report.

- C. Measure K Renewal Funding Request for City of Escalon Short Range Transit Plan
- D. FY 2017-18 Local Transportation Fund (LTF) Estimate & Apportionment Schedule
- E. Valley-wide Air Quality Planning and Coordination Services Contract Amendment
- F. 2018 RTP/SCS Community-Based Outreach Mini-Grant Program Funding Recommendations
- G. SJCOG and Caltrans Comprehensive Federal and State Transportation Planning and Programming Memorandum of Understanding
- H. Citizens Advisory Committee (CAC) Membership Appointment
- I. Extend Contract with Verve Net-works for IT Support Services

Supervisor Elliott asked regarding item 4I, is there is a provision in the contract that allows for an extension or is another RFP sent out? Steve Dial stated after the current contract ends, it goes into month-to-month. This action sets a 3 year term. Supervisor Elliott suggested in the future to add a statement in the report if there are extension provisions.

It was moved/seconded (Zuber/Kuehne) to approve the consent calendar. Motion passed unanimously (10/0) with a roll call vote.

Andrew Chesley introduced SJCOG new staff member Sandra Ferreira who was hired to join the Finance Department.

5. **San Joaquin Council of Governments Items for Discussion/Action:**

A. Legislative Update from Washington, DC, Legislative Consultant, C.J. Lake

Andrew Chesley reported that Mayor Kuehne, Steve Dial and he attended the NARC Conference in Washington, DC and they met with COG's consultant firm CJ Lake. Mr. Chesley stated representing today from CJ Lake is Emily Bacque and Andrew Lund.

Emily Bacque gave the Board members an overview on what's going on in Washington D.C. and on some of the priorities and authorizations that are forthcoming. Andrew Lund informed the Board members on some of the different policies. Emily Bacque reported on the earmarks and stated the House Rules Committee plans to hold public hearings later this spring on earmarks and they expect to make a decision before the July 4th recess.

Andrew Chesley mentioned that staff has been in communication with CJ Lake on drafting correspondence dealing with the issue of MPO boundaries. Secondly, in the past, this region has benefited greatly from earmarks and, with the absence of Congressional earmarks the success rate has not been the same. Mr. Chesley informed the Board members he may be coming back to them to think positively about any kind of attempts by Congress to re-institute in some form of earmarks.

Chair DeBrum thanked Emily Bacque and Andrew Lund for their report and for them taking the time to attend the Board meeting.

This was for information only no action was taken.

B. Commute Connection Enhanced Program Launch

Supervisor Winn arrived during this presentation

Kari McNickle shared a video and presented a power point presentation. Ms. McNickle gave an overview on launching the new brand, and where Commute Connection is headed. Ms. McNickle stated the new website is Dibsmyway.com along with a mobile app for trip tracking and the website also connects directly to the trip planning system. Overall, with the trip tracking and logging, staff is encouraging people to feed into Go Dibs 2020, a strategic initiative with a goal to log 1 million smart travel miles by 2020. Ms. McNickle informed the Board the *'Save the Date' is February 28th* and mentioned the date is Dibs official 'go live' to launch the new website. Moving forward, she added this launch process will include other opportunities to spread the word.

Supervisor Miller asked if it gives you time estimates when you plan your trip. Ms. McNickle said yes.

Mayor Kuehne asked what the miles logged so far were; Ms. McNickle stated the miles are in the 300,000 mark, and this is an additional 1 million miles.

Mayor Rickman asked about the incentives. Ms. McNickle stated staff is still developing some of the incentives and the specifics, but in some cases it ties to specific modes if you're logging bike trips you can earn coupons for repairs, pumps, and light kits. If you are carpooling, you can earn gas cards, car washes, etc.

This was for information only no action was taken.

C. Draft FY 2017-18 Overall Work Program (OWP)

Steve Dial presented a power point and stated the OWP is included in the packet. Mr. Dial stated the OWP is a management tool identifying the tasks and products that SJCOG will undertake to deliver during FY 2017-18. The OWP also identifies the funding sources and staff resources necessary to complete the OWP. Mr. Dial stated this OWP draft is a reduction of \$939,327.16 from FY 2016-17. Mr. Dial stated upon adoption of the draft, the OWP will then be submitted for review by Caltrans, the FHA and FTA. Member agencies and partners are encouraged to review and comment by February 28th. Comments received will be considered in preparing the final FY 2017-18 OWP and in March recommended for Board approval.

It was moved/seconded (Miller/Holman) to adopt the Draft FY 2017-18 Overall Work Program for submitting to Federal and State Agencies. Motion passed unanimously (9/0) by voice vote.

D. 2017 Measure K Strategic Plan Policies

David Ripperda presented a power point and stated the recommendations are to adopt several policies for the preparation of the draft Measure K Strategic Plan. Measure K is the transportation sales tax for San Joaquin County and is divided into several categorical allocations for Passenger Rail, Bus and Bicycles; Local Street Repair and Roadway Safety; RR Crossing and Congestion Relief. The draft Measure K Plan will cover the next 15 years through FY 2030-31, with \$1.1 billion of revenue during that period. Mr. Ripperda reviewed the policies and underlying assumptions for the development of the draft 2017 Measure K Strategic Plan in Table 1. Upon approval staff will be preparing the

draft Strategic Plan and release early March. Staff will schedule a workshop to bring the Board back up to speed on issues surrounding Measure K cash flow. Staff will have continued discussions on the draft Measure K Strategic Plan and have the Measure K Strategic Plan adopted by the Board in May.

Councilman Zuber expressed his concerns regarding the funds for the Bicycle & Pedestrian category. Mr. Ripperda stated staff is recommending to slowly phase in the money for Bike & Pedestrian. Funds will slowly increase over time and staff feels that would be a manageable amount for future calls for projects.

Supervisor Elliott asked regarding the Smart Growth Incentive Program are these funds just for incentives. Mr. Ripperda stated those funds are only eligible and applied for by public agencies, but the idea is to create public/private partnerships to incentivize development. There are a wide variety of uses it can be used for, however the local agency would have to be the lead, but they can partner with a private developer. Supervisor Elliott asked how much is available. Mr. Ripperda stated staff anticipates having a call for projects this year for about \$7.8 million.

Vice Mayor Holman asked regarding the Regional Arterial category if the Lower Sacramento Road could be put back in the Expenditure and Strategic Plan moving forward. Mr. Ripperda stated staff had discussions with the City of Stockton on this subject and explained and outlined the process on what they need to do. Mr. Ripperda stated once it's in the Expenditure Plan then staff can add it to the Strategic Plan to direct Measure K funding for that project.

Andrew Chesley reiterated about staff scheduling a Board workshop regarding the 2017 Measure K Strategic Plan prior to the March Board meeting on March 23rd at 4:00 p.m.

It was moved/seconded (Kuehne/DeBrum) to approve the policies and underlying assumptions for the Measure K Strategic Plan programming scenario as shown in Table 1. Motion passed unanimously (9) by voice vote.

E. 2018 Regional Transportation Plan/Sustainable Communities Strategy Update

Kim Anderson stated the 2018 RTP/SCS logo is also rebranded. Ms. Anderson presented a power point and gave an overview on the 2018 RTP/SCS which will cover from 2015 to 2042. Ms. Anderson reviewed the policies and supportive strategies identified in the 2014 RTP/SCS on attachment 1 of the staff report. Ms. Anderson discussed the approach for the 2018 RTP. Ms. Anderson discussed the former base planning approach which is one of the major changes in the current RTP effort.

Christine Corrales provided an overview on the 2014 RTP/SCS public outreach process and stated there were over 1,000 participants that attended the mini-presentations; listening sessions; scenario workshops; on-line surveys and RTP/SCS Working Group for the last plan. Ms. Corrales reviewed the new tools, strategies and best practices for the

2018 RTP/SCS update.

Kim Anderson reviewed the schedule stating the first public outreach will be in April 2017, in June 2018 bring forward the final 2018 RTP/SCS for Board to consider for adoption.

Mayor Kuehne stated his first choice would be scenario C. Supervisor Elliott suggested to indicate urbanized areas when identifying high density, as he feels it would make a difference in how information is presented. Ms. Anderson pointed out that the SJ County general plan directs most of its growth into its existing communities. Mayor Rickman agreed with Supervisor Elliott on the residential density, local land use control is very important.

This item was for discussion only no action was taken.

6. **Airport Land Use Commission:**

None

7. **Information Items:**

A. Health and Prosperity Community Roundtable

This item was for information only no action was taken.

8. **SJCOG, INC:**

1. Open Meeting of SJCOG, Inc. /Roll Call: Roll call was called with the exemption of Supervisor Winn.

2. Public Comment: **None.**

3. Consent Calendar:

A. Calaveras River Bicycle and Pedestrian Path Project Buffer Reduction

B. Gwerder and Larson Preserves Habitat Restoration Preparation Work Scope

It was moved/seconded (Zuber/Laugero) to approve the consent calendar as submitted. Motion passed unanimously (9/0) by a roll call vote.

4. SJCOG, INC. ITEMS FOR DISCUSSION/ACTION:

A. Public Hearing for Lodi White Slough Property Easement-Dedication

Steve Mayo informed the Board this was a public hearing. Chair DeBrum opened the public hearing for public comment. There being no public comments received, the public hearing was closed.

5. SJCOG, INC. INFORMATIONAL ONLY ITEMS: **None.**

*****RECONVENE TO THE SJCOG BOARD MEETING*****

9. **Chair's Report:**

A. SJCOG Project Delivery Committee Appointment

Chair DeBrum commented on the flood situation in San Joaquin County especially the farm workers in the Manteca area.

Chair DeBrum announced that today was the retirement of Manteca's Police Chief Nick Obligacion and pleased to have Jodi Estarziau as the new Police Chief and Kyle Shipherd as the new Fire Chief.

Board members commented on the flood situation stating it's gratifying to know that our first responders in San Joaquin County work together to ensure our safety and great to see the team work in San Joaquin County.

It was moved/seconded (DeBrum/Kuehne) to appoint Councilman Dresser to the Project Delivery Committee. Motion passed unanimously (9/0) by voice vote.

10. **Council Member's Report:**

Mayor Kuehne gave a brief report on the NARC conference he attended in Washington, DC and their discussion on the opioid epidemic. Mayor Kuehne also commented on autonomous and electric vehicles.

Councilman Dresser asked was there any discussion on vehicle registration fees for the electric vehicles. Mayor Kuehne stated the representative from Governor Brown's office mentioned it was going to be about \$165 per vehicle. There is a proposal to move forward.

11. **Ex-Officio Member's Report**

A. San Joaquin Regional Transit District

Gary Giovanetti reported on the following:

- February 8th Regional Transportation Tour stating it's always good to introduce RTD's service for people who do not normally ride the bus
- February 12th RTD participated in the Downtown Stockton Alliance "Love you Baby" promotion
- February 18th Stockton Heat Hockey game RTD mascot joined their local mascots on the ice
- Upcoming events – March 5th Chinese New Year's Parade
- RTD ordered 15 zero emissions electric 40-foot buses – the \$16 million project is funded with the combination of discretionary funding sources
- New design of two new BRT routes – MLK Blvd. and the Crosstown Minor Avenue Corridor
- RTD is purchasing 22 new 26 foot buses to be operated on RTD's Hopper routes

Mr. Giovanetti announced Donna DeMartino created deviated fixed routes where the ADA buses travel on a fixed route but they can deviate up to a mile off their scheduled route.

B. Caltrans, District 10

Ken Baxter introduced himself and welcomed the new Board members. Mr. Baxter passed out a handout in a baseball card size and stated on the flipside is Caltrans Public Information Officer's information. If you ever need any information, have a complaint pertaining to the state transportation system give them a call.

Mr. Baxter passed out and reported on the news release and stated it's a very compressive maintenance approach and quite extensive. If you have any questions regarding the news release the contact information is on the bottom.

Mr. Baxter reported on the Brennan/120 Intersection and stated Caltrans is going to put up the advance intersection warning signs with a flashing beacon within the next month or two.

Mr. Baxter stated in the Governor's emergency proclamation from District 10, 5 of 8 counties are on it and is directing District 10 to work with the Federal Highway Administration for emergency relief funds.

Mr. Baxter reported that a Caltrans employee was on working on the far north of highway 49 at 2 a.m. and a huge tree fell on the truck and the entire cab was leveled and the whole thing is gone. He survived with minor injuries due to his quick reaction to lay down in the truck. Mr. Baxter stated his heart goes out to the CHP officer who lost his life in Sacramento.

Mr. Baxter announced for public review is the statewide Bicycle Ped plan. You can view online at www.Cabikeandplan.org the deadline for comments is March 10th and hoping to be finalized in April.

Mr. Baxter reported on the NEPA waiver and stated this is real important for all of us.

Mr. Baxter stated the Governor directed District 10 to install 30 electric vehicle charging stations before December 30, 2018 and they will be free to the public.

C. Port of Stockton

Dr. Blanchard reported on water issues at the Port of Stockton and currently having the Coast Guard on a 24-hour watch to notify the ships on the condition of the Port with low and high tides. Dr. Blanchard stated the Sacramento Port had problems and three of their ships used the Port of Stockton to deliver their goods. Dr. Blanchard announced on May 18th the Port of Stockton is going to host the State of the City and everyone is welcomed. Dr. Blanchard provided a shipping activity report for the Port of Stockton.

12. Executive Director's Report

A. Federal Certification Recap

Mr. Andrew Chesley reported on the Federal Certification stating it happens every four years. Mr. Chesley thanked Supervisor Winn, Supervisor Miller, Councilmember Zuber and Vice Mayor Holman for participating. It was very much appreciated. The findings of the certification SJCOG is in full compliance and fully certified by the Federal reviewers. There were two small recommendations: (1) how SJCOG deals with

Title VI and Environmental Justice reporting and (2) how SJCOG details funding information with the Federal Transportation Improvement Program (FTIP). Mr. Chesley stated staff raised two issues with them for comment. One dealt with the operations with our Interagency Transit Committee (ITC) and the challenge with attendance. The other one was in response to SJRTD's letter indicating SJCOG not being in compliance with the FAST Act.

Mr. Chesley commented on the opioid epidemic presentation stating he thought it was fascinating and the League of Cities and NARC both gave a report that was excellent and interesting.

13. **Adjournment:**

Meeting was adjourned at 7:15 p.m. The next meeting will be held Thursday, March 23, 2017 at 5:00 p.m. SJCOG Conference Room.

AGENDA ITEM **4B**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: SJCOG Monthly Financial Report &
Transportation Authority Monthly Investment
Report

RECOMMENDED ACTION: Motion to Receive and File the Reports

DISCUSSION:

Budget

Attached is the monthly budget report for the month of February 2017. The February report is for the eighth month of fiscal year 2016/17 or 66.7% of the fiscal year.

Please see the notes that are attached to each budget report for comments on the respective months. Comments are provided for line items and objects exceeding 10% over the monthly straight-line benchmark. Budget control is at the Object level i.e., Salaries & Benefits, Services & Supplies, Consultant Contracts and Fixed Assets. However, staff provides line item information for the benefit of the Board.

Loan Status Report

Beginning with the original Measure K program, SJCOG has loaned member agencies funds to advance various projects throughout San Joaquin County.

SJCOG and the San Joaquin Regional Rail Commission have structured the two outstanding loan agreements to improve cash flow and there is less reliance on the line of credit. The two outstanding loans refinanced and consolidated were the loan to purchase property for a new ACE maintenance facility and a line of credit to help with cash flow.

The Port of Stockton was approved a \$4 million loan for channel deepening environmental work. This total authorization was repurposed several times, reprogramming \$1.5 million for the Marine Highway 580 barge modification project, the Navy Drive/BNSF design work and a real estate transaction.

On July 2, 2014, the San Joaquin County Transportation Authority, issued Measure K Sales Tax Revenue bonds the par amount of \$49,245,000 to fund a program of projects to advance funding for several San Joaquin County projects. San Joaquin RTD requested \$14.5 million to augment funding for the Regional Transit Center. In addition, Stockton has been approved for \$14.5 million for the Thornton Road widening and \$9.5 million for the Hammer Lane widening

regional arterial projects. The Stockton Metro Airport has also been approved for \$9.7 million of funding for terminal expansion and modernization projects

LOAN STATUS REPORT AS OF 02/28/17						
		Authorized	Drawn	Loan Balance	Interest Balance	Maturity Date
Rail	Consolidated Loan	21,167,838.34	21,167,838.34	20,290,619.14		07/01/2030
Port of Stockton	Navy Drive/BKF	800,000.00	624,164.15	135,886.75		2 yr maturity
Port of Stockton Interest	Navy Drive/BKF				540.04	after final draw
Port of Stockton	Sanguinetti Property	602,900.00	602,900.00	345,939.26		10/01/2018
Port of Stockton	Sanguinetti Property Interest				1,373.96	10/01/2018
SJRTD	RTD MK Bond Loan	14,500,000.00	14,500,000.00	14,200,000.00		01/01/2032
SJRTD Interest	RTD MK Bond Loan				268,638.72	01/01/2032
Stockton Metro Airport	SMA MK Bond Loan	9,700,000.00	55,767.00	55,767.00		06/30/2020
Stockton Metro Airport Interest	SMA MK Bond Loan				1,320.73	06/30/2020
City of Stockton-Thornton	Thornton Road Widening Bond Loan	14,500,000.00	398,941.26	398,941.26		06/30/2026
City of Stockton-Thornton Interest	Thornton Road Widening Bond Loan Interest				7,828.51	06/30/2026
					<i>To be deducted from future RA</i>	
City of Stockton-Hammer	Hammer Lane Widening Bond Loan	9,500,000.00	385,754.01	385,754.01		06/30/2026
City of Stockton-Hammer Interest	Hammer Lane Widening Bond Loan Interest				10,656.86	
					<i>To be deducted from future RA</i>	
Stockton	Sperry Rd Advance	6,320,000.00	5,609,741.49	<i>To be deducted from future RA</i>		10/01/2014
Stockton	French Camp Rd I-5 Interchange	1,290,000.00	800,000.00	<i>Paid in Full 03/31/16</i>		04/01/2016
Stockton Interest	French Camp Rd I-5 Interchange			<i>Paid in Full 03/31/16</i>		04/01/2016
Port of Stockton	MH580 Barge Modification	1,500,000.00	1,500,000.00	<i>Paid in Full 07/01/15</i>		07/01/2015
Port of Stockton Interest	Interest on MH580 Barge Modification			<i>Paid in Full 07/01/15</i>		07/01/2015
Stockton Interest	Sperry Rd Advance Interest			<i>Paid in Full 10/01/14</i>		10/01/2014
Stockton	North Stockton Grade Separation	23,362,173.00	17,307,862.15	<i>Paid in Full 07/01/14</i>		07/01/2021
Rail	MK 10 Year Promissory Note	10,000,000.00	8,256,676.58	<i>Paid in Full 07/01/14</i>		07/01/2021
Rail	Line of Credit	12,000,000.00	12,500,000.00	<i>Paid in Full 07/01/14</i>		07/01/2023
S.J. County	MK LSR Advance	11,500,000.00	9,647,678.00	<i>Paid in Full 06/30/14</i>		06/30/2014
Stockton	MK LSR Advance	6,543,237.84	6,543,237.84	<i>Paid in Full 06/30/14</i>		06/30/2014
Stockton	MKR Otto Drive/ I-5 Interchange	863,589.00	646,792.94	<i>Paid in Full 08/02/13</i>		12/02/2013
Stockton Interest	Interest on MKR Otto Drive/ I-5 Interchange		111,063.04	<i>Paid in Full 08/02/13</i>		12/02/2013
				35,812,907.42	290,358.82	

The City of Stockton’s North Stockton Grade Separation projects received three Measure K Renewal Grade Separation allocations. The Board approved allowing the interest accrued to be a component of the construction allocation. Therefore, Stockton will not have any interest liability unless the total construction costs plus interest exceeds \$23,362,173. The current interest rate is 4.773%.

Investment Recap as of 02/28/2017			
F&M Bank (GF/MK/RTIF)	F&M Bank (SJCOG, Inc.)	LAIF	County Pool
\$ 13,896,675.32	\$ 24,269,475.02	\$ 93,271.41	\$ 280.00
Bank of America Line of Credit			
	Established	Closing Market Value	Interest Rate
	03/01/2013	\$ 75,000,000.00	1.021000
Raymond James			Exhibit A
	Established	Closing Market Value	Yield to Maturity at Cost
Account			
SJ County LTA 45925876	04/09/2012	\$ 4,186,285.17	0.29%
California Asset Management Program (CAMP)			Exhibit B
	Established	Closing Market Value	Yield to Maturity at Cost
Account			
DSRF Reserve Fund 58-20	04/30/2011	\$ 8,498,474.75	1.07%
DS Payment Acct 58-22	04/30/2011	\$ 5,878,130.88	
2014 MK Tax Rev Bonds Project Fund 58-24	07/02/2014	\$ 17,892,508.75	
2014 MK Tax Rev Bonds Capital Fund 58-26	07/02/2014	\$ 7,844,680.18	0.85%
2011 MK Sales Tax Rev Principal 58-28	09/01/2015	\$ 1,535,523.04	
BANA LOC Disbursement Account 619-00	03/01/2013	\$ 59,676.53	
2014 MK Tax Rev Bonds Principle Account 619-01	07/02/2014	\$ 123,313.38	
2014 MK Tax Rev Bonds Interest Account 619-02	07/02/2014	\$ 1,097,813.94	
Total CAMP		\$ 42,930,121.45	
California Asset Management Program (CAMP) SJCOG, Inc.			Exhibit C
	Established	Closing Market Value	Yield to Maturity at Cost
Account			
Jaques Preserve 6033-000	06/01/2012	\$ 7,062,636.63	2.15%
Public Financial Management (PFM)			Exhibit D
	Established	Closing Market Value	Yield to Maturity at Cost
Account			
San Joaquin Transit Authority 76990300	04/30/2011	\$ 96,684,985.41	1.28%
	Closing Cash Balance	\$160,720.84	
Total PFM		\$ 96,845,706.25	

Summary of Monthly Budget Report (February 28, 66.7% of FY16/17)

The General Fund had the following expenditures for the month of February 28, 2017.

Salaries and Benefits are under at 55.4%

Services and Supplies, as a group, is under at 51.5%, however:

- Memberships are over budget at 87.3 % due to annual membership dues:
- Publications & Legal Notices are over budget at 99.5% due to the need for job announcement postings
- Casualty/Liability/Auto Insurance is high due to payment of one time annual premiums

Consultant Contracts/Professional Services is under at 31.6%

Fixed Assets is under at 6.8%

The budget is below the straight-line target at 43.9%

SAN JOAQUIN COUNCIL OF GOVERNMENTS
FY 2016/17 ANNUAL FINANCIAL PLAN
(Amended 1/27/17)
Through February 28, 2017
66.7%

DESCRIPTION	APPROVED BUDGET	THIS MONTH	YTD EXPEND.	% SPENT	BUDGET REMAINING	COMMENT & CONTROL BALANCE
Salaries & Benefits						
Salaries	\$ 3,036,697	\$ 102,401	1,600,692	52.7%	1,436,005	
Benefits	\$ 1,146,351	\$ 67,735	717,768	62.6%	428,583	
	4,183,048	170,136	2,318,460	55.4%	1,864,588	
Services & Supplies						
Office Expense	247,350	7,136	104,679	42.3%	142,672	
Communications	56,000	1,825	32,021	57.2%	23,979	
Memberships	46,000	2,988	40,179	87.3%	5,821	>10% HIGH-SEE COMMENTS
Maintenance - Equipment	13,000	515	4,120	31.7%	8,880	
Rents & leases - Equipment	300,000	18,294	166,953	55.7%	133,047	
Transportation & Travel	110,000	1,449	32,485	29.5%	77,515	
Publications & Legal Notice	3,000	374	2,986	99.5%	14	>10% HIGH-SEE COMMENTS
Casualty/Liability/Auto Insurance	103,000	0	98,108	95.3%	4,892	>10% HIGH-SEE COMMENTS
Building Maintenance	165,909	9,559	108,049	65.1%	57,860	
Building Debt Service - Principle & Interes	100,000	0	0	0.0%	100,000	
Miscellaneous	0	0	140	N/A	-140	
	1,144,259	42,138	589,719	51.5%	554,540	
Consultant Contracts						
Professional & Special Services	3,631,175	147,372	1,147,740	31.6%	2,483,435	
	3,631,175	147,372	1,147,740	31.6%	2,483,435	
Fixed Assets						
Equipment	320,500	10,980	21,784	6.8%	298,716	
Total	9,278,982	370,626	4,077,703	43.9%	5,201,279	



SJ Cnty Local Transportation Auth Account Summary

Account No. 45925876

Closing Value \$4,186,285.17



SAN JOAQUIN COUNTY LOCAL
TRANSPORTATION AUTHORITY
555 E WEBER AVE
STOCKTON CA 95202-3016552



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Raymond James Client Services | 800-647-SERV (7378)
Monday - Friday 8 a.m. to 6 p.m. ET
Online Account Access | raymondjames.com/investoraccess

Investment Objectives

Primary: Capital Preservation with a low risk tolerance and a time horizon less than 5 years.

Secondary: Income with a medium risk tolerance and a time horizon less than 5 years.

Activity

	This Statement		Year to Date	
Beginning Balance	\$	4,185,553.31	\$	4,177,999.74
Deposits	\$	0.00	\$	0.00
Income	\$	1,673.16	\$	7,049.84
Withdrawals	\$	0.00	\$	0.00
Expenses	\$	0.00	\$	0.00
Change in Value	\$	(941.30)	\$	1,235.59
Ending Balance	\$	4,186,285.17	\$	4,186,285.17
Purchases	\$	0.00	\$	0.00
Sales/Redemptions	\$	5,240.42	\$	12,530.86

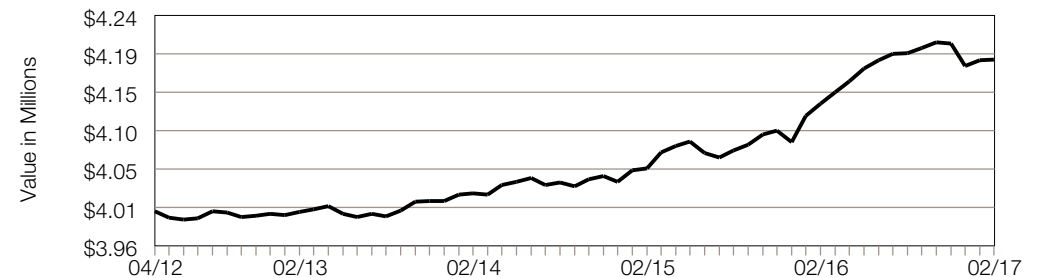
Dollar-Weighted Performance

See Understanding Your Statement for important information about these calculations.

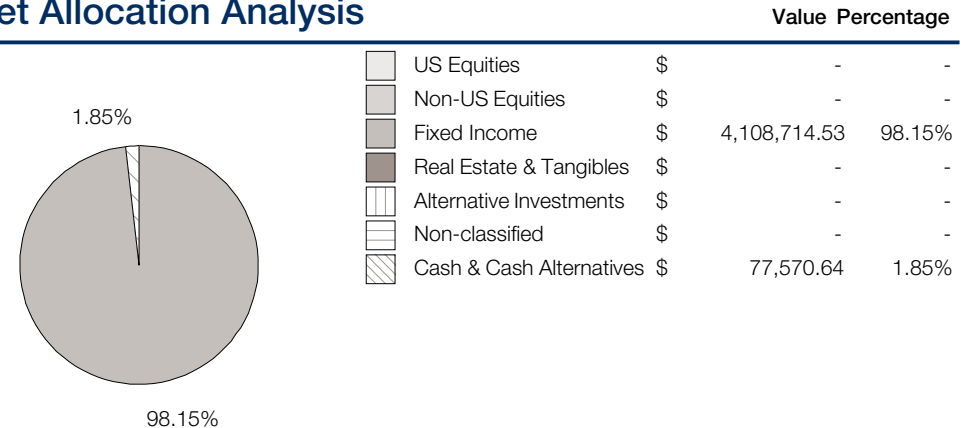
Performance Inception	YTD	2016	2015
04/09/12	0.29%	2.25%	1.25%

Excludes some limited partnerships, unpriced securities and annuity history prior to the annuity being linked to the account.

Value Over Time



Asset Allocation Analysis



Need help navigating your statement? Visit <http://raymondjames.com/statements/comp> for a guide.

Raymond James & Associates, Inc. (RJ&A), member New York Stock Exchange/SIPC, carries your account and acts as custodian for funds and securities deposited with us, directly by you, through Raymond James Financial Services, Inc. (RJFS), or as a result of transactions we process for your account. RJFS maintains written agreements with financial institutions. **Unless otherwise specified, products purchased through RJFS or held at RJ&A are not insured by the FDIC, NCUA, other financial institution insurance or government agencies, are not deposits or other obligations of and are not guaranteed by the financial institution, and are subject to investment risks, including possible loss of principal invested.** Our independent financial advisors may also be involved in other business entities, including their own registered investment advisor firms and/or independent insurance relationships, unrelated to their association with RJFS. These entities are completely independent of Raymond James. RJFS serves as the broker/dealer of record for your investment securities accounts only. Checks for the purchase of investment securities should be made payable to Raymond James & Associates unless you are submitting your investment directly to a recognized mutual fund or insurance company. Information about commissions, service fees and other charges related to your transactions is included on your transaction confirmations. All financial products you have purchased or sold through your Raymond James financial advisor should appear on a trade confirmation and your account statements. Please contact your financial advisor and Raymond James Client Services at 800-647-7378 if you do not see any such purchase or sale reported on your trade confirmation or account statements; if you have questions about the securities positions, balances and transactions in your account; or if you note any other inaccuracy on your account statement. Any oral communications should be reconfirmed in writing to further protect your rights, including rights under the Securities Investor Protection Act. Raymond James' financial statement is available for your inspection at its offices or at raymondjames.com, or a copy will be mailed upon your written request. All other inquiries, including updates to your investment profile and questions about the following information regarding the investments held in your account, should be directed to your financial advisor.

Raymond James International Headquarters | 880 Carillon Parkway | St. Petersburg, FL 33716 | raymondjames.com

Securities Investor Protection Corporation - Raymond James & Associates, Inc. is a member of the Securities Investor Protection Corporation (SIPC), which protects securities customers of its members up to \$500,000, including \$250,000 for claims for cash. An explanatory brochure is available upon request by calling 202-371-8300 or visiting sipc.org. Raymond James & Associates, Inc. has purchased excess SIPC coverage through various syndicates of Lloyd's, a London-based firm. Excess SIPC coverage is fully protected by the Lloyd's trust funds and Lloyd's Central Fund. The additional protection currently provided has an aggregate firm limit of \$750 million, including a sub-limit of \$1.9 million per customer for cash above basic SIPC for the wrongful abstraction of customer funds. Account protection applies when a SIPC-member firm fails financially and is unable to meet obligations to securities clients, but it does not protect against market fluctuations.

Raymond James & Associates, Inc. and Raymond James Financial Services, Inc. are affiliated with Raymond James Bank, National Association (N.A.), member FDIC. Unless otherwise specified, products purchased from or held at Raymond James & Associates or purchased from Raymond James Financial Services are not insured by the FDIC, are not deposits or other obligations of Raymond James Bank, N.A., are not guaranteed by Raymond James Bank, N.A., and are subject to investment risks, including possible loss of the principal invested.

FINRA Disclosure - For additional background information on any firm or representative registered with the Financial Industry Regulatory Authority (FINRA), please contact FINRA at 800-289-9999 or finra.org and request the public disclosure program brochure.

Availability of Free Credit, Bank Deposit Program, and Shares of the Cash Sweep Money Market Mutual Fund Balance - You have the right to receive, in the normal course of business, any free credit balance, bank deposit program balance, the net asset value of shares of the cash sweep money market mutual fund balance, and any fully paid securities to which you are entitled, subject to any obligations you owe in any of your accounts.

Cost Basis - Effective January 1, 2011, Raymond James reports adjusted cost basis for tax lots of securities covered by the Emergency Economic Stabilization Act of 2008 to the IRS on Form 1099-B. These tax lots are indicated by a "c." Raymond James will default to the first-in, first-out (FIFO) cost basis accounting method for trades and transfers unless a different method has been selected.

For tax lots or securities that are not covered by the Emergency Economic Stabilization Act of 2008, cost basis information may not be available, may have been estimated by you or your financial advisor, or may have been obtained from third-party sources, and in these instances, Raymond James cannot guarantee its accuracy. Information for uncovered positions will not be reported to the IRS.

Gain or loss will only be calculated for tax lots that have cost basis. Gain or loss information may or may not reflect adjusted cost for return of principal/capital or accretion/amortization. Tax lots where the cost basis is true zero, displayed as 0.00, are included in cost calculations. "Gain or (loss) Pct" is calculated utilizing total cost basis.

Missing basis is not included in cost calculations. Please contact your financial advisor to have missing cost basis information added to your account.

The cost basis, proceeds, or gain/loss information reported has been adjusted to account for a disallowed loss from a wash sale. These adjustments are indicated by a "w" on the affected taxlots. A wash sale occurs when a security is sold for a loss and is re-purchased either 30 days before or after the sell.

Cost basis information for uncovered securities or tax lots will not be reported to the IRS; it is displayed for your information only and should not be relied upon for tax reporting purposes. Past performance is not a guarantee of future results. Market valuations may have been obtained from third-party sources and Raymond James cannot guarantee its accuracy or completeness.

For securities classified as Grantor or Royalty Trusts, Master Limited Partnerships or other widely held fixed income trusts, cost basis is not adjusted. These securities receive principal payments or distributions that are classified differently by the issuer at the end of the year. Clients should continue to rely on the issuer information for both cost basis adjustments as well as proceeds adjustments for these securities. For this reason the gain/loss displayed will be unadjusted and is not a true indicator of the investment return. Any adjustment to sales proceeds will be reflected on your 1099.

Unrealized gains or losses are not calculated for depreciated gifted securities, referred to as dual basis, indicated by a "d." Both Total Cost and Gift FMV exist, as the actual gain/loss cannot be determined until the position is sold.



Understanding Your Statement (continued)

SJ Cnty Local Transportation Auth Account No. 45925876

Reinvestments of dividend or capital gain distributions are excluded from Amount Invested but are included in Total Cost Basis. For any security in which a client has elected the average cost reporting method, the Amount Invested will utilize the average cost per share of all tax lots to calculate amount invested.

Mutual fund tax lots are displayed as one total position and may include covered and non-covered tax lots some of which could be adjusted for wash sales. Sold mutual fund shares that were purchased through reinvestments are combined and shown with a purchase date of "various."

Adjustments made to cost basis throughout the year may cause the information displayed on your client statement to differ from what is reported on the 1099-B which is provided to the IRS at the end of the year.

Please refer to the fixed income and alternative investment disclosures for additional cost basis information on those securities.

Client Interest Program - The Client Interest Program (CIP) is an on-demand alternative for client cash that is held for future investment. As required by the U.S. Securities and Exchange Commission Rule 15c3-3, "The Customer Protection Rule," Raymond James segregates client cash from firm cash. The client cash that is set aside is required to be held in bank accounts or in certain high-quality U.S. Government securities. CIP balances are included in the coverage provided by the Securities Investor Protection Corporation (SIPC) and excess SIPC. The CIP rate displayed in the Cash & Cash Alternatives section of your statement is the established rate for the last business day of the reported month. Estimated Annual Income is calculated using this rate and, therefore, is solely an estimated value for the month and may not reflect your actual income.

Dollar-Weighted Performance Reporting - The dollar-weighted performance results represented in this statement are based on performance calculations that take into account the impact of deposits and withdrawals. Because these cash flows are beyond the control of the advisor, they should not be used to evaluate his/her performance. In addition, returns for securities purchased on margin include the effects of leverage. Performance returns are calculated net of management fees, if applicable. Returns for periods greater than one year are annualized returns unless they represent entire 12-month periods. All performance figures exclude unpriced securities (including securities of indeterminate value), limited partnerships (other than limited partnerships classified as Alternative Investments and appearing in that section of your statement). Performance for Annuity and RJ Bank CD's may not be all inclusive. Considering these exclusions, overall performance may be different than the results presented in this statement. Past performance is not a guarantee of future results. Information used to calculate performance may have been obtained from third party sources and Raymond James cannot guarantee the accuracy of such information.

Fixed Income Investments - Fixed income securities, including brokered CDs, are priced using evaluations, which may be matrix- or model-based, and do not necessarily reflect actual trades. These price evaluations suggest current estimated market values, which may be significantly higher or lower than the amount you would pay (receive) in an actual purchase (sale) of the security. These estimates, which are obtained from various sources, assume normal market conditions and are based on large volume transactions. Market prices of fixed income securities may be affected by several risks, including without limitation: interest rate risk - a rise (fall) in interest rates may reduce (increase) the value of your investment, default or credit risk - the issuer's ability to make interest and principal payments, and illiquidity risk - the inability to sell bonds promptly prior to maturity with minimal loss of principal. An overview of these and other risks is available at raymondjames.com, finra.org, emma.msrb.org, and investinginbonds.com.

Investors interested in regular updates about individual municipal securities can sign up on EMMA (emma.msrb.org) to receive e-mail alerts when disclosure documents are posted on the website. Investors who track particular bonds identified by their unique "CUSIP" numbers can receive an e-mail notification

from EMMA every time a new disclosure document is posted for that security. These documents can include annual and other periodic financial filings, operating data and other types of material events. To sign up for an alert, enter a nine-digit CUSIP number into the "Muni Search" function of EMMA.

Securities ratings, provided by independent nationally recognized statistical organizations, also called Ratings Agencies, are appraisals of the financial stability of a particular issuer and its ability to pay income and return principal on your investment. Although they can assist investors in evaluating the creditworthiness of an issuer, ratings are not recommendations to buy, sell or hold a security, nor do ratings remove market risk. In addition, ratings are subject to review, revision, suspension, reduction or withdrawal at any time, and any of these changes in ratings may affect the current market value of your investment. A Rating Agency may also place an issuer under review or credit watch which may be another indicator of a future rating change. Generally, higher yields and/or lower ratings reflect higher perceived credit risk. News events relating to a particular issuer may generally impact the market price, and consequently the yield, of that issuer's securities, even if their rating has not yet changed. Securities with the same rating can actually trade at significantly different prices. The absence of a rating may indicate that the issuer has not requested a rating evaluation, insufficient data exists on the issuer to derive a rating, or that a rating request was denied or removed. Non-rated securities are speculative in nature and are less liquid. Raymond James trade confirmations, online accounts and monthly statements display only the ratings of those Rating Agencies to which Raymond James subscribes. For more information on ratings, please visit moodys.com, standardandpoors.com and fitchratings.com. Individual investors may request Moody's and/or S&P credit reports from their financial advisors. Additionally, Fitch reports are available for municipal bonds.

Certificates of Deposit (CDs) purchased through a securities broker and held in a brokerage account are considered deposits with the issuing institution and are insured by the Federal Deposit Insurance Company (FDIC), an independent agency of the U.S. government. FDIC insurance covers up to \$250,000 (including principal and interest) for deposits held in different ownership categories, including single accounts, joint accounts, trust accounts, IRAs, and certain other retirement accounts, per issuer. If you purchased this CD at a premium to par, the premium is not FDIC insured. Certificate of Deposit Disclosure Statement is available at raymondjames.com/liquid.htm. For more information, please visit fdic.gov.

Mortgage-backed securities and Collateralized Mortgage Obligations (CMOs) are priced based on average life. The actual maturity date may be shorter than stated. For more information, please review FINRA's Investor's Guide to Mortgage Securities and CMOs at finra.org.

Foreign bonds are subject to additional risks, including without limitation, currency fluctuations, differing accounting standards, political and economic instability, and changes in tax laws.

The cost basis for Original Issue Discount (OID) bonds and municipal bonds purchased at a premium may or may not have been adjusted using the constant yield method, providing an approximation of the adjusted cost basis and unrealized gains or losses. Cost basis information is displayed for your information only and should not be relied upon for tax reporting purposes. You should consult your tax advisor to ensure proper tax reporting.

Accrued interest for Fixed Income positions is not included in the total position value or the account summary total. Accrued interest is the interest earned but not yet paid on the bond since the principal investment or since the previous coupon payment if there has been one already. In most cases, it is calculated from the date of the last coupon payment (or dated date) through the last day of the month.



Understanding Your Statement (continued)

SJ Cnty Local Transportation Auth Account No. 45925876

Future Payments - Cash and stock dividends, interest and principal payment information are provided to Raymond James by outside vendors. The information is believed to be accurate; however, because future payments listed may not represent all dividends, interest and/or principal that will be paid into your account, the information should be used as an estimate only. Dividends and interest payments are not included as part of your portfolio value; principal payments are included in your total portfolio value.

Raymond James Bank Deposit Program - The Raymond James Bank Deposit Program is a multibank cash sweep program that deposits available cash in your brokerage account into interest-bearing deposit accounts at one or more banks. Raymond James Bank Deposit Program balances are insured solely by the Federal Deposit Insurance Corporation (FDIC), subject to FDIC limitations and guidelines, which are explained at fdic.gov.

The Raymond James Bank Deposit Program rate displayed in the Cash & Cash Alternatives section of your statement is the established rate for the last business day of the reported month. Estimated Annual Income is calculated using this rate and, therefore, is solely an estimated value for the month and may not reflect your actual income.

"Your bank priority state" indicates the corresponding Bank Priority List that applies to your account. "RJBDP participating banks you declined" displays the names of the banks you have designated as ineligible to receive your funds, which results in your funds being directed to the next bank on the Bank Priority List. "Participating banks recently added" displays additional banks that have been added to the program in the last 90 days. You have the right to designate any bank in the program as ineligible to receive your funds by contacting your financial advisor.

More information about the Bank Deposit Program, including the current Bank Priority Lists, is available at raymondjames.com/rjbdp.

Estimated Annual Income and Estimated Income Yield - The Estimated Annual Income (EAI) and Estimated Income Yield (EIY) provided on this statement are an estimate of the income a security will distribute during the year. These figures should not be confused with actual cash flows, investment yields or investment returns. Actual income or yield may be lower or higher than the estimated amounts. A number of factors may influence the actual income or yield that is received. The amount or frequency of an issuer's dividend may fluctuate or cease, which may cause the income and or yield of the security to fluctuate. EIY reflects only the income generated by an investment. It does not reflect changes in its price, which may fluctuate. EAI and EIY for certain types of securities could include a return of principal or capital gains which could overstate the EAI and EIY. Information used to calculate Estimated Annual Income and or Estimated Income Yield may be obtained from third party sources and Raymond James cannot guarantee the accuracy of such information. Estimated Annual Income and or Estimated Income Yield amounts should not be used as a financial planning tool.

Pricing - While sources used for pricing publicly traded securities are considered reliable, the prices displayed on your statement may be based on actual trades, bid/ask information or vendor evaluations. As such, the prices displayed on your statement may or may not reflect actual trade prices you would receive in the current market. Pricing for non-publicly traded securities is obtained from a variety of sources, which may include issuer-provided information. Raymond James does not guarantee the accuracy, reliability, completeness or attainability of this information. Investment decisions should be made only after contacting your financial advisor.

Standing Withholding Elections - The term "standing withholding election" refers to a federal or state income tax withholding election made for a Raymond James IRA that is carried over and applied to all future distributions from that IRA unless it is changed or revoked.

If income taxes are being withheld from the IRA payments you are receiving and you do not wish to have taxes withheld, please notify your financial advisor. However, if you elect not to have withholding apply or you do not have enough federal income tax withheld from your IRA payments, you may be responsible for the payment of estimated taxes. You may incur penalties under the estimated tax rules if your withholding and estimated tax payments are not sufficient.

If income taxes are not being withheld from your IRA payments because you elected not to have withholding apply and you now wish to revoke that election and have income taxes withheld, please notify your financial advisor.

Asset Allocation Analysis - This analysis is for informational purposes only and is intended to be used as part of a complete portfolio review with your financial advisor. The data provided in the asset allocation analysis is subject to inherent limitations and is not guaranteed to represent actual asset class exposure(s) within your account(s) at the time of calculation. See raymondjames.com/asset_allocation/faqto learn more. Raymond James and Morningstar data are subject to the availability of fund filings as well as internal analysis and may not represent real-time allocations.

The Cash & Cash Alternatives asset class represents cash and money market holdings, as well as cash allocations contained in mutual funds, annuities, and other investment products. For an actual cash value, please refer to the holdings sections of the Client Statement.

Due to rounding, the sum of the broad classes may not exactly match the total assets value.



Cash & Cash Alternatives

Raymond James Bank Deposit Program †

Description	(Symbol)	Value	Estimated Income Yield	Estimated Annual Income
Raymond James Bank Deposit Program † - Selected Sweep Option				
Bank of China		\$48,471.40	0.07%	\$54.29
Raymond James Bank N.A.		\$29,099.23		
Barclays Bank Delaware		\$0.01		
Raymond James Bank Deposit Program Total		\$77,570.64		\$54.29

Your bank priority state: CA

† Please see the Raymond James Bank Deposit Program on the Understanding Your Statement page.

Cash & Cash Alternatives Total

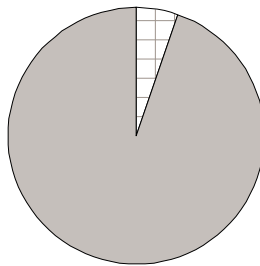
\$77,570.64

\$54.29

Fixed Income ✦

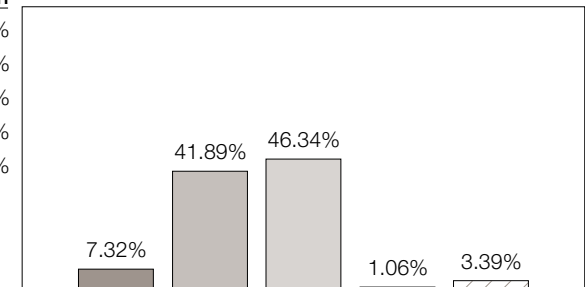
Credit Quality Analysis

Lowest Available *	Current Period Value	Percentage Allocation
U.S. Treasury	\$ 0.00	0.00%
Agency/GSE Debt	\$ 0.00	0.00%
ABS/MBS/CMOs	\$ 218,638.93	5.32%
Certificates of Deposit (CDs)	\$ 3,890,075.60	94.68%
AAA	\$ 0.00	0.00%
AA	\$ 0.00	0.00%
A	\$ 0.00	0.00%
BAA	\$ 0.00	0.00%
Below Investment Grade	\$ 0.00	0.00%
Not Rated	\$ 0.00	0.00%



Maturity Analysis

Maturity	Current Period Value	Percentage Allocation
0 to < 1 yr	\$ 300,635.00	7.32%
1 to < 3 yrs	\$ 1,721,129.35	41.89%
3 to < 7 yrs	\$ 1,903,933.15	46.34%
7 to < 14 yrs	\$ 43,679.42	1.06%
14 to > yrs	\$ 139,337.61	3.39%



* Based on Moody's, S&P and Fitch (municipals only) Long Term Rating



Fixed Income (continued) *

Asset-Backed Securities (ABS), Mortgage-Backed Securities (MBS), Collateralized Mortgage Obligations (CMOs)

Description (CUSIP)	Par Value	Remaining Principal Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis	Gain or (Loss)
FNMA REMIC TRUST 2011-89 LE 3.0000% DUE 03/25/2039 FACTOR: .05041437 (3136A02M8) Ratings Information: Not Rated	\$207,000.00	\$10,435.77	\$313.07		\$101.230	\$10,564.14		\$10,750.06	\$(185.92)
LOT 1	\$154,000.00		\$232.91	10/26/2012	\$101.230	\$7,859.31		\$8,011.33	\$(152.02)
LOT 2	\$53,000.00		\$80.16	12/28/2012	\$101.230	\$2,704.83		\$2,738.73	\$(33.90)
FNMA REMIC TRUST 2013-14 QE 1.7500% DUE 03/25/2043 FACTOR: .31741021 (3136AC4R9) Ratings Information: Not Rated	\$119,000.00	\$37,771.81	\$661.01	02/21/2013	\$93.638	\$35,368.77		\$38,236.58	\$(2,867.81)
FHLMC REMIC SERIES 3763 NE 2.5000% DUE 05/15/2025 FACTOR: .23161172 (3137A2ZM6) Ratings Information: Not Rated	\$185,000.00	\$42,848.16	\$1,071.20	04/23/2012	\$101.940	\$43,679.42		\$43,865.77	\$(186.35)
FHLMC REMIC SERIES 3773 GL 2.7500% DUE 12/15/2020 FACTOR: .12264538 (3137A3TB5) Ratings Information: Not Rated	\$285,000.00	\$34,953.93	\$961.23	05/08/2012	\$101.911	\$35,621.90		\$36,244.21	\$(622.31)
FNMA REMIC TRUST 2002-80 CA 4.5000% DUE 09/25/2032 FACTOR: .01428174 (31392FMF1) Ratings Information: Not Rated	\$2,000,000.00	\$28,563.48	\$1,285.36	04/30/2012	\$106.807	\$30,507.80		\$30,848.55	\$(340.75)
GNMA REMIC TRUST 2012-55 A 1.7040% DUE 08/16/2033 FACTOR: .35998324 (38378BRK7) Ratings Information: Not Rated	\$175,000.00	\$62,997.06	\$1,073.47		\$99.841	\$62,896.90		\$63,910.54	\$(1,013.64)
LOT 1	\$30,000.00		\$184.02	06/07/2012	\$99.841	\$10,782.33		\$10,934.48	\$(152.15)



Fixed Income (continued) *

Asset-Backed Securities (ABS), Mortgage-Backed Securities (MBS), Collateralized Mortgage Obligations (CMOs) (continued)

Description (CUSIP)	Par Value	Remaining Principal Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis	Gain or (Loss)
LOT 2	\$60,000.00		\$368.05	06/20/2012	\$99.841	\$21,564.65		\$21,896.04	\$(331.39)
LOT 3	\$50,000.00		\$306.71	07/23/2012	\$99.841	\$17,970.54		\$18,291.63	\$(321.09)
LOT 4	\$35,000.00		\$214.69	12/21/2012	\$99.841	\$12,579.38		\$12,788.39	\$(209.01)
Asset-Backed Securities (ABS), Mortgage-Backed Securities (MBS), Collateralized Mortgage Obligations (CMOs) Total	\$2,971,000.00	\$217,570.21	\$5,365.34			\$218,638.93		\$223,855.71	\$(5,216.78)

Certificates of Deposit (CDs)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
ALLY BANK MIDVALE, UT FDIC # 57803 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.1000% DUE 06/05/2017 (02006LEZ2) Ratings Information: Not Rated	\$100,000.00 ^C	\$1,100.00	05/30/2014	\$100.134	\$100,134.00	\$259.18	\$100,000.00 \$134.00	\$100,000.00 ^A \$134.00
ALLY BANK MIDVALE, UT FDIC # 57803 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.5000% DUE 05/21/2018 (02006LVT7) Ratings Information: Not Rated	\$150,000.00 ^C	\$2,250.00	11/16/2015	\$100.403	\$150,604.50	\$622.60	\$150,000.00 \$604.50	\$150,000.00 ^A \$604.50
AMERICAN EXPRESS BANK, FSB SALT LAKE CITY, UT FDIC # 35328 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.0000% DUE 07/24/2019 (02587CAJ9) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,000.00	07/18/2014	\$101.257	\$101,257.00	\$191.78	\$100,000.00 \$1,257.00	\$100,000.00 ^A \$1,257.00



Fixed Income (continued) ♦

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
AMERICAN EXPRESS BANK, FSB FDIC # 35328 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1000% DUE 09/18/2019 (02587CBK5) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,100.00	09/12/2014	\$101.505	\$101,505.00	\$937.81	\$100,000.00 \$1,505.00	\$100,000.00 ^A \$1,505.00
BMW BANK OF NORTH AMERICA SALT LAKE CITY, UT FDIC # 35141 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1000% DUE 06/19/2020 (05580ABX1) Ratings Information: Not Rated	\$135,000.00 ^C	\$2,835.00	06/16/2015	\$101.066	\$136,439.10	\$551.47	\$135,000.00 \$1,439.10	\$135,000.00 ^A \$1,439.10
CAPITAL ONE BK USA NA GLEN ALLEN, VA FDIC # 33954 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.3000% DUE 09/23/2020 (140420VX5) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,300.00	09/18/2015	\$101.920	\$101,920.00	\$995.62	\$100,000.00 \$1,920.00	\$100,000.00 ^A \$1,920.00
CAPITAL ONE BANK, NA MCLEAN, VA FDIC # 4297 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.2000% DUE 10/15/2020 (14042RAW1) Ratings Information: Not Rated	\$150,000.00 ^C	\$3,300.00	10/09/2015	\$101.877	\$152,815.50	\$1,229.59	\$150,000.00 \$2,815.50	\$150,000.00 ^A \$2,815.50
CIT BANK FDIC # 35575 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.2000% DUE 12/03/2019 (17284C5A8) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,200.00	11/28/2014	\$101.788	\$101,788.00	\$524.38	\$100,000.00 \$1,788.00	\$100,000.00 ^A \$1,788.00
CIT BANK FDIC # 35575 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1000% DUE 01/14/2020 (17284DAD4) Ratings Information: Not Rated	\$150,000.00 ^C	\$3,150.00	01/07/2015	\$101.517	\$152,275.50	\$388.36	\$150,000.00 \$2,275.50	\$150,000.00 ^A \$2,275.50



Fixed Income (continued) *

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
COMMERCE BANK GENEVA, MN FDIC # 10212 CERTIFICATE OF DEPOSIT MONTHLY MULTI STEP CALLABLE BEGINNING 03/04/17 1.5000% DUE 12/04/2018 Callable 03/04/2017 @ 100.000 (20056QMW0) Step Schedule: 2.250% on June 4, 2017, 3.100% on June 4, 2018 Ratings Information: Not Rated	\$100,000.00	\$1,500.00	05/28/2014	\$100.098	\$100,098.00	\$98.63	\$100,000.00 \$98.00	\$100,000.00 ^A \$98.00
DISCOVER BANK GREENWOOD, DE FDIC # 5649 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1500% DUE 10/22/2019 (254672CA4) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,150.00	10/17/2014	\$101.643	\$101,643.00	\$759.86	\$100,000.00 \$1,643.00	\$100,000.00 ^A \$1,643.00
DISCOVER BANK GREENWOOD, DE FDIC # 5649 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1000% DUE 12/07/2021 (254672V39) Ratings Information: Not Rated	\$100,000.00	\$2,100.00	12/02/2016	\$100.288	\$100,288.00	\$477.53	\$100,000.00 \$288.00	\$100,000.00 ^A \$288.00
FIRST CR BK FDIC # 24332 CERTIFICATE OF DEPOSIT SEMI-ANNUAL MULTI STEP CALLABLE BEGINNING 06/29/17 1.0000% DUE 06/29/2021 Callable 06/29/2017 @ 100.000 (320055BT2) Step Schedule: 1.300% on June 29, 2018, 1.750% on June 29, 2019, 2.250% on June 29, 2020 Ratings Information: Not Rated	\$200,000.00	\$2,000.00	06/27/2016	\$99.189	\$198,378.00	\$334.25	\$200,000.00 \$(1,622.00)	\$200,000.00 ^A \$(1,622.00)



Fixed Income (continued) ♦

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
GE MONEY BANK FDIC # 27314 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.5000% DUE 02/21/2018 (36160KA47) Ratings Information: Not Rated	\$100,000.00 ^C	\$1,500.00	02/19/2014	\$100.481	\$100,481.00	\$28.77	\$100,000.00 \$481.00	\$100,000.00 ^A \$481.00
GE CAPITAL RETAIL BANK (GE CAP FNCL INC) FDIC # 33778 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.6000% DUE 05/09/2018 (36161TG41) Ratings Information: Not Rated	\$125,000.00 ^C	\$2,000.00	05/06/2014	\$100.441	\$125,551.25	\$608.22	\$125,000.00 \$551.25	\$125,000.00 ^A \$551.25
GOLDMAN SACHS BANK NEW YORK, NY FDIC # 33124 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.0500% DUE 03/13/2017 (38147JVJ8) Ratings Information: Not Rated	\$100,000.00 ^C	\$1,050.00	03/07/2014	\$100.020	\$100,020.00	\$486.16	\$100,000.00 \$20.00	\$100,000.00 ^A \$20.00
GOLDMAN SACHS BANK USA FDIC # 33124 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.6000% DUE 05/11/2021 (38148PEM5) Ratings Information: Not Rated	\$100,000.00	\$1,600.00	05/06/2016	\$98.977	\$98,977.00	\$477.81	\$100,000.00 \$(1,023.00)	\$100,000.00 ^A \$(1,023.00)
GULF COAST B&TC NEW ORLEANS, LA FDIC # 32974 CERTIFICATE OF DEPOSIT MONTHLY CALLABLE BEGINNING 10/14/17 1.5000% DUE 10/14/2021 Callable 10/14/2017 @ 100.000 (402194FG4) Ratings Information: Not Rated	\$150,000.00	\$2,250.00	10/11/2016	\$97.713	\$146,569.50	\$86.30	\$150,000.00 \$(3,430.50)	\$150,000.00 ^A \$(3,430.50)



Fixed Income (continued) ♦

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
HSBC BANK USA MCLEAN, VA FDIC # 57890 CERTIFICATE OF DEPOSIT SEMI-ANNUAL MULTI STEP CALLABLE BEGINNING 10/13/17 1.1250% DUE 04/13/2020 Callable 10/13/2017 @ 100.000 (40434ATC3) Step Schedule: 3.125% on October 13, 2017 Ratings Information: Not Rated	\$200,000.00	\$2,250.00	04/08/2015	\$100.108	\$200,216.00	\$850.68	\$200,000.00 \$216.00	\$200,000.00 ^A \$216.00
JP MORGAN CHASE BANK, NA COLUMBUS, OH FDIC # 628 CERTIFICATE OF DEPOSIT QTRLY MULTI STEP CALLABLE BEGINNING 04/19/17 1.0000% DUE 10/19/2019 Callable 04/19/2017 @ 100.000 (48125YSK1) Step Schedule: 2.000% on April 19, 2018, 3.000% on October 19, 2018, 5.000% on April 19, 2019 Ratings Information: Not Rated	\$200,000.00	\$2,000.00	10/14/2015	\$99.829	\$199,658.00	\$219.18	\$200,000.00 \$(342.00)	\$200,000.00 ^A \$(342.00)
KEYBANK NA CLEVELAND, OH FDIC # 17534 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.5000% DUE 11/26/2018 (49306SVP8) Ratings Information: Not Rated	\$150,000.00 ^C	\$2,250.00	11/20/2015	\$100.592	\$150,888.00	\$585.62	\$150,000.00 \$888.00	\$150,000.00 ^A \$888.00
MARLIN BUSINESS BANK SALT LAKE CITY, UT FDIC # 58267 CERTIFICATE OF DEPOSIT SEMI-ANNUAL CALLABLE BEGINNING 03/02/17 1.6000% DUE 03/02/2021 Callable 03/02/2017 @ 100.000 (57116ALD8) Ratings Information: Not Rated	\$100,000.00	\$1,600.00	02/23/2016	\$99.253	\$99,253.00	\$784.66	\$100,000.00 \$(747.00)	\$100,000.00 ^A \$(747.00)



Fixed Income (continued) ♦

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
SALLIE MAE BK MURRAY, UT FDIC # 58177 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1500% DUE 10/22/2019 (795450UB9) Ratings Information: Not Rated	\$200,000.00 ^C	\$4,300.00	10/17/2014	\$101.487	\$202,974.00	\$1,519.73	\$200,000.00 \$2,974.00	\$200,000.00 ^A \$2,974.00
SPRINGS VALLEY BANK & TRUST FDIC # 4419 CERTIFICATE OF DEPOSIT MONTHLY CALLABLE BEGINNING 05/23/17 1.6000% DUE 02/23/2021 Callable 05/23/2017 @ 100.000 (851791AG8) Ratings Information: Not Rated	\$100,000.00	\$1,600.00	02/11/2016	\$99.275	\$99,275.00	\$21.92	\$100,000.00 \$(725.00)	\$100,000.00 ^A \$(725.00)
STATE BK OF INDIA NY BR NEW YORK, NY FDIC # 33682 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.0500% DUE 07/29/2019 (856284Y81) Ratings Information: Not Rated	\$130,000.00 ^C	\$2,665.00		\$101.257	\$131,634.10	\$219.04	\$130,000.00 \$1,634.10	\$130,000.00 ^A \$1,634.10
LOT 1	\$100,000.00	\$2,050.00	07/24/2014	\$101.257	\$101,257.00		\$100,000.00 \$1,257.00	\$100,000.00 ^A \$1,257.00
LOT 2	\$30,000.00	\$615.00	07/24/2014	\$101.257	\$30,377.10		\$30,000.00 \$377.10	\$30,000.00 ^A \$377.10
STATE BK OF INDIA NY BR NEW YORK, NY FDIC # 33682 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1500% DUE 09/11/2019 (856284Z98) Ratings Information: Not Rated	\$100,000.00 ^C	\$2,150.00	09/17/2014	\$101.253	\$101,253.00	\$1,001.37	\$100,000.00 \$1,253.00	\$100,000.00 ^A \$1,253.00



Fixed Income (continued) ♦

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
SUNTRUST BANK ATLANTA, GA FDIC # 867 CERTIFICATE OF DEPOSIT QTRLY MULTI STEP CALLABLE BEGINNING 06/27/19 1.2000% DUE 12/27/2021 Callable 06/27/2019 @ 100.000 (86789VSQ1) Step Schedule: 1.300% on June 27, 2018, 2.000% on June 27, 2019, 3.000% on June 27, 2020, 5.000% on June 27, 2021 Ratings Information: Not Rated	\$200,000.00	\$2,400.00	06/09/2016	\$99.248	\$198,496.00	\$414.25	\$200,000.00 \$(1,504.00)	\$200,000.00 ^A \$(1,504.00)
SYNCHRONY BANK FDIC # 27314 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1000% DUE 12/09/2021 (87164XPB6) Ratings Information: Not Rated	\$100,000.00	\$2,100.00	12/06/2016	\$100.280	\$100,280.00	\$466.03	\$100,000.00 \$280.00	\$100,000.00 ^A \$280.00
WELLS FARGO BK NA SIOUX FALLS, SD FDIC # 3511 CERTIFICATE OF DEPOSIT QTRLY MULTI STEP CALLABLE BEGINNING 06/30/18 1.5000% DUE 06/30/2020 Callable 06/30/2018 @ 100.000 (94986TUG0) Step Schedule: 2.000% on June 30, 2018, 4.500% on June 30, 2019 Ratings Information: Not Rated	\$135,000.00	\$2,025.00	06/25/2015	\$100.329	\$135,444.15	\$327.33	\$135,000.00 \$444.15	\$135,000.00 ^A \$444.15



Fixed Income (continued) *

Certificates of Deposit (CDs) (continued)

Description (Account Number or CUSIP)	Par Value	Est. Annual Income	Date Acquired	Price	Value	Accrued Interest	Total Cost Basis/ Gain or (Loss)	Adjusted Cost/ Gain or (Loss)
WELLS FARGO BK NA SIOUX FALLS, SD FDIC # 3511 CERTIFICATE OF DEPOSIT SEMI-ANNUAL MULTI STEP CALLABLE BEGINNING 05/10/19 1.3000% DUE 05/10/2021 Callable 05/10/2019 @ 100.000 (94986TYT8) Step Schedule: 2.000% on May 10, 2019, 2.500% on November 10, 2019, 3.500% on May 10, 2020, 4.500% on November 10, 2020 Ratings Information: Not Rated	\$100,000.00	\$1,300.00	05/05/2016	\$99.960	\$99,960.00	\$391.78	\$100,000.00 \$(40.00)	\$100,000.00 ^A \$(40.00)
Certificates of Deposit (CDs) Total	\$3,875,000.00	\$64,025.00			\$3,890,075.60	\$15,859.91	\$3,875,000.00 \$15,075.60	\$3,875,000.00 \$15,075.60

^A Adjusted Cost figure may not have been modified with accrued market discount, acquisition premium or bond premium.

Fixed Income Total

\$69,390.34

\$4,108,714.53

\$15,859.91

* Please see Fixed Income Investments on the Understanding Your Statement page.

Portfolio Total \$4,186,285.17

Accrued Interest Total \$15,859.91

° Cost basis for these tax lots/securities will be supplied to the IRS on Form 1099-B.



Activity Summary

Income

Type	This Statement	Year to Date
Interest - Taxable	\$1,669.26	\$7,042.24
Interest at RJ Bank Deposit Program	\$3.90	\$7.60
Total Income	\$1,673.16	\$7,049.84

Sales / Redemptions

Type	This Statement	Year to Date
Return of Capital/ Principal	\$5,240.42	\$12,530.86
Total Sales/Redemptions	\$5,240.42	\$12,530.86

Activity Detail

Date	Activity Category	Activity Type	Description (Symbol or CUSIP)	Quantity	Price	Amount	Cash Balance	Additional Detail
			Beginning Balance				\$70,657.06	
02/06/2017	Income	Interest - Taxable	COMMERCE BANK GENEVA, MN FDIC # 10212 CERTIFICATE OF DEPOSIT MONTHLY MULTI STEP CALLABLE BEGINNING 03/04/17 1.5000% DUE 12/04/2018 Callable 03/04/2017 @ 100.000 (20056QMW0)			\$127.40	\$70,784.46	Paid on 100,000
02/14/2017	Income	Interest - Taxable	GULF COAST B&TC NEW ORLEANS, LA FDIC # 32974 CERTIFICATE OF DEPOSIT MONTHLY CALLABLE BEGINNING 10/14/17 1.5000% DUE 10/14/2021 Callable 10/14/2017 @ 100.000 (402194FG4)			\$191.10	\$70,975.56	Paid on 150,000
02/15/2017	Income	Interest - Taxable	FHLMC REMIC SERIES 3773 GL 2.7500% DUE 12/15/2020 FACTOR: .12264538 (3137A3TB5)			\$83.17	\$71,058.73	Paid on 285,000
02/15/2017	Sale/ Redemption	Return of Capital/ Principal	FHLMC REMIC SERIES 3773 GL 2.7500% DUE 12/15/2020 FACTOR: .12264538 (3137A3TB5)			\$1,340.28	\$72,399.01	PRINCIPAL DISTRIBUTION
02/15/2017	Income	Interest - Taxable	FHLMC REMIC SERIES 3763 NE 2.5000% DUE 05/15/2025 FACTOR: .23161172 (3137A2ZM6)			\$91.28	\$72,490.29	Paid on 185,000
02/15/2017	Sale/ Redemption	Return of Capital/ Principal	FHLMC REMIC SERIES 3763 NE 2.5000% DUE 05/15/2025 FACTOR: .23161172 (3137A2ZM6)			\$966.87	\$73,457.16	PRINCIPAL DISTRIBUTION



Your Activity (continued)

SJ Cnty Local Transportation Auth Account No. 45925876

Activity Detail (continued)

Date	Activity Category	Activity Type	Description (Symbol or CUSIP)	Quantity	Price	Amount	Cash Balance	Additional Detail
02/16/2017	Income	Interest - Taxable	GNMA REMIC TRUST 2012-55 A 1.7040% DUE 08/16/2033 FACTOR: .35998324 (38378BRK7)			\$90.09	\$73,547.25	Paid on 175,000
02/16/2017	Sale/Redemption	Return of Capital/ Principal	GNMA REMIC TRUST 2012-55 A 1.7040% DUE 08/16/2033 FACTOR: .35998324 (38378BRK7)			\$447.67	\$73,994.92	PRINCIPAL DISTRIBUTION
02/21/2017	Income	Interest - Taxable	GE MONEY BANK FDIC # 27314 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.5000% DUE 02/21/2018 (36160KA47)			\$756.16	\$74,751.08	Paid on 100,000
02/23/2017	Income	Interest - Taxable	SPRINGS VALLEY BANK & TRUST FDIC # 4419 CERTIFICATE OF DEPOSIT MONTHLY CALLABLE BEGINNING 05/23/17 1.6000% DUE 02/23/2021 Callable 05/23/2017 @ 100.000 (851791AG8)			\$135.89	\$74,886.97	Paid on 100,000
02/27/2017	Income	Interest - Taxable	FNMA REMIC TRUST 2013-14 QE 1.7500% DUE 03/25/2043 FACTOR: .31741021 (3136AC4R9)			\$56.43	\$74,943.40	Paid on 119,000
02/27/2017	Sale/Redemption	Return of Capital/ Principal	FNMA REMIC TRUST 2013-14 QE 1.7500% DUE 03/25/2043 FACTOR: .31741021 (3136AC4R9)			\$920.88	\$75,864.28	PRINCIPAL DISTRIBUTION
02/27/2017	Income	Interest - Taxable	FNMA REMIC TRUST 2011-89 LE 3.0000% DUE 03/25/2039 FACTOR: .05041437 (3136A02M8)			\$28.76	\$75,893.04	Paid on 207,000
02/27/2017	Sale/Redemption	Return of Capital/ Principal	FNMA REMIC TRUST 2011-89 LE 3.0000% DUE 03/25/2039 FACTOR: .05041437 (3136A02M8)			\$1,067.32	\$76,960.36	PRINCIPAL DISTRIBUTION
02/27/2017	Income	Interest - Taxable	FNMA REMIC TRUST 2002-80 CA 4.5000% DUE 09/25/2032 FACTOR: .01428174 (31392FMF1)			\$108.98	\$77,069.34	Paid on 2,000,000
02/27/2017	Sale/Redemption	Return of Capital/ Principal	FNMA REMIC TRUST 2002-80 CA 4.5000% DUE 09/25/2032 FACTOR: .01428174 (31392FMF1)			\$497.40	\$77,566.74	PRINCIPAL DISTRIBUTION



Activity Detail (continued)

Date	Activity Category	Activity Type	Description (Symbol or CUSIP)	Quantity	Price	Amount	Cash Balance	Additional Detail
02/28/2017	Income	Interest at RJ Bank Deposit Program	Raymond James Bank Deposit Program			\$3.90	\$77,570.64	

Cash Sweep Activity Recap

Raymond James Bank Deposit Program

Date	Activity Type	Amount	Balance
01/31/2017	Beginning Balance		\$70,657.06
02/06/2017	Transfer To	\$127.40	\$70,784.46
02/14/2017	Transfer To	\$191.10	\$70,975.56
02/15/2017	Transfer To	\$2,481.60	\$73,457.16
02/16/2017	Transfer To	\$537.76	\$73,994.92

Date	Activity Type	Amount	Balance
02/21/2017	Transfer To	\$756.16	\$74,751.08
02/23/2017	Transfer To	\$135.89	\$74,886.97
02/27/2017	Transfer To	\$2,679.77	\$77,566.74
02/28/2017	Interest at RJ Bank Deposit Program	\$3.90	\$77,570.64

Future Payments

Future Interest Payments [◇]

Description (Symbol or CUSIP)	Record Date	Payable Date	Estimated Amount	Additional Detail
MARLIN BUSINESS BANK SALT LAKE CITY, UT FDIC # 58267 CERTIFICATE OF DEPOSIT SEMI-ANNUAL CALLABLE BEGINNING 03/02/17 1.6000% DUE 03/02/2021 Callable03/02/2017 @ 100.000 (57116ALD8)	02/16/2017	03/02/2017	\$793.42	1.60% coupon x 100,000.000 par value
COMMERCE BANK GENEVA, MN FDIC # 10212 CERTIFICATE OF DEPOSIT MONTHLY MULTI STEP CALLABLE BEGINNING 03/04/17 1.5000% DUE 12/04/2018 Callable03/04/2017 @ 100.000 (20056QMW0)	02/18/2017	03/04/2017	\$115.07	1.50% coupon x 100,000.000 par value
STATE BK OF INDIA NY BR NEW YORK, NY FDIC # 33682 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 2.1500% DUE 09/11/2019 (856284Z98)	02/25/2017	03/11/2017	\$1,066.16	2.15% coupon x 100,000.000 par value



Your Activity (continued)

SJ Cnty Local Transportation Auth Account No. 45925876

Future Payments (continued)

Future Interest Payments (continued) [◇]

Description	(Symbol or CUSIP)	Record Date	Payable Date	Estimated Amount	Additional Detail
GOLDMAN SACHS BANK NEW YORK, NY FDIC # 33124 CERTIFICATE OF DEPOSIT SEMI-ANNUAL 1.0500% DUE 03/13/2017 (38147JVJ8)		02/26/2017	03/12/2017	\$520.68	1.05% coupon x 100,000.000 par value
Future Interest Payments Total				\$2,495.33	

[◇] Please see Future Payments on the Understanding Your Statement page.





Customer Service
PO Box 11813
Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

For the Month Ending
February 28, 2017

San Joaquin County Transportation Authority

Client Management Team

Lauren Brant

Managing Director
50 California Street, Suite 2300
San Francisco, CA 94111
415-982-5544
brantl@pfm.com

Kenneth Schiebel, CFA

Managing Director
One Keystone Plaza, Suite 300
Harrisburg, PA 17101
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schiebelk@pfm.com

Contents

- Cover/Disclosures
- Summary Statement
- Individual Accounts

Accounts included in Statement

(see inside cover for list of accounts)

Important Messages

CAMP will be closed on 04/14/2017 for Good Friday.

SAN JOAQUIN COUNTY TRANSPORTATION AUTHORITY
U.S. Bank
CAROLINE LEE
100 WALL ST. SUITE 1600
NEW YORK, NY 10005

Online Access www.camponline.com

Customer Service 1-800-729-7665



Customer Service
 PO Box 11813
 Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

San Joaquin County Transportation Authority

For the Month Ending
February 28, 2017

Accounts included in Statement

58-20	2011 DSRF MEASURE K TAX REV BD	58-22	MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS
58-24	2014 MEASURE K SALES TAX REV BONDS PROJECT FUND	58-26	2014 MEASURE K SALES TAX REV BONDS CAPI FUND
58-28	Measure Sales Tax Rev Bonds 2011 Principal	619-01	2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU
619-02	2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN		



Account Statement

For the Month Ending February 28, 2017

Important Disclosures

Important Disclosures

This statement is for general information purposes only and is not intended to provide specific advice or recommendations. PFM Asset Management LLC ("PFM") is an investment advisor registered with the Securities and Exchange Commission, and is required to maintain a written disclosure statement of our background and business experience. If you would like to receive a copy of our current disclosure statement, please contact Service Operations at the address below.

Proxy Voting PFM does not normally receive proxies to vote on behalf of its clients. However, it does on occasion receive consent requests. In the event a consent request is received the portfolio manager contacts the client and then proceeds according to their instructions. PFM's Proxy Voting Policy is available upon request by contacting Service Operations at the address below.

Questions About an Account PFM's monthly statement is intended to detail our investment advisory activity as well as the activity of any accounts held by clients in pools that are managed by PFM. The custodian bank maintains the control of assets and executes (i.e., settles) all investment transactions. The custodian statement is the official record of security and cash holdings and transactions. PFM recognizes that clients may use these reports to facilitate record keeping and that the custodian bank statement and the PFM statement should be reconciled and differences resolved. Many custodians use a settlement date basis which may result in the need to reconcile due to a timing difference.

Account Control PFM does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies; implementing and enforcing internal controls and generating ledger entries or otherwise recording transactions.

Market Value Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg or Telerate. Where prices are not available from generally recognized sources the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFM believes the prices to be reliable, the values of the securities do not always represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for money market and TERM funds is contained in the appropriate fund information statement.

Amortized Cost The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short term securities (those with less than one year to maturity at time of issuance) is amortized on a straightline basis. Such discount or premium with respect to longer term securities is amortized using the constant yield basis.

Tax Reporting Cost data and realized gains / losses are provided for informational purposes only. Please review for accuracy and consult your tax advisor to determine the tax consequences of your security transactions. PFM does not report such information to the IRS or other taxing authorities and is not responsible for the accuracy of such information that may be required to be reported to federal, state or other taxing authorities.

Financial Situation In order to better serve you, PFM should be promptly notified of any material change in your investment objective or financial situation.

Callable Securities Securities subject to redemption prior to maturity may be redeemed in whole or in part before maturity, which could affect the yield represented.

Portfolio The securities in this portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by PFM, the FDIC (except for certain non-negotiable certificates of deposit) or any government agency. Investment in securities involves risks, including the possible loss of the amount invested.

Rating Information provided for ratings is based upon a good faith inquiry of selected sources, but its accuracy and completeness cannot be guaranteed. Shares of some money market and TERM funds are marketed through representatives of PFM's wholly owned subsidiary, PFM Fund Distributors, Inc. PFM Fund Distributors, Inc. is registered with the SEC as a broker/dealer and is a member of the Financial Industry Regulatory Authority ("FINRA") and the Municipal Securities Rulemaking Board ("MSRB"). You may reach the FINRA by calling the FINRA Regulator Public Disclosure Hotline at 1-888-289-9999 or at the FINRA Regulation Internet website address www.nasd.com. A brochure describing the FINRA Regulation Public Disclosure Program is also available from the FINRA upon request.

Key Terms and Definitions

Dividends on money market funds consist of interest earned, plus any discount ratably amortized to the date of maturity, plus all realized gains and losses on the sale of securities prior to maturity, less ratably amortization of any premium and all accrued expenses to the fund. Dividends are accrued daily and may be paid either monthly or quarterly. The monthly earnings on this statement represent the estimated dividend accrued for the month for any program that distributes earnings on a quarterly basis. There is no guarantee that the estimated amount will be paid on the actual distribution date.

Current Yield is the net change, exclusive of capital changes and income other than investment income, in the value of a hypothetical fund account with a balance of one share over the seven-day base period including the statement date, expressed as a percentage of the value of one share (normally \$1.00 per share) at the beginning of the seven-day period. This resulting net change in account value is then annualized by multiplying it by 365 and dividing the result by 7. The yields quoted should not be considered a representation of the yield of the fund in the future, since the yield is not fixed.

Average maturity represents the average maturity of all securities and investments of a portfolio, determined by multiplying the par or principal value of each security or investment by its maturity (days or years), summing the products, and dividing the sum by the total principal value of the portfolio. The stated maturity date of mortgage backed or callable securities are used in this statement. However the actual maturity of these securities could vary depending on the level or prepayments on the underlying mortgages or whether a callable security has or is still able to be called.

Monthly distribution yield represents the net change in the value of one share (normally \$1.00 per share) resulting from all dividends declared during the month by a fund expressed as a percentage of the value of one share at the beginning of the month. This resulting net change is then annualized by multiplying it by 365 and dividing it by the number of calendar days in the month.

YTM at Cost The yield to maturity at cost is the expected rate of return, based on the original cost, the annual interest receipts, maturity value and the time period from purchase date to maturity, stated as a percentage, on an annualized basis.

YTM at Market The yield to maturity at market is the rate of return, based on the current market value, the annual interest receipts, maturity value and the time period remaining until maturity, stated as a percentage, on an annualized basis.

Managed Account A portfolio of investments managed discretely by PFM according to the client's specific investment policy and requirements. The investments are directly owned by the client and held by the client's custodian.

Unsettled Trade A trade which has been executed however the final consummation of the security transaction and payment has not yet taken place.

Please review the detail pages of this statement carefully. If you think your statement is wrong, missing account information, or if you need more information about a transaction, please contact PFM within 60 days of receipt. If you have other concerns or questions regarding your account you should contact a member of your client management team or PFM Service Operations at the address below.

PFM Asset Management LLC
Attn: Service Operations
One Keystone Plaza, Suite 300
N. Front & Market Sts
Harrisburg, PA 17101



Account Statement

For the Month Ending **February 28, 2017**

Consolidated Summary Statement

San Joaquin County Transportation Authority

Portfolio Summary			
Portfolio Holdings	Cash Dividends and Income	Closing Market Value	Current Yield
CAMP Pool	20,484.13	32,694,722.02	0.83 %
CAMP Managed Account	4,473.44	10,176,803.49	* N/A
Total	\$24,957.57	\$42,871,525.51	

* Not Applicable

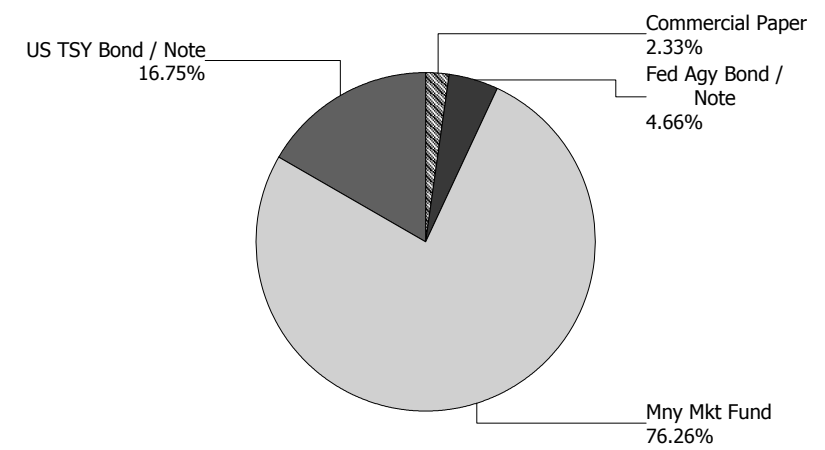
Investment Allocation		
Investment Type	Closing Market Value	Percent
Commercial Paper	999,402.00	2.33
Federal Agency Bond / Note	1,997,604.27	4.66
Money Market Fund	32,694,722.02	76.26
U.S. Treasury Bond / Note	7,179,797.22	16.75
Total	\$42,871,525.51	100.00%

Maturity Distribution (Fixed Income Holdings)

Portfolio Holdings	Closing Market Value	Percent
Under 30 days	33,194,422.02	77.42
31 to 60 days	499,702.00	1.17
61 to 90 days	0.00	0.00
91 to 180 days	0.00	0.00
181 days to 1 year	3,976,711.84	9.28
1 to 2 years	3,203,085.38	7.47
2 to 3 years	1,997,604.27	4.66
3 to 4 years	0.00	0.00
4 to 5 years	0.00	0.00
Over 5 years	0.00	0.00
Total	\$42,871,525.51	100.00%

Weighted Average Days to Maturity 109

Sector Allocation





Consolidated Summary Statement

Account Statement

For the Month Ending February 28, 2017

San Joaquin County Transportation Authority

Account Number	Account Name	Opening Market Value	Purchases / Deposits	Redemptions / Sales / Maturities	Unsettled Trades	Change in Value	Closing Market Value	Cash Dividends and Income
58-20	2011 DSRF MEASURE K TAX REV BD	8,498,837.70	1.11	(765.23)	0.00	1,481.76	8,499,555.34	1.11
58-22	MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS	4,901,012.76	977,118.12	0.00	0.00	0.00	5,878,130.88	3,483.70
58-24	2014 MEASURE K SALES TAX REV BONDS PROJECT FUND	17,880,880.20	11,647.72	(19.17)	0.00	0.00	17,892,508.75	11,647.72
58-26	2014 MEASURE K SALES TAX REV BONDS CAPI FUND	7,833,722.44	551,644.65	(540,226.69)	0.00	(460.22)	7,844,680.18	8,143.09
58-28	Measure Sales Tax Rev Bonds 2011 Principal	1,407,068.34	128,454.70	0.00	0.00	0.00	1,535,523.04	954.70
619-01	2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU	113,236.63	10,076.75	0.00	0.00	0.00	123,313.38	76.75
619-02	2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN	914,984.27	182,829.67	0.00	0.00	0.00	1,097,813.94	650.50
Total		\$41,549,742.34	\$1,861,772.72	(\$541,011.09)	\$0.00	\$1,021.54	\$42,871,525.51	\$24,957.57



Account Statement - Transaction Summary

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20

CAMP Pool	
Opening Market Value	1,844.71
Purchases	1.11
Redemptions	(765.23)
Unsettled Trades	0.00
Change in Value	0.00

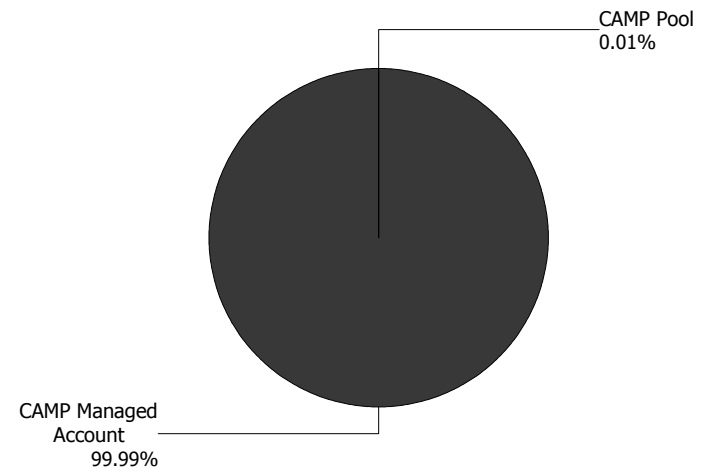
Closing Market Value	\$1,080.59
Cash Dividends and Income	1.11

CAMP Managed Account	
Opening Market Value	8,496,992.99
Purchases	0.00
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	1,481.76

Closing Market Value	\$8,498,474.75
Cash Dividends and Income	0.00

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,080.59	1,844.71
CAMP Managed Account	8,498,474.75	8,496,992.99
Total	\$8,499,555.34	\$8,498,837.70

Asset Allocation





Managed Account Summary Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Transaction Summary - Money Market		Transaction Summary - Managed Account		Account Total	
Opening Market Value	\$1,844.71	Opening Market Value	\$8,496,992.99	Opening Market Value	\$8,498,837.70
Purchases	1.11	Maturities/Calls	0.00		
Redemptions	(765.23)	Principal Dispositions	0.00		
		Principal Acquisitions	0.00		
		Unsettled Trades	0.00		
		Change in Current Value	1,481.76		
Closing Market Value	\$1,080.59	Closing Market Value	\$8,498,474.75	Closing Market Value	\$8,499,555.34
Dividend	1.11				

Earnings Reconciliation (Cash Basis) - Managed Account		Cash Balance	
Interest/Dividends/Coupons Received	0.00	Closing Cash Balance	\$0.00
Less Purchased Interest Related to Interest/Coupons	0.00		
Plus Net Realized Gains/Losses	0.00		
Total Cash Basis Earnings	\$0.00		

Earnings Reconciliation (Accrual Basis)		Managed Account	Total	Cash Transactions Summary- Managed Account	
Ending Amortized Value of Securities	8,500,846.28	8,501,926.87	8,501,926.87	Maturities/Calls	0.00
Ending Accrued Interest	33,016.19	33,016.19	33,016.19	Sale Proceeds	0.00
Plus Proceeds from Sales	0.00	765.23	765.23	Coupon/Interest/Dividend Income	0.00
Plus Proceeds of Maturities/Calls/Principal Payments	0.00	0.00	0.00	Principal Payments	0.00
Plus Coupons/Dividends Received	0.00	0.00	0.00	Security Purchases	0.00
Less Cost of New Purchases	0.00	(1.11)	(1.11)	Net Cash Contribution	0.00
Less Beginning Amortized Value of Securities	(8,499,820.21)	(8,501,664.92)	(8,501,664.92)	Reconciling Transactions	0.00
Less Beginning Accrued Interest	(26,853.04)	(26,853.04)	(26,853.04)		
Dividends	0.00	1.11	1.11		
Total Accrual Basis Earnings	\$7,189.22	\$7,189.22	\$7,190.33		



Portfolio Summary and Statistics

For the Month Ending **February 28, 2017**

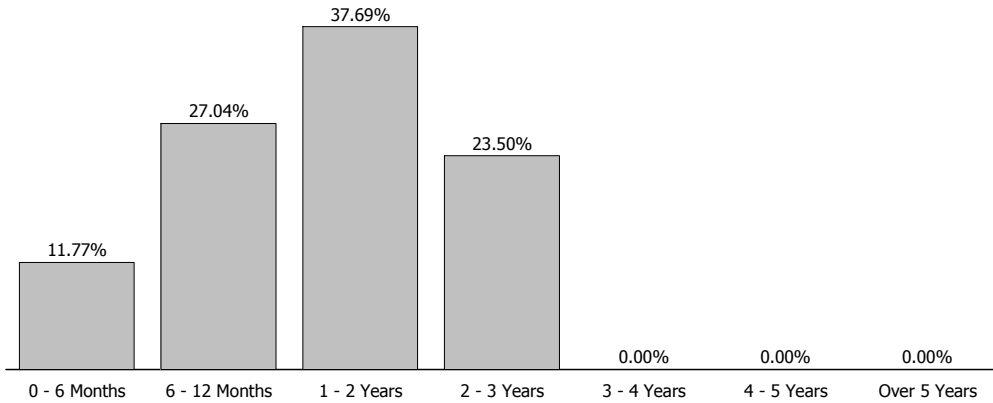
San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Account Summary

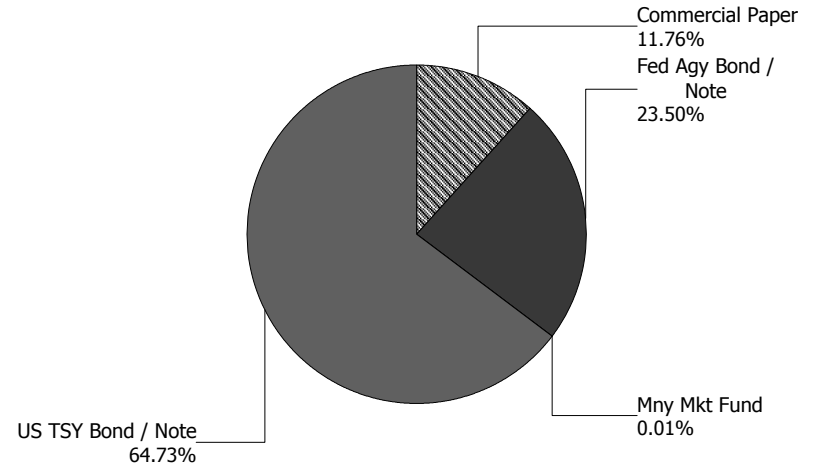
Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	5,490,000.00	5,501,468.48	64.73
Federal Agency Bond / Note	2,020,000.00	1,997,604.27	23.50
Commercial Paper	1,000,000.00	999,402.00	11.76
Managed Account Sub-Total	8,510,000.00	8,498,474.75	99.99%
Accrued Interest		33,016.19	
Total Portfolio	8,510,000.00	8,531,490.94	
CAMP Pool	1,080.59	1,080.59	0.01
Total Investments	8,511,080.59	8,532,571.53	100.00%

Unsettled Trades **0.00** **0.00**

Maturity Distribution



Sector Allocation



Characteristics

Yield to Maturity at Cost	1.07%
Yield to Maturity at Market	1.04%
Duration to Worst	1.35
Weighted Average Days to Maturity	501



Managed Account Issuer Summary

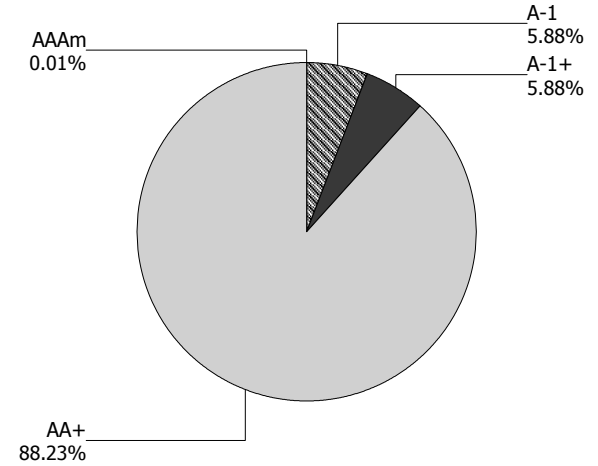
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Issuer Summary

Issuer	Market Value of Holdings	Percent
CAMP Pool	1,080.59	0.01
FEDERAL HOME LOAN BANKS	1,997,604.27	23.50
JP MORGAN CHASE & CO	499,702.00	5.88
TOYOTA MOTOR CORP	499,700.00	5.88
UNITED STATES TREASURY	5,501,468.48	64.73
Total	\$8,499,555.34	100.00%

Credit Quality (S&P Ratings)





Managed Account Detail of Securities Held

For the Month Ending February 28, 2017

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 10/01/2012 0.625% 09/30/2017	912828TS9	2,300,000.00	AA+	Aaa	11/05/15	11/10/15	2,291,464.85	0.82	6,002.75	2,297,354.31	2,298,383.10
US TREASURY NOTES DTD 09/30/2011 1.375% 09/30/2018	912828RH5	3,190,000.00	AA+	Aaa	11/15/16	11/16/16	3,211,183.59	1.02	18,316.21	3,207,948.82	3,203,085.38
Security Type Sub-Total		5,490,000.00					5,502,648.44	0.94	24,318.96	5,505,303.13	5,501,468.48
Federal Agency Bond / Note											
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	505,000.00	AA+	Aaa	01/03/17	01/09/17	498,768.30	1.47	2,174.31	499,095.36	499,401.07
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	1,515,000.00	AA+	Aaa	01/03/17	01/04/17	1,496,198.85	1.47	6,522.92	1,497,274.73	1,498,203.20
Security Type Sub-Total		2,020,000.00					1,994,967.15	1.47	8,697.23	1,996,370.09	1,997,604.27
Commercial Paper											
TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 03/30/2017	89233GQW9	500,000.00	A-1+	P-1	08/05/16	08/08/16	496,555.00	1.07	0.00	499,573.06	499,700.00
JP MORGAN SECURITIES LLC COMM PAPER -- 0.000% 03/31/2017	46640POX4	500,000.00	A-1	P-1	08/08/16	08/09/16	496,880.00	0.97	0.00	499,600.00	499,702.00
Security Type Sub-Total		1,000,000.00					993,435.00	1.02	0.00	999,173.06	999,402.00
Managed Account Sub-Total		8,510,000.00					8,491,050.59	1.07	33,016.19	8,500,846.28	8,498,474.75
Money Market Fund											
CAMP Pool		1,080.59	AAA	NR			1,080.59		0.00	1,080.59	1,080.59
Money Market Sub-Total		1,080.59					1,080.59		0.00	1,080.59	1,080.59



Managed Account Detail of Securities Held

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)						
Securities Sub-Total	\$8,511,080.59	\$8,492,131.18	1.07%	\$33,016.19	\$8,501,926.87	\$8,499,555.34
Accrued Interest						\$33,016.19
Total Investments						\$8,532,571.53



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 10/01/2012 0.625% 09/30/2017	912828TS9	2,300,000.00	RBS_SEC		99.93	2,298,383.10	6,918.25	1,028.79	0.58	0.58	0.75
US TREASURY NOTES DTD 09/30/2011 1.375% 09/30/2018	912828RH5	3,190,000.00	MERRILL		100.41	3,203,085.38	(8,098.21)	(4,863.44)	1.56	1.56	1.11
Security Type Sub-Total		5,490,000.00				5,501,468.48	(1,179.96)	(3,834.65)	1.15	1.15	0.96
Federal Agency Bond / Note											
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	505,000.00	BARCLAYS		98.89	499,401.07	632.77	305.71	2.52	2.52	1.44
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	1,515,000.00	BARCLAYS		98.89	1,498,203.20	2,004.35	928.47	2.52	2.52	1.44
Security Type Sub-Total		2,020,000.00				1,997,604.27	2,637.12	1,234.18	2.52	2.52	1.44
Commercial Paper											
TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 03/30/2017	89233GOW9	500,000.00	TOYOTA		99.94	499,700.00	3,145.00	126.94	0.08	0.08	0.72
JP MORGAN SECURITIES LLC COMM PAPER -- 0.000% 03/31/2017	46640PQX4	500,000.00	JPMCHASE		99.94	499,702.00	2,822.00	102.00	0.08	0.08	0.69
Security Type Sub-Total		1,000,000.00				999,402.00	5,967.00	228.94	0.08	0.08	0.71
Managed Account Sub-Total		8,510,000.00				8,498,474.75	7,424.16	(2,371.53)	1.35	1.35	1.04
Money Market Fund											
CAMP Pool		1,080.59			1.00	1,080.59	0.00	0.00	0.00	0.00	
Money Market Sub-Total		1,080.59				1,080.59	0.00	0.00	0.00	0.00	



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Securities Sub-Total	\$8,511,080.59	\$8,499,555.34	\$7,424.16	(\$2,371.53)	1.35	1.35	1.04%
Accrued Interest		\$33,016.19					
Total Investments		\$8,532,571.53					



Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					1,844.71
02/24/17	02/24/17	IP Fees January 2017	1.00	(722.49)	1,122.22
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(42.74)	1,079.48
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	1.11	1,080.59

Closing Balance **1,080.59**

	Month of February	Fiscal YTD January-February		
Opening Balance	1,844.71	2,856.48	Closing Balance	1,080.59
Purchases	1.11	2,000,298.03	Average Monthly Balance	1,708.10
Redemptions (Excl. Checks)	(765.23)	(2,002,073.92)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	1,080.59	1,080.59		
Cash Dividends and Income	1.11	16.87		



Account Statement - Transaction Summary

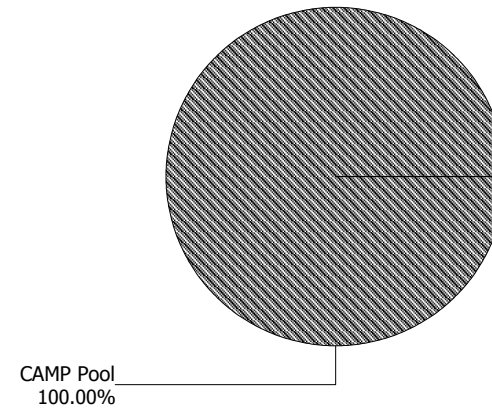
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS - 58-22

CAMP Pool	
Opening Market Value	4,901,012.76
Purchases	977,118.12
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$5,878,130.88
Cash Dividends and Income	3,483.70

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	5,878,130.88	4,901,012.76
Total	\$5,878,130.88	\$4,901,012.76

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS - 58-22

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					4,901,012.76
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	973,634.42	5,874,647.18
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	3,483.70	5,878,130.88
Closing Balance					5,878,130.88

	Month of February	Fiscal YTD January-February		
Opening Balance	4,901,012.76	3,924,290.89	Closing Balance	5,878,130.88
Purchases	977,118.12	1,953,839.99	Average Monthly Balance	5,353,181.73
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	5,878,130.88	5,878,130.88		
Cash Dividends and Income	3,483.70	6,571.15		



Account Statement - Transaction Summary

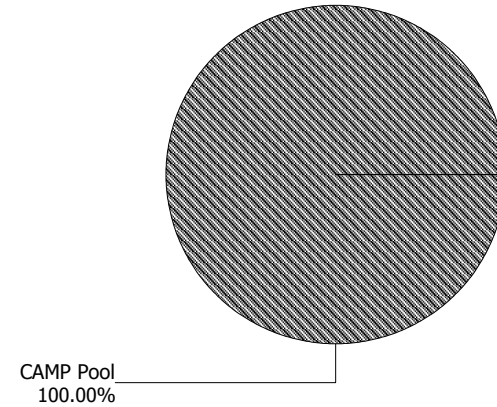
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PROJECT FUND - 58-24

CAMP Pool	
Opening Market Value	17,880,880.20
Purchases	11,647.72
Redemptions	(19.17)
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$17,892,508.75
Cash Dividends and Income	11,647.72

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	17,892,508.75	17,880,880.20
Total	\$17,892,508.75	\$17,880,880.20

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PROJECT FUND - 58-24

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					17,880,880.20
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(19.17)	17,880,861.03
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	11,647.72	17,892,508.75
Closing Balance					17,892,508.75

	Month of February	Fiscal YTD January-February		
Opening Balance	17,880,880.20	17,868,073.22	Closing Balance	17,892,508.75
Purchases	11,647.72	24,473.87	Average Monthly Balance	17,881,292.77
Redemptions (Excl. Checks)	(19.17)	(38.34)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	17,892,508.75	17,892,508.75		
Cash Dividends and Income	11,647.72	24,473.87		



Account Statement - Transaction Summary

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26

CAMP Pool	
Opening Market Value	5,614,933.48
Purchases	551,644.65
Redemptions	(226.69)
Unsettled Trades	0.00
Change in Value	0.00

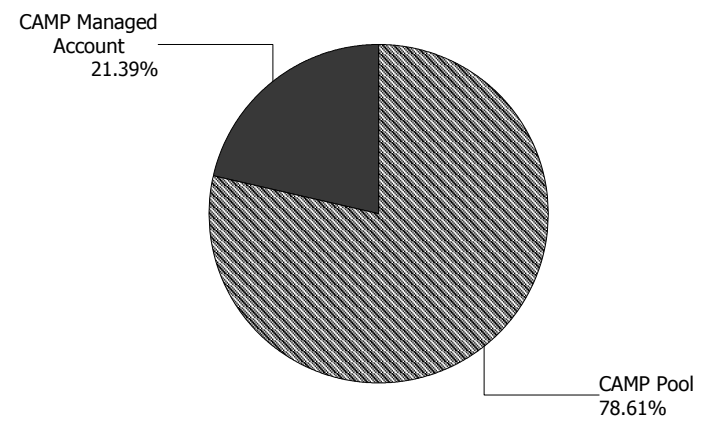
Closing Market Value	\$6,166,351.44
Cash Dividends and Income	3,669.65

CAMP Managed Account	
Opening Market Value	2,218,788.96
Purchases	0.00
Redemptions	(540,000.00)
Unsettled Trades	0.00
Change in Value	(460.22)

Closing Market Value	\$1,678,328.74
Cash Dividends and Income	4,473.44

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	6,166,351.44	5,614,933.48
CAMP Managed Account	1,678,328.74	2,218,788.96
Total	\$7,844,680.18	\$7,833,722.44

Asset Allocation





Managed Account Summary Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Transaction Summary - Money Market		Transaction Summary - Managed Account		Account Total	
Opening Market Value	\$5,614,933.48	Opening Market Value	\$2,218,788.96	Opening Market Value	\$7,833,722.44
Purchases	551,644.65	Maturities/Calls	(540,000.00)		
Redemptions	(226.69)	Principal Dispositions	0.00		
		Principal Acquisitions	0.00		
		Unsettled Trades	0.00		
		Change in Current Value	(460.22)		
Closing Market Value	\$6,166,351.44	Closing Market Value	\$1,678,328.74	Closing Market Value	\$7,844,680.18
Dividend	3,669.65				

Earnings Reconciliation (Cash Basis) - Managed Account		Cash Balance	
Interest/Dividends/Coupons Received	7,975.00	Closing Cash Balance	\$0.00
Less Purchased Interest Related to Interest/Coupons	0.00		
Plus Net Realized Gains/Losses	(3,501.56)		
Total Cash Basis Earnings	\$4,473.44		

Earnings Reconciliation (Accrual Basis)		Managed Account	Total	Cash Transactions Summary- Managed Account	
Ending Amortized Value of Securities	1,677,746.60	7,844,098.04		Maturities/Calls	540,000.00
Ending Accrued Interest	30.50	30.50		Sale Proceeds	0.00
Plus Proceeds from Sales	0.00	226.69		Coupon/Interest/Dividend Income	7,975.00
Plus Proceeds of Maturities/Calls/Principal Payments	540,000.00	540,000.00		Principal Payments	0.00
Plus Coupons/Dividends Received	7,975.00	7,975.00		Security Purchases	0.00
Less Cost of New Purchases	0.00	(551,644.65)		Net Cash Contribution	(547,975.00)
Less Beginning Amortized Value of Securities	(2,217,645.97)	(7,832,579.45)		Reconciling Transactions	0.00
Less Beginning Accrued Interest	(6,785.35)	(6,785.35)			
Dividends	0.00	3,669.65			
Total Accrual Basis Earnings	\$1,320.78	\$4,990.43			



Portfolio Summary and Statistics

For the Month Ending February 28, 2017

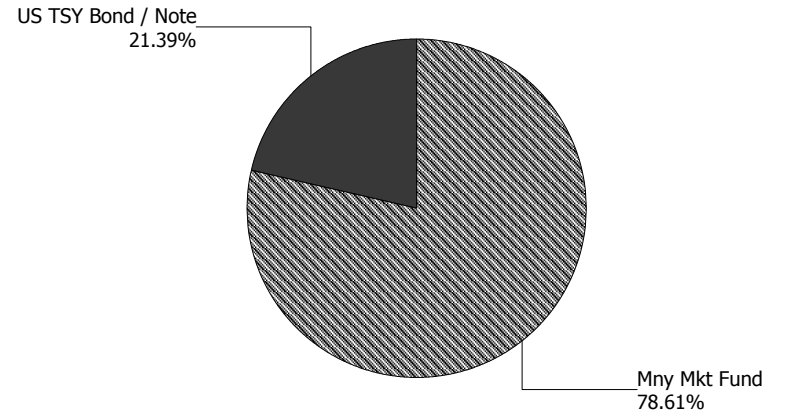
San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Account Summary

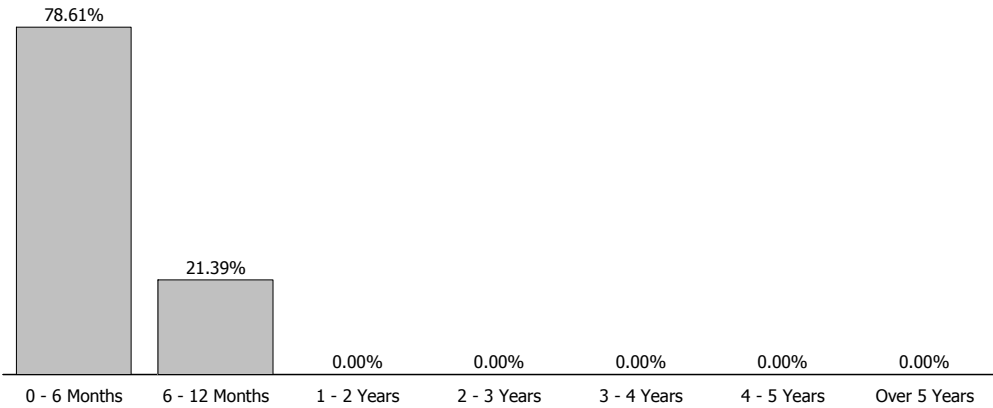
Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	1,680,000.00	1,678,328.74	21.39
Managed Account Sub-Total	1,680,000.00	1,678,328.74	21.39%
Accrued Interest		30.50	
Total Portfolio	1,680,000.00	1,678,359.24	
CAMP Pool	6,166,351.44	6,166,351.44	78.61
Total Investments	7,846,351.44	7,844,710.68	100.00%

Unsettled Trades 0.00 0.00

Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	0.85%
Yield to Maturity at Market	0.80%
Duration to Worst	0.67
Weighted Average Days to Maturity	246



Managed Account Issuer Summary

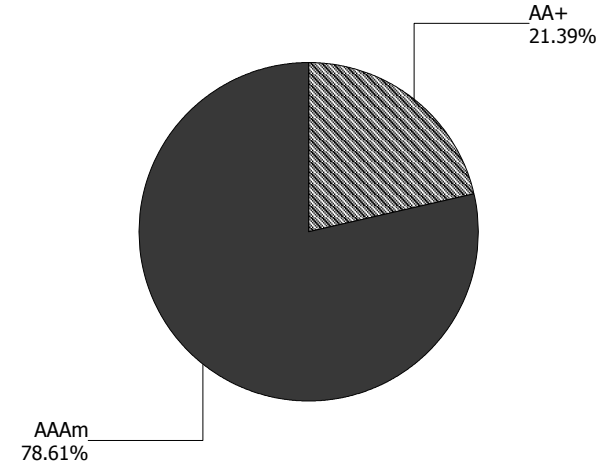
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Issuer Summary

Issuer	Market Value of Holdings	Percent
CAMP Pool	6,166,351.44	78.61
UNITED STATES TREASURY	1,678,328.74	21.39
Total	\$7,844,680.18	100.00%

Credit Quality (S&P Ratings)





Managed Account Detail of Securities Held

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	AA+	Aaa	02/05/15	02/06/15	1,096,433.59	0.75	18.68	1,099,302.19	1,099,484.10
US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	AA+	Aaa	02/06/15	02/09/15	575,287.50	1.02	11.82	578,444.41	578,844.64
Security Type Sub-Total		1,680,000.00					1,671,721.09	0.85	30.50	1,677,746.60	1,678,328.74
Managed Account Sub-Total		1,680,000.00					1,671,721.09	0.85	30.50	1,677,746.60	1,678,328.74
Money Market Fund											
CAMP Pool		6,166,351.44	AAAm	NR			6,166,351.44		0.00	6,166,351.44	6,166,351.44
Money Market Sub-Total		6,166,351.44					6,166,351.44		0.00	6,166,351.44	6,166,351.44
Securities Sub-Total		\$7,846,351.44					\$7,838,072.53	0.85%	\$30.50	\$7,844,098.04	\$7,844,680.18
Accrued Interest											\$30.50
Total Investments											\$7,844,710.68



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	MORGANST		99.95	1,099,484.10	3,050.51	181.91	0.50	0.50	0.72
US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	MORGANST		99.80	578,844.64	3,557.14	400.23	0.99	0.99	0.95
Security Type Sub-Total		1,680,000.00				1,678,328.74	6,607.65	582.14	0.67	0.67	0.80
Managed Account Sub-Total		1,680,000.00				1,678,328.74	6,607.65	582.14	0.67	0.67	0.80
Money Market Fund											
CAMP Pool		6,166,351.44			1.00	6,166,351.44	0.00	0.00	0.00	0.00	
Money Market Sub-Total		6,166,351.44				6,166,351.44	0.00	0.00	0.00	0.00	
Securities Sub-Total		\$7,846,351.44				\$7,844,680.18	\$6,607.65	\$582.14	0.67	0.67	0.80%
Accrued Interest							\$30.50				
Total Investments						\$7,844,710.68					



Managed Account Security Transactions & Interest

For the Month Ending February 28, 2017

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Transaction Type		Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
Trade	Settle									
INTEREST										
02/28/17	02/28/17	US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	0.00	2,175.00	2,175.00			
02/28/17	02/28/17	US TREASURY NOTES DTD 02/29/2012 0.875% 02/28/2017	912828SJ0	540,000.00	0.00	2,362.50	2,362.50			
02/28/17	02/28/17	US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	0.00	3,437.50	3,437.50			
Transaction Type Sub-Total				2,220,000.00	0.00	7,975.00	7,975.00			
MATURITY										
02/28/17	02/28/17	US TREASURY NOTES DTD 02/29/2012 0.875% 02/28/2017	912828SJ0	540,000.00	540,000.00	0.00	540,000.00	(3,501.56)	0.00	
Transaction Type Sub-Total				540,000.00	540,000.00	0.00	540,000.00	(3,501.56)	0.00	
Managed Account Sub-Total					540,000.00	7,975.00	547,975.00	(3,501.56)	0.00	
Total Security Transactions					\$540,000.00	\$7,975.00	\$547,975.00	(\$3,501.56)	\$0.00	



Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					5,614,933.48
02/24/17	02/24/17	IP Fees January 2017	1.00	(188.86)	5,614,744.62
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(37.83)	5,614,706.79
02/28/17	02/28/17	Purchase - Interest 912828SJ0	1.00	2,362.50	5,617,069.29
02/28/17	02/28/17	Purchase - Interest 912828TM2	1.00	3,437.50	5,620,506.79
02/28/17	02/28/17	Purchase - Interest 912828UR9	1.00	2,175.00	5,622,681.79
02/28/17	02/28/17	Purchase - Principal 912828SJ0	1.00	540,000.00	6,162,681.79
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	3,669.65	6,166,351.44

Closing Balance **6,166,351.44**

	Month of February	Fiscal YTD January-February	
Opening Balance	5,614,933.48	5,611,132.53	Closing Balance 6,166,351.44
Purchases	551,644.65	555,672.43	Average Monthly Balance 5,634,594.59
Redemptions (Excl. Checks)	(226.69)	(453.52)	Monthly Distribution Yield 0.85%
Check Disbursements	0.00	0.00	
Closing Balance	6,166,351.44	6,166,351.44	
Cash Dividends and Income	3,669.65	7,697.43	



Account Statement - Transaction Summary

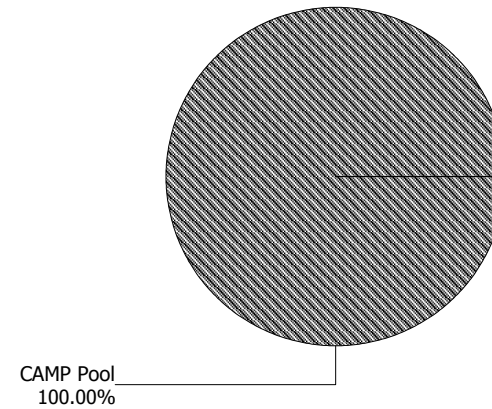
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - Measure Sales Tax Rev Bonds 2011 Principal - 58-28

CAMP Pool	
Opening Market Value	1,407,068.34
Purchases	128,454.70
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$1,535,523.04
Cash Dividends and Income	954.70

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,535,523.04	1,407,068.34
Total	\$1,535,523.04	\$1,407,068.34

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - Measure Sales Tax Rev Bonds 2011 Principal - 58-28

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					1,407,068.34
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	127,500.00	1,534,568.34
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	954.70	1,535,523.04
Closing Balance					1,535,523.04

	Month of February	Fiscal YTD January-February
Opening Balance	1,407,068.34	1,278,115.20
Purchases	128,454.70	257,407.84
Redemptions (Excl. Checks)	0.00	0.00
Check Disbursements	0.00	0.00
Closing Balance	1,535,523.04	1,535,523.04
Cash Dividends and Income	954.70	1,907.84

Closing Balance	1,535,523.04
Average Monthly Balance	1,466,298.87
Monthly Distribution Yield	0.85%



Account Statement - Transaction Summary

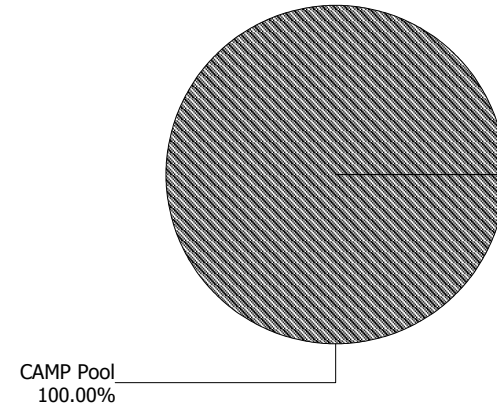
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU - 619-01

CAMP Pool	
Opening Market Value	113,236.63
Purchases	10,076.75
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$123,313.38
Cash Dividends and Income	76.75

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	123,313.38	113,236.63
Total	\$123,313.38	\$113,236.63

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU - 619-01

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					113,236.63
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	10,000.00	123,236.63
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	76.75	123,313.38
Closing Balance					123,313.38

	Month of February	Fiscal YTD January-February		
Opening Balance	113,236.63	103,159.80	Closing Balance	123,313.38
Purchases	10,076.75	20,153.58	Average Monthly Balance	117,882.23
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	123,313.38	123,313.38		
Cash Dividends and Income	76.75	153.58		



Account Statement - Transaction Summary

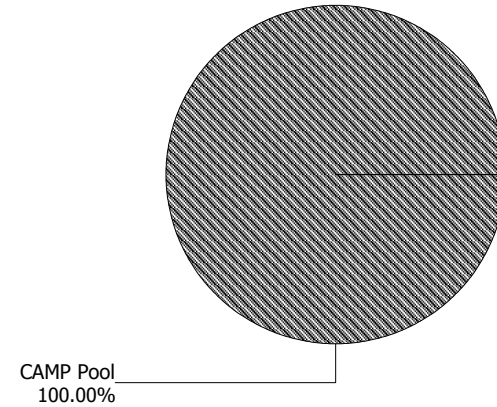
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN - 619-02

CAMP Pool	
Opening Market Value	914,984.27
Purchases	182,829.67
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$1,097,813.94
Cash Dividends and Income	650.50

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,097,813.94	914,984.27
Total	\$1,097,813.94	\$914,984.27

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN - 619-02

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					914,984.27
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	182,179.17	1,097,163.44
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	650.50	1,097,813.94
Closing Balance					1,097,813.94

	Month of February	Fiscal YTD January-February	
Opening Balance	914,984.27	732,228.87	Closing Balance 1,097,813.94
Purchases	182,829.67	365,585.07	Average Monthly Balance 999,590.69
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield 0.85%
Check Disbursements	0.00	0.00	
Closing Balance	1,097,813.94	1,097,813.94	
Cash Dividends and Income	650.50	1,226.73	



Customer Service
PO Box 11813
Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

For the Month Ending
February 28, 2017

SJCOG, INC.

Client Management Team

Lauren Brant

Managing Director
50 California Street, Suite 2300
San Francisco, CA 94111
415-982-5544
brantl@pfm.com

Contents

- Cover/Disclosures
- Summary Statement
- Individual Accounts

Accounts included in Statement

6033-000	SJCOG, INC. HABITAT ENDOWMENT - JAQUES
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Important Messages

CAMP will be closed on 04/14/2017 for Good Friday.

SJCOG, INC.
STEVE DIAL
555 E. WEBER AVE.
STOCKTON, CA 95202

Online Access www.camponline.com

Customer Service 1-800-729-7665



Account Statement

For the Month Ending February 28, 2017

Important Disclosures

Important Disclosures

This statement is for general information purposes only and is not intended to provide specific advice or recommendations. PFM Asset Management LLC ("PFM") is an investment advisor registered with the Securities and Exchange Commission, and is required to maintain a written disclosure statement of our background and business experience. If you would like to receive a copy of our current disclosure statement, please contact Service Operations at the address below.

Proxy Voting PFM does not normally receive proxies to vote on behalf of its clients. However, it does on occasion receive consent requests. In the event a consent request is received the portfolio manager contacts the client and then proceeds according to their instructions. PFM's Proxy Voting Policy is available upon request by contacting Service Operations at the address below.

Questions About an Account PFM's monthly statement is intended to detail our investment advisory activity as well as the activity of any accounts held by clients in pools that are managed by PFM. The custodian bank maintains the control of assets and executes (i.e., settles) all investment transactions. The custodian statement is the official record of security and cash holdings and transactions. PFM recognizes that clients may use these reports to facilitate record keeping and that the custodian bank statement and the PFM statement should be reconciled and differences resolved. Many custodians use a settlement date basis which may result in the need to reconcile due to a timing difference.

Account Control PFM does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies; implementing and enforcing internal controls and generating ledger entries or otherwise recording transactions.

Market Value Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg or Telerate. Where prices are not available from generally recognized sources the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFM believes the prices to be reliable, the values of the securities do not always represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for money market and TERM funds is contained in the appropriate fund information statement.

Amortized Cost The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short term securities (those with less than one year to maturity at time of issuance) is amortized on a straightline basis. Such discount or premium with respect to longer term securities is amortized using the constant yield basis.

Tax Reporting Cost data and realized gains / losses are provided for informational purposes only. Please review for accuracy and consult your tax advisor to determine the tax consequences of your security transactions. PFM does not report such information to the IRS or other taxing authorities and is not responsible for the accuracy of such information that may be required to be reported to federal, state or other taxing authorities.

Financial Situation In order to better serve you, PFM should be promptly notified of any material change in your investment objective or financial situation.

Callable Securities Securities subject to redemption prior to maturity may be redeemed in whole or in part before maturity, which could affect the yield represented.

Portfolio The securities in this portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by PFM, the FDIC (except for certain non-negotiable certificates of deposit) or any government agency. Investment in securities involves risks, including the possible loss of the amount invested.

Rating Information provided for ratings is based upon a good faith inquiry of selected sources, but its accuracy and completeness cannot be guaranteed. Shares of some money market and TERM funds are marketed through representatives of PFM's wholly owned subsidiary, PFM Fund Distributors, Inc. PFM Fund Distributors, Inc. is registered with the SEC as a broker/dealer and is a member of the Financial Industry Regulatory Authority ("FINRA") and the Municipal Securities Rulemaking Board ("MSRB"). You may reach the FINRA by calling the FINRA Regulator Public Disclosure Hotline at 1-888-289-9999 or at the FINRA Regulation Internet website address www.nasd.com. A brochure describing the FINRA Regulation Public Disclosure Program is also available from the FINRA upon request.

Key Terms and Definitions

Dividends on money market funds consist of interest earned, plus any discount ratably amortized to the date of maturity, plus all realized gains and losses on the sale of securities prior to maturity, less ratably amortization of any premium and all accrued expenses to the fund. Dividends are accrued daily and may be paid either monthly or quarterly. The monthly earnings on this statement represent the estimated dividend accrued for the month for any program that distributes earnings on a quarterly basis. There is no guarantee that the estimated amount will be paid on the actual distribution date.

Current Yield is the net change, exclusive of capital changes and income other than investment income, in the value of a hypothetical fund account with a balance of one share over the seven-day base period including the statement date, expressed as a percentage of the value of one share (normally \$1.00 per share) at the beginning of the seven-day period. This resulting net change in account value is then annualized by multiplying it by 365 and dividing the result by 7. The yields quoted should not be considered a representation of the yield of the fund in the future, since the yield is not fixed.

Average maturity represents the average maturity of all securities and investments of a portfolio, determined by multiplying the par or principal value of each security or investment by its maturity (days or years), summing the products, and dividing the sum by the total principal value of the portfolio. The stated maturity date of mortgage backed or callable securities are used in this statement. However the actual maturity of these securities could vary depending on the level or prepayments on the underlying mortgages or whether a callable security has or is still able to be called.

Monthly distribution yield represents the net change in the value of one share (normally \$1.00 per share) resulting from all dividends declared during the month by a fund expressed as a percentage of the value of one share at the beginning of the month. This resulting net change is then annualized by multiplying it by 365 and dividing it by the number of calendar days in the month.

YTM at Cost The yield to maturity at cost is the expected rate of return, based on the original cost, the annual interest receipts, maturity value and the time period from purchase date to maturity, stated as a percentage, on an annualized basis.

YTM at Market The yield to maturity at market is the rate of return, based on the current market value, the annual interest receipts, maturity value and the time period remaining until maturity, stated as a percentage, on an annualized basis.

Managed Account A portfolio of investments managed discretely by PFM according to the client's specific investment policy and requirements. The investments are directly owned by the client and held by the client's custodian.

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PFM Asset Management LLC
Attn: Service Operations
One Keystone Plaza, Suite 300
N. Front & Market Sts
Harrisburg, PA 17101



Account Statement - Transaction Summary

For the Month Ending **February 28, 2017**

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000

CAMP Pool	
Opening Market Value	216,125.93
Purchases	140.72
Redemptions	(622.54)
Unsettled Trades	0.00
Change in Value	0.00

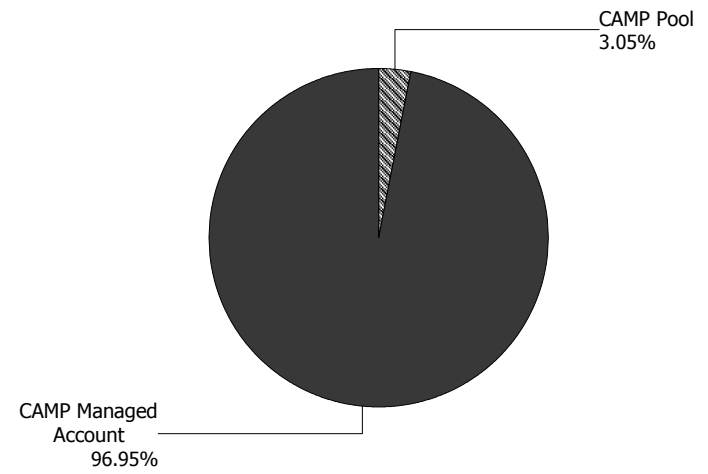
Closing Market Value	\$215,644.11
Cash Dividends and Income	140.72

CAMP Managed Account	
Opening Market Value	6,831,262.78
Purchases	0.00
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	15,729.74

Closing Market Value	\$6,846,992.52
Cash Dividends and Income	0.00

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	215,644.11	216,125.93
CAMP Managed Account	6,846,992.52	6,831,262.78
Total	\$7,062,636.63	\$7,047,388.71

Asset Allocation





Managed Account Summary Statement

For the Month Ending **February 28, 2017**

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000 - (12512208)

Transaction Summary - Money Market		Transaction Summary - Managed Account		Account Total	
Opening Market Value	\$216,125.93	Opening Market Value	\$6,831,262.78	Opening Market Value	\$7,047,388.71
Purchases	140.72	Maturities/Calls	0.00		
Redemptions	(622.54)	Principal Dispositions	0.00		
		Principal Acquisitions	0.00		
		Unsettled Trades	0.00		
		Change in Current Value	15,729.74		
Closing Market Value	\$215,644.11	Closing Market Value	\$6,846,992.52	Closing Market Value	\$7,062,636.63
Dividend	140.72				

Earnings Reconciliation (Cash Basis) - Managed Account		Cash Balance	
Interest/Dividends/Coupons Received	0.00	Closing Cash Balance	\$0.00
Less Purchased Interest Related to Interest/Coupons	0.00		
Plus Net Realized Gains/Losses	0.00		
Total Cash Basis Earnings	\$0.00		

Earnings Reconciliation (Accrual Basis)		Managed Account		Total		Cash Transactions Summary- Managed Account	
Ending Amortized Value of Securities	6,809,801.20	7,025,445.31		Maturities/Calls	0.00		
Ending Accrued Interest	17,185.76	17,185.76		Sale Proceeds	0.00		
Plus Proceeds from Sales	0.00	622.54		Coupon/Interest/Dividend Income	0.00		
Plus Proceeds of Maturities/Calls/Principal Payments	0.00	0.00		Principal Payments	0.00		
Plus Coupons/Dividends Received	0.00	0.00		Security Purchases	0.00		
Less Cost of New Purchases	0.00	(140.72)		Net Cash Contribution	0.00		
Less Beginning Amortized Value of Securities	(6,809,742.86)	(7,025,868.79)		Reconciling Transactions	0.00		
Less Beginning Accrued Interest	(5,058.68)	(5,058.68)					
Dividends	0.00	140.72					
Total Accrual Basis Earnings	\$12,185.42	\$12,326.14					



Portfolio Summary and Statistics

For the Month Ending **February 28, 2017**

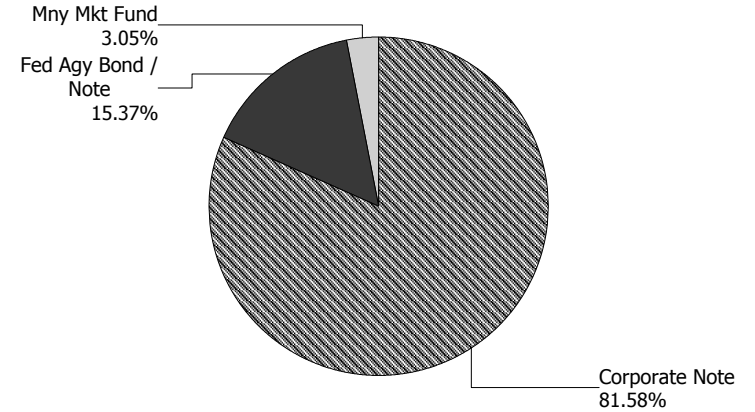
SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000 - (12512208)

Account Summary

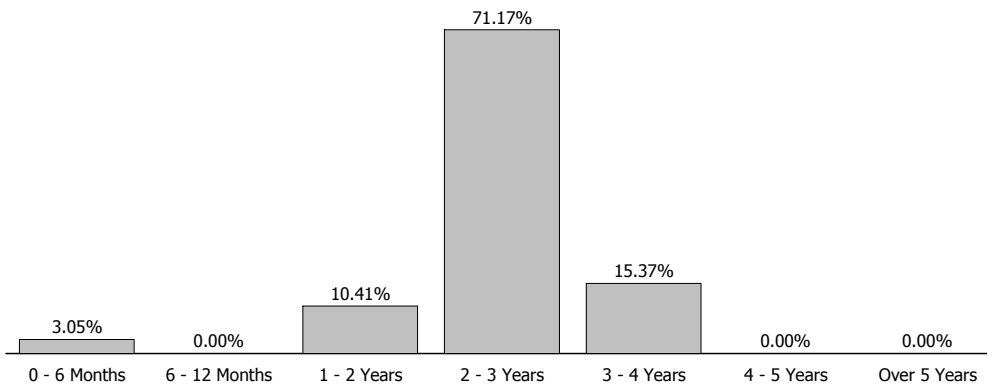
Description	Par Value	Market Value	Percent
Federal Agency Bond / Note	1,090,000.00	1,085,861.27	15.37
Corporate Note	5,725,000.00	5,761,131.25	81.58
Managed Account Sub-Total	6,815,000.00	6,846,992.52	96.95%
Accrued Interest		17,185.76	
Total Portfolio	6,815,000.00	6,864,178.28	
CAMP Pool	215,644.11	215,644.11	3.05
Total Investments	7,030,644.11	7,079,822.39	100.00%

Unsettled Trades **0.00** **0.00**

Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	2.15%
Yield to Maturity at Market	1.94%
Duration to Worst	2.70
Weighted Average Days to Maturity	1043



Managed Account Issuer Summary

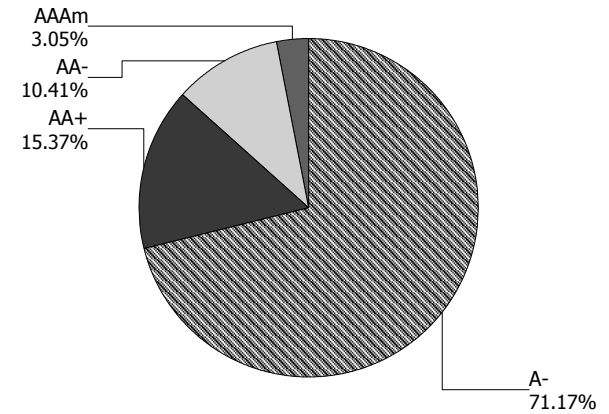
For the Month Ending **February 28, 2017**

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000 - (12512208)

Issuer Summary

Issuer	Market Value of Holdings	Percent
CAMP Pool	215,644.11	3.05
FANNIE MAE	1,085,861.27	15.37
GENERAL ELECTRIC CO	734,896.25	10.41
JP MORGAN CHASE & CO	5,026,235.00	71.17
Total	\$7,062,636.63	100.00%

Credit Quality (S&P Ratings)





Managed Account Detail of Securities Held

For the Month Ending February 28, 2017

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000 - (12512208)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note											
FNMA BENCHMARK NOTES DTD 04/27/2015 1.500% 06/22/2020	3135G0D75	1,090,000.00	AA+	Aaa	10/15/15	10/16/15	1,094,469.00	1.41	3,133.75	1,093,191.63	1,085,861.27
Security Type Sub-Total		1,090,000.00					1,094,469.00	1.41	3,133.75	1,093,191.63	1,085,861.27
Corporate Note											
GENERAL ELECTRIC CAPITAL CORP NOTES DTD 01/14/2014 2.300% 01/14/2019	36962G7G3	725,000.00	AA-	A1	09/21/15	09/24/15	735,614.00	1.84	2,177.01	731,085.37	734,896.25
JPMORGAN CHASE & CO (CALLABLE) DTD 01/23/2015 2.250% 01/23/2020	46625HKA7	5,000,000.00	A-	A3	10/15/15	10/20/15	4,978,950.00	2.35	11,875.00	4,985,524.20	5,026,235.00
Security Type Sub-Total		5,725,000.00					5,714,564.00	2.29	14,052.01	5,716,609.57	5,761,131.25
Managed Account Sub-Total		6,815,000.00					6,809,033.00	2.15	17,185.76	6,809,801.20	6,846,992.52
Money Market Fund											
CAMP Pool		215,644.11	AAAm	NR			215,644.11		0.00	215,644.11	215,644.11
Money Market Sub-Total		215,644.11					215,644.11		0.00	215,644.11	215,644.11
Securities Sub-Total		\$7,030,644.11					\$7,024,677.11	2.15%	\$17,185.76	\$7,025,445.31	\$7,062,636.63
Accrued Interest											\$17,185.76
Total Investments											\$7,079,822.39



Managed Account Fair Market Value & Analytics

For the Month Ending February 28, 2017

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000 - (12512208)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
Federal Agency Bond / Note											
FNMA BENCHMARK NOTES DTD 04/27/2015 1.500% 06/22/2020	3135G0D75	1,090,000.00	MORGANST		99.62	1,085,861.27	(8,607.73)	(7,330.36)	3.21	3.21	1.62
Security Type Sub-Total		1,090,000.00				1,085,861.27	(8,607.73)	(7,330.36)	3.21	3.21	1.62
Corporate Note											
GENERAL ELECTRIC CAPITAL CORP NOTES DTD 01/14/2014 2.300% 01/14/2019	36962G7G3	725,000.00	GOLDMAN		101.37	734,896.25	(717.75)	3,810.88	1.83	1.83	1.56
JPMORGAN CHASE & CO (CALLABLE) DTD 01/23/2015 2.250% 01/23/2020	46625HKA7	5,000,000.00	MERRILL	12/23/19	100.52	5,026,235.00	47,285.00	40,710.80	2.78	2.71	2.06
Security Type Sub-Total		5,725,000.00				5,761,131.25	46,567.25	44,521.68	2.66	2.60	2.00
Managed Account Sub-Total		6,815,000.00				6,846,992.52	37,959.52	37,191.32	2.75	2.70	1.94
Money Market Fund											
CAMP Pool		215,644.11			1.00	215,644.11	0.00	0.00	0.00	0.00	
Money Market Sub-Total		215,644.11				215,644.11	0.00	0.00	0.00	0.00	
Securities Sub-Total		\$7,030,644.11				\$7,062,636.63	\$37,959.52	\$37,191.32	2.75	2.70	1.94%
Accrued Interest						\$17,185.76					
Total Investments						\$7,079,822.39					



Account Statement

For the Month Ending **February 28, 2017**

SJCOG, INC. - SJCOG, INC. HABITAT ENDOWMENT - JAQUES - 6033-000

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					216,125.93
02/24/17	02/24/17	IP Fees January 2017	1.00	(581.98)	215,543.95
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(40.56)	215,503.39
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	140.72	215,644.11

Closing Balance **215,644.11**

	Month of February	Fiscal YTD January-February		
Opening Balance	216,125.93	152,034.32	Closing Balance	215,644.11
Purchases	140.72	64,852.01	Average Monthly Balance	216,019.79
Redemptions (Excl. Checks)	(622.54)	(1,242.22)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	215,644.11	215,644.11		
Cash Dividends and Income	140.72	264.51		



Customer Service
PO Box 11813
Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

San Joaquin County Transportation Authority

For the Month Ending
February 28, 2017

Client Management Team

Lauren Brant

Managing Director
50 California Street, Suite 2300
San Francisco, CA 94111
415-982-5544
brantl@pfm.com

Kenneth Schiebel, CFA

Managing Director
One Keystone Plaza, Suite 300
Harrisburg, PA 17101
717-232-2723
schiebelk@pfm.com

Contents

- Cover/Disclosures
- Summary Statement
- Individual Accounts

Accounts included in Statement

(see inside cover for list of accounts)

Important Messages

CAMP will be closed on 04/14/2017 for Good Friday.

Online Access www.camponline.com

Customer Service 1-800-729-7665



Customer Service
 PO Box 11813
 Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

San Joaquin County Transportation Authority

For the Month Ending
February 28, 2017

Accounts included in Statement

58-18	2008 BAN PROJECT FUND	58-20	2011 DSRF MEASURE K TAX REV BD
58-22	MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS	58-24	2014 MEASURE K SALES TAX REV BONDS PROJECT FUND
58-26	2014 MEASURE K SALES TAX REV BONDS CAPI FUND	58-28	Measure Sales Tax Rev Bonds 2011 Principal
619-00	BANA LOC DISBURSEMENT ACCOUNT	619-01	2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU
619-02	2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN		



Account Statement

For the Month Ending February 28, 2017

Important Disclosures

Important Disclosures

This statement is for general information purposes only and is not intended to provide specific advice or recommendations. PFM Asset Management LLC ("PFM") is an investment advisor registered with the Securities and Exchange Commission, and is required to maintain a written disclosure statement of our background and business experience. If you would like to receive a copy of our current disclosure statement, please contact Service Operations at the address below.

Proxy Voting PFM does not normally receive proxies to vote on behalf of its clients. However, it does on occasion receive consent requests. In the event a consent request is received the portfolio manager contacts the client and then proceeds according to their instructions. PFM's Proxy Voting Policy is available upon request by contacting Service Operations at the address below.

Questions About an Account PFM's monthly statement is intended to detail our investment advisory activity as well as the activity of any accounts held by clients in pools that are managed by PFM. The custodian bank maintains the control of assets and executes (i.e., settles) all investment transactions. The custodian statement is the official record of security and cash holdings and transactions. PFM recognizes that clients may use these reports to facilitate record keeping and that the custodian bank statement and the PFM statement should be reconciled and differences resolved. Many custodians use a settlement date basis which may result in the need to reconcile due to a timing difference.

Account Control PFM does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies; implementing and enforcing internal controls and generating ledger entries or otherwise recording transactions.

Market Value Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg or Telerate. Where prices are not available from generally recognized sources the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFM believes the prices to be reliable, the values of the securities do not always represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for money market and TERM funds is contained in the appropriate fund information statement.

Amortized Cost The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short term securities (those with less than one year to maturity at time of issuance) is amortized on a straightline basis. Such discount or premium with respect to longer term securities is amortized using the constant yield basis.

Tax Reporting Cost data and realized gains / losses are provided for informational purposes only. Please review for accuracy and consult your tax advisor to determine the tax consequences of your security transactions. PFM does not report such information to the IRS or other taxing authorities and is not responsible for the accuracy of such information that may be required to be reported to federal, state or other taxing authorities.

Financial Situation In order to better serve you, PFM should be promptly notified of any material change in your investment objective or financial situation.

Callable Securities Securities subject to redemption prior to maturity may be redeemed in whole or in part before maturity, which could affect the yield represented.

Portfolio The securities in this portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by PFM, the FDIC (except for certain non-negotiable certificates of deposit) or any government agency. Investment in securities involves risks, including the possible loss of the amount invested.

Rating Information provided for ratings is based upon a good faith inquiry of selected sources, but its accuracy and completeness cannot be guaranteed. Shares of some money market and TERM funds are marketed through representatives of PFM's wholly owned subsidiary, PFM Fund Distributors, Inc. PFM Fund Distributors, Inc. is registered with the SEC as a broker/dealer and is a member of the Financial Industry Regulatory Authority ("FINRA") and the Municipal Securities Rulemaking Board ("MSRB"). You may reach the FINRA by calling the FINRA Regulator Public Disclosure Hotline at 1-888-289-9999 or at the FINRA Regulation Internet website address www.nasd.com. A brochure describing the FINRA Regulation Public Disclosure Program is also available from the FINRA upon request.

Key Terms and Definitions

Dividends on money market funds consist of interest earned, plus any discount ratably amortized to the date of maturity, plus all realized gains and losses on the sale of securities prior to maturity, less ratably amortization of any premium and all accrued expenses to the fund. Dividends are accrued daily and may be paid either monthly or quarterly. The monthly earnings on this statement represent the estimated dividend accrued for the month for any program that distributes earnings on a quarterly basis. There is no guarantee that the estimated amount will be paid on the actual distribution date.

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PFM Asset Management LLC
Attn: Service Operations
One Keystone Plaza, Suite 300
N. Front & Market Sts
Harrisburg, PA 17101



Account Statement

For the Month Ending **February 28, 2017**

Consolidated Summary Statement

San Joaquin County Transportation Authority

Portfolio Summary			
Portfolio Holdings	Cash Dividends and Income	Closing Market Value	Current Yield
CAMP Pool	20,485.52	32,754,402.54	0.83 %
CAMP Managed Account	4,473.44	10,176,803.49	* N/A
Total	\$24,958.96	\$42,931,206.03	

* Not Applicable

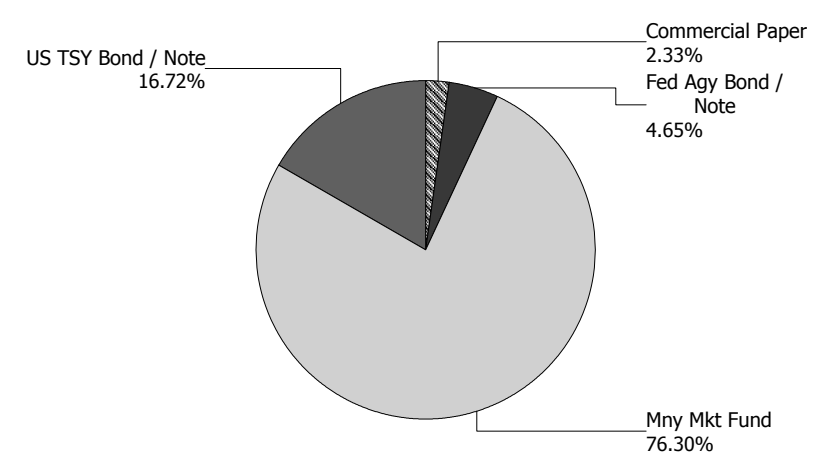
Investment Allocation		
Investment Type	Closing Market Value	Percent
Commercial Paper	999,402.00	2.33
Federal Agency Bond / Note	1,997,604.27	4.65
Money Market Fund	32,754,402.54	76.30
U.S. Treasury Bond / Note	7,179,797.22	16.72
Total	\$42,931,206.03	100.00%

Maturity Distribution (Fixed Income Holdings)

Portfolio Holdings	Closing Market Value	Percent
Under 30 days	33,254,102.54	77.47
31 to 60 days	499,702.00	1.16
61 to 90 days	0.00	0.00
91 to 180 days	0.00	0.00
181 days to 1 year	3,976,711.84	9.26
1 to 2 years	3,203,085.38	7.46
2 to 3 years	1,997,604.27	4.65
3 to 4 years	0.00	0.00
4 to 5 years	0.00	0.00
Over 5 years	0.00	0.00
Total	\$42,931,206.03	100.00%

Weighted Average Days to Maturity 110

Sector Allocation





Account Statement

Consolidated Summary Statement

For the Month Ending February 28, 2017

San Joaquin County Transportation Authority

Account Number	Account Name	Opening Market Value	Purchases / Deposits	Redemptions / Sales / Maturities	Unsettled Trades	Change in Value	Closing Market Value	Cash Dividends and Income
58-18	2008 BAN PROJECT FUND	3.99	0.00	0.00	0.00	0.00	3.99	0.00
58-20	2011 DSRF MEASURE K TAX REV BD	8,498,837.70	1.11	(765.23)	0.00	1,481.76	8,499,555.34	1.11
58-22	MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS	4,901,012.76	977,118.12	0.00	0.00	0.00	5,878,130.88	3,483.70
58-24	2014 MEASURE K SALES TAX REV BONDS PROJECT FUND	17,880,880.20	11,647.72	(19.17)	0.00	0.00	17,892,508.75	11,647.72
58-26	2014 MEASURE K SALES TAX REV BONDS CAPI FUND	7,833,722.44	551,644.65	(540,226.69)	0.00	(460.22)	7,844,680.18	8,143.09
58-28	Measure Sales Tax Rev Bonds 2011 Principal	1,407,068.34	128,454.70	0.00	0.00	0.00	1,535,523.04	954.70
619-00	BANA LOC DISBURSEMENT ACCOUNT	61,427.71	120,873.42	(122,624.60)	0.00	0.00	59,676.53	1.39
619-01	2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU	113,236.63	10,076.75	0.00	0.00	0.00	123,313.38	76.75
619-02	2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN	914,984.27	182,829.67	0.00	0.00	0.00	1,097,813.94	650.50
Total		\$41,611,174.04	\$1,982,646.14	(\$663,635.69)	\$0.00	\$1,021.54	\$42,931,206.03	\$24,958.96



Account Statement - Transaction Summary

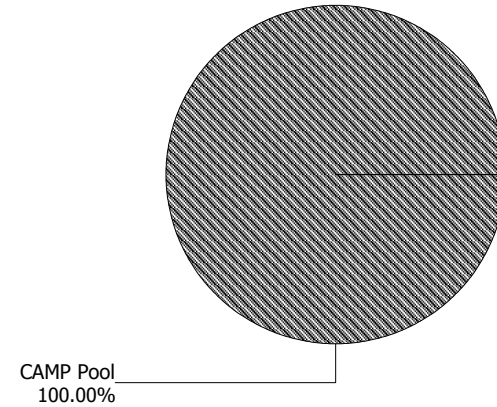
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2008 BAN PROJECT FUND - 58-18

CAMP Pool	
Opening Market Value	3.99
Purchases	0.00
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$3.99
Cash Dividends and Income	0.00

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	3.99	3.99
Total	\$3.99	\$3.99

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2008 BAN PROJECT FUND - 58-18

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					3.99
Closing Balance					3.99

	Month of February	Fiscal YTD January-February		
Opening Balance	3.99	3.99	Closing Balance	3.99
Purchases	0.00	0.00	Average Monthly Balance	3.99
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	3.99	3.99		
Cash Dividends and Income	0.00	0.00		



Account Statement - Transaction Summary

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20

CAMP Pool	
Opening Market Value	1,844.71
Purchases	1.11
Redemptions	(765.23)
Unsettled Trades	0.00
Change in Value	0.00

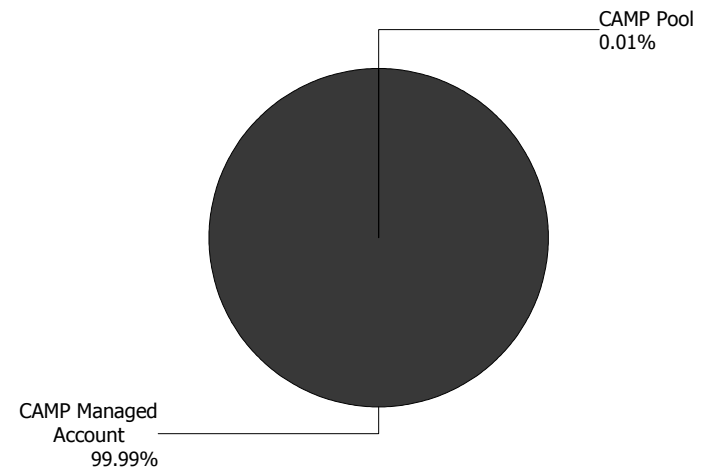
Closing Market Value	\$1,080.59
Cash Dividends and Income	1.11

CAMP Managed Account	
Opening Market Value	8,496,992.99
Purchases	0.00
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	1,481.76

Closing Market Value	\$8,498,474.75
Cash Dividends and Income	0.00

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,080.59	1,844.71
CAMP Managed Account	8,498,474.75	8,496,992.99
Total	\$8,499,555.34	\$8,498,837.70

Asset Allocation





Managed Account Summary Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Transaction Summary - Money Market		Transaction Summary - Managed Account		Account Total	
Opening Market Value	\$1,844.71	Opening Market Value	\$8,496,992.99	Opening Market Value	\$8,498,837.70
Purchases	1.11	Maturities/Calls	0.00		
Redemptions	(765.23)	Principal Dispositions	0.00		
		Principal Acquisitions	0.00		
		Unsettled Trades	0.00		
		Change in Current Value	1,481.76		
Closing Market Value	\$1,080.59	Closing Market Value	\$8,498,474.75	Closing Market Value	\$8,499,555.34
Dividend	1.11				

Earnings Reconciliation (Cash Basis) - Managed Account		Cash Balance	
Interest/Dividends/Coupons Received	0.00	Closing Cash Balance	\$0.00
Less Purchased Interest Related to Interest/Coupons	0.00		
Plus Net Realized Gains/Losses	0.00		
Total Cash Basis Earnings	\$0.00		

Earnings Reconciliation (Accrual Basis)		Managed Account		Total		Cash Transactions Summary- Managed Account	
Ending Amortized Value of Securities	8,500,846.28	8,501,926.87	8,501,926.87	Maturities/Calls	0.00		
Ending Accrued Interest	33,016.19	33,016.19	33,016.19	Sale Proceeds	0.00		
Plus Proceeds from Sales	0.00	765.23	765.23	Coupon/Interest/Dividend Income	0.00		
Plus Proceeds of Maturities/Calls/Principal Payments	0.00	0.00	0.00	Principal Payments	0.00		
Plus Coupons/Dividends Received	0.00	0.00	0.00	Security Purchases	0.00		
Less Cost of New Purchases	0.00	(1.11)	(1.11)	Net Cash Contribution	0.00		
Less Beginning Amortized Value of Securities	(8,499,820.21)	(8,501,664.92)	(8,501,664.92)	Reconciling Transactions	0.00		
Less Beginning Accrued Interest	(26,853.04)	(26,853.04)	(26,853.04)				
Dividends	0.00	1.11	1.11				
Total Accrual Basis Earnings	\$7,189.22	\$7,190.33	\$7,190.33				



Portfolio Summary and Statistics

For the Month Ending **February 28, 2017**

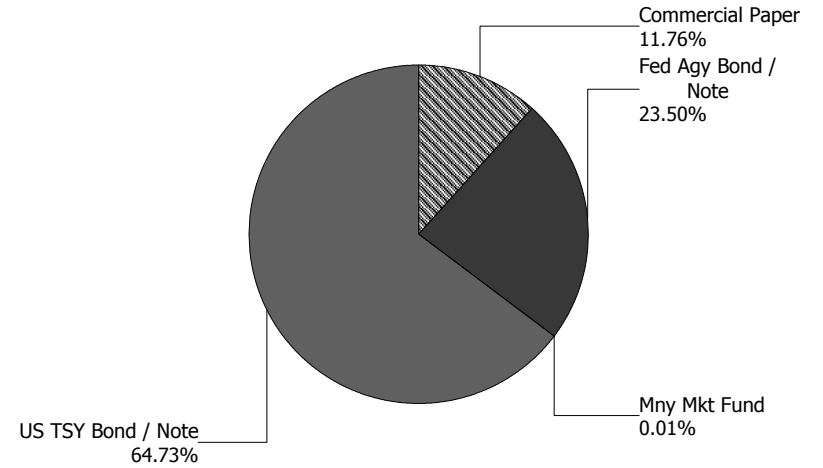
San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Account Summary

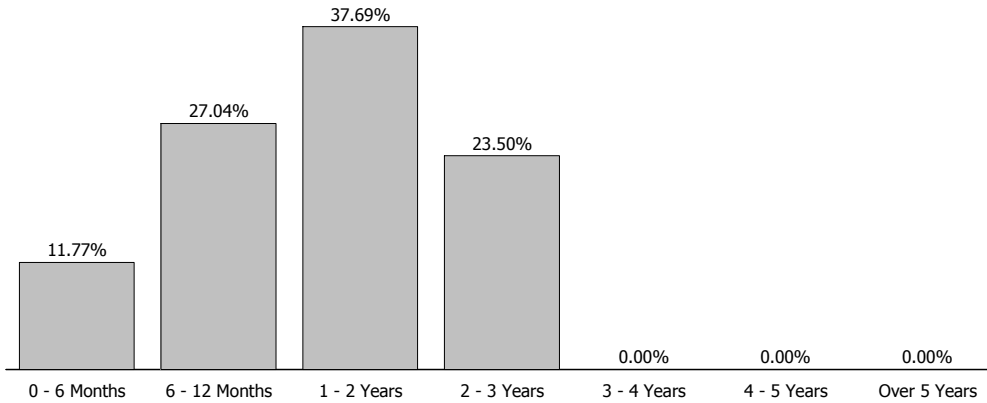
Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	5,490,000.00	5,501,468.48	64.73
Federal Agency Bond / Note	2,020,000.00	1,997,604.27	23.50
Commercial Paper	1,000,000.00	999,402.00	11.76
Managed Account Sub-Total	8,510,000.00	8,498,474.75	99.99%
Accrued Interest		33,016.19	
Total Portfolio	8,510,000.00	8,531,490.94	
CAMP Pool	1,080.59	1,080.59	0.01
Total Investments	8,511,080.59	8,532,571.53	100.00%

Unsettled Trades **0.00** **0.00**

Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	1.07%
Yield to Maturity at Market	1.04%
Duration to Worst	1.35
Weighted Average Days to Maturity	501



Managed Account Issuer Summary

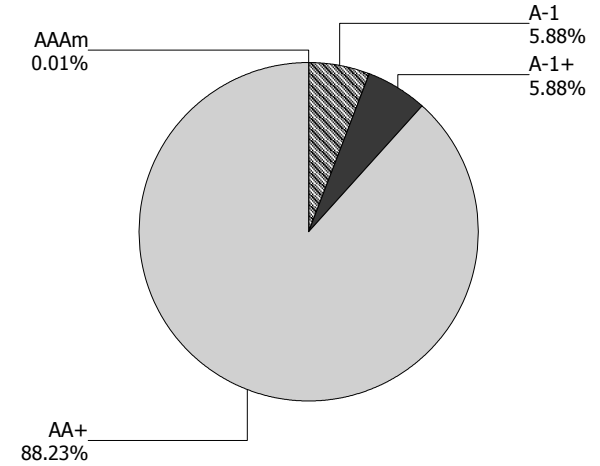
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Issuer Summary

Issuer	Market Value of Holdings	Percent
CAMP Pool	1,080.59	0.01
FEDERAL HOME LOAN BANKS	1,997,604.27	23.50
JP MORGAN CHASE & CO	499,702.00	5.88
TOYOTA MOTOR CORP	499,700.00	5.88
UNITED STATES TREASURY	5,501,468.48	64.73
Total	\$8,499,555.34	100.00%

Credit Quality (S&P Ratings)





Managed Account Detail of Securities Held

For the Month Ending February 28, 2017

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 10/01/2012 0.625% 09/30/2017	912828TS9	2,300,000.00	AA+	Aaa	11/05/15	11/10/15	2,291,464.85	0.82	6,002.75	2,297,354.31	2,298,383.10
US TREASURY NOTES DTD 09/30/2011 1.375% 09/30/2018	912828RH5	3,190,000.00	AA+	Aaa	11/15/16	11/16/16	3,211,183.59	1.02	18,316.21	3,207,948.82	3,203,085.38
Security Type Sub-Total		5,490,000.00					5,502,648.44	0.94	24,318.96	5,505,303.13	5,501,468.48
Federal Agency Bond / Note											
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	505,000.00	AA+	Aaa	01/03/17	01/09/17	498,768.30	1.47	2,174.31	499,095.36	499,401.07
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	1,515,000.00	AA+	Aaa	01/03/17	01/04/17	1,496,198.85	1.47	6,522.92	1,497,274.73	1,498,203.20
Security Type Sub-Total		2,020,000.00					1,994,967.15	1.47	8,697.23	1,996,370.09	1,997,604.27
Commercial Paper											
TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 03/30/2017	89233GQW9	500,000.00	A-1+	P-1	08/05/16	08/08/16	496,555.00	1.07	0.00	499,573.06	499,700.00
JP MORGAN SECURITIES LLC COMM PAPER -- 0.000% 03/31/2017	46640POX4	500,000.00	A-1	P-1	08/08/16	08/09/16	496,880.00	0.97	0.00	499,600.00	499,702.00
Security Type Sub-Total		1,000,000.00					993,435.00	1.02	0.00	999,173.06	999,402.00
Managed Account Sub-Total		8,510,000.00					8,491,050.59	1.07	33,016.19	8,500,846.28	8,498,474.75
Money Market Fund											
CAMP Pool		1,080.59	AAA	NR			1,080.59		0.00	1,080.59	1,080.59
Money Market Sub-Total		1,080.59					1,080.59		0.00	1,080.59	1,080.59



Managed Account Detail of Securities Held

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Securities Sub-Total	\$8,511,080.59	\$8,492,131.18	1.07%	\$33,016.19	\$8,501,926.87	\$8,499,555.34
Accrued Interest						\$33,016.19
Total Investments						\$8,532,571.53



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 10/01/2012 0.625% 09/30/2017	912828TS9	2,300,000.00	RBS_SEC		99.93	2,298,383.10	6,918.25	1,028.79	0.58	0.58	0.75
US TREASURY NOTES DTD 09/30/2011 1.375% 09/30/2018	912828RH5	3,190,000.00	MERRILL		100.41	3,203,085.38	(8,098.21)	(4,863.44)	1.56	1.56	1.11
Security Type Sub-Total		5,490,000.00				5,501,468.48	(1,179.96)	(3,834.65)	1.15	1.15	0.96
Federal Agency Bond / Note											
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	505,000.00	BARCLAYS		98.89	499,401.07	632.77	305.71	2.52	2.52	1.44
FHLB GLOBAL NOTES DTD 09/09/2016 1.000% 09/26/2019	3130A9EP2	1,515,000.00	BARCLAYS		98.89	1,498,203.20	2,004.35	928.47	2.52	2.52	1.44
Security Type Sub-Total		2,020,000.00				1,997,604.27	2,637.12	1,234.18	2.52	2.52	1.44
Commercial Paper											
TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 03/30/2017	89233GOW9	500,000.00	TOYOTA		99.94	499,700.00	3,145.00	126.94	0.08	0.08	0.72
JP MORGAN SECURITIES LLC COMM PAPER -- 0.000% 03/31/2017	46640PQX4	500,000.00	JPMCHASE		99.94	499,702.00	2,822.00	102.00	0.08	0.08	0.69
Security Type Sub-Total		1,000,000.00				999,402.00	5,967.00	228.94	0.08	0.08	0.71
Managed Account Sub-Total		8,510,000.00				8,498,474.75	7,424.16	(2,371.53)	1.35	1.35	1.04
Money Market Fund											
CAMP Pool		1,080.59			1.00	1,080.59	0.00	0.00	0.00	0.00	
Money Market Sub-Total		1,080.59				1,080.59	0.00	0.00	0.00	0.00	



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20 - (12512207)

Securities Sub-Total	\$8,511,080.59	\$8,499,555.34	\$7,424.16	(\$2,371.53)	1.35	1.35	1.04%
Accrued Interest		\$33,016.19					
Total Investments		\$8,532,571.53					



Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2011 DSRF MEASURE K TAX REV BD - 58-20

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					1,844.71
02/24/17	02/24/17	IP Fees January 2017	1.00	(722.49)	1,122.22
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(42.74)	1,079.48
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	1.11	1,080.59

Closing Balance **1,080.59**

	Month of February	Fiscal YTD January-February		
Opening Balance	1,844.71	2,856.48	Closing Balance	1,080.59
Purchases	1.11	2,000,298.03	Average Monthly Balance	1,708.10
Redemptions (Excl. Checks)	(765.23)	(2,002,073.92)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	1,080.59	1,080.59		
Cash Dividends and Income	1.11	16.87		



Account Statement - Transaction Summary

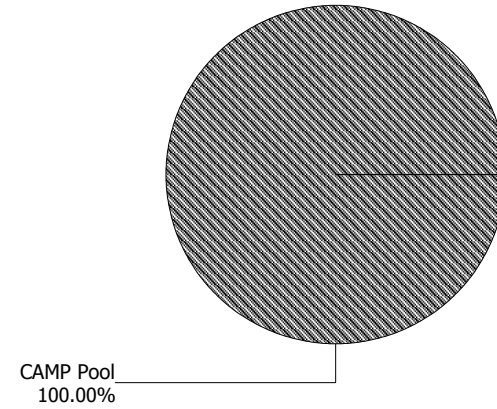
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS - 58-22

CAMP Pool	
Opening Market Value	4,901,012.76
Purchases	977,118.12
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$5,878,130.88
Cash Dividends and Income	3,483.70

Asset Summary	February 28, 2017	January 31, 2017
CAMP Pool	5,878,130.88	4,901,012.76
Total	\$5,878,130.88	\$4,901,012.76

Asset Allocation





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - MONTHLY DS PYMNT ACCT 2011 MEASURE BONDS - 58-22

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					4,901,012.76
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	973,634.42	5,874,647.18
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	3,483.70	5,878,130.88
Closing Balance					5,878,130.88

	Month of February	Fiscal YTD January-February
Opening Balance	4,901,012.76	3,924,290.89
Purchases	977,118.12	1,953,839.99
Redemptions (Excl. Checks)	0.00	0.00
Check Disbursements	0.00	0.00
Closing Balance	5,878,130.88	5,878,130.88
Cash Dividends and Income	3,483.70	6,571.15

Closing Balance	5,878,130.88
Average Monthly Balance	5,353,181.73
Monthly Distribution Yield	0.85%



Account Statement - Transaction Summary

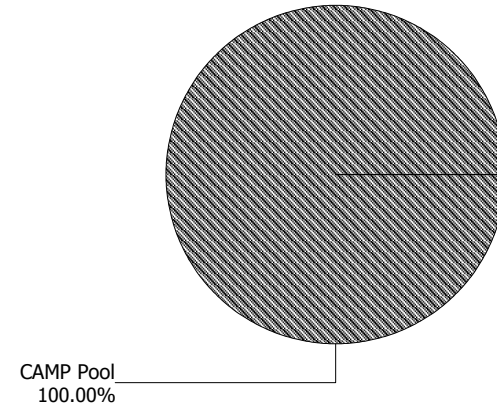
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PROJECT FUND - 58-24

CAMP Pool	
Opening Market Value	17,880,880.20
Purchases	11,647.72
Redemptions	(19.17)
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$17,892,508.75
Cash Dividends and Income	11,647.72

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	17,892,508.75	17,880,880.20
Total	\$17,892,508.75	\$17,880,880.20

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PROJECT FUND - 58-24

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					17,880,880.20
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(19.17)	17,880,861.03
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	11,647.72	17,892,508.75
Closing Balance					17,892,508.75

	Month of February	Fiscal YTD January-February		
Opening Balance	17,880,880.20	17,868,073.22	Closing Balance	17,892,508.75
Purchases	11,647.72	24,473.87	Average Monthly Balance	17,881,292.77
Redemptions (Excl. Checks)	(19.17)	(38.34)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	17,892,508.75	17,892,508.75		
Cash Dividends and Income	11,647.72	24,473.87		



Account Statement - Transaction Summary

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26

CAMP Pool	
Opening Market Value	5,614,933.48
Purchases	551,644.65
Redemptions	(226.69)
Unsettled Trades	0.00
Change in Value	0.00

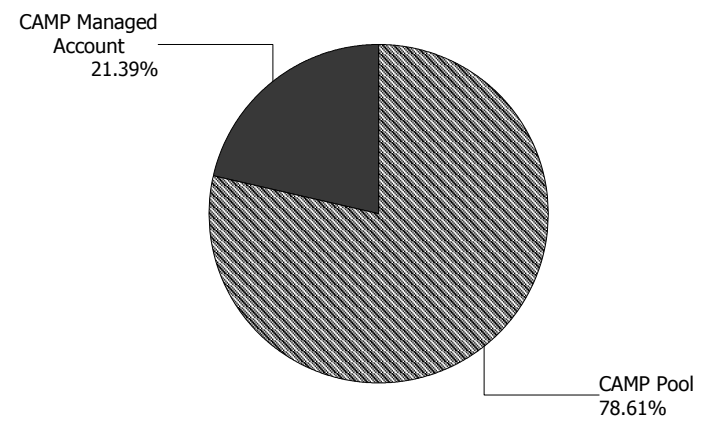
Closing Market Value	\$6,166,351.44
Cash Dividends and Income	3,669.65

CAMP Managed Account	
Opening Market Value	2,218,788.96
Purchases	0.00
Redemptions	(540,000.00)
Unsettled Trades	0.00
Change in Value	(460.22)

Closing Market Value	\$1,678,328.74
Cash Dividends and Income	4,473.44

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	6,166,351.44	5,614,933.48
CAMP Managed Account	1,678,328.74	2,218,788.96
Total	\$7,844,680.18	\$7,833,722.44

Asset Allocation





Managed Account Summary Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Transaction Summary - Money Market		Transaction Summary - Managed Account		Account Total	
Opening Market Value	\$5,614,933.48	Opening Market Value	\$2,218,788.96	Opening Market Value	\$7,833,722.44
Purchases	551,644.65	Maturities/Calls	(540,000.00)		
Redemptions	(226.69)	Principal Dispositions	0.00		
		Principal Acquisitions	0.00		
		Unsettled Trades	0.00		
		Change in Current Value	(460.22)		
Closing Market Value	\$6,166,351.44	Closing Market Value	\$1,678,328.74	Closing Market Value	\$7,844,680.18
Dividend	3,669.65				

Earnings Reconciliation (Cash Basis) - Managed Account		Cash Balance	
Interest/Dividends/Coupons Received	7,975.00	Closing Cash Balance	\$0.00
Less Purchased Interest Related to Interest/Coupons	0.00		
Plus Net Realized Gains/Losses	(3,501.56)		
Total Cash Basis Earnings	\$4,473.44		

Earnings Reconciliation (Accrual Basis)		Managed Account	Total	Cash Transactions Summary- Managed Account	
Ending Amortized Value of Securities	1,677,746.60	7,844,098.04		Maturities/Calls	540,000.00
Ending Accrued Interest	30.50	30.50		Sale Proceeds	0.00
Plus Proceeds from Sales	0.00	226.69		Coupon/Interest/Dividend Income	7,975.00
Plus Proceeds of Maturities/Calls/Principal Payments	540,000.00	540,000.00		Principal Payments	0.00
Plus Coupons/Dividends Received	7,975.00	7,975.00		Security Purchases	0.00
Less Cost of New Purchases	0.00	(551,644.65)		Net Cash Contribution	(547,975.00)
Less Beginning Amortized Value of Securities	(2,217,645.97)	(7,832,579.45)		Reconciling Transactions	0.00
Less Beginning Accrued Interest	(6,785.35)	(6,785.35)			
Dividends	0.00	3,669.65			
Total Accrual Basis Earnings	\$1,320.78	\$4,990.43			



Portfolio Summary and Statistics

For the Month Ending **February 28, 2017**

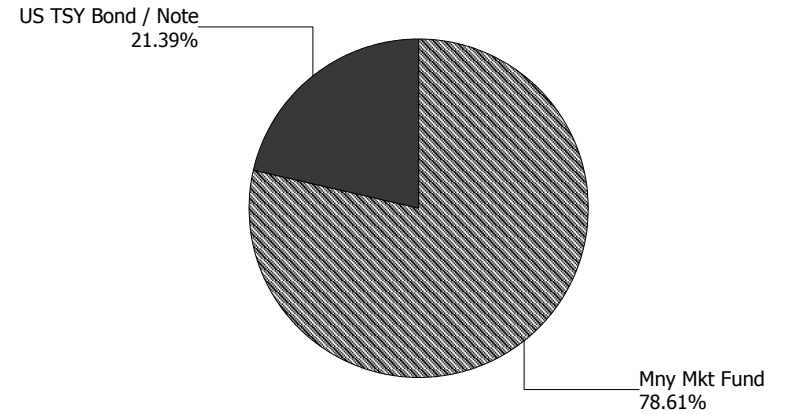
San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Account Summary

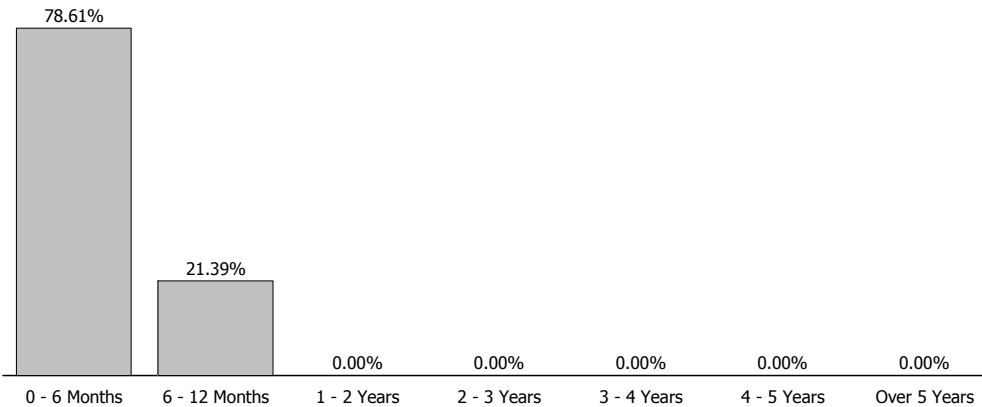
Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	1,680,000.00	1,678,328.74	21.39
Managed Account Sub-Total	1,680,000.00	1,678,328.74	21.39%
Accrued Interest		30.50	
Total Portfolio	1,680,000.00	1,678,359.24	
CAMP Pool	6,166,351.44	6,166,351.44	78.61
Total Investments	7,846,351.44	7,844,710.68	100.00%

Unsettled Trades	0.00	0.00
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Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	0.85%
Yield to Maturity at Market	0.80%
Duration to Worst	0.67
Weighted Average Days to Maturity	246



Managed Account Issuer Summary

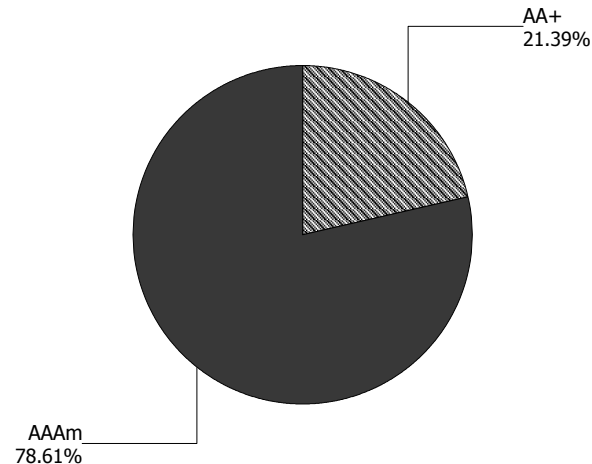
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Issuer Summary

Issuer	Market Value of Holdings	Percent
CAMP Pool	6,166,351.44	78.61
UNITED STATES TREASURY	1,678,328.74	21.39
Total	\$7,844,680.18	100.00%

Credit Quality (S&P Ratings)





Managed Account Detail of Securities Held

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	AA+	Aaa	02/05/15	02/06/15	1,096,433.59	0.75	18.68	1,099,302.19	1,099,484.10
US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	AA+	Aaa	02/06/15	02/09/15	575,287.50	1.02	11.82	578,444.41	578,844.64
Security Type Sub-Total		1,680,000.00					1,671,721.09	0.85	30.50	1,677,746.60	1,678,328.74
Managed Account Sub-Total		1,680,000.00					1,671,721.09	0.85	30.50	1,677,746.60	1,678,328.74
Money Market Fund											
CAMP Pool		6,166,351.44	AAAm	NR			6,166,351.44		0.00	6,166,351.44	6,166,351.44
Money Market Sub-Total		6,166,351.44					6,166,351.44		0.00	6,166,351.44	6,166,351.44
Securities Sub-Total		\$7,846,351.44					\$7,838,072.53	0.85%	\$30.50	\$7,844,098.04	\$7,844,680.18
Accrued Interest											\$30.50
Total Investments											\$7,844,710.68



Managed Account Fair Market Value & Analytics

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	MORGANST		99.95	1,099,484.10	3,050.51	181.91	0.50	0.50	0.72
US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	MORGANST		99.80	578,844.64	3,557.14	400.23	0.99	0.99	0.95
Security Type Sub-Total		1,680,000.00				1,678,328.74	6,607.65	582.14	0.67	0.67	0.80
Managed Account Sub-Total		1,680,000.00				1,678,328.74	6,607.65	582.14	0.67	0.67	0.80
Money Market Fund											
CAMP Pool		6,166,351.44			1.00	6,166,351.44	0.00	0.00	0.00	0.00	
Money Market Sub-Total		6,166,351.44				6,166,351.44	0.00	0.00	0.00	0.00	
Securities Sub-Total		\$7,846,351.44				\$7,844,680.18	\$6,607.65	\$582.14	0.67	0.67	0.80%
Accrued Interest											\$30.50
Total Investments						\$7,844,710.68					



Managed Account Security Transactions & Interest

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26 - (12512210)

Transaction Type		Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
Trade	Settle									
INTEREST										
02/28/17	02/28/17	US TREASURY NOTES DTD 02/28/2013 0.750% 02/28/2018	912828UR9	580,000.00	0.00	2,175.00	2,175.00			
02/28/17	02/28/17	US TREASURY NOTES DTD 02/29/2012 0.875% 02/28/2017	912828SJ0	540,000.00	0.00	2,362.50	2,362.50			
02/28/17	02/28/17	US TREASURY NOTES DTD 08/31/2012 0.625% 08/31/2017	912828TM2	1,100,000.00	0.00	3,437.50	3,437.50			
Transaction Type Sub-Total				2,220,000.00	0.00	7,975.00	7,975.00			
MATURITY										
02/28/17	02/28/17	US TREASURY NOTES DTD 02/29/2012 0.875% 02/28/2017	912828SJ0	540,000.00	540,000.00	0.00	540,000.00	(3,501.56)	0.00	
Transaction Type Sub-Total				540,000.00	540,000.00	0.00	540,000.00	(3,501.56)	0.00	
Managed Account Sub-Total					540,000.00	7,975.00	547,975.00	(3,501.56)	0.00	
Total Security Transactions					\$540,000.00	\$7,975.00	\$547,975.00	(\$3,501.56)	\$0.00	



Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS CAPI FUND - 58-26

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					5,614,933.48
02/24/17	02/24/17	IP Fees January 2017	1.00	(188.86)	5,614,744.62
02/24/17	02/24/17	U.S. Bank Fees December 2016	1.00	(37.83)	5,614,706.79
02/28/17	02/28/17	Purchase - Interest 912828SJ0	1.00	2,362.50	5,617,069.29
02/28/17	02/28/17	Purchase - Interest 912828TM2	1.00	3,437.50	5,620,506.79
02/28/17	02/28/17	Purchase - Interest 912828UR9	1.00	2,175.00	5,622,681.79
02/28/17	02/28/17	Purchase - Principal 912828SJ0	1.00	540,000.00	6,162,681.79
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	3,669.65	6,166,351.44

Closing Balance **6,166,351.44**

	Month of February	Fiscal YTD January-February	
Opening Balance	5,614,933.48	5,611,132.53	Closing Balance 6,166,351.44
Purchases	551,644.65	555,672.43	Average Monthly Balance 5,634,594.59
Redemptions (Excl. Checks)	(226.69)	(453.52)	Monthly Distribution Yield 0.85%
Check Disbursements	0.00	0.00	
Closing Balance	6,166,351.44	6,166,351.44	
Cash Dividends and Income	3,669.65	7,697.43	



Account Statement - Transaction Summary

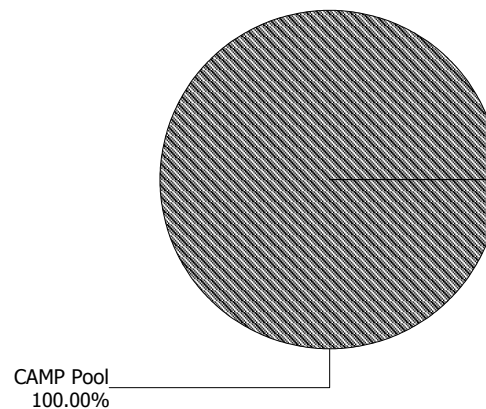
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - Measure Sales Tax Rev Bonds 2011 Principal - 58-28

CAMP Pool	
Opening Market Value	1,407,068.34
Purchases	128,454.70
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$1,535,523.04
Cash Dividends and Income	954.70

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,535,523.04	1,407,068.34
Total	\$1,535,523.04	\$1,407,068.34

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - Measure Sales Tax Rev Bonds 2011 Principal - 58-28

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					1,407,068.34
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	127,500.00	1,534,568.34
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	954.70	1,535,523.04
Closing Balance					1,535,523.04

	Month of February	Fiscal YTD January-February	
Opening Balance	1,407,068.34	1,278,115.20	Closing Balance 1,535,523.04
Purchases	128,454.70	257,407.84	Average Monthly Balance 1,466,298.87
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield 0.85%
Check Disbursements	0.00	0.00	
Closing Balance	1,535,523.04	1,535,523.04	
Cash Dividends and Income	954.70	1,907.84	



Account Statement - Transaction Summary

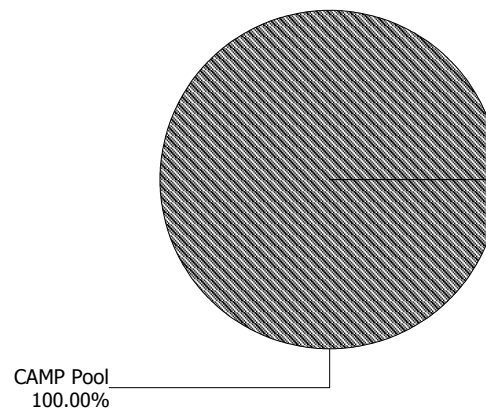
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - BANA LOC DISBURSEMENT ACCOUNT - 619-00

CAMP Pool	
Opening Market Value	61,427.71
Purchases	120,873.42
Redemptions	(122,624.60)
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$59,676.53
Cash Dividends and Income	1.39

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	59,676.53	61,427.71
Total	\$59,676.53	\$61,427.71

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - BANA LOC DISBURSEMENT ACCOUNT - 619-00

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					61,427.71
02/01/17	02/01/17	Purchase - Incoming Wires	1.00	61,309.44	122,737.15
02/01/17	02/01/17	Money Not Received 1/31/2017	1.00	(61,309.44)	61,427.71
02/01/17	02/01/17	Redemption - Outgoing Wires	1.00	(61,309.44)	118.27
02/02/17	02/02/17	To Reverse Charge for Money Not Received 2/2/2017	1.00	4.26	122.53
02/02/17	02/02/17	Interest Adjustment for Dividend Earned on Wire Not Received 1/31/2017	1.00	(1.46)	121.07
02/02/17	02/02/17	Charge for Money Not Received (1 Day(s) at 2.5%)	1.00	(4.26)	116.81
02/28/17	02/28/17	Purchase - Incoming Wires	1.00	59,558.33	59,675.14
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	1.39	59,676.53

Closing Balance **59,676.53**

	Month of February	Fiscal YTD January-February		
Opening Balance	61,427.71	62,450.02	Closing Balance	59,676.53
Purchases	120,873.42	182,187.01	Average Monthly Balance	2,244.00
Redemptions (Excl. Checks)	(122,624.60)	(184,960.50)	Monthly Distribution Yield	0.85%
Check Disbursements	0.00	0.00		
Closing Balance	59,676.53	59,676.53		
Cash Dividends and Income	1.39	5.54		



Account Statement - Transaction Summary

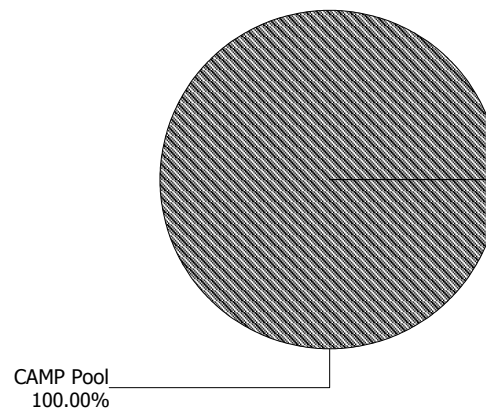
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU - 619-01

CAMP Pool	
Opening Market Value	113,236.63
Purchases	10,076.75
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$123,313.38
Cash Dividends and Income	76.75

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	123,313.38	113,236.63
Total	\$123,313.38	\$113,236.63

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS PRINCIPAL ACCOU - 619-01

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					113,236.63
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	10,000.00	123,236.63
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	76.75	123,313.38
Closing Balance					123,313.38

	Month of February	Fiscal YTD January-February
Opening Balance	113,236.63	103,159.80
Purchases	10,076.75	20,153.58
Redemptions (Excl. Checks)	0.00	0.00
Check Disbursements	0.00	0.00
Closing Balance	123,313.38	123,313.38
Cash Dividends and Income	76.75	153.58

Closing Balance	123,313.38
Average Monthly Balance	117,882.23
Monthly Distribution Yield	0.85%



Account Statement - Transaction Summary

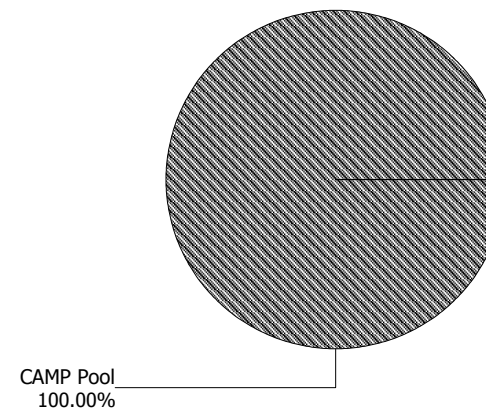
For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN - 619-02

CAMP Pool	
Opening Market Value	914,984.27
Purchases	182,829.67
Redemptions	0.00
Unsettled Trades	0.00
Change in Value	0.00
Closing Market Value	\$1,097,813.94
Cash Dividends and Income	650.50

Asset Summary		
	February 28, 2017	January 31, 2017
CAMP Pool	1,097,813.94	914,984.27
Total	\$1,097,813.94	\$914,984.27

Asset Allocation	
CAMP Pool	100.00%





Account Statement

For the Month Ending **February 28, 2017**

San Joaquin County Transportation Authority - 2014 MEASURE K SALES TAX REV BONDS INTEREST ACCOUN - 619-02

Trade Date	Settlement Date	Transaction Description	Share or Unit Price	Dollar Amount of Transaction	Total Shares Owned
CAMP Pool					
Opening Balance					914,984.27
02/16/17	02/16/17	Purchase - Incoming Wires	1.00	182,179.17	1,097,163.44
02/28/17	03/01/17	Accrual Income Div Reinvestment - Distributions	1.00	650.50	1,097,813.94
Closing Balance					1,097,813.94

	Month of February	Fiscal YTD January-February	
Opening Balance	914,984.27	732,228.87	Closing Balance 1,097,813.94
Purchases	182,829.67	365,585.07	Average Monthly Balance 999,590.69
Redemptions (Excl. Checks)	0.00	0.00	Monthly Distribution Yield 0.85%
Check Disbursements	0.00	0.00	
Closing Balance	1,097,813.94	1,097,813.94	
Cash Dividends and Income	650.50	1,226.73	

AGENDA ITEM **4C**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Low Carbon Transit Operations Program
FY 16/17 Funding Recommendation

RECOMMENDED ACTION: Approve Low Carbon Transit Operations
Program Funding Recommendation for
Fiscal Year 2016/17

SUMMARY:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs funded as part of 2016-17 State of California budget (by Senate Bill 852 and Senate Bill 862) which have a goal of reduced greenhouse gas emissions and achievement of other benefits. For Fiscal Year (FY) 2016/2017, a total of \$323,443 in LCTOP funding was awarded to the San Joaquin County region via PUC 99313 distribution formula, for dispersal by SJCOG.

Based on the results of previous years' funding distribution, SJCOG staff recommends distributing the full amount of PUC 99313 LCTOP funds to the San Joaquin Regional Transit District (SJRTD) for FY 16/17.

BACKGROUND:

LCTOP programs are funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. Senate Bill 862 created the LCTOP and describes program goals and eligible projects. Approved projects will support new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. Senate Bill 535 requires programs funded from revenues in the Greenhouse Gas Reduction Fund result in benefits to disadvantaged communities. The designation of "disadvantaged communities" is assigned to the California Environmental Protection Agency, and the establishment of guidelines for qualifying expenditures is assigned to the California Air Resources Board. The LCTOP will target grants so at least 50 percent of project expenditures will benefit disadvantaged communities in agencies that include communities designated as disadvantaged.

Caltrans, in coordination with the Air Resources Board, shall determine the eligibility of the proposed project based on the documentation provided by the recipient transit agency to ensure compliance with the guidelines. Caltrans will then notify the State Controller of approved expenditures for each transit agency, and the amount of the allocation for each agency determined to be available at the time of approval.

For FY 16/17, a total of \$323,443 was awarded to the San Joaquin County region via PUC 99313 distribution formula, for dispersal by SJCOG. This total represents a 53.6 percent reduction in available funds as compared to FY 15/16. This funding is intended to be awarded and utilized within FY 16/17 only.

Funding History:

FY 14/15: LCTOP funds were distributed to agencies based on their reported annual ridership levels. Over 80 percent of LCTOP funds were awarded to SJRTD based on their share of transit ridership in the region, and less than 20 percent was available to all other transit operators. However, with LCTOP being a relatively small fund source requiring a higher than usual level of administrative effort, and with a requirement that funding recipients be able to quantitatively demonstrate a greenhouse gas reduction, most transit operators in the region elected not to pursue LCTOP funds in FY 14/15.

FY 15/16: Given that LCTOP is a relatively small fund source with substantial administrative requirements, it was determined through discussions with transit operator staff as part of the Interagency Transit Committee that 100 percent of PUC 99313 LCTOP funds should be awarded to SJRTD in FY 15/16. SJRTD was determined to be the only agency that could make cost effective use of this funding source, given the amount of funding available.

Given the challenges associated with the use of LCTOP funds remain the same, and given the funding estimate for FY 16/17 is 53.6 percent lower than in FY 15/16, SJCOG staff is recommending the full amount of PUC 99313 LCTOP funds (i.e., \$323,443) be awarded to SJRTD for FY 16/17.

COMMITTEE ACTIONS:

Both the Interagency Transit Committee and Technical Advisory Committee reviewed this item, and unanimously voted to approve staff's recommendation.

RECOMMENDATION:

SJCOG staff is recommending the full amount of PUC 99313 LCTOP funds (i.e., \$323,443) be awarded to SJRTD for FY 16/17.

FISCAL IMPACT:

The approval of the proposed distribution of PUC 99313 LCTOP funds for FY 16/17 would directly assign \$323,443 to SJRTD.

Attachments:

1. LCTOP Allocation Letter



BETTY T. YEE
California State Controller

February 1, 2017

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program.

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314.8 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2016-17 Low Carbon Transit Operations Program.

Please contact John Bodolay by telephone at (916) 323-2154 or by email at jbodolay@sco.ca.gov with any questions or for additional information.

Sincerely,

(Original Signed)

JIM REISINGER
Manager

Enclosure

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
ELIGIBLE ALLOCATION FISCAL YEAR 2016-2017 SUMMARY

Regional Entity	PUC 99313 Fiscal Year 2016-17 Eligible Allocation*	PUC 99314.8 Fiscal Year 2016-17 Eligible Allocation	Total Fiscal Year 2016-17 Eligible Allocation
TRPA	\$ 44,261	\$ 3,471	\$ 47,732
MTC	3,373,683	9,642,363	13,016,046
SACOG	829,799	396,522	1,226,321
Alpine	514	35	549
Amador	16,630	976	17,606
Butte	99,056	6,296	105,352
Calaveras	19,938	0	19,938
Colusa	9,680	453	10,133
Del Norte	11,824	942	12,766
El Dorado	71,309	7,619	78,928
Fresno	434,212	53,277	487,489
Glenn	12,643	0	12,643
Humboldt	59,590	10,703	70,293
Imperial	81,957	7,355	89,312
Inyo	8,225	0	8,225
Kern	390,976	33,329	424,305
Kings	66,319	3,522	69,841
Lake	28,361	2,423	30,784
Lassen	13,575	979	14,554
Los Angeles	4,516,732	5,008,114	9,524,846
Madera	68,513	0	68,513
Mariposa	8,009	26	8,035
Mendocino	38,977	2,901	41,878
Merced	119,774	6,151	125,925
Modoc	4,251	0	4,251
Mono	6,051	11,913	17,964
Monterey	192,808	31,163	223,971
Nevada	43,263	1,759	45,022
Orange	1,403,802	483,847	1,887,649
Placer	130,324	23,158	153,482
Plumas	8,767	0	8,767
Riverside	1,035,461	198,363	1,233,824
San Benito	24,983	0	24,983
San Bernardino	943,613	213,566	1,157,179
SANDAG	360,563	181,571	542,134
San Diego MTS	1,089,812	606,468	1,696,280
San Joaquin	323,443	74,300	397,743
San Luis Obispo	122,596	11,822	134,418
Santa Barbara	197,015	68,288	265,303
Santa Cruz	121,681	121,609	243,290
Shasta	78,764	6,675	85,439
Sierra	1,413	0	1,413
Siskiyou	19,731	1,362	21,093
Stanislaus	238,250	17,599	255,849
Tehama	28,197	0	28,197
Trinity	6,028	383	6,411
Tulare	205,669	24,083	229,752
Tuolumne	24,213	0	24,213
Ventura	377,745	47,614	425,359
State Totals	<u>\$ 17,313,000</u>	<u>\$ 17,313,000</u>	<u>\$ 34,626,000</u>

*PUC 99313 allocations are based on population figures from the Department of Finance, *E-1 Population Estimates for Cities, Counties, and the State, January 1, 2015 and 2016*.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis ¹	Fiscal Year 2016-17 Allocation	Adjustments from Fiscal Year 2015-16 Allocation ²	Fiscal Year 2016-17 Eligible Allocation
TRPA				
Tahoe Transportation District	\$ 734,260	\$ 3,471	\$ 0	3,471
MTC				
Alameda-Contra Costa Transit District, City of San Francisco, and San Francisco Bay Area Rapid Transit District*	1,423,910,829	6,731,662	(1235)	6,730,427
Alameda County Congestion Management Agency - Corresponding to Altamont Corridor Express (ACE)	NA	24,163	(4)	24,159
Central Contra Costa Transit Authority	12,019,260	56,822	(10)	56,812
City of Dixon	93,249	441	0	441
Eastern Contra Costa Transit Authority	5,566,485	26,316	(4)	26,312
City of Fairfield	2,348,818	11,104	(2)	11,102
Golden Gate Bridge Highway and Transportation District	94,134,652	445,030	(81)	444,949
City of Healdsburg	9,859	47	0	47
Livermore-Amador Valley Transit Authority	4,858,325	22,968	(4)	22,964
Marin County Transit District	17,532,740	82,888	(15)	82,873
Napa County Transportation and Planning Agency	1,214,077	5,740	(1)	5,739
Peninsula Corridor Joint Powers Board	106,342,764	502,745	(93)	502,652
City of Petaluma	272,671	1,289	0	1,289
City of Rio Vista	21,444	101	0	101
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	25,874,414	122,324	(23)	122,301
San Mateo County Transit District	65,399,995	309,184	(57)	309,127
Santa Clara Valley Transportation Authority	251,622,009	1,189,565	(218)	1,189,347
Santa Clara Valley Transportation Authority - Corresponding to Altamont Corridor Express (ACE)	NA	25,867	(4)	25,863
City of Santa Rosa	2,669,412	12,620	(2)	12,618
Solano County Transit (SOLTRANS)	5,483,742	25,925	(5)	25,920
County of Sonoma	2,890,269	13,664	(3)	13,661
City of Union City	821,901	3,886	(1)	3,885
Western Contra Costa Transit Authority	6,298,928	29,779	(5)	29,774
Regional Entity Totals	2,029,385,843	9,644,130	(1767)	9,642,363
Sacramento Area Council of Governments				
City of Davis	2,735,100	12,930	(3)	12,927
City of Elk Grove	1,651,977	7,810	(2)	7,808
City of Folsom	449,780	2,126	0	2,126
Sacramento Regional Transit System	73,413,234	347,067	(64)	347,003
Yolo County Transportation District	4,191,387	19,815	(3)	19,812
Yuba Sutter Transit Authority	1,448,569	6,848	(2)	6,846
Regional Entity Totals	83,890,047	396,596	(74)	396,522
Alpine				
County of Alpine	7,412	35	0	35

* The amounts for Alameda-Contra Costa Transit District, City of San Francisco, and San Francisco Bay Area Rapid Transit District are combined.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis ¹	Fiscal Year 2016-17 Allocation	Adjustments from Fiscal Year 2015-16 Allocation ²	Fiscal Year 2016-17 Eligible Allocation
Amador				
Amador Regional Transit System	206,370	976	0	976
Butte				
Butte Regional Transit	1,331,994	6,297	(1)	6,296
Calaveras	None	None	None	None
Colusa				
County of Colusa	95,802	453	0	453
Del Norte				
Redwood Coast Transit Authority	199,346	942	0	942
El Dorado				
El Dorado County Transit Authority	1,611,946	7,621	(2)	7,619
Fresno				
City of Clovis	991,774	4,689	(1)	4,688
City of Fresno	9,099,469	43,019	(8)	43,011
Fresno County Rural Transit Agency	1,180,046	5,579	(1)	5,578
Regional Entity Totals	11,271,289	53,287	(10)	53,277
Glenn	None	None	None	None
Humboldt				
City of Arcata	218,708	1,034	0	1,034
City of Eureka	520,348	2,460	(1)	2,459
City of Fortuna	12,167	58	0	58
Humboldt Transit Authority	1,512,987	7,153	(1)	7,152
Regional Entity Totals	2,264,210	10,705	(2)	10,703
Imperial				
City of Imperial	12,261	58	0	58
Imperial County Transportation Commission (ICTC)	1,448,802	6,849	(1)	6,848
Imperial County Transportation Commission (ICTC)-Specialized Service	94,946	449	0	449
Regional Entity Totals	1,556,009	7,356	(1)	7,355
Inyo	None	None	None	None
Kern				
City of Arvin	82,801	391	0	391
City of California City	25,921	123	0	123
City of Delano	127,153	601	0	601
Golden Empire Transit District	5,180,220	24,490	(5)	24,485
County of Kern	956,498	4,522	0	4,522
City of Ridgecrest	273,697	1,294	0	1,294
City of Shafter	52,932	250	0	250
City of Taft	320,284	1,514	0	1,514
City of Tehachapi	4,964	23	0	23
City of Wasco	26,695	126	0	126
Regional Entity Totals	7,051,165	33,334	(5)	33,329

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis ¹	Fiscal Year 2016-17 Allocation	Adjustments from Fiscal Year 2015-16 Allocation ²	Fiscal Year 2016-17 Eligible Allocation
Kings				
City of Corcoran	83,022	392	0	392
Kings County Area Public Transit Agency	662,327	3,131	(1)	3,130
Regional Entity Totals	745,349	3,523	(1)	3,522
Lake				
Lake Transit Authority	512,637	2,424	(1)	2,423
Lassen				
County of Lassen	207,265	980	(1)	979
Los Angeles				
Antelope Valley Transit Authority	11,600,259	54,841	(10)	54,831
City of Arcadia	1,488,267	7,036	(1)	7,035
City of Claremont	528,137	2,497	(1)	2,496
City of Commerce	3,037,657	14,361	(2)	14,359
City of Culver City	5,546,896	26,223	(5)	26,218
Foothill Transit Zone	50,067,995	236,701	(43)	236,658
City of Gardena	10,886,212	51,466	(10)	51,456
City of La Mirada	794,404	3,756	0	3,756
Long Beach Public Transportation Company	50,054,148	236,635	(43)	236,592
City of Los Angeles	64,833,533	306,506	(56)	306,450
Los Angeles County Metropolitan Transportation Authority	684,229,820	3,234,761	(595)	3,234,166
City of Montebello	17,462,075	82,553	(15)	82,538
City of Norwalk	5,000,279	23,639	(4)	23,635
City of Redondo Beach	1,957,575	9,255	(1)	9,254
City of Redondo Beach - Specialized Service	496,898	2,349	(1)	2,348
City of Santa Monica	37,806,957	178,736	(33)	178,703
Southern California Regional Rail Authority	198,642,344			
Los Angeles County Metropolitan Transportation Authority		478,220	(88)	478,132
Orange County Transportation Authority		**	**	**
Riverside County Transportation Commission		**	**	**
San Bernardino Associated Governments		**	**	**
Ventura County Transportation Commission		**	**	**
City of Torrance	12,585,207	59,498	(11)	59,487
Regional Entity Totals	1,157,018,663	5,009,033	(919)	5,008,114
Madera				
None	None	None	None	None
Mariposa				
County of Mariposa	5,605	26	0	26
Mendocino				
Mendocino Transit Authority	613,796	2,902	(1)	2,901
Merced				
Transit Joint Powers Authority of Merced County	957,565	4,527	(1)	4,526
Transit Joint Powers Authority of Merced County - Specialized Service	343,651	1,625	0	1,625
Regional Entity Totals	1,301,216	6,152	(1)	6,151

** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding regional transportation authority.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis ¹	Fiscal Year 2016-17 Allocation	Adjustments from Fiscal Year 2015-16 Allocation ²	Fiscal Year 2016-17 Eligible Allocation
Modoc	None	None	None	None
Mono				
Eastern Sierra Transit Authority	2,520,455	11,916	(3)	11,913
Monterey				
Monterey-Salinas Transit	6,593,103	31,169	(6)	31,163
Nevada				
County of Nevada	372,189	1,760	(1)	1,759
Orange				
City of Laguna Beach	837,317	3,958	(1)	3,957
Orange County Transportation Authority	51,846,969	245,111	(45)	245,066
Orange County Transportation Authority - Corresponding to Southern California Regional Rail Authority	NA	234,867	(43)	234,824
Regional Entity Totals	52,684,286	483,936	(89)	483,847
Placer				
City of Auburn	30,773	145	0	145
City of Lincoln	47,819	226	0	226
County of Placer	3,817,667	18,048	(3)	18,045
City of Roseville	1,003,328	4,743	(1)	4,742
Regional Entity Totals	4,899,587	23,162	(4)	23,158
Plumas	None	None	None	None
Riverside				
City of Banning	166,401	787	0	787
City of Beaumont	217,527	1,028	(1)	1,027
City of Corona	410,562	1,941	0	1,941
Palo Verde Valley Transit Agency	102,483	484	(1)	483
City of Riverside	413,473	1,955	0	1,955
Riverside County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	71,030	(13)	71,017
Riverside Transit Agency	15,363,406	72,632	(13)	72,619
Sunline Transit Agency	10,268,040	48,543	(9)	48,534
Regional Entity Totals	26,941,892	198,400	(37)	198,363
San Benito	None	None	None	None
San Bernardino				
Morongo Basin Transit Authority	358,711	1,696	0	1,696
Mountain Area Regional Transit Authority	310,345	1,467	3178	4,645
Omnitrans	14,772,716	69,839	(13)	69,826
San Bernardino Associated Governments - Corresponding to Southern California Regional Rail Authority	NA	126,149	(24)	126,125
Victor Valley Transit Service Authority	2,385,135	11,276	(2)	11,274
Regional Entity Totals	17,826,907	210,427	3139	213,566
SANDAG				
North San Diego County Transit District	38,413,916	181,605	(34)	181,571

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

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LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis ¹	Fiscal Year 2016-17 Allocation	Adjustments from Fiscal Year 2015-16 Allocation ²	Fiscal Year 2016-17 Eligible Allocation
San Diego Metropolitan Transit System	128,306,505	606,580	(112)	606,468
San Joaquin				
Altamont Corridor Express (ACE)	14,985,239			
Alameda County Congestion Management Agency		***	***	***
Santa Clara Valley Transportation Authority		***	***	***
San Joaquin Regional Rail Commission		20,814	(4)	20,810
City of Lodi	642,458	3,037	0	3,037
City of Ripon	3,682	17	0	17
San Joaquin Regional Transit District	10,670,445	50,445	(9)	50,436
Regional Entity Totals	26,301,824	74,313	(13)	74,300
San Luis Obispo				
City of Atascadero	79,555	376	0	376
City of Morro Bay	41,060	194	0	194
City of San Luis Obispo	694,712	3,284	0	3,284
San Luis Obispo Regional Transit Authority	1,537,144	7,267	(1)	7,266
South County Area Transit	148,678	703	(1)	702
Regional Entity Totals	2,501,149	11,824	(2)	11,822
Santa Barbara				
City of Guadalupe	98,569	466	0	466
City of Lompoc	1,310,330	6,195	(1)	6,194
County of Santa Barbara	120,242	568	0	568
Santa Barbara Metropolitan Transit District	11,854,760	56,044	(11)	56,033
City of Santa Maria	957,312	4,526	(1)	4,525
City of Solvang	106,247	502	0	502
Regional Entity Totals	14,447,460	68,301	(13)	68,288
Santa Cruz				
Santa Cruz Metropolitan Transit District	25,727,890	121,631	(22)	121,609
Shasta				
Redding Area Bus Authority	1,412,224	6,676	(1)	6,675
Sierra	None	None	None	None
Siskiyou				
County of Siskiyou	288,176	1,362	0	1,362
Stanislaus				
City of Modesto	3,054,372	14,440	(2)	14,438
County of Stanislaus	514,307	2,431	(1)	2,430
City of Turlock	154,612	731	0	731
Regional Entity Totals	3,723,291	17,602	(3)	17,599
Tehama	None	None	None	None

*** The amounts allocated to the member agencies of Altamont Corridor Express (ACE) are included with their corresponding regional transportation authority.

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2016-2017 PUC 99314.8 ALLOCATION DETAIL**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis¹</u>	<u>Fiscal Year 2016-17 Allocation</u>	<u>Adjustments from Fiscal Year 2015-16 Allocation ²</u>	<u>Fiscal Year 2016-17 Eligible Allocation</u>
Trinity				
County of Trinity	81,201	384	(1)	383
Tulare				
City of Exeter	12,722	60	0	60
City of Porterville	744,031	3,517	0	3,517
City of Tulare	538,259	2,545	0	2,545
County of Tulare	459,363	2,172	0	2,172
City of Visalia	3,340,351	15,792	(3)	15,789
Regional Entity Totals	<u>5,094,726</u>	<u>24,086</u>	<u>(3)</u>	<u>24,083</u>
Tuolumne	None	None	None	None
Ventura				
Gold Coast Transit	3,974,399	18,789	(3)	18,786
Ventura County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	28,834	(6)	28,828
Regional Entity Totals	<u>3,974,399</u>	<u>47,623</u>	<u>(9)</u>	<u>47,614</u>
State Totals	<u>\$ 3,662,121,404</u>	<u>\$ 17,313,000</u>	<u>0</u>	<u>17,313,000</u>

¹ From the revised Fiscal Year 2014-15 fourth quarter State Transit Assistance allocation.

² Due to omission of Mountain Area Regional Transit Authority in Fiscal Year 2015-16.

AGENDA ITEM **4D**



March 2017
SJCOG Board

STAFF REPORT

- SUBJECT:** Spanish Language Services “On Call” List and Contract Authorization
- RECOMMENDED ACTION:** Approve “On Call” List for Spanish Language Services for a Period of Three Years and Authorize the SJCOG Executive Director to Negotiate and Sign Contracts on a Project Specific Basis for a Not-to-Exceed Amount of \$50,000 Over Three Years

DISCUSSION:

SUMMARY:

SJCOG staff is seeking approval of an “on call” list of five vendors to provide Spanish language services for SJCOG public engagement, community outreach, education, marketing, and advertising initiatives.

SJCOG received nine statements of qualifications; all were found to be responsive to the RFQ and reviewed by the selection committee. The five top ranked vendors are recommended for the on-call list for future services. The five vendors are shown below in order of final ranking. Rates vary depending on volume and type of service requested.

- FSB Strategies
- Lazar Translation and Interpretation
- Grafica Design*
- Rivera Associates*
- Lionbridge

*Firms in San Joaquin County

RECOMMENDATION:

SJCOG staff recommends that the SJCOG Board approve the “on call” list for a period of three years and authorize the Executive Director to negotiate and contract with vendors on an individual project basis to provide Spanish language services. Vendors on the on-call list will receive individual assignments on an as-needed basis, but the total amount of services (from all vendors) to SJCOG will not exceed \$50,000 over three years.

FISCAL IMPACT:

The budget for this contract will not exceed \$50,000 over the three-year contract period. The cost for these services will be paid for with funds from the relevant program area. The majority of service requests over the next eighteen months are expected to be for the Regional Transportation Plan work element.

BACKGROUND:

In December 2016, the SJCOG Board adopted the Public Participation Plan, including an updated Limited English Proficiency Plan. The Plan is intended to ensure that SJCOG's language assistance measures reflect the needs of Limited English Proficient (LEP) persons, meaning individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. For San Joaquin County, more than 40% of the county's residents speak a language other than English at home. The three largest language groups in San Joaquin County include: Spanish (26%), Tagalog (Filipino) (2.6%), and Khmer (Cambodian) (1.4%). The LEP Plan determined that translation of vital documents and access to services should be provided in the Spanish language as a matter of course, and upon request and subject to available resources, SJCOG will provide translation into Tagalog and Khmer languages.

To improve meaningful access to SJCOG services by LEP populations, on January 12, 2017, a Request for Qualifications (RFQ) was distributed to seek Spanish language interpreters and translators to provide on-call services for SJCOG. The deadline for submissions was January 30, 2017. Proposers were asked to submit work samples that demonstrated their experience, specialized knowledge and abilities as Spanish language translators and interpreters.

Solicitation Process

SJCOG Staff conducted research to assemble a target mailing list of Spanish language service providers to receive the solicitation. The research included vendors that have performed prior work with SJCOG, an inquiry to a few staff and colleagues at other agencies on whether they knew of/worked with any vendors, as well as a list of local organizations and partners who work with the Hispanic/Latino population in San Joaquin County.

In addition to an e-mail solicitation to the above-mentioned target list, the RFQ was distributed to SJCOG's environmental justice resource list. SJCOG's Environmental Justice list is comprised of a broad range of 30 public stakeholder and underserved community groups that do not typically participate in regional planning efforts. It was also posted on SJCOG's website and various social media channels.

Review Process

SJCOG received nine Statements of Qualifications (SOQ) in response to the RFQ. Two local vendors (located in San Joaquin County) submitted proposals out of the total nine received.

Staff reviewed the SOQs and the accompanying portfolios to establish a list of pre-qualified Spanish language service providers for a period of three years. The review committee was comprised of five SJCOG staff that represented the agency's divisions of Public Information, Planning/Programming, and Administrative Services.

Each proposal was reviewed on quality, breadth, and depth of direct experience. Specifically, the selection committee looked at:

- Experience working with public agencies on similar deliverables (e.g. government affairs and administration, public decision-making processes, urban and transportation planning documents, public outreach materials related to civic engagement)
- Quality of materials in the portfolio, including the range/diversity of work samples; work samples providing a clear demonstration of the type of services being offered, including video/audio recordings of a mock on-site translation service and/or document translation samples
- Value in terms of services and expertise, measured against fees
- General customer service and quality assurance tools and procedures offered by the vendors
- List of current or previous clients and range of assignments

The advantage of the on-call list, in lieu of selecting just one firm, is that it gives SJCOG the ability to tap into wide-ranging expertise and depth in skill sets depending on the assignment. At the conclusion of the review process, SJCOG staff developed a recommended shortlist that, as a whole, was most responsive in performing the following:

- On-site interpretation services for public meetings and workshops located in San Joaquin County
- Document translation services ranging from short documents to lengthy technical reports or planning documents
- Ability to implement emerging technologies, such as telephonic and remote video interpretation services
- Strategic communications services - going beyond simple translation and/or interpretation to providing cultural context that improves community engagement and understanding
- Ability to perform desktop publishing, in addition to translation services
- Option to add additional languages down the road, including the two other language groups identified within the SJCOG LEP Plan—Tagalog and Khmer

NEXT STEPS:

Following Board action, the SJCOG Executive Director will negotiate contacts with individual vendors on a project-by-project basis.

Prepared by Christine Corrales, Assistant Regional Planner

AGENDA ITEM **4E**



March 2017
BOARD

STAFF REPORT

SUBJECT: San Joaquin One Voice[®] Regional Project Submissions

RECOMMENDED ACTION: (1) Approve the Regional Project Requests for the 2017 San Joaquin One Voice[®] Program and (2) Approve Selection of Seven Projects as SJCOG Priorities

DISCUSSION:

SUMMARY:

SJCOG has received 23 Regional Project requests in response to the Call for Projects circulated in October 2016 for the 2017 San Joaquin One Voice[®] program.

The County and the city of Stockton submitted three requests for federal funding. The cities of Tracy, Lathrop, Manteca, and Ripon all submitted two requests and the city of Lodi submitted one request. Additionally, Stockton East Water District, the San Joaquin Rail Commission, the Port of Stockton, the San Joaquin Regional Transit District, and the Ripon Community Athletic Foundation, submitted requests for inclusion in the 2017 program.

From this pool of projects, the SJCOG Board historically selects a short list of projects as overall priorities for the region.

RECOMMENDATION:

SJCOG staff recommend the Board approve the list of project requests for the 2017 San Joaquin One Voice[®] program, as identified in Attachment 1, and approve the selection of SJCOG priorities as outlined below.

FISCAL IMPACT:

Approval of the project requests will have no impact to SJCOG OWP. Earmarks are not expected in the 2017 budget; however funding allocations are available from departments and through grants. The status of requests for federal funding for some projects will not be known until next fiscal year.

DISCUSSION:

As shown in Attachment 1, 23 project requests were submitted to SJCOG for the 2017 program. For the selection of regional priorities, staff is continuing a multi-modal approach that also recognizes the importance of highway infrastructure projects under the current Administration.

SJCOG staff's recommendation to the standing advisory committees this month included a rail project, an airport project, and a port project. In addition, staff presented four highway interchange projects that meet the regional priority criteria for regional benefit, project readiness, FASTLANE potential, and funding match.

Based upon the input and feedback from the Technical Advisory Committee to expand the roadway category to include all four of the 4 interchange projects, staff is recommending the Board approve a list of 7 projects as the top regional priorities:

County – SMA (Stockton Metropolitan Airport) Upgrade to CAT II Instrument Landing System

Between \$4 (special authorization CAT II) to \$5 million (full CAT II) from FAA to provide, maintain, and operate a CAT II Instrument Landing System to modernize the airport and provide safer conditions for landing during seasonal fog conditions.

- The SMA has the potential to be a major transportation hub
- SMA is poised for job creation and economic activity in the region due to commercial service, air cargo, and agriculture goods exports

SJRRC – Stockton Freight and Passenger Rail Mobility Enhancement

\$10.3 million request to construct a 1.3 mile track extension to connect the Cabral Rail Station to the ACE Rail Maintenance Facility and a new track connection between the UP Fresno Subdivision and BNSF Stockton Subdivision, improving access to the Port of Stockton.

- Rail staff submitted a FASTLANE application in late 2016 that combined two significant rail projects: Stockton Wye and Passenger Track Extension
- Regional significance and benefit: lower operating costs for trains serving the Port, reduced train blockage at at-grade crossings, improved passenger and freight train reliability, and reduced freight interference.

Port – West Complex Access Improvements

\$2 million for preliminary /final design, environmental documentation, and right of way for Navy Drive widening and the construction of an overcrossing at the UPRR/BNSF/CCTC tracks leading into the West Complex.

- Project supports the SR 4 Extension project goals of removing industrial truck traffic from Boggs Tract residential neighborhood and improving air quality
- Improves safety and security at the Port complex
- Supports short sea shipping efforts as part of the Marine Highway corridor
- Jobs Creation / Economic Viability / Goods Movement – through increased Port exports

Manteca - State Route 99 / 120 Connector Project

\$17 million for improving the connection between SR 99 and SR 120 with an associated widening for SR 99 will help mitigate a public safety emergency at a high-accident-rate location. SJCOG is the lead agency for the project study.

- Highway to highway interchange that links the Bay Area to the San Joaquin Valley
- Supports economic viability / goods movement – through reconfiguration of the interchange and ramp and bridge upgrades
- Significant safety issues resulting from congestion and high accident rates
- 7 years/6 miles/ 1261 collisions/815 injuries/11 fatalities
- Delays impediment to economic growth in the region

Tracy – Mountain House/International Parkway (Tracy)

\$5 million for plans, specifications, and PSE's/right of way acquisition for overcrossing updates at I-205 and I-580, and bridge and roadway widening on Mountain House Parkway to increase freight capacity.

- Major arterial connecting I-580- and I-205 (intermodal/goods movement)
- Job creation – IPC at buildout will create 30K jobs
- National significance because it directly accesses 2 routes on the National Highway Freight Network
- FAST LANE potential

County – Grant Line Corridor Improvement Project

\$25 million for design and right-of-way to improve key intersections at Banta Road and Bird Road, and widen the roadway to four travel lanes.

- Major arterial for goods movement – connects to the Tracy industrial park
- Higher than statewide average for accidents (double)
- High level of truck traffic (16%)
- Traffic volumes are projected to triple in the next couple of years
- FAST LANE funding opportunity when environmental is complete

Stockton – North Stockton I-5 Interchanges and Widening – Phase 2

\$2.5 million for the completion of Phase 2 widening design, new I-5/Otto Drive interchange final design, and auxiliary lanes design between Hammer Lane and Otto Drive.

- Stockton has ranked this #1 – due to the regional significance
- Major north-south arterial through county
- Reconfiguring the interchanges at Eight Mile/Hammer Lane - economic driver for the area
- New interchange at Otto Drive is important to alleviate traffic impacts that develop as new development comes in

BACKGROUND:

The One Voice[®] trip to Washington, D.C. has been in effect for 16 years. Our efforts are positively recognized at the federal level and we have a great story about what we have accomplished through our collaborative approach and the working relationships established with our federal representatives. We can directly point to over \$105 million in additional federal

revenues that has come to San Joaquin County because of the One Voice® effort. And, that doesn't include the indirect dollars that have come here from other activities that local jurisdictions have been able to capitalize on, such as Neighborhood Preservation funds and competitive grant opportunities.

Annually, 35-40 elected officials, business leaders, and community advocates from our region participate in the program and many have found it to be an excellent team building opportunity. The trip is an excellent opportunity for elected officials and business leaders to promote and learn about the needs in other communities throughout San Joaquin County.

Although Congress stopped earmarking funds in 2010, the federal government still distributes hundreds of billions of dollars through formula and discretionary programs. The San Joaquin One Voice® group takes this opportunity to receive counsel from legislators, legislative staff, and the administration about the various federal programs and how we can successfully compete in the grant process. We still highlight our projects where possible and make every effort to educate the participants on funding opportunities that may be available through discretionary grant and incentives programs.

COMMITTEE ACTIONS:

- *Technical Advisory Committee* – Unanimously approved a recommendation to include the 7 projects identified as regional priority projects.
- *Management and Finance Committee* – had not met at the time of writing this staff report.
- *Citizens Advisory Committee* – had not met at the time of writing this staff report.
- *Executive Committee* – had not met at the time of writing this staff report.

NEXT STEPS:

Staff will use the project list and regional priority selections to develop handouts for the April 2017 trip. A pre-trip planning meeting will be scheduled in April for attendees. The draft schedule and other details can be found on our website at www.sjcog.org/onevoice.

ATTACHMENTS:

1. Draft 2017 SJCOG Regional Project Summary List

2017 One Voice® Project List	Federal Request	Total Project Cost
City of Lathrop		
Louise Avenue/Interstate 5 Interchange Improvement Project	\$ 5,000,000	\$ 24,500,000
<p>This project would widen Louise Avenue to three through lanes in each direction, accommodating a new left turn onto the northbound on ramp, create a new loop on ramp to southbound I-5, widen all off ramps with new signaled intersections, construct retaining walls, and auxiliary lanes in both directions. Funds will be used to complete the final design phase and will fund the majority of the Land Acquisition for this project.</p>		
Lathrop Road/Interstate 5 Interchange Improvement Project	\$ 5,000,000	\$ 38,300,000
<p>This project would widen Lathrop Road to three lanes in each direction, create new loop onramps to Interstate 5, widen off-ramps, construct retaining walls to accommodate the roadway widening, and will accommodate traffic volumes for a forecast year of 2035. Funds will be used to complete the Final Design phase which includes PSR, Environmental, Final Design, and partial Right-of-Way costs. The City anticipates the this work would be completed within 2-3 years of receiving funds.</p>		
City of Lodi		
State Route 99 / Turner Road Interchange Improvements	\$ 4,905,000	\$ 5,455,000
<p>This project would increase the safety and operation of the Turner Road interchange while enhancing the accessibility to the City's Cherokee Lane corridor, the downtown business area, and Turner Road which is a designated STAA route. The proposed project consists of constructing various improvements to the southbound SR 99/Turner Road Interchange. The improvements include realigning the existing off and on ramps and utilizing a round-about feature to provide free flowing channelization of vehicles exiting the freeway toward either Turner Road or Cherokee Lane; or providing access to vehicles entering SR 99 without the need for ramp signalization. Federal funds will replace the STIP funds that are no longer available for the project.</p>		
City of Manteca		
SR 99/120 Connector Project	\$ 17,000,000	\$ 36,800,000
<p>This project will improve safety and reliability for the traveling public and timely and reliable movement of commercial goods from agricultural and manufacturing centers. Improving the connection between SR 99 and SR 120 with an associated widening of SR 99 will help mitigate a public safety emergency at a high accident rate location. SJCOG is co-sponsoring this project as the lead agency.</p>		
SR120/McKinley Interchange Project	\$ 7,700,000	\$ 40,200,000
<p>This project will convert the existing grade separation at McKinley Avenue to a full diamond interchange which will provide improved access to Highway 120 for growing industrial and commercial enterprises in the cities of Manteca and Lathrop. The planning and environmental has been complete and final design and right of way acquisition are beginning. Funds will be used to fully fund construction.</p>		

2017 One Voice® Project List	Federal Request	Total Project Cost
City of Ripon		
Ripon Multi-Modal Station	\$ 750,000	\$ 5,800,000
<p>The City of Ripon is proposing to construct a 7,000 sf multi-modal station near downtown Ripon. On and off-site improvements for the 3.25 acre project area include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE Train. The Ripon bikeway network will also be incorporated into the project. This multi-modal station would provide a number of benefits, not only to the residents of Ripon, but the region. Funding would be used to secure the right of way and complete the preliminary engineering.</p>		
Ripon Surface Water Project	\$ 4,500,000	\$ 6,800,000
<p>The City of Ripon serves water to 15,000 residents along with businesses and industries located within the city limits. The purpose of this project is to supplement the City of Ripon’s municipal water supply with treated surface water from the South San Joaquin Irrigation District (SSJID) by constructing a 5-mile pipeline from the SSJID existing surface water transmission pipeline to Ripon’s water distribution system, along with a booster pump station. This project will conserve groundwater through in-lieu recharge and provide safe drinking water to Ripon’s community.</p>		
County of San Joaquin		
Stockton Metropolitan Airport - Upgrade to CAT II Instrument Landing System	\$ 4 - 15 million	\$ 4 -15 million
<p>SMA is requesting the Federal Aviation Administration provide, maintain, and operate a CAT II Instrument Landing System (CAT II ILS), upgrading the existing CAT I ILS system currently in place. The CAT II ILS is a critical project that will modernize the Airport, and will provide safer conditions for landing aircraft during seasonal fog occurrences. The project is seeking Congressional support to require the FAA to upgrade the existing ILS at the Airport to CAT II capabilities. FAA funding needed is between \$4 million (special authorization CAT II) to \$15 million (full CAT II).</p>		
State Route 4 Corridor Improvements	\$ 15,000,000	\$ 20,000,000
<p>This project will widen the existing two-lane highway to four lanes between the City of Stockton and Byron Road (future SR 239) near Contra Costa County. In addition to enhancing safety an improving traffic operations as well as capacity for goods movement and commuting, the improvements will improve SR 4 as a flood evacuation routes, as was the case in June 2004. Funding will be used for studies and environmental analysis of the entire SR 4 corridor within western San Joaquin County.</p>		
Grant Line Corridor Improvement Project	\$ 25,520,000	\$ 29,000,000
<p>This project will improve key intersections at Banta Road and Bird Road and widen the roadway to four travel lanes to meet additional demand and facilitate safe and efficient traffic operations. Several alignments have been developed, and public review and comments have been solicited to develop a Preferred Alternative for the project. This process will be completed in 2017. Funds will be used for Design and Right-of-Way procurement, followed by Construction.</p>		

2017 One Voice® Project List	Federal Request	Total Project Cost
City of Stockton		
North Stockton I-5 Interchanges and Widening - Phase 2	\$ 2,550,000	\$ -
<p>This is a multi-phased project that will construct a new I-5 interchange connection at Otto Drive, modify two existing interchanges at Hammer Lane and Eight Mile Road, and widen mainline I-5 to eight lanes from Country Club Boulevard to Eight Mile Road. Phase 1 of the project started construction in fall 2011 to widen I-5 to eight lanes from Country Club Boulevard to Hammer Lane. Phase 1 was completed in 2016. Phase 2 of the project (widen I-5 to eight lanes from Hammer Lane to Eight Mile Road) is 65 percent designed, while the design for the future I-5/Otto Drive interchange is 35 percent complete. Funds will be used to complete the Phase 2 widening design, I-5/Otto Drive interchange final design, and the design of the auxiliary lanes from Hammer Lane to Otto Drive interchange.</p>		
Lower Sacramento Road Corridor	\$ 35,000,000	\$ 35,000,000
<p>The project will widen the Lower Sacramento Road Corridor from Royal Oaks Drive to Pixley Slough (and complete the widening of this important regional arterial). Other improvements along this corridor include the replacement of the bridge over Bear Creek and Pixley Slough, as well as intersection improvements at Eight Mile Road. These improvements will tie into the new Lower Sacramento Grade Separation Underpass project and the San Joaquin County's Lower Sacramento Road Widening project (currently in construction). Funds requested represents the estimated total project cost.</p>		
Miner Avenue Downtown Improvement	\$ 11,311,500	\$ -
<p>This project, developed in partnership with the San Joaquin Regional Rail Commission, will upgrade and transform a ten-block section of Miner Avenue into a "Complete Street" between Center Street and the Cabral Rail Station (approximately \$4,469,000 has been funded through ATP grant funds). Travel lanes will be reduced to one in each direction. Turn lanes at major intersections, bicycle lanes, and improved pedestrian facilities will be added. Parking will be changed from diagonal to parallel. In general, the improvements will revitalize a blighted corridor in the City's core and serve as an economic catalyst project, enhance safety and property values, and return Miner Avenue to its historic status as a major downtown destination.</p>		
San Joaquin Regional Transit District		
RTD Solar Energy Project	\$ 4,625,000	\$ 10,000,000
<p>This project will install solar energy panels, associated infrastructure, and battery storage equipment at RTD's maintenance/operations and administration facilities for the purpose of supporting RTD zero-emission electric buses, reducing operating costs, and improving air quality. The project is in the development phase until funding is secured.</p>		

2017 One Voice® Project List	Federal Request	Total Project Cost
City of Tracy		
I-205 Lammers Road Interchange Improvements	\$ 5,000,000	\$ 62,000,000
<p>This project consists of the construction of a new interchange at Lammers Road and I-205 in the City of Tracy. Completion of this project will improve a major commuter route and improve freight mobility between the Central Valley and Bay Area. The project will also improve access to the 1,800 acre Prologis International Park of Commerce business park, creating jobs and strengthening the regional goods movement and manufacturing economy.</p>		
International Park of Commerce (IPC): Interchange & Parkway Improvements	\$ 5,000,000	\$ 68,000,000
<p>The IPC is an industrial, retail and office park comprised of approximately 1,800 acres. The IPC at buildout will create a projected 30,000 jobs and is expected to include over 28 million square feet of buildings. Total improvements include an overcrossing Upgrade of Interstate 205 and Mountain House Parkway; overcrossing upgrade of Interstate 580 and Mountain House Parkway; bridge and roadway widening of Mountain House Parkway at the Delta Mendota Canal; bridge and roadway widening of Mountain House Parkway at the California Aqueduct; and the widening of Mountain House Parkway of the local roadway to increase freight capacity. Funding of this request would be used for Plans, Specifications and Cost Estimates (PSE's) and/or acquisition of right of way depending on project needs.</p>		
Port of Stockton		
West Complex Access Improvements	\$ 2,092,000	\$ 14,312,000
<p>This project will widen Washington Street from 2-4 lanes from the Navy Drive and Washington Street intersection east to the Port property limits, and construct an overcrossing at the shared UPRR/BNSF/CCTC tracks leading into the West Complex entrance. The project would improve safety and improve air quality by eliminating an existing at-grade rail crossing at the West Complex entrance, and reconfiguring a key intersection to maximize throughput of Port-bound truck traffic. Funds requested are for preliminary/final design, environmental documentation, and right of way.</p>		
West Complex Overweight Corridor	\$ 1,400,000	\$ 4,400,000
<p>This project will repave five miles of existing roads on the West Complex thereby creating an opportunity for the volume of goods to be transported by the MH580 Marine Highway Phase 2. This project will allow new customers to use the port of Stockton as their logistical center. The job estimates on this project are 50 new rail/train jobs, 42 Vessel jobs, and 18 labor jobs. The upstream and downstream jobs are based on the economic multiplier of 2.5% or 100 jobs. funds will be used for construction and construction engineering.</p>		

2017 One Voice® Project List	Federal Request	Total Project Cost
San Joaquin Regional Rail Commission		
Stockton Freight and Passenger Rail Mobility Enhancement	\$ 10,340,000	\$ 30,140,000
<p>This project will construct a dedicated 1.3 mile passenger track to connect the Cabral Rail Station to the ACE Rail Maintenance Facility and a new track connection between the UP Fresno Subdivision and BNSF Stockton Subdivision, improving access to the Port of Stockton. The project will reduce delays at grade crossings, lessen congestion delays of freight and passenger trains, and provide increased opportunities for development of the Port of Stockton as a goods movement and manufacturing hub. This project was submitted as a FASTLANE application in late 2016.</p>		
Ripon Community Athletic Foundation		
Ripon High Stadium Project	\$ 890,000	\$ 2,840,000
<p>Ripon High School Stadium’s bleachers and bathrooms are desperately in need of replacement at a cost of \$1,500,000. The bleachers and bathrooms are deemed unsafe and ADA inaccessible by the school district and “non-compliant and near the end of their expected useful life” by Teter School Facility Consultants. \$1,800,000 has already been invested by the community and school district in the project by replacing the track, field, as well as installing infrastructure and sidewalks in this 70+ year old stadium. Funds will be used to replace the unsafe bleachers and inaccessible bathrooms.</p>		
Stockton East Water District		
Bellota Fish Ladder and Passage Improvement Project	\$ 15,000,000	\$ 15,000,000
<p>This project will design and construct: a modern fish screen at the Bellota Intake Structure for the water treatment plant; a fishway to improve upstream migration for salmonids at the Bellota Weir and Mormon Slough; and a fish exclusion structure to prevent entrainment of juvenile salmonids into the Old Calaveras River channel. The project is shovel ready and can move forward easily.</p>		
South Gulch Water Conservation Project	\$ 1,000,000	\$ 1,000,000
<p>The proposed South Gulch Water Conservation Project would increase the water supply reliability and flood protection for the greater Stockton Area. The project includes constructing an off-stream reservoir with related appurtenances for the Calaveras River to store and regulate flood releases from New Hogan Dam for future water supply and flood prevention. The project would alleviate 200-year flood events with projected future climate change. Funding will be used to complete the feasibility study.</p>		
Farmington Dam Re-Purpose Project	\$ 158,100,000	\$ 158,100,000
<p>The project will re-purpose the Farmington Dam from flood protection only to a long-term water storage facility that increases water supply reliability to the Stockton metropolitan area and mitigates groundwater overdraft in the eastern portion of the San Joaquin Valley. Additional benefits of this project would be reducing potential flooding risk along Littlejohns Creek downstream from Farmington Dam to its confluence with the lower San Joaquin River, and enabling storage of available water supplies from New Melones during winter months.</p>		

AGENDA ITEM **5A**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Options for San Joaquin Regional Transit District Representation on the SJCOG Board of Directors

RECOMMENDED ACTION: Motion to Recommend One of the Three Options

DISCUSSION:

The San Joaquin COG Board of Directors requested that in March, some options be presented to address the San Joaquin Regional Transit District's concern over representation of their transit interests in the region. While the Board was convinced that the Joint Powers Authority was in compliance with federal law regarding transit representation, it was interested in giving the Transit District's interests a more detailed discussion.

To that end, SJCOG Executive Director and SJCOG Legal Counsel Rod Attebery met with Transit District Board member and SJCOG Ex-Officio Board member Gary Giovanetti, and SJRTD CEO Donna DeMartino to discuss possible options. Ms. DeMartino invited Stacey Mortenson of the Rail Commission to participate. The meeting was far ranging in its discussions and the following three options were identified by SJCOG staff. These are not meant to be exhaustive but to give the SJCOG Board a range of possibilities. At the meeting, they appeared to be acceptable for further discussion by all parties.

January Action to Change Bylaws

The SJCOG Board of Directors in January 2017, amended the agency's bylaws to address the legal requirements of the FAST ACT and the resulting planning regulations. This recognizes there are numerous entities that provide public transit service already represented on the SJCOG Board of Directors. It recognizes that locally elected officials can represent the complete interests of their communities whether that be public transit, airports, roads and streets, or goods movement. It also recognizes that the Transit District has a representative sit as an ex-officio COG Board member who can comment on any subject matter and express the interests of the Transit District.

Transit District Concern

The Transit District ex-officio board member cannot make motions, second motions or vote on items before the SJCOG Board, but is fully empowered to participate in board level discussions. The Transit District has argued that the concerns of the District which supplies over 90% of the transit trips taken in San Joaquin County each year is not fully represented by locally elected

officials who are (understandably) not fully informed on the operational and capital needs of the District. The Transit District was created by legislation that recognized the larger regional role of public transit in the region and the need for policy makers fully versed in guiding the mission of the agency. The District advocates that this argues for voting membership of the SJCOG Board of Directors.

SJCOG Board Member Responses

Several SJCOG Board members expressed that they welcome the opportunity to discuss the matter more fully. Board members pointed out that the Transit District is represented to some extent by the Stockton Council members and the Supervisors who appoint District board members. It was also pointed out that the Transit District is not a member of the Joint Powers Authority creating the Council of Governments. It was added that the Transit District board members are not elected officials and do not face the same level of accountability. Lastly, the transportation responsibilities of the SJCOG Board of Directors are far ranging, and locally elected officials have some level of responsibility in a wide range of issues, where appointed Transit District board members do not.

Options for Transit District Representation

OPTION ONE: NO CHANGE.

Institutional Steps Needed: None.

Proposal:

The Council of Governments is a Joint Powers Authority created by the seven cities and the County of San Joaquin. As a result, the voting composition reflects that make up. This proposal leaves that in place with no change to either the JPA or the By Laws. It leaves the Transit District with one Ex-Officio seat that can participate fully in the discussion at the SJCOG Board of Directors but cannot vote, move or second a motion or participate in closed session matters.

Considerations:

This proposal would conclude that the San Joaquin Council of Governments can fully address the issues of public transit in San Joaquin County and that no enhancement to that is necessary. It would conclude that the Transit District does not need institutional changes to make its needs and interests known at the regional level in San Joaquin COG's decision making process.

OPTION TWO: STOCKTON/SAN JOAQUIN COUNTY TRANSIT REPRESENTATIVES

Institutional Steps:

This would require a policy change at the Stockton City Council and the San Joaquin County Board of Supervisors. It would require a by-laws change at the San Joaquin Regional Transit District, and a by-laws change at the San Joaquin Council of Governments.

Proposal:

This option would have the City of Stockton identify one of their three SJCOG Board member appointees as also an ex-officio member of the San Joaquin Regional Transit District. As an ex-officio member of the Transit District the councilmember (or Mayor) would not be a voting member, but would participate in discussions and become a far more informed and empowered representative of public transit and specifically the San Joaquin Regional Transit District. In fact, the Transit District staff have developed a draft “job description” that would assist in the selection of the councilmember and their function on the Transit District Board of Directors. (This is not a job description that the SJCOG Board of Directors would take action on, but is available at the end of this staff report (SJCOG staff included only the first page).) As a voting member of the COG Board, this councilmember would be far more informed and able to better represent the interest of public transit and the Transit District.

This same process would occur at the Board of Supervisors in their selection of the Transit District ex-officio member.

This proposes no change in the Ex-Officio appointment to the San Joaquin COG Board of Directors from the Transit District.

Considerations:

This proposal concludes that the Council/Board representative on the Transit District Board of Directors would be involved and become informed. It is important for each jurisdiction to select an ex-officio member to the District who has an interest and the time to devote to the endeavor. Locally elected officials are the busiest people and having time to commit is an important consideration. This might take two to three months to implement.

This likely gives the Transit District two stronger transit voices on the SJCOG Board of Directors. It can be argued that this is likely to give the Transit District’s interests two votes on the SJCOG Board, but policy makers exercise their best judgement in voting on the SJCOG Board considering all the factors in front of them, and this is not expected to change.

OPTION THREE: TRANSIT DISTRICT REPRESENTATIVE MOVES FROM EX-OFFICIO STATUS TO FULL BOARDMEMBER VOTING STATUS

Institutional Steps Needed:

This might require policy change on the part of the Transit District Board of Directors. It would require a vote of the SJCOG Board to recommend a Joint Powers Agreement amendment. It would then require an affirmative vote of a majority of the member agencies (city councils and/or Board of Supervisors) of the JPA representing 55% of the population.

Proposal:

The Transit District would appoint a member of its Board of Directors as a full voting member of the San Joaquin Council of Governments Board of Directors. Their role would be indistinguishable from existing voting members of the Board. (SJCOG staff would recommend that this role be limited to transportation functions (such as the Metropolitan Planning Organization, the Local Transportation Authority and the Regional Transportation Planning Agency, and not include San Joaquin COG Inc., our function as the Airport Land Use Commission or our function in determining the Fair Share Housing Needs of member agencies.) There would no longer be an ex-officio member of the SJCOG Board of Directors representing the Transit District.

Considerations:

This would require something of an education to city council members and members of the Board of Supervisors who do not sit on SJCOG. It would likely take a process of four months to complete, though could be a little faster or longer depending upon the scheduling of the item before councils or the Board of Supervisors. It would expand the SJCOG Board to 13 members and would probably require policy changes and by-law changes regarding the rotation of the chair and vice-chair positions and the composition of the Executive Committee and possible the Project Delivery Committee.

Conclusion:

SJCOG staff believes that Option 2 is a viable compromise position that both enhances the Transit District's voice on the SJCOG Board while recognizing the role of elected officials in regional decision making. In fact, the proposal has some similarity to the role locally elected officials play on the SJCOG Board of Directors when also representing the interests of the Regional Rail Commission.

This idea though needs to be vetted more thoroughly with the City of Stockton, and the County of San Joaquin as well as the San Joaquin Regional Transit District. There may be institutional considerations that we are not aware of at this time. Before pursuing this though we need to get direction from the SJCOG Board of Directors.

Transit District's Proposed Job Description for Ex-Officio Board members.

Job Description for Designated Public Transportation Representative for the San Joaquin Council of Government's Board of Directors

The Final Rule for Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning (Federal Highway Administration 23 CFR Parts 450 /771, and Federal Transit Administration 49 CFR Part 613) establishes that every Metropolitan Planning Organization (MPO) that serves an area designated as a Transportation Management Area (TMA) must include an official (or officials) who is formally designated to represent the collective interests of the operators of public transportation in the MPA and will have equal decision making rights and authorities as other officials on its policy board.

The following expectations for the Designated Public Transit Representative(s) are in support of the final rule that requires representation with voting rights for operators of public transportation on the board San Joaquin Council of Government's Board of Directors. The expectations are designed with the recognition that the Designated Transportation Representative(s) will need to have working knowledge of the public transportation operations and public transportation needs within the San Joaquin County in order to effectively represent the collective interests of the operators of public transportation. The following expectations for the Designated Public Transit Representative(s) will ensure an effective level of engagement with public transportation issues within San Joaquin County:

- Attend a minimum of nine San Joaquin Regional Transit District Board Meetings per year. The meetings of the board are the third Friday of each month, at 10:00am, at the Downtown Transit Center Board Room, 421 East Weber Avenue, Stockton, CA. Board minutes can be downloaded at <http://www.sanjoaquinrtd.com>
- Attend one of the following public transportation conferences per year (listed in order of priority):
 1. American Public Transportation Association Legislative Conference, Washington D.C. (March)
 2. California Transit Association Spring Legislative Conference (May)
 3. 2017 Transit Board Members & Board Support Seminar (Summer)
- Attend the following annual special meeting/workshops for the San Joaquin Regional Transit District:
 - Strategic Planning Workshop (Feb/March)
 - Special Budget Planning Meeting (June)
- Read and be familiar with the *Transit Board Member Handbook* published by the American Public Transportation Association and can be found at: <http://www.apta.com/resources/reportsandpublications/Documents/2014-Transit-Board-Member-Handbook.pdf>

AGENDA ITEM **5B**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Final Fiscal Year 2017/18 Overall Work Program

RECOMMENDED ACTION: Recommend the Board Approves R-17-24 Adopting the Final FY 2017/18 Overall Work Program with Certifications and Assurances

SUMMARY:

Last month, the SJCOG Board adopted the draft FY 2017-18 Overall Work Program (OWP). Notice of the adoption and availability of the document was distributed to TAC members, FHWA, FTA and Caltrans on February 24, requesting review and comments by March 2, 2017. At the time of this report preparation, no changes in revenue or expenditures have been made. There have been no comments received, however, Caltrans has indicated the draft OWP is still circulating through the department. Notwithstanding, considering the OWP was drafted to address guidance provided at a preparatory meeting with FHWA, FTA and Caltrans and, historically, their comments are more editorial than substantive, SJCOG staff is recommending the OWP be adopted as final acknowledging there may be minor edits and changes because of more comments received. If there are significant, material changes required by the comments, staff will bring an amendment to the board covering those items.

The complete document is located at [SJCOG FY 2017-18 OWP \(proposed final\)](#).

To refresh your memory, this staff report summarizes revenue highlights for FY 2017/18 and significant changes proposed for next year's work program.

RECOMMENDATION:

That the Executive Committee recommends to the Board adoption of the FY 2017/18 Overall Work Program.

FISCAL IMPACT:

Approval of the OWP identifies \$8,339,655.00 in revenue for SJCOG operations in FY 17/18. This is a reduction of \$939,327.16 from the fiscal year 2016/17 amended OWP (amendment 1 on the January 2017 agenda).

BACKGROUND:

The Overall Work Program is a management tool identifying the tasks and products that the San Joaquin Council of Governments will undertake to deliver during fiscal year 2017/18. The OWP also identifies the funding sources and staff resources necessary to complete the overall work program.

The Overall Work Program is broken down into work elements that are unique to specific subject areas. For example, one work element is dedicated to the preparation and update of the Regional Transportation Plan. Each work element:

- Identifies work previously completed under that work element;
- The purpose of that work element in the subject matter;
- Tasks to be undertaken;
- A listing of products and the schedule for delivery of those products;
- The funding sources for each work element;
- The responsible agency,
- And the level of effort (staff allocation) required to undertake and deliver those tasks and products.

Revenue

For this final, net SJCOG revenues are estimated to decrease by approximately \$939,327.16 from the amended FY 2016/17 OWP, from \$ 9,278,982.16 to \$ 8,339,655.00 or a 10.12% decrease. As noted below, several significant work efforts are completed or nearing completion with the funding sources for them having been spent down and revenue associated with funding those work products has decreased. Because some of the work was being undertaken by consultants and other professional services, there is no impact on staffing. Significant revenue sources:

- Federal Transit Administration MPO Planning funds are reduced by \$37,310;
- Federal Transit Administration Section 5303 funds are reduced by \$9,130;
- The Partnership Planning for Sustainable Transportation project is completed, resulting in a reduction of \$154,716.50;
- The Stanislaus Association of Governments and Merced County Association of Governments (MCAG) are expected to once again contract with SJCOG's Commute Connection to operate a Transportation Demand Management program in their respective areas. The final OWP includes \$270,000 of combined CMAQ funds from both agencies;
- Freeway Service Patrol on I-205 will continue to be fully funded. However, this year's budget contains only the funds needed for the current fiscal year, resulting in a \$680,369.00 reduction. The Freeway Service Patrol for I-5 and Route 99 projects have discontinued due to construction completion in the prior fiscal year;
- While the current allocation of STIP for Planning and Program Management is expected to be nearly exhausted, there will be a new allocation for 2017/18 at the same funding level of \$200,000;
- SJCOG continues to receive a return on vehicle registration SAFE (Service Authority for Freeway Emergencies) funds to be used for Freeway Service Patrol match;

- In the areas of staff augmentation, a portion of the Calaveras COG technical support contract remains available for continued provision of services in FY 17-18. The staff augmentation contract with City of Manteca, however, is closed out and will not continue in FY 17-18.

Again, the net change between the proposed final and the adopted FY 16-17 OWP is a decrease of \$939,327.16.

Highlights of projects, activities, and/or planning documents at or nearing completion in FY 16/17 OWP period:

- Continued implementation of the Congestion Management Program;
- Continued role as and activities related to the Airport Land Use Commission (ALUC);
- Habitat Plan Implementation;
- 2016/17 Measure K Renewal Ordinance and Expenditure Plan Amendment Process;
- Measure K Strategic Plan Update;
- Federal Transportation Improvement Program;
- FY 2016/17 Unmet Transit Needs Report;
- Implementation of the first Three-County Travel Demand Model (covering San Joaquin, Stanislaus, and Merced Counties) and development of MIP2;
- Regular meetings of the Regional Transportation Plan/Sustainable Communities Strategy Implementation Group and initiation of the Public Participation/Outreach Program for the RTP/SCS;
- Continue to participate in High Speed/Higher Speed Regional Rail work groups and the Rail Joint Powers Authority;
- Completion of Annual Reports for Commute Connection, Measure K, Freeway Service Patrol, and Regional Transportation Impact Fee;
- Participation with Valley Councils of Government (COG's) on interregional modeling, transportation planning, and legislative issues;
- Representation of SJCOG on California Councils of Governments, Regional Transportation Planning Agencies Group, and Self-Help Coalition;
- Participation in the SJCOG-SACOG-MTC Mega-Region Group;
- Completion of amendments to the Federal Transportation Improvement Program and related amendments to the Regional Transportation Plan;
- Publications of census and research information, in collaboration with the University of the Pacific;
- Public Participation Plan update;
- Regional Transit Systems Plan adoption;
- New fee schedule for the Regional Transportation Impact Fee;
- Facilitation of the new "Transit Ad Hoc Committee", a recommendation from the Regional Transit Systems Plan;
- Updated transit Memorandums of Understandings (MOUs) with transit operators in San Joaquin County, defining roles and responsibilities;
- Review and monitoring of federal regulations, rules, and legislation including MPO Planning Boundaries and Transit Representation on MPO Boards;

- Launch of re-branding campaign for Commute Connection;
- Programmed projects after competitive selection for the Congestion Mitigation and Air Quality Program and the Active Transportation Program.

Project Delivery- activities of state highway projects that will continue in Fiscal Year 2017-18 OWP:

- In December 2016, the COG Board approved three Project Initiation Documents (PIDs) on state highways. Funded with Measure K State Highway dollars, work on these three PIDs will continue through FY 17/18 OWP—I-205 HOV Lanes, I-5 Mossdale Wye, and Hwy 120 Widening. Design/engineering work will also continue on the Route 120/99 interchange project.

Major New Studies and Products Proposed for Fiscal Year 2017-18 include:

The new work products (below) are in addition to on-going programs and services, which will be continued in FY 2017/18 by SJCOG. These include:

- Commute Connection, Freeway Service Patrol, RTP Continuing Implementation, Transit Planning and Transportation Development Administration and Implementation of the Measure K/R Programs and the One Voice® Program. This ongoing work also includes substantial coordination of regional planning, programming and air quality planning with the other seven MPO's in the San Joaquin Valley;
- Conference with UOP on Census Research and Forecasting;
- Activity Based Transportation Model;
- Release of the Final Regional Transportation Plan/SCS and related Air Quality Conformity and Environmental Impact Report;
- Regional Surface Transportation Programming Cycle;
- Review and possible refinement of the Regional Transportation Impact Fee Program – Jobs Balancing Investment Fund;
- Recommendations developed by the Transit Ad Hoc Committee.

Final FY 2017-18 OWP Adoption Process

The final FY 2017-18 will be sent to FHWA, FTA and Caltrans for their final approval by June 30, 2017.



RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-17-24

RESOLUTION APPROVING THE ADOPTION OF THE
FISCAL YEAR 2017-2018
OVERALL WORK PROGRAM
FOR THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

WHEREAS, annually the San Joaquin Council of Governments acting as the Metropolitan Planning Agency, and the Regional Transportation Planning Agency for San Joaquin County adopts an Overall Work Program, and

WHEREAS, that Overall Work Program identifies the funding sources that the agency will utilize in the coming year, and the work tasks and products that the agency will produce, and

WHEREAS, this Overall Work Program must be submitted to the required funding agencies for their review and approval, and

WHEREAS, the Council of Governments must assure that the planning tasks identified are in compliance with all State and Federal laws and regulations, and are coordinated with all effected agencies, and communities on a regional basis, and

NOW THEREFORE BE IT RESOLVED that the San Joaquin Council of Governments adopts the attached 2017-2018 Overall Work Program and self-certifies the following:

The San Joaquin Council of Governments hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,

Page 2
Resolution #R-17-24

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

BE IT FURTHER RESOLVED, that the Executive Director of the San Joaquin Council of Governments be, and is hereby, authorized and empowered to execute in the name of the San Joaquin Council of Governments all necessary applications, contracts and agreements thereto implement and carry out the purposes specified in this Resolution, and

PASSED AND ADOPTED this 23rd day of March 2017, by the following vote of the San Joaquin Council of Governments, to wit:

AYES:

NOES:

ABSENT:

STEPHEN DEBRUM
Chair

San Joaquin
Council of Governments
FY 2017-2018
Overall Work Program

San Joaquin
Council of Governments

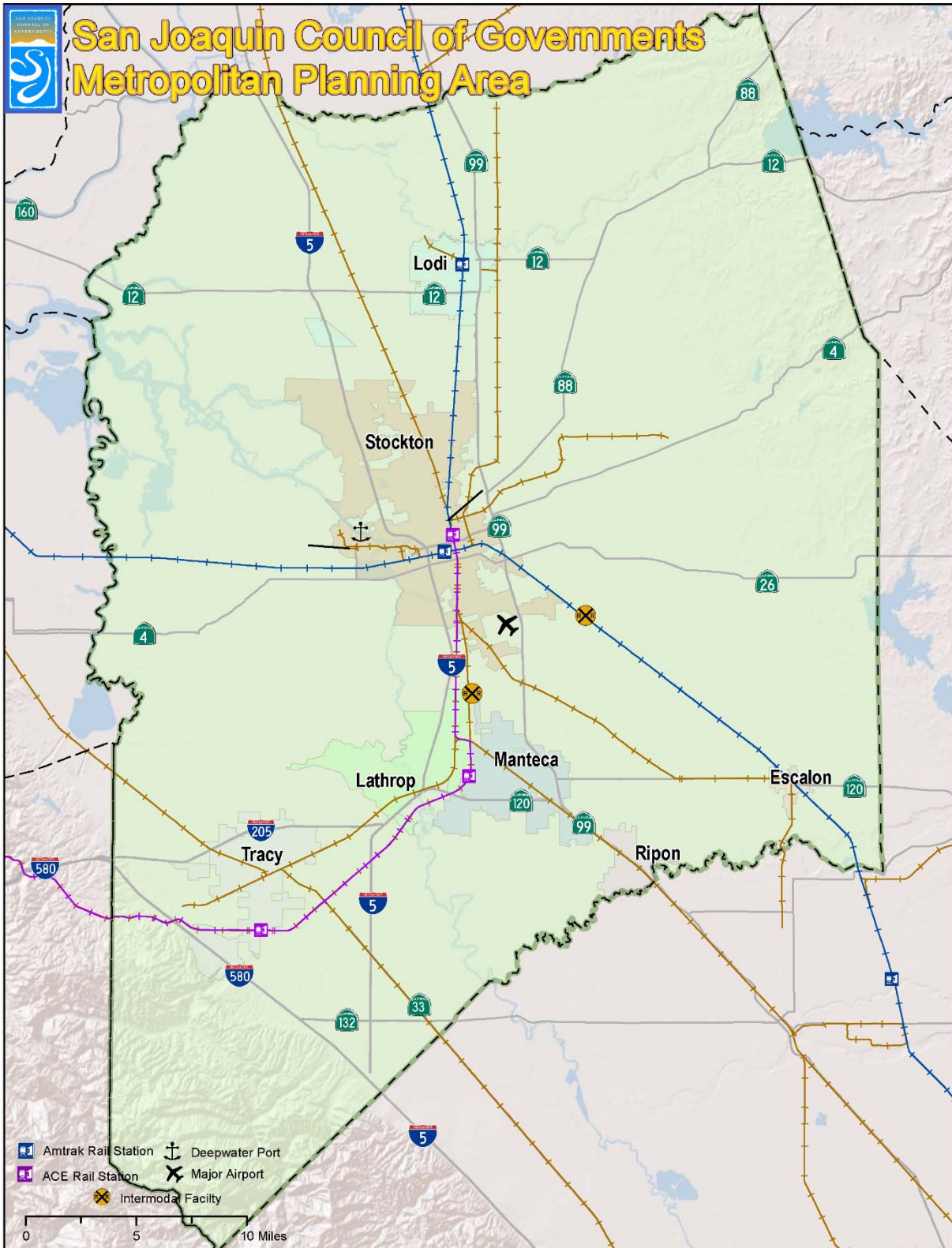
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TABLE OF CONTENTS

	<u>Page</u>
I. THE SAN JOAQUIN COUNCIL OF GOVERNMENTS	1
II. THE ROLES OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS	1
A. Regional Transportation Planning (RTPA)	1
B. Metropolitan Planning Organization (MPO)	2
C. Airport Land Use Commission (ALUC)	2
D. Census Data Center (CDC)	2
E. Congestion Management Agency (CMA)	2
F. Local Transportation Authority (LTA).....	3
G. San Joaquin-Stanislaus-Merced Transportation Demand Management Program (Commute Connection)	3
H. Regional Housing Needs Allocation (RHNA)	3
I. Lead Agency – Transportation Air Quality Attainment	3
J. Habitat Conservation Plan	4
III. THE REGIONAL PLANNING PROCESS	4
A. Technical Advisory Committee (TAC)	4
B. Management and Finance Committee (M&FC)	4
C. Citizens Advisory Committee (CAC)	4
D. Social Service Transportation Advisory Committee (SSTAC).....	5
E. Interagency Transit Committee (ITC)	5
F. Project Delivery Committee (PDC).....	5
G. Habitat Technical Advisory Committee (HTAC).....	5
H. Goods Movement Task Force (GMTF).....	5
IV. THE OVERALL WORK PROGRAM	6
V. FUNDING SOURCES	6
A. Federal Funding Sources.....	6
B. State Funding Sources	7
C. Local Funding Sources	7
VI. SJCOG STAFFING	8
VII. SAN JOAQUIN COUNTY REGIONAL ISSUES.....	8
A. Regional Transportation Issues	8
B. Air Quality	9
C. Single Occupancy Vehicle (SOV) Usage	11
D. Transportation Authorization.....	12
E. Goods Movement	12
VIII. FEDERAL EMPHASIS AREAS	13

IX.	Planning Factors.....	16
FISCAL YEAR 2015 - 2016 WORK ELEMENTS AND TASKS		
	601.01 REGIONAL TRANSPORTATION PLAN	22
	601.02 REGIONAL TRANSPORTATION PLAN STUDIES.....	23
	602.01 TRANSPORTATION IMPROVEMENT PROGRAM	26
	603.01 STREETS AND HIGHWAYS COORDINATION	28
	603.02 TRANSIT COORDINATION AND PLANNING.....	30
	603.03 TRANSPORTATION AIR QUALITY PLANNING/MODELING & DATA COLLECTION.....	33
	603.04 GOODS MOVEMENT PLANNING AND COORDINATION.....	36
	701.01 ON-GOING TECHNICAL ASSISTANCE	39
	801.01 INTERGOVERNMENTAL COORDINATION	41
	802.02 PROJECTIONS AND FORECASTS.....	43
	801.02 AVIATION AND AIRPORT LAND USE PLANNING	46
	801.04 CONGESTION MANAGEMENT PROGRAM/SYSTEM.....	49
	801.05 REGIONAL PLANNING	51
	801.06 VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATION.....	53
	801.09 HABITAT IMPLEMENTATION.....	56
	901.01 IMPLEMENTING MEASURE K RESPONSIBILITIES.....	58
	901.02 REGIONAL TRANSPORTATION IMPACT FEE (RTIF).....	59
	901.03 MEASURE K RENEWAL SMART GROWTH INCENTIVE PROGRAM.....	61
	1001.01 SJCOGS OVERALL WORK PROGRAM ADMINISTRATION	63
	1001.02 TRANSPORTATION DEVELOPMENT ACT	64
	1001.03 COMMUNITY INVOLVEMENT PROGRAM	66
	1101.01 TRANSPORTATION DEMAND MANAGEMENT SERVICES.....	68
	1201.01 FREEWAY SERVICE PATROL	73
	CALTRANS OWP WORK ELEMENT	77
	LIST OF TABLES	
	Sources of Revenue.....	78
	Transportation Expenditures by Funding Source	79
	<i>CERTIFICATIONS AND ASSURANCES</i>	
	Metropolitan Transportation Planning Process Certification.....	80
	FTA Certifications and Assurances for Federal Fiscal Year 2017-2018.....	84
	Department of Transportation Debarment and Suspension Certification Fiscal Year 2017/2018.....	85
		87



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

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Boardmember	Councilmember Leo Zuber	City of Ripon
Boardmember	Mayor Robert Rickman	City of Tracy
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Boardmember	Supervisor Chuck Winn	County of San Joaquin
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Boardmember	Councilmember Steve Dresser	City of Lathrop

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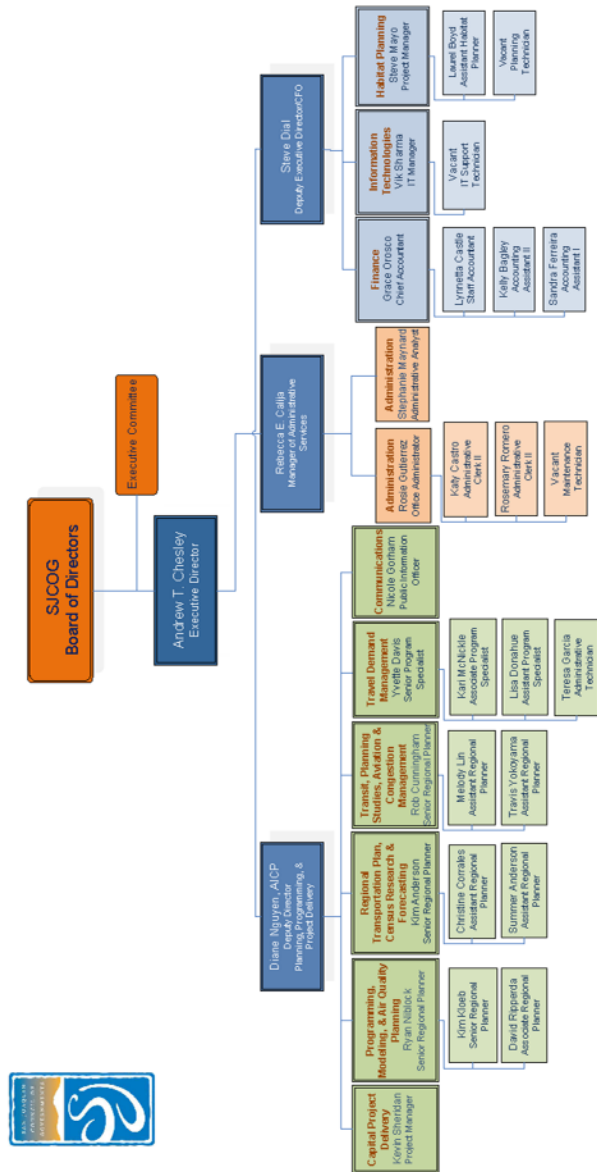
Victor Mow - Port of Stockton

Ken Baxter - Caltrans District 10

Gary S. Giovanetti - San Joaquin Regional Transit District

SAN JOAQUIN COUNCIL OF GOVERNMENTS PROFESSIONAL STAFF

Andrew T. Chesley	Executive Director
Steve Dial	Deputy Executive Director/CFO
Diane Nguyen	Deputy Director of Planning, Programming & Project Delivery
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Nicole Gorham	Public Information Officer
Steve Mayo	Project Manager
Kevin Sheridan	Project Manager
Gracie Orosco	Chief Accountant
Kim Anderson	Senior Regional Planner
Yvette Davis	Senior Regional Planner
Kim Kloeb	Senior Regional Planner
Ryan Niblock	Senior Regional Planner
Rob Cunningham	Senior Regional Planner
Lisa Donahue	Assistant Program Specialist
Kari McNickle	Associate Program Specialist
Summer Anderson	Assistant Regional Planner
David Ripperda	Associate Regional Planner
Christine Corrales	Assistant Regional Planner
Melody Lin	Assistant Regional Planner
Travis Yokoyama	Assistant Regional Planner
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Katy Castro	Administrative Clerk II
Rosemary Romero	Administrative Clerk II
Stephanie Maynard	Administrative Analyst



SAN JOAQUIN COUNCIL OF GOVERNMENTS OVERALL WORK PROGRAM

I. THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

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

II. THE ROLES OF THE SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

A. Regional Transportation Planning Agency (RTPA)

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

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

B. Metropolitan Planning Organization (MPO)

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

C. Airport Land Use Commission (ALUC)

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

D. Census Data Center (CDC)

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

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

E. Congestion Management Agency (CMA)

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

1991. SJCOG continues to implement the Congestion Management Program and the Federal Congestion Management Process. The current update to the CMP was adopted by the SJCOG Board of Directors in October 2012. The 2015 CMP update was completed in FY 2015/2016. The OWP will continue implementation and monitoring activities in this area.

F. Local Transportation Authority (LTA)

In November of 1990, San Joaquin County voters passed Measure K, a ½ cent increase in sales tax to support specific transportation improvements. SJCOG is designated the Local Transportation Authority, the agency responsible for administering the sales tax program and delivering the projects identified in the Measures Expenditure Plan. Measure K was renewed for 30 years to 2041 in November 2006.

G. San Joaquin- Stanislaus - Merced Transportation Demand Management (DIBS- formally Commute Connection)

As a Transportation Control Measure and TDM Program, SJCOG provides a commuter service program under the Auspices of Dibs (formerly Commute Connection) and serves the counties of San Joaquin, Merced and Stanislaus. Dibs offers a multi-modal trip planning system, vanpool incentives, community and employer outreach, an emergency ride home program and coordinates special events. The goal of the program is to help meet community objectives by reducing congestion and improving air quality by promoting smart travel options such as carpooling, transit, vanpooling, biking and walking. The program has registered 7,618 members resulting in an estimated reduction of 44,769,000 miles travelled; a financial savings to commuters of \$146,147 and a reduction of 99.1 metric tons of CO₂ from the environment. Services for Stanislaus County are provided through a contract with StanCOG and for Merced County, through a contract with MCAG. Funding for all three counties is through the Federal CMAQ Program.

H. Regional Housing Needs Allocation (RHNA)

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

I. Lead Agency - Transportation Air Quality Attainment

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

Local Transportation Commissions in SanJoaquin Valley to coordinate transportation/air quality planning functions.

J. San Joaquin County Multi-Species Habitat Conservation Plan

SJCOG invested over seven years in the development of the San Joaquin County Multi- Species Conservation Plan. The plan designates a subsidiary of the Council of Governments, SJCOG, Inc., as the implementing agency of plan activities. The plan calls for the mitigation of approximately 100,000 acres of development through the acquisition of conservation easements over a 50-year period.

III. THE REGIONAL PLANNING PROCESS

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

A. Technical Advisory Committee (TAC)

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

B. Management and Finance Committee (M&FC)

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

C. Citizens Advisory Committee (CAC)

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

D. Social Service Transportation Advisory Committee (SSTAC)

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

E. Interagency Transit Committee (ITC)

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

F. Project Delivery Committee (PDC)

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

G. Habitat Technical Advisory Committee (HTAC)

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

H. Goods Movement Task Force (GMTF)

The GMTF is comprised of representatives from member agencies, State Department of Transportation, Port of Stockton, California Highway Patrol, California Trucking Association, Railroad Operators, and other private/public stakeholders with interest

in good Movement. As an advisory committee, meets on an as needed basis to focus specifically on goods movement issues (e.g., STAA Terminal Access, Port Access, safety) and related studies from a regional an interregional focus.

IV. THE OVERALL WORK PROGRAM

The Overall Work Program is a management tool identifying the tasks and products that the Council of Governments will undertake to deliver during fiscal 2017/18. The OWP identifies the funding sources and staff resources necessary to complete the Overall Work Program.

V. FUNDING SOURCES

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

A. Federal Funding Sources

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

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

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

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

B. State Funding Sources

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

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

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

to conduct specific planning projects.

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

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

C. Local Funding Sources

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

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

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

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

Air Pollution Control District grants - The San Joaquin Valley Unified Air Pollution Control District allocates funds raised from a \$19.00 special excise fee on vehicle

registrations. These funds go to operate the District as well as pay for special projects that enhance the District's mission of improving air quality in the Valley.

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

VI. SJCOG STAFFING

The Council of Governments staff consists of an Executive Director and 30 professional and support positions. The agency is an equal opportunity, At Will employer. The agency hires consultant services to carry out specified projects and has adopted Disadvantaged Business Enterprise goals consistent with the Code of Federal Regulations, Title 49, part 23.

VII. SAN JOAQUIN COUNTY REGIONAL ISSUES

San Joaquin County continues to rebound from the Great Recession of 2008. While the recession exacerbated certain historical traits of the county, San Joaquin County has shown significant improvements to unemployment and economic recovery. Notwithstanding the positive improvements in the county, San Joaquin County faces problems similar to most of California regions such as: continuing to reduce unemployment, the fallout from rapid urbanization, infrastructure constraints, environmental and quality of life concerns, the challenge of maintaining mobility in light of increasing social costs stemming from the single occupant automobile, impact of goods movement, and the desire to expand economic opportunities. Below are example strategies designed to address these concerns that the San Joaquin Council of Governments will implement in this Overall Work Program:

A. Regional Transportation System

San Joaquin County (SJC) is strategically located in Northern California's dynamic growth corridor and is defined as the east gate way to the Bay Area. The county has become a defacto part of the Bay Area by virtue of its location and the relocation of workers and companies in the Bay Area. In fact, in 2013, the Federal Government added San Joaquin County to the San Jose-San Francisco-Oakland Combined Statistical Area reflective of San Joaquin County's prominent role in the larger Bay Area economy. San Joaquin County is prominently positioned to expand its role in the Combined Statistical Area as a result of expansion and diversification of local employment sectors, proximity to Bay Area economic centers, lower cost of living and higher quality of life. San Joaquin County's population has been steadily increasing for the last 10 years; San Joaquin County was the fastest growing county in the State (1.33%) in 2015. Future population growth is supported by several factors

including proximity to Bay Area economic centers, greater affordability versus neighboring counties, and continued economic diversification and expansion

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

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

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

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

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

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

B. Air Quality

San Joaquin County sits at the northern end of the San Joaquin Valley air basin. This air basin has geographical and meteorological conditions that make air quality

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

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

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

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

In Fiscal Year 2015/16, the three-county model was further updated and will continue to be extensively used in assessing air quality impacts of Regional Transportation Plan and Transportation Improvement Programs amendments, in assessing the impacts of various air quality strategies and in assessing the regional transportation impacts of land use decisions in the Congestion Management System and the San Joaquin County Sustainable Communities Strategy. During Fiscal Year 2016/2017, SJCOG embarked on development of an Activity Based Model to further enhance transportation modeling capabilities.

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

C. Single Occupancy Vehicle (SOV) Usage

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

Public Transit Bus System

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

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range from the 120 bus system operated by the San Joaquin Regional Transit District (RTD), to the single bus operated by the City of Ripon.

There are four types of public transit services currently operated by RTD and the cities in San Joaquin County: 1) general public fixed-route; 2) general public dial-a-ride; 3) general public route-deviation; and, 4) and paratransit dial-a-ride.

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

Passenger Rail Transportation System

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

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

Rail planning holds a prominent position in transportation planning. There is growing statewide interest in high-speed rail options. Amtrak continues to serve the Central Valley (two trains connecting Sacramento, Stockton and Bakersfield, in

addition to the four other San Joaquin trains running between Oakland, Stockton and Bakersfield as well as bus connections to many destinations not served directly rail, including Los Angeles and San Francisco).

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

Van Pools, Rideshare, Biking, and Walking

Other TDM strategies involve organizing residents and businesses / employees to develop and connect people in commuter van pools and automobile ridesharing. Other means to get from an origin to a destination involve walking and riding bikes. In addition, SJCOG will continue to invest in rolling stock and fixed rail and plan for improving the overall public transit system on a local, regional, and interregional level

Congestion Management

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

D. Transportation Authorization

SJCOG is very active in statewide implementation of the MAP-21 legislation and its successor, Fixing America's Surface Transportation Act or "FAST Act". SJCOG will continue implementation through the Final Rules and will continue to sponsor training sessions, workshops and forums for member agencies to ensure the region is in full compliance and takes full advantage of the transportation authorization.

E. Goods Movement

The movement of goods is essential to the economic good of the region. San Joaquin County is geographically considered an interregional goods movement hinge points for California due to the relationship with the San Francisco Bay Area and the Greater Sacramento Area. The Port of Stockton, located in city of Stockton, is

comprised of warehouse storage and handling facilities. It is centrally located and handles national and international product and cargo traveling to the Port via highways, railways, and waterways. Also notable, San Joaquin County is home to two Class I railroads, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), the Port of Stockton and the Stockton Metropolitan Airport, which is one of the most active airports in the Central Valley supporting air cargo traffic.

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

San Joaquin Council of Governments will continue to staff and host the Goods Movement Task Force (GMTF) which has become an important advisory committee to SJCOG and its partners. The committee is very involved in the Intermodal Goods Movement Management System.

VIII. FEDERAL PLANNING EMPHASIS AREAS

Planning emphasis areas (PEAs) are policy, procedural, and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), and Region IX have determined the areas for emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2017 are:

Core Planning Functions
Performance Management
State of Good Repair

1. Core Planning Functions

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

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program

- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

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

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

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

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

2. Performance Management

Caltrans and most of California's MPOs have developed performance measures that are included in their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based

program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

SJCOG's RTP has placed an emphasis on quantitative objectives and performance measures, which will help with the new - federal legislation. The Federal Congestion Management Process component of the RTP also relates to performance management. The SJCOG Congestion Management Program, - the Regional Travel Demand Management Action and Deficiency Plans completed in FY 09-10, and the CMP update completed in November of 2012, also directly relate to this emphasis area.

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

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

- 3) Results of assessment and monitoring lead to targeted OWP activities and furthers targeted regional planning efforts.

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

3. State of Good Repair

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

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

IX. PLANNING FACTORS

Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize factors from a national perspective. Eight planning factors from MAP-21 are found in the Code of Federal Regulations (23 CFR 450), and three were added by the FAST Act.

The eight MAP-21 planning factors include:

1. Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.
1. Support economic vitality of the metropolitan planning area. The work elements and tasks included in the OWP for San Joaquin County support and enhance the economic health of the entire region. Activities focused within San Joaquin County target improvements to high priority corridors for transit investments, congestion relief and goods movement to maintain the economic competitiveness of the region.
 2. Increase Safety. Since the passage of the Intermodal Surface Transportation Act for the 21st century in 1991, states and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities. The OWP supports the inclusion of projects and programs that enhance public safety by maintaining specific safety-related funding sources at the local, state, and federal levels. SJCOG's RTP includes goals, objectives and performance measures concerning safety. San Joaquin County's local sales tax, Measure K, identifies funding for grade separation projects, bike and pedestrian projects, and local street repair – all of which enhance various aspects of public safety on the regional transportation system. In the same way, the State's SHOPP program and the federal safety program provides funding specific to increasing safety on the transportation system, in addition to more general State and federal revenue sources that are used for motorized and non-motorized safety projects.
 3. Increase Security. As noted under the safety emphasis area, States and MPOs have been encouraged to incorporate safety and security measures in their plans, programs, and ongoing planning activities since the early 1990s. The OWP supports the security of the transportation system by providing assistance to transit agencies implementing additional security requirements for FTA grant recipients brought on by SAFETEA-LU. Such projects are included in the FTIP and in the provision of ITS elements and security strategies for priority projects.
 4. Increase mobility and accessibility. Increasing mobility and accessibility across the regional transportation system are the hallmarks of transportation planning and project development. Many of the transportation-related activities in the OWP have a common underlying theme of increasing the mobility and accessibility of the transportation system. As defined in SJCOG's RTP, mobility is defined as meeting the public need for improved access and for safe, comfortable, convenient, and economical movement of goods and people. Accessibility focuses on minimizing the time and cost associated with accessing transportation options. While traditional transportation projects address access, travel time, and cost, SJCOG staff is also pursuing alternatives such as ramp metering and high occupancy vehicle lanes.

5. Improve the quality of life: Environmental protection, energy conservation, growth, and economic development all contribute to the overall quality of life for residents in San Joaquin County. The OWP devotes a significant amount of resources to this end. In addition to the mandated work addressing local and Valley-wide air quality issues, SJCOG continues its work on implementation of the Three County Model and RTP/SCS. Both of these efforts raise awareness throughout the community about the environmental impacts of growth, travel, and development.
6. Enhance the integration and connectivity of the transportation system: The OWP continues to expand the opportunities for the San Joaquin region to coordinate across and beyond regional boundaries. The Altamont Commuter Express and Regional Transit District provide increasing connectivity between travel modes, and SJCOG staff will continue its participation and collaboration on transit planning efforts and capital project delivery. In addition, the OWP supports monitoring efforts on the San Joaquin Valley Joint Powers Authority.
7. Promote efficient system management and operation: A regionally coordinated, strategic approach to managing and operating transportation systems can yield dramatic improvements in system productivity and service cost effectiveness. This applies both to transit services as well as traditional transportation projects. Efficient system management and operation are highlighted in the OWP through regional planning and programming efforts and project development activities. This includes integration of the federal congestion management process into the RTP/SCS and establishment of transportation demand measures as part of the CMP Deficiency Plan.
8. Emphasize the preservation of the existing transportation system: System maintenance and preservation are critical to the long-term viability of transportation systems. Under the fiscal reality of tightening transportation budgets at all levels of government, resources are needed both for system expansion and system preservation. The OWP provides support and funding mechanisms to direct necessary resources towards roadway rehabilitation and repair. Examples include the region's Measure K program funding for local street repair, the dedication of RTP/SCS investments to maintenance and operation of the system, and this region's primary focus on local road repair and rehabilitation for various state and federal funding opportunities.

2017/18 Work Elements by MAP-21 Planning Factors

FY 2017/18 Work Element	MAP-21 Planning Factors							
	1	2	3	4	5	6	7	8
601.01	✓	✓	✓	✓	✓	✓	✓	✓
601.02	✓	✓	✓	✓	✓	✓	✓	✓
602.01	✓	✓	✓	✓	✓	✓	✓	✓
603.01	✓	✓	✓	✓	✓		✓	✓
603.02	✓	✓	✓	✓	✓	✓	✓	✓
603.03		✓			✓		✓	
603.04	✓	✓	✓	✓		✓		
701.01			✓	✓	✓	✓	✓	✓
801.01	✓	✓	✓	✓	✓	✓	✓	✓
801.02					✓		✓	
801.03	✓	✓		✓		✓		
801.04	✓	✓		✓	✓		✓	✓
801.05			✓	✓	✓	✓	✓	✓
801.06	✓	✓	✓		✓	✓	✓	✓
801.09					✓			
901.01	✓	✓	✓	✓		✓	✓	✓
901.02	✓				✓			
901.03	✓	✓		✓	✓	✓		
1001.01								
1001.02						✓		✓
1001.03	✓			✓	✓	✓		
1101.01	✓	✓		✓	✓	✓	✓	✓
1201.01		✓		✓			✓	
1201.02	✓	✓	✓	✓	✓	✓	✓	✓

ADDITIONAL FAST ACT PLANNING FACTORS

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

The Planning Factors in the FAST Act are:

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

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

FY 2017/18 Work Elements	Resilience & Reliability	Mitigate storm water impacts	Enhance Travel/Tourism
601.01	✓	✓	✓
601.02	✓	✓	✓
602.01	✓	✓	
603.01	✓	✓	
603.02	✓		
603.03	✓		
603.04	✓		✓
701.01	✓		
801.01	✓	✓	✓
801.02			
801.03	✓		
801.04	✓	✓	
801.05	✓		✓
801.06	✓		✓
801.09		✓	
901.01	✓	✓	✓
901.02	✓		
901.03	✓		✓
1001.01			
1001.02	✓		
1101.01	✓		
1001.03	✓		✓
1201.01	✓		
1201.02	✓	✓	

San Joaquin Council of Governments
FISCAL YEAR 2017/2018
WORK ELEMENTS AND TASKS

601.01 REGIONAL TRANSPORTATION PLAN

- A. Previous Work: The current RTP was adopted in June 2014 – the first RTP to include a Sustainable Communities Strategy (SCS) as required by SB 375. . This included an accompanying programmatic EIR and use of MAP-21 Planning and Programming Provisions. FY15/16 and 16/17 involved expanded scopes of work in this work element owing to significant staff work effort and related consulting assistance to begin implementation of the first SCS. FY 16/17 focused on evaluation of new outreach methods, technical analysis tools, new federal planning rules, and an update to the RTP guidelines in preparation to update and construct the region’s second RTP/SCS (2018). Continuous monitoring of planning activities consistent with advancing RTP goals, objectives, and performance. Monitor and update project cost estimates and project schedules to ensure compliance with RTP financial planning and air quality conformity.
- B. Purpose: The Regional Transportation Plan is the comprehensive transportation planning document guiding all public policy decisions regarding facility and service provisions in San Joaquin County. This document is updated every four years to review regional priorities, and to integrate new laws, regulations and guidelines into the program. Includes a comprehensive and updated revenue estimate covering the life of the Plan as the basis for the transportation investment fiscal constraint analysis.
- C. Tasks:
1. Planning and assessment efforts will be conducted for RTP projects to ensure consistency with RTP policies, strategies, and project information. Project information (cost, scope, schedule) will be updated/finalized for 2018 RTP). This includes an analysis of state of good repair needs and investments as part of RTP development.
 2. Coordinate with transit operators to evaluate information on transit assets, asset management plans and information to support the MPO planning process – monthly through June 2018.
 3. Continue to follow through on public outreach commitments in accordance with the FAST Act, including traditionally under-represented under-served populations such as elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders.
 4. Implementation of the new RTP/SCS Public Participation Plan adopted in FY 16/17.

5. Re-examine RTP/SCS policies and provisions to monitor Financial Planning and RTP Compliance. This includes planning research on how other metropolitan regions (SACOG, SANDAG, SCAG) are implementing their second RTP/SCS and research on emerging state or federal policy guidance that impact the update of the RTP/SCS.
6. Regularly update SJCOG website on planning activities with regional, local and state agencies, the general public, and other stakeholders. Such activities include public input on the regional transportation planning process and related strategies to identify regional transportation infrastructure needs.
7. Monitor delivery and performance measures identified in the 2014 RTP/SCS and update as necessary for the 2018 RTP/SCS effort.
8. Incorporate MAP-21 planning emphasis requirements (and any federal guidance related to the FAST Act) and ensure continuing compliance. Insure compliance with RTP Guidelines adopted by the California Transportation Commission in January 2017.
9. Finalize review of FAST Act funding apportionments and other recent funding changes that build the underlying financial assumptions for the RTP/SCS Financial Forecast.
10. Continue engaging local agencies to finalize project list and land use assumptions; continuing efforts begun in FY 16/17 to review current RTP/SCS projections, land-use development pattern, and project-by-project review of scope, cost, and schedule.
11. Coordinate RTP/SCS development efforts with the update of the Federal Transportation Improvement Program and ensure information, data, and project data and funding resources are consistent and accurate.
12. Finalize review of performance metrics used in the current (2014) RTP/SCS and implement new models or tools identified in FY16/17 to be utilized for the new RTP/SCS (2018); continue staff training and/or monitor consultant work products as needed

D. Products & Schedule:

1. FAST Act Compliant Regional Transportation Plan Amendments – as needed prior to anticipated 2018 RTP/SCS adoption in June 2018.
4. Final project list for each RTP/SCS alternative scenario – July/August 2017. Continuing implementation of the Public Participation and Community Outreach Plan and related activities to garner public input in development of second RTP/SCS; this includes continuation of new outreach strategies to increase public participation and to bring in more stakeholders, including more stakeholders from environmental justice communities or interest groups begun in FY 16/17- Monthly through June 2018.
5. Continue engagement of RTP Implementation with regularly monthly scheduled meetings, agenda items, and correspondence/ discussion with on RTP Planning activities and work plan for the second RTP/SCS.RTP – Monthly through June 2018.

6. Finalize Financial Planning and Review of Project Cost Estimates for 2018 RTP effort begun in FY 16/17 -- July/August 2017.
7. Finalize modeling tools and performance metric analysis tools to utilize in second RTP/SCS and train staff and/or secure consulting assistance to implement tools –July/August 2017.
8. Analysis of state of good repair needs and investments for the RTP/SCS update – June 2018.
9. Attend meetings state, federal, or regional level to keep abreast of RTP/SCS development of fellow MPOs/RTPAs and continue about how SJCOG is approaching its second RTP/SCS. Lead project development team meetings for three-county RTP/SCS coordination. –Monthly through June 2018.
10. Release Final RTP/SCS with accompanying EIR for public review – February 2018.
11. Incorporate any needed changes and prepare responses to comments for the 2018 RTP/SCS and EIR for SJCOG Board consideration of adoption – June 2018.

E. Funding Sources:

Federal Highway Administration PL	\$ 442,690.00 - Credits 50,776.543
Local Transportation Authority MK-COG	\$ 59,000.00
Local Transportation Authority MK-PM	\$ 198,000.00
Local Planning Funds LTF- COG	\$ 90,000.00
Local Planning Funds LTF-CON	\$ 75,000.00

F. Responsible Agency: SJCOG
\$ 864,690.00

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

601.02 REGIONAL TRANSPORTATION PLAN STUDIES

- A. Previous Work: Over the last several years, numerous transportation planning studies have been conducted which materially contributed towards the formulation of various Regional Transportation Plan Elements. This has included corridor studies, access improvement studies, roadway and highway operational improvement planning, new alignment studies, corridor project sequencing and financial plans. These studies and analyses are conducted using Federal and state planning provisions. These studies are an essential part of SJCOG's work as an RTPA and MPO. These studies include significant involvement from other agencies and significant public involvement.
- B. Purpose: These studies are to identify workable solutions to San Joaquin County mobility problems. These solutions are to be included in the Regional Transportation Plan as funding allows. Develop illustrative projects outside of constrained planning process.
- C. Tasks:
- a. Foster continued partnerships with local and state agencies to assess and to identify regional transportation planning studies for development.
 - b. Review key CMP Corridor current and future traffic, current and planned improvements, identify any gaps and application of TSM, HOM, and safety strategies per federal congestion process.
 - c. Collaborate with partners on any policies, strategies, programs related to the Highway 99 Business Plan. Includes analysis of regional transportation planning issues that enhance the movement of people on the regional, interregional, and statewide Highway 99 system and any issues affecting access to major freight routes, intermodal transportation, and airports. Participate in planning efforts related to operational improvements on state highways including ramp metering.
 - d. Initiate and explore unfunded transportation needs on regional corridors and conduct conceptual feasibility analysis, as needed.
 - e. Participate in MTC – SACOG – SJCOG Mega-Region Study, including the local match requirement identified in this Work Element.
- D. Products & Schedule:
- a. Various Planning Studies/Conceptual Feasibility Analysis – As required.
 - b. Planning efforts on Highway 99 Business Plan – Operational Activities with Deliverables Reported on Quarterly Basis.
 - c. Monitor planning activities on key CMP Corridors – On going.
 - d. Participate in MTC – SACOG – SJCOG Mega-Region Study, including local matching funding – Operational Activities with Deliverables Reported on Quarterly Basis.

- E. Funding Source:
Federal Highway Administration PL - \$80,500.00 -Credits 9,233.35
Local Transportation Authority MK-COG \$30,000.00
Local Transportation Authority MK-PM \$12,000.00
- F. Responsible Agency: SJCOG
\$ 122,500.00
- G. Staff Required: (person-months)
SJCOG
8.0

602.01 TRANSPORTATION IMPROVEMENT PROGRAMS

- A. Previous Work: Adopted a 2015 FTIP update and processed several amendments. Adopted a Regional Transportation Improvement Program to reflect the State Transportation Improvement Program funding for San Joaquin County.
- B. Purpose: The Federal Transportation Improvement Program is the programming document that carries out the federal mandates of the FAST Act, complies with the requirements of the Clean Air Act Amendments, and implements the priorities of SJCOG's Regional Transportation Plan. The Federal Transportation Improvement Program provides a snapshot of all near term, regional significant transportation projects with funding sources available or committed in San Joaquin County. In contrast, the Regional Transportation Improvement Program is a vehicle for requesting funds for new projects through the State Transportation Improvement Program administered by the California Transportation Commission. The Transportation Improvement Program project requests are drawn from the Regional Transportation Plan and Congestion Management Program process requirements.
- C. Tasks:
1. Manage and monitor STIP/RTIP.
 2. Manage and monitor FTIP.
 3. CTIPS database maintenance for FTIP and STIP projects.
 4. Develop a tracking process that ensures RTIP projects seeking an allocation of funds, known as an "allocation vote" from the California Transportation Commission are in compliance with the FTIP approved programming.
 5. Assist local agencies to prepare RTIP amendments and fund vote requests (i.e. allocation votes from California Transportation Commission), as well as technical assistance related to all federal funding programs under the FAST Act.
 6. Prepare FTIP amendments.
 7. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for CMAQ Program of Projects.
 8. Monitor obligational authority and federal regulatory compliance (scope eligibility, funding (local match) ratios, and financial constraint requirements) for RSTP Program of Projects.
 9. Facilitate and participate in discussions on federal programming topics with general public, SJCOG Committees, regional/state/federal programming working groups, and other stakeholders related to federal project screening, federal funding regulations and procedural requirements.
 10. Facilitate the programming of RSTP Program of Projects.

D. Products & Schedule:

1. Oversight of State Transportation Improvement Program of Projects – As required with California Transportation Commission approved STIP Guidelines – monthly through June 2017.
2. Amend Federal Transportation Improvement Program – As required by project implementation – monthly through June 2017.
3. Participate in CTIPs and any statewide discussion on TIP programming– Operational Activities with Deliverables Reported on Quarterly Basis.
4. Monitor federal funding apportionments and obligations of CMAQ Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2017.
5. Monitor federal funding apportionments and obligations in RSTP Program to ensure consistency with FTIP Program of Projects and Financial Plan– monthly through June 2017.
6. Participation in federal programming activities with various committees and working groups– monthly through June 2017.
7. Monitor RSTP Lump Sum List and ensure accurate listing and adherence to federal programming requirements—Monthly through June 2017.

E. Funding Source:

Federal Highway Administration PL -	\$ 88,000.00 - Credits 10,093.60
Local Transportation Authority-MK-COG	\$ 135,000.00
Local Transportation Authority-MK-PM	\$ 50,000.00

F. Responsible Agency:

SJCOG
\$ 273,000.00

G. Staff Required: (person-months)

SJCOG
18.0

603.01 STREETS AND HIGHWAYS COORDINATION

- A. Previous Work: SJCOG has provided ongoing technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County. This includes participation in the delivery of projects funded through the Measure K Congestion Relief and Railroad Crossing Safety programs, the State Transportation Improvement Program (STIP), and local funds. SJCOG has also provided direct project management for a number of Measure K Congestion Relief projects. With passage of the Measure K Renewal Program as well as the State Proposition 1B Transportation Bonds in November, 2006, SJCOG is providing direct project management support to additional projects funded by these programs. SJCOG also works closely with Caltrans to monitor and participate and project delivery activities of State Highway improvements, including cost, scope and schedule, pursuant to SB45. SJCOG is also an active member of Project Development Teams for regionally significant projects throughout the County.
- B. Purpose: To provide technical assistance for the delivery of local roadway and state highway facilities. To provide project management for Measure K Congestion Relief projects and Measure K Renewal Early Action Program of Projects. To provide project oversight and direct involvement in the delivery of Proposition 1B Transportation Infrastructure Bond projects as well as Trade Corridor Improvement Fund projects. For Measure K, STIP and Proposition 1B projects this includes the selection and administration of consultant contacts for purposes of project development and project management. This work element also includes project oversight and direct involvement in the delivery of State Highway Project Study Reports and other Preliminary Engineering Studies. This may include work related to the selection and administration of consultant contracts for this purpose. To participate in Project Development Teams and technical review of products. To interact with project sponsors and Caltrans.
- C. Tasks:
1. Provide ongoing project level technical assistance for the delivery of local roadway and state highway facilities throughout San Joaquin County.
 2. Coordination of local and state highway projects for Measure K and Measure K Renewal Early Action Program.
 3. Participate and oversee the development of Project Study Reports (PSRs) or Project Initiation Documents (PIDs).
 4. Monitor SB 45 Reports, other project delivery and project cost information per the Caltrans MOU and attend Project Delivery meetings.
 5. Oversee the delivery of project development components of Measure K, Measure K Renewal Early Action Program, STIP and Proposition 1B projects, coordinating with Caltrans, FHWA, local jurisdiction and technical consultant support.
 6. Develop, procure and administer consultant contracts for purposes of project delivery, construction, and project management.

7. Prepare periodic delivery and progress reports for Measure K, Measure K Renewal, Proposition 1B, and TCIF.
8. Review preliminary engineering project reports and environmental documents to provide input from a planning, programming and air quality conformity perspective as a RTPA and MPO.
9. Staff and implement the SJCOG Project Development Committee.
10. Continue work on Project Study Report and Environmental document for the SR 99/120 Connector Project.
11. Continue work on the project development activities related to Route 99/120 Connector, State Route 120 Widening, Interstate 205 HOV Lanes, I-5 Mossdale Wye.

D. Products & Schedule:

1. Participation in the delivery of local roadway and state highway projects – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Coordination of local and state highway projects for Measure K and Measure K Renewal – Operational Activities with Deliverables Reported on Quarterly Basis.
3. Participate in the development of Project Study Reports and Project Initiation Documents— monthly through June 2018.
4. Develop information, set priorities and prepare Project Nominations— Operational Activities with Deliverables Reported on Quarterly Basis., through June 2018.
5. Project level technical assistance to local partner jurisdictions— Operational Activities with Deliverables Reported on Quarterly Basis.
6. Delivery reports under SB45 and Proposition 1B requirements – Quarterly through June 2018.
7. Management of consultant contracts for project delivery where SJCOG serves as lead agency – Operational Activities with Deliverables Reported on Quarterly Basis.
8. Review of project preliminary and technical reports as a RTPA and MPO – as needed.
9. Prepare for and hold Project Development Committee meetings through June 2018.
10. Contract management of I-205 FSP towing contractor and prepare FSP annual report and other reports as needed – Monthly with annual report June 2018.
 Manage consultant for Project Report for the SR 99/120 Connector, State Route 120 Widening, Interstate 205 HOV Lanes, I-5 Mossdale Wye, with related deliverables including Final surveying, base mapping, preliminary engineering, and transportation analysis – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources:
 RSTP STPL-6088(057) \$ 1,000,000.00
 STIP PPM \$ 200,000.00
 Local Transportation Authority-MK PM \$ 328,000.00

F. Responsible Agency:
SJCOG
 \$1,528,000.00

G. Staff Required: (person-months)
SJCOG
 34.0

603.02 TRANSIT COORDINATION AND PLANNING

- A. Previous Work: This effort has been undertaken in conjunction with the efforts of San Joaquin Regional Transit District (SJRTD), transit providers throughout the county, FTA and Caltrans District 10. SJCOG has been highly involved in transit planning and coordination. In FY 2016/17 this has included work on the Proposition 1B PTMISEA Program Expenditure Plan and corresponding amendments, FTA 5311 Program of Projects, FTA 5316, 5317 and 5310 application review and programming annual unmet needs process, participation on development and review of short range transit plan updates and Measure K Renewal Strategic Plan Update. SJCOG continues work with SJRRC, High Speed Rail Authority and Bay Area Partners on the study of passenger rail service and connectivity improvements on the Altamont Pass, to Sacramento and throughout the San Joaquin Valley. SJCOG is active in development and/or implementation of Measure K operating and capital cooperative agreements with RTD and other operators; staff the Social Services Transportation Advisory Committee (SSTAC), and Interagency Transit Committee (ITC); and is an ex-officio member of the Regional Rail Commission. SJCOG completed Proposition 1B PTMISEA and Homeland Security project selection and allocations and the Measure K Renewal Transit Section allocations.
- B. Purpose: To comply with Federal Transit Administration and state mandates. To assure that transit services in the county are fully coordinated. To increase transit ridership and efficiency in San Joaquin County. To increase accessibility and mobility for the transportation disadvantaged. To coordinate Measure K passenger rail and bus Project delivery and administration. Develop and implement rational strategies that optimize the ability for people on welfare to access employment opportunities. To coordinate with RTD, SJRRC and all transit operators in the County to prepare short range and comprehensive transit planning documents.
- C. Tasks:
1. Prepare FTA 5311 Program of Projects for FY 117-18. Monitor delivery of Program of Projects.
 2. Prepare 5310 funding call for projects, review funding recommendations and programming in conjunction with Caltrans. Periodic monitoring of delivery of Program of Projects.
 3. Prepare PTMISEA and Transit Homeland Security Program of Projects under Proposition 1B. Coordinate project delivery and financial reporting with transit recipients as required by state. Revise Program of Project as needed (*funded with State Transit Assistance and not CPG*).
 4. Coordinate review of Final OWP and Planning Studies, opportunities for review with all transit providers in the county. Ensure transit is aware of and represented in all appropriate studies.
 5. Participate in policy and technical working group for Rail planning efforts

and any studies with RRC, High Speed Rail Authority and Bay Area parties. Review Final technical products. Develop/participate in public outreach sessions.

6. Continue staff support and coordination of the Interagency Transit Committee.
7. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee. Prepare and implement annual work program.
8. Assist with bus transit financial and operational planning. Activities will include assistance with grant applications, ensuring coordination among different transit providers and consistency between their plans and regional transit plans, monitoring transit performance, and keeping track of the lapsing date of various FTA funds.
9. Participate as ex-officio member of Regional Rail Commission. Provide staff support to Rail Commission and other rail committees, as necessary.
10. Coordination of passenger rail and bus transit projects for Measure K.
11. Prepare Transit Unmet Needs Analysis and report.
12. Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders.
13. Develop/amend Measure K Renewal Coops with RTD, RRC and other transit operators for FY 17-18, as applicable (*funded with Measure K and not CPG*).
14. Monitor and implement planning activities per approved Memorandums of Understandings (MOUs) with rail and bus transit operators in the region. These MOUs reflect the latest FHWA/FTA planning regulations and better articulate roles and responsibilities between the MPO and transit operator.
15. Staffing and oversight of the Transit Ad Hoc Committee which will examine MOUs with regional transit providers and local jurisdictions and develop recommendations for comprehensive funding assessment and policies for local, state, and federal funds.

D. Products & Schedule:

SJCOG

1. Serve as staff and oversee activities of the Social Service Transportation Advisory Committee and the Interagency Transit Committee. Prepare and implement annual work program – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Assist with bus transit financial and operational planning – Operational Activities with Deliverables Reported on Quarterly Basis.
3. Assist with passenger rail financing plans and efforts – Operational Activities with Deliverables Reported on Quarterly Basis.
4. Participate as ex-officio member of Regional Rail Commission – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Coordination of passenger rail and bus transit projects for Measure K (*funded with Measure K /State Transit Assistance, not CPG*) – Operational Activities with Deliverables Reported on Quarterly Basis.

6. Completed Unmet Transit Needs Analysis for FY 17 -18 – April 2018.
7. Development submittal and recommended selection of FTA 5310, and 5311, grant applications – Operational Activities with Deliverables
8. Work products from the Transit Ad Hoc Committee including MOUs and recommendations for transit funding policy – monthly through June 2018.
Reported on Quarterly Basis.
9. Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders-
Operational Activities with Deliverables Reported on Quarterly Basis.
10. Continue to maintain role of ITC in planning process– Operational Activities with Deliverables Reported on Quarterly Basis.
11. Participate in policy and technical working group for Merced to Sacramento corridor per MOU with corridor participants and California High Speed Rail Authority. Review Final technical products; participate in public outreach sessions – Operational Activities with Deliverables Reported on Quarterly Basis.
12. Monitor and periodically attend Caltrans, Amtrak, San Joaquin’s Policy Advisory Committee meetings – Operational Activities with Deliverables Reported on Quarterly Basis.
13. Participate with RTD in implementation of planning and implementation of BRT Phases (*funded with Measure K/State Transit Assistance, not CPG*) -
- – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources:

FTA (5303) FY 17/18	\$ 295,198.00 - Credits 33,859.2106
State Transit Assistance	\$ 58,574.00
Local Transportation Authority MK-PM	\$ 19,000.00
City of Tracy Pass Through FTA 5307	\$ 100,000.00
SJRRC Pass Through FTA 5307	\$ 50,000.00

F. Responsible Agency

<u>SJCOG</u>	<u>Tracy</u>	<u>Rail</u>
\$ 372,772.00	\$100,000.00	\$50,000.00

G. Staff Required: (person-months)

SJCOG
19.0

603.03 **TRANSPORTATION AND AIR QUALITY PLANNING\MODELING AND DATA COLLECTION**

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

SJCOG conducted an update to the 2009 Model. This updated model was used for the 2014 RTP update and FTIP, and accompanying air quality conformity analysis. In FY 07-08 SJCOG updated its model software to CUBE, a particular enhancement to a GIS interface. In addition, SJCOG - currently utilizes EMFAC2011 for all air quality analysis; however, will be transitioning to the use of EMFAC2014 after the conclusion of transition period for the use of the new model.

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

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

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

Envision Tomorrow is a critical tool that was used to develop the Sustainable Communities Land Use in the RTP/SCS and involved analysis of future patterns of growth and development. Additionally, GIS- based analysis and products are being integrated by SJCOG as an essential element of many transportation planning projects monitoring, implementation of RTP/SCS, and related public outreach functions. In Fiscal Year 2016/2017, SJCOG worked on further enhancements to both its land-use scenario planning and transportation demand modeling tools for use in the 2018 RTP.

C. Tasks:

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

D. Products & Schedule:

1. Prepare air quality conformity determinations, model runs, and documentation for RTP and TIP amendments—Operational Activities with Deliverables Reported on Quarterly Basis.
2. Review and comment on State Implementation Plan and other approved Valley Air District plans and rules to reflect the input and concerns of SJCOG and our member agencies – per Final Air District Plan Schedule.
3. Continued integration of GIS and travel model—Operational Activities with Deliverables Reported on Quarterly Basis.
4. Model runs to address member agency needs transportation projects and studies—Operational Activities with Deliverables Reported on Quarterly Basis.
5. Completed modeling analysis as required for CMP implementation – Operational Activities with Deliverables Reported on Quarterly Basis based on projects submitted.
6. Update of activity based model for SJCOG, Stanislaus Council of Governments, and Merced County Association of Government – June 2017.
7. Update of land-use scenario planning tools in conjunction with StanCOG and MCAG.
8. Implementation of Operating Protocols between SJCOG, STANCOG, and MCAG regarding administration of three county model—Monthly.
9. Coordinate Valley-wide completion of updated air quality conformity analysis in conjunction with the other seven MPO’s – as required by new air plans and FTIP activity –June 2017.
10. Coordinate input on SJVAPCD and completion of updated TCM’s –June 2017.
11. Provide modeling services for the Stanislaus Council of Governments inclusive of review of model products, model runs, and conformity analysis, as needed—Operational Activity reported on a Quarterly Basis.

E. Funding Sources:

FHWA PL	\$151,178.00 - Credits 17,340.1166
Local Transportation Funds (COG)	\$ 95,000.00
Local Transportation Funds (CON)	\$ 50,000.00
Local Transportation Authority MK PM	\$176,596.00
Valley MPO’s	\$181,100.00

F. Responsible Agency:

SJCOG
\$ 653,874.00

G. Staff Required: (person-months)

SJCOG
18.0

603.04 GOODS MOVEMENT PLANNING AND COORDINATION

- A. Previous Work: Prior work includes: administer the Caltrans Sustainable Transportation Grant for the Valleywide Goods Movement Implementation Plan 2015 – 2016; participation in Valleywide Goods Movement Studies in FY 2010 – 2012; work on the Valleywide Goods Movement Model; participation in the Tri-County Goods Movement Committee; prior Port of Stockton access improvement studies including as SR 4 Crosstown Freeway feasibility study completed in 2005; Goods Movement chapters in the 2007 2011 and 2014 RTP; STAA Truck Access Analysis in 2008 - 2010; continuing operation of San Joaquin Goods Movement Task Force 2006 – 2017; and joint SACOG/SJCOG I-5/SR-99 STAA Truck Study.
- B. Purpose: To prepare goods movement related technical studies and analysis; to develop and compile related information and data; to coordinate related Goods Movement issues with local agencies, adjacent regions and the private sector; staff support to the San Joaquin Goods Movement Task Force; to develop preliminary plans and funding strategies for goods movement improvements; to increase the visibility of Goods Movement Issues at the policy and technical levels and to the public.
- C. Tasks:
1. Staff and coordinate the San Joaquin Goods Movement Task Force
 2. Identify operational gaps in the existing STAA Truck Routes system and propose solutions
 3. Participate in the Interregional Goods Movement Technical Working Group with Valley MPO Partners on the Inter-Regional Goods Movement.
 4. Act as liaison with Goods Movement industry and the business community concerned with goods movement issues.
 5. Monitor and report on Trade Corridor and infrastructure projects and represent SJCOG in the Northern California Trade Corridor Coalition.
 6. Review proposed new development to ensure adequate future STAA access where it is needed.
 7. Continued coordination with San Joaquin Valley MPOs in the development of a regional goods movement strategy to inform next transportation reauthorization bill or related legislative efforts.
 8. Coordination with Valley partners on the San Joaquin Valley I-5/SR-99 Goods Movement Study.
- D. Products & Schedule:
1. San Joaquin Goods Movement Task Force, agendas, meetings, and follow-up actions—Bi-monthly.
 2. Continue relationship with Northern California Trade Corridor Coalition – Operational Activities with Deliverables Reported on Quarterly Basis.
 3. Proposed solutions to operational gaps on the STAA system – Operational Activities with Deliverables Reported on Quarterly Basis.

4. Strategies for STAA Truck Access and Routing Issues – Operational Activities with Deliverables Reported on Quarterly Basis.
 5. Increase and broaden relationships with private sector to partner on goods movement issues—Operational Activities with Deliverables Reported on Quarterly Basis.
 6. Potential Coordinated San Joaquin Valley Good’s Movement Reauthorization/State and Federal Funding Strategy.
 7. Coordinated policies, strategies, and projects in the San Joaquin Valley I-5/SR-99 Goods Movement Study.
- E. Funding Sources: FHWA
- | | |
|---------------------------------------|-------------------------------|
| PL | \$ 10,000.00 Credits 1,147.00 |
| Local Transportation Authority MK- PM | \$ 31,000.00 |
- F. Responsible Agency:
SJCOG:
\$ 41,000.00
- G. Staff Required: (person months)
SJCOG:
2.0

701.01 ON-GOING TECHNICAL ASSISTANCE

- A. Previous Work: SJCOG provides considerable technical assistance of varied types to its member governments. Submitted grant requests. Staff training in air quality, transit planning, transportation planning, grant writing. One Voice® activities. Assisted monitoring agencies with transportation grant applications, assisted in resolving CTC fund vote issues for multiple agencies.
- B. Purpose: To provide assistance to SJCOG'S member governments which will aid them in their planning programs as well as provide them with a cost saving.
- C. Tasks: The following tasks could conceivably be requested of SJCOG but are not the full range of activities that can be provided.
1. Data generation, procurement and dissemination that are needed by member governments in preparing grant applications, developing specific studies, or local projects.
 2. Grant preparation assistance either in securing information on various grant programs, developing the grant information requirements, or preparing, submitting and following up on grant review and progress.
 3. Staff training of and assistance to local agencies in meeting federal requirements. This includes holding workshops and briefing sessions.
 4. Legislative assistance. This can include securing information on various pieces of legislation appearing before legislative committees, or working with legislators in preparing and developing specific pieces of legislation that would benefit the member governments; however, this is not engaging in lobbying activities.
 5. Provide information to State and Federal agencies on transportation policy issues, continue to monitor, evaluate and comment upon State and Federal legislation dealing with transportation that is of concern and importance to this region.
- D. Products & Schedule:
- Task 1 – Completed on an on-going basis to support member agencies
 Task 2 – Prepare any grant applications for funding – Operational Activities with Deliverables Reported on Quarterly Basis.
 Task 3 – Hold training sessions with partner agencies – Operational Activities with Deliverables Reported on Quarterly Basis.
 Task 4 – Review, track, and comment on relevant legislative proposals - Monthly.
 Task 5 – This task to be accomplished monthly and as frequently as weekly.
- E. Funding Sources:
- | | |
|-----------------------------------|------------------------------|
| Federal Highway Administration PL | \$ 3,000.00 - Credits 344.10 |
| Calaveras COG | \$50,000.00 |

F. Responsible Agency:
SJCOG
\$ 53,000.00

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

801.01 INTERGOVERNMENTAL COORDINATION

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

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

D. Product & Schedule:

1. Coordinate with the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Caltrans and other state and federal agencies in implementing the planning process – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Participate in and lead the San Joaquin Regional Policy Council, participate in San Joaquin COG Directors' Association and Regional Transportation Planning Agency monthly and participate in the efforts of the California Council of Governments (*funded with LTF and not CPG*) – Periodically, Operational Activities with Deliverables Reported on Quarterly Basis.
3. Attend the COG Director's Association and Regional Transportation Planning Agency meetings and participate in the efforts of the California Council of Governments - Monthly.
4. Cooperate with Association of Bay Area Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, other Bay Area and mountain agencies on regional growth issues- to include coordination on assumptions for projections and forecasts (population, housing, jobs, and commuting) further identified in work element 801.02 - Operational Activities with Deliverables Reported on Quarterly Basis.
5. Participate in the Capitol Valley Service Authority for Freeway Emergencies Organization – Quarterly meetings and reports.
6. Participate with regional agencies throughout Federal Region IX, on issues of joint concern and benefit - As Necessary.
7. Coordinate with local, state and national associations of managers, planners and others - Operational Activities with Deliverables Reported on Quarterly Basis.
8. Retain and utilize Washington legislative consultant (with non-state & federal funds) – Annual.
9. Implement shared work program of the San Joaquin Valley Policy Council – Operational Activities with Deliverables Reported on Quarterly Basis.
10. San Joaquin One Voice® Legislative Analysis and Legislative Program (*funded with LTF and not CPG*) – April 2017.
11. Prepare for and attend San Joaquin Valley Regional Policy Council meetings – quarterly.
12. Participate in the Partnership for the San Joaquin Valley Board and Transportation Workgroup – Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Sources \$:

Federal Highway Administration PL - \$ 62,000.00 Credits 7,111.40
Local Transportation Funds (COG) - \$ 77,000.00
Local Transportation Funds (CON) - \$ 72,000.00
Fees \$ 23,000.00

F. Responsible Agency:

SJCOG
\$ 234,000.00

G. Staff Required: (person-months)

SJCOG
13.0

801.02 PROJECTIONS AND FORECASTS

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

During FY 2014/2015 SJCOG conducted focus group and survey efforts to determine the effectiveness of its publications in providing timely, effectual, and understandable data and analysis for both stakeholder groups and the general public. As a result of this effort, SJCOG discontinued its printed publications in favor of a new work plan with UOP that includes an "indicators" website, with a rotating featured analysis of timely census topics. In FY 2015/16, SJCOG and UOP partnered with Chase Bank to hold the first public-private sector workshop on Economic Conditions and Forecasts.

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

C. Tasks:

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

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

D. Products & Schedule:

1. Produce Census and Research Information – Operational Activities with Deliverables Reported on Quarterly Basis through June 2018.
2. Analysis and dissemination of Federal Highway Administration Census Transportation Planning Products (CTPP) and other Census related data through multiple dissemination channels (website, social media, special publications, and presentations)- Operational Activities with Deliverables Reported on Quarterly Basis through June 2018.
3. Provide research and forecasting for special projects, events, and presentations – As Required with Deliverables Reported on a Quarterly Basis through June 2018.
4. Maintain data on website for information dissemination – Operational Activities with Deliverables Reported on Quarterly Basis through June 2018.
5. Coordinate four demographic forums/workshops – Quarterly through June 2018.
6. Complete Economic Analysis section of 2018 RTP/SCS – September 2017.

E. Funding Source:

FHWA PL-	\$ 59,000.00 - Credits \$6,767.30
Local Transportation Funds-COG	\$ 64,000.00
Local Transportation Funds – CON	\$ 61,000.00

F. Responsible Agency:
SJCOG
\$ 184,000.00

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

801.03 AVIATION AND AIRPORT LAND USE PLANNING

- A. Previous Work: The most recent Airport Land Use Compatibility Plan (ALUCP) for the Stockton Metropolitan Airport was adopted in 2016. The San Joaquin County ALUCP was adopted in 2009 and included all other public access airports in the county. Based on the ALUCP, SJCOG reviews and comments on planning and development proposals that fall within an airport's areas of influence.
- C. Purpose: To undertake all functions necessary to serve as the Airport Land Use Commission for San Joaquin County, as required by the State Aeronautics Act. To protect the safe and efficient operation of public use airports from conflicting land uses within the airports' spheres of influence. To coordinate closely with State and other Regional Transportation Planning Agencies in implementing the California Aviation System Plan.
- C. Tasks:
1. As the Airport Land Use Commission, SJCOG will continue to evaluate General Plan, zoning and Airport Master Plan amendments and updates, as well as development proposals within the Airport Area of Influence for consistency with the ALUCP.
 2. Continue coordinating the transportation planning process with member agencies and airport operators regarding maintaining consistency with the ALUCP.
 3. Complete assessment of ALUC implementation practices and update the fee program.
 4. As a member of the San Joaquin County's General Plan Update Technical Advisory Committee, ALUC staff will ensure that all public access airports will be properly accounted for in the region.
 5. Participate in and further the development of the California Airport Land Use Consortium (Cal-ALUC)
- D. Products & Schedule:
1. Land use matters, either publicly or privately sponsored, are reviewed and commented on to ensure consistency with the regionally adopted ALUCP. ALUCP consistency reviews also include, for example, General Plans, Specific Plans, and relevant amendments – As necessary.
 2. Amend ALUCP in response to any Airport Master or Layout Plan updates. - As necessary.
 3. Coordinate the transportation planning process with airport operators regarding access to their operations. Such coordination includes discussion of the condition of access roads to the airports and any maintenance or repair issues. - As necessary.
 4. Attend Airport Advisory Committee Meetings – Quarterly.

- E. Funding Sources:
- | | |
|--------------------------------------|--------------|
| Local Transportation Funds (COG) | \$ 25,000.00 |
| Local Transportation Funds (CON) | \$ 5,000.00 |
| Local Transportation Authority-MK PM | \$ 1,980.00 |
- F. Responsible Agency:
SJCOG
\$ 31,980.00
- G. Staff Required: (person-months)
SJCOG
2.0

801.04 **CONGESTION MANAGEMENT PROGRAM/SYSTEM**

- A. Previous Work: AB 471 (1989) provides for development of Congestion Management Programs for all urbanized counties in California. The Measure K Renewal Program Ordinance, approved in November 2006, includes goals and provisions for update of the CMP and a process to review and comment on local plans and development proposals. The FAST Act requires the establishment of a Congestion Management Process. During FY 16/17, SJCOG updated the program and adopted a revised Regional Congestion Management Plan. Developed and used the Federal Congestion Management Process as a component of both the 2011 and 2014 RTP updates. Past work also included establishing a Regional Travel Demand Management and CMP Deficiency Plan using local, state, and federal requirements.
- B. Purpose: To implement the requirements of the State Congestion Management Plan, the Federal Congestion Management Program and the Measure K Renewal Program. To adhere to a planning process that flags and corrects new areas of congestion before they occur. To implement a technically sound and achievable set of planning methods that monitor the transportation system as well as the land use developments that generate trip making. To demonstrate that all reasonable Transportation Demand Management (TDM) and Transportation System Management strategies have been employed prior to programming a roadway capacity increasing project.
- C. Tasks:
1. Continue to refine, as necessary, CMP process to address all suggestions and/or recommendations made as part of the federal certification review process and to ensure continued compliance with FHWA policy and guidance. In reference to 23 CFR 450.320 (6) (d) and (e).
 2. Planning activities to demonstrate and ensure that all reasonable Transportation Demand Management (TDM) strategies have been employed prior to adding capacity to a regionally significant roadway.
 3. Collect data on CMP network and monitor system performance through use of the CMP Land Use Analysis program. This program will enable a review and technical analysis of planning and development proposals and proposed capacity enhancing transportation projects.
 4. Use of CMP process to identify transportation projects and programs that can be considered for inclusion in the next RTP. The performance assessment of transportation projects and programs will be submitted through a "call for projects" process.
 5. Assist jurisdictions, individually and collectively, in the development and adoption of Congestion Management Deficiency Plans as necessary.
 6. Continue to define and expand upon CMP's performance measures and indicators.
 7. Per Measure K Renewal, prepare annual evaluation and recommendations based on CMP implementation goals in conjunction

with local, state, and federal mandates.

8. Per State Statute, update CMP every 2 years (e.g., perform traffic counts and level of service analysis of the CMP network in conformance with CMP requirements, re-establish system LOS, review implementation strategies, assess effectiveness of CMP based on performance measure and indicators).
9. Continue to refine and develop applications for SJCOG’s use of the federal congestion management process and procedures as a component of the CMP update. Adhering to the Federal Congestion Management process, investigate and apply corridor level monitoring analysis to evaluate CMP system performance.

D. Products & Schedule:

1. Application of regional and roadway specific Transportation Demand Management strategies – Operational Activities with Deliverables Reported on Quarterly Basis.
2. Review planning and development proposals in accordance with the CMP and provisions of the Measure K Renewal Ordinance - Operational Activities with Deliverables Reported on Semi-Annual Basis.
3. Perform strategic intersection and roadway segment traffic counts on CMP network and re-establish system LOS – As deemed necessary throughout year.
4. Apply Federal Congestion Management process and procedures as part of the CMP update – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Biennial evaluation of CMP implementation – Fall 2018.
6. Biennial update of CMP policy document – Fall 2017.
7. Preparation and adoption of Deficiency Plans – As required by development proposals or technical analysis - Operational Activities with Deliverables Reported on Quarterly Basis.

E. Funding Source:

FHWA PL-	\$ 75,000.00 - Credits 8,602.50
Local Transportation Authority-MK PM	\$ 75,000.00

F. Responsible Agency:

SJCOG
\$ 150,000.00

G. Staff Required: (person-months)

SJCOG:
5.5

801.05 REGIONAL PLANNING

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

2. Examination of local general plans, updates of general plans, and specifically, housing and circulation elements with reports on potential relevance and impact to San Joaquin County region.
3. Sponsor technical workshops on regional planning and transportation and/or speak at workshops led by other agencies on these topics.
4. Through outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and their leaders, identify regional planning topics and create materials to disperse information specific to those audiences.
5. Produce staff reports on planning activities related to the Sustainable Communities Planning Grant through Proposition 84 and the Strategic Growth Council.
6. Engage and participate with San Joaquin County Public Health and various public health stakeholder groups to promote integration of public health concerns in the transportation planning process and produce information for dissemination on the relationship with public health and regional planning.
7. Research and write issues papers on emerging planning issues (i.e. electric vehicles, driverless cars, impacts to regional transportation planning).
8. Participate and collaborate with partners on efforts to examine planning tools to improve regional planning analysis.

D. Products & Schedule:

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

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

E. Funding Sources:

Federal Highway Administration PL-	\$ 20,000.00 - Credits 2,294.0
Local Transportation Funds COG	\$ 21,000.00

F. Responsible Agency:

SJCOG
\$ 41,000.00

G. Staff Required: (person-months)

SJCOG
2.0

801.06 VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATION

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

E. Funding Sources:

FHWA PL -	\$ 17,000.00 – Credits 1,949.90
Local Transportation Funds – COG	\$ 8,703.00
Local Transportation Funds - CON	\$ 41,526.00
Local Transportation Authority -MK COG	\$ 5,000.00
Local Transportation Authority–MK-PM	\$ 20,000.00

F. Responsible Agency:

SJCOG
\$ 92,229.00

G. Staff Required: (person months)

SJCOG
10.0

801.09 HABITAT PLAN IMPLEMENTATION

- A. Previous Work: The purpose of this work element is to implement the San Joaquin County Multispecies Habitat Plan. The work element has concentrated on the issue of habitat preservation, protection of open space, management for threatened and endangered species protection. Habitat Plan: Acquired approximately 8,915 acres in easements.

- B. Purpose: As economic growth and species protection seek to find compatible ground, SJCOG steps in to develop a process that maximizes the best interests of both. Investments such as major public roadways must not deteriorate species habitat. Since 2001, SJCOG has been implementing a predictable, financially fair and effective Habitat Management Plan for the entire County of San Joaquin. In this manner, the program will be able to meet all applicable State and Federal laws, and assist to meet Environmental Protection Agency Section 404 requirements.

- C. Tasks:
 - 1. To support implementation of the Habitat Management Plan for the entire region.

- D. Products & Schedule:
 - 1. Regional Habitat Management Plan Implementation. – Operational Activities with Deliverables Reported on Quarterly Basis.

- E. Funding Sources:

SJCOGI (Developer Fees) -	\$561,000.00
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- F. Responsible Agency:
SJCOG
 \$ 561,000.00

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

901.01 **IMPLEMENTING MEASURE K RESPONSIBILITIES**

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

In November 2006, the voters of San Joaquin County approved the renewal of the Measure K program, which will expire in 2011. With the renewal, Measure K now extends for an additional 30 years through 2041. In FY 2013/14, SJCOG adopted an updated Strategic Plan for the Measure K Renewal that will serve as the basis for Measure K funds to be disbursed for specific projects identified in the Measure K Renewal Expenditure Plan, including the timing of disbursements of those funds, and the proportionate share or absolute value of the Measure K contribution to each project.

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

- C. Tasks:

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

- D. Products & Schedule:

1. Implement and monitor existing Strategic Plan – Operational Activities with Deliverables Reported on Quarterly Basis.

2. Integrated Measure K and Measure K Renewal Financial Plan – Implementation Operational Activities with Deliverables Reported on Quarterly Basis.
3. Amend Measure K Ordinance and Expenditure Plan – June 2018.
4. Project Sponsor Assistance – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Program Administration – Operational Activities with Deliverables Reported on Quarterly Basis.
6. Leveraging state and federal funds – Operational Activities with Deliverables Reported on Quarterly Basis.
7. Measure K financial status report – June 2018
8. Project Delivery Monitoring – quarterly with periodic reports to the Board.

E. Funding Sources:

Local Transportation Authority-MK (COG) -	\$ 112,000.00
Local Transportation Authority-MK (PM) -	\$ 86,000.00
Fees	\$ 5,500.00

F. Responsible Agency:

SJCOG
\$ 203,500.00

G. Staff Required: (person months)

SJCOG
19

901.02REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

- A. Previous Work: A regional fee that can be equitably and comprehensively applied to fund regional projects was adopted by the SJCOG Board in 2005. SJCOG is responsible for the implementing, administering and monitoring the RTIF program. All jurisdictions adopted the program which was in full implementation by July 1, 2006. SJCOG now administers the program. During FY 2012, a 5th year update of the RTIF program was conducted in accordance with the Mitigation Fee Act and was adopted by the SJCOG Board in December 2011. During FY 2015 SJCOG continued on-going implementation of the RTIF through an Addendum to the 2011 update that addressed issues with annual fee adjustment calculations, the addition of new projects and roadway segments, and continued nexus findings. Also during FY 2015, staff completed an update to the RTIF operating agreement and the development of a new economic incentive project category for the program. During FY 2017, SJCOG completed the second 5th year update in accordance with the Mitigation Fee Act.
- B. Purpose: To levy a fee to mitigate the impacts the new development on the regional roadway system based on a legal nexus. The RTIF program generates funding for capital expenses on the portion of regionally significant transportation projects that are associated with new growth.
- C. Tasks:
1. Administer RTIF Program. Receive reports from member jurisdictions on collection of fees. Prepare semi-annual and annual reports. Account for use of RTIF funds for designated regionally significant projects.
 2. Continue to provide training and assistance to partner agency staff (e.g., individual meetings/consultations, workshops, guidance manual).
 3. Respond to local jurisdictions and provide technical assistance to administer the RTIF.
 4. Conduct annual audit and account for third party costs.
 5. Continue to implement Jobs Balancing Investment Fund program.
 6. Complete update to auditing procedures and fully implement.
- D. Products & Schedule:
1. Administer the RTIF program and complete all reporting requirements - Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Produce annual RTIF Report to SJCOG Board – October 2017.
 3. Training and assistance to partner agency staff – Operational Activities with Deliverables Reported on Quarterly Basis.
 4. Convene Economic Development project selection committee – As required

E. Funding Sources:

Local Transportation Authority–MK COG \$ 102,500.00
Regional Transportation Impact Fee- \$ 75,000.00

F. Responsible Agency:

SJCOG
\$ 177,500.00

G. Staff Required: (person months)

SJCOG
3.5

901.03 MEASURE K RENEWAL SMART GROWTH INCENTIVE PROGRAM

- A. Previous Work: This program was established as part of the passage of the Measure K Renewal Program in November 2006. Program Policies were established as a part of the Measure K Renewal Strategic Plan. Specific Program procedures, financial program and application process were adopted by the SJCOG Board. First selection and allocation of Planning and Capital Projects occurred in FY 08-09. In 2012, SJCOG completed the Smart Growth and Transit Oriented Master Plan for San Joaquin County to further guide investments of the Measure K Renewal Smart Growth Incentive Program.
- B. Purpose: To establish project operational details and to implement the Measure K Renewal Growth Incentive Program. To receive proposals, select and prepare cooperative agreements to implement projects eligible for both the capital and planning components of the program. To evaluate and identify opportunities to improve the program on a continual basis. To prepare studies related to the SMART Growth Program.
- C. Tasks:
1. Tasks involving monitoring both development activities in the region, planning projects in the pipeline, and legislative/regulatory opportunities to advance Smart Growth in San Joaquin region.
- D. Products and Schedule:
1. Monitor Measure K Renewal project delivery – Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Monitor state and federal policies and implications to Smart Growth program - Operational Activities with Deliverables Reported on Quarterly Basis.
- E. Funding Sources:
Local Transportation Authority-MK (PM) \$ 7,000.00
- F. Responsible Agency:
SJCOG
\$ 7,000.00
- G. Staff Required: (person months)
SJCOG
1.0

1001.01 SJCOG OVERALL WORK PROGRAM ADMINISTRATION

- A. Previous Work: The administration of previous years' work programs including hiring qualified staff and consultants, prepared and submitted closing report for last fiscal year and quarterly reports in current FY, updated DBE plan, reviewed and updated 3C self-certification, adopted Overall Work Program and Annual Financial Plan, updated and amended OWP and Annual Financial Plan, prepared and submitted federal and state grant applications.
- B. Purpose: To provide the administrative guidance to implement, update, and develop SJCOG'S Overall Work Program and Annual Financial Plan.
- C. Tasks:
1. Carry out administrative support and general staff supervision that is required for the implementation of the work program, such as time sheet preparation, etc.
 2. Prepare and submit (at a minimum quarterly progress reports) and submit quarterly invoices to Caltrans.
 3. Annually update SJCOG'S Disadvantaged Business Enterprise Plan and goals for the fiscal year.
 4. Annually review and update SJCOG'S 3C Process Self Certification Evaluation.
 5. Prepare, and adopt SJCOG'S Overall Work Program and budget in cooperation with member governments.
 6. Update and amend the existing SJCOG'S Overall Work Program and budget to reflect changes during the course of the year.
 7. Complete federal and state grant applications, to send to appropriate agencies and departments
- D. Products & Schedule:
1. Implement Work Program - Operational Activities with Deliverables Reported on Quarterly Basis.
 2. Quarterly reports and quarterly invoices - Quarterly
 3. An updated Disadvantaged Business Enterprise Plan and goal statement for the next fiscal year - October 2014
 4. Self-Certification Evaluation – March 2016
 5. An adopted Overall Work Program - March 2016
 6. Amend and update Overall Work Program – As necessary.
 7. Completed and submitted federal and state grant applications and accompanying documentation - May 2016
- E. Funding Source:
- | | |
|---|--------------------------------|
| Federal Highway Administration PL - | \$183,000.00 –Credits 20,990.1 |
| Local Transportation Fund (COG) | \$ 65,000.00 |
| Local Transportation Authority-MK (COG) | \$ 2,500.00 |

F. Responsible Agency:
SJCOG
\$ 250,500.00

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

1001.02 TRANSPORTATION DEVELOPMENT ACT

- A. Previous Work: This task is an on-going function and involves the administration of Transportation Development Act Funds (Senate Bill 325), as well as State Transit Assistance Funds (Senate Bill 620) received for San Joaquin County.
- B. Purpose: Senate Bill 325 and Assembly Bill 620 gave extensive responsibilities to the Regional Transportation Planning Agencies for administering these funds. Local governments depend upon these funds and the proper administration of them for the continued operation of transit services and the continued maintenance of their road and street systems.
- C. Tasks:
1. Prepare an estimate of funds needed to administer the Local Transportation Fund and State Transit Assistance funds by the County Auditor and staff.
 2. Develop apportionments for Local Transportation Fund funds in accordance with Statute.
 3. Update SJCOG'S Rules and Regulations for administering the Local Transportation and State Transit Assistance Funds as a result of changes that may occur from new legislation or policy changes.
 4. Hold public hearings and make required findings on "Unmet Transportation Needs" that are reasonable to meet.
 5. Process claims for Transportation Development Act funds: a) Review claims for compliance with statutes, regulations and Regional Transportation Plan; b) Prepare staff reports and resolutions; c) Transmit allocation instructions to County Auditor consistent with section 6659 of the California Code of Regulations.
 6. Prepare Transportation Development Act Annual Report.
 7. Contract with an accounting firm to carry out in a timely fashion the annual financial and compliance audits (SJRTD: compliance audits only).
 8. Continue to maintain an in-house accounting of both Local Transportation Fund and State Transit Assistance Funds received and disbursed.
 9. SJCOG staff will continue to provide information to State agencies on Transportation Development Act policy issues and will continue to monitor, evaluate and comment upon State legislation dealing with the Transportation Development Act.
 10. Work with state and other RTPAs to develop rules and administrative guidelines to respond to new state legislation.
 11. Utilize community-based organizations to bring more people, particularly the underserved and under-represented, into the planning process.
- D. Product & Schedule:
1. Local Transportation Fund and State Transit Assistance Revenue Estimates and Apportionments - February 2014
 2. Updated SJCOG LTF/STA Rules and Regulations - February 2014

3. Unmet Transit Needs Findings - March 2013
4. Approve Local Transportation Fund and State Transit Assistance Claims – Operational Activities with Deliverables Reported on Quarterly Basis.
5. Local Transportation Fund and State Transit Assistance Annual Reports - October 2013
6. Annual financial and compliance audits of Transportation Development Act claimants, except (SJRTD, Compliance only) - October 2013 to January 2014
7. Up-to-date Financial Statements showing status of Local Transportation Fund and State Transit Assistance Funds - Operational Activities with Deliverables Reported on Quarterly Basis.
8. Utilize community based organizations to bring more people particularly the underserved and under-represented into the Unmet Transit Needs process.

E. Funding Sources:

Local Transportation Fund – COG	\$ 75,000.00
Fees	\$ 1,500.00
Transportation Development Act -	\$290,000.00

F. Responsible Agency:

SJCOG
\$ 366,500.00

G. Staff Required: (person-months)

SJCOG
7.0

1001.03 **COMMUNITY INVOLVEMENT PROGRAM**

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

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

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

OVERVIEW

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

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

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

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

Services include:

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

Environmental Justice Efforts

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

which includes mailings of Board Actions, Horizon's newsletter, meeting agendas, and notices of public workshops and hearings. Through the San Joaquin Regional Transit District, Dial-a-Ride transit service is made available to disabled residents to attend SJCOG Board and other public meetings. Other specific efforts include:

Translation Services

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

Workshops

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

Native American Outreach

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

Resource Agencies

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

Title VI Policy

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

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

C. Tasks:

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

D. Products & Schedule:

1. Facebook, Twitter, and Web online update of SJCOG activities and events/news -
2. Material for public presentations – Done for outreach efforts
3. Periodic news releases – Work products will be reported on a quarterly basis.
4. Citizens Committee Meetings – Meetings held monthly and will be reported on a quarterly basis.
5. Implement Public Information Plan – monthly activities through June 2018
6. SJCOG information materials - Operational Activities with Deliverables Reported on Quarterly Basis.
7. Maintain Internet, Weekly Web updates – Weekly
8. Title VI Annual Report – June 2018

9. Implementation of outreach and targeted groups as noted in the purpose and tasks, and appropriate resource agencies for all planning and feasibility studies.

E. Funding Sources:

Federal Highway Administration PL - \$ 15,000.00 – Credits 1,720.50
Local Transportation Authority-MK-COG \$ 96,000.00
Local Transportation Authority-MK-PM \$ 13,000.00

F. Responsible Agency:

SJCOG
\$ 124,000.00

G. Staff Required: (person-months)

SJCOG
8.0

1101.01 **TRANSPORTATION DEMAND MANAGEMENT (TDM) SERVICES**

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

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

2. Employer and Community Outreach

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

3. Marketing, Research and Promotions:

- a. Implement method to solicit feedback from community, stakeholders, employers and commuters
- b. Develop, implement and maintain new program website, enhanced brand and marketing plan
- c. Develop targeted material for outbound commuters, neighborhoods, residential developments and business parks
- d. Evaluate and consider enhancing commuter and employer incentives and promotional items

- e. Provide engagement opportunities for community by developing interactive programs such as videos, training and webinars.
- f. Promote Commute Connection benefits and services through website, social media, electronic methods, direct mail and special events
- g. Initiate stories, develop articles, press releases and respond to media requests
- h. Provide frequent updates on trends, news to commuters, employers, stakeholders and general public
- i. Plan and coordinate Bike to Work and Rideshare Week Events

4. Agency Coordination and Assistance

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

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

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

6. SAFE/511 Travelers Information System

- a. Work with Sacramento Area Council of Governments to conduct Call Box Modernization Plan and Strategic Plan
- b. Maintain communication with San Joaquin County SAFE Board Members
- c. Participate in statewide 511 working group conferences and meetings and coordinate activity with Caltrans District 10

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

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

D. Products & Schedule:

1. Implementation of NTD Vanpool Reporting (2017)
2. Contract renewal with StanCOG and MCAG (July 2017-18) News e-blasts – recurring activities through June 2018.
3. Participation in ACT Conference (July/August 2017)
4. Implementation of new Branding, Marketing Plan and related materials (2017/18)
5. Development of New Website – complete by June 2018
6. News blasts
7. Coordination of Bike to Work and other special Events (Spring and Fall 2017/18)
8. Development of videos, webinars, training – ongoing activities through June 2018.
9. Callbox Modernization and Strategic Plan (San Joaquin Only – June 2018)
10. Park and Ride Lot survey – December 2017)

E. Funding Sources:

CMAQ Stanislaus -	\$ 195,000.00
CMAQ Merced -	\$ 75,000.00
CMAQ -	\$1,207,600.00
SAFE -	\$ 95,000.00
Local Transportation Authority MK PM)	\$ 9,010.00

F. Responsible Agency:SJCOG

\$ 1,581,610.00

G. Staff Required (Person Months)SJCOG

48

1201.01 FREEWAY SERVICE PATROL

A. Previous Work: SJCOG began operating the Freeway Service Patrol on Interstate 205 in 1996 as a method to offset construction delays during the first phase of I-205 widening. Currently the Freeway Service Patrol is operated as a congestion relief strategy on I-205 with Measure K funds. SAFE funds are used to match state funding for the FSP. It is also used during construction projects to mitigate congestion and improve safety.

B. Purpose: To operate the Freeway Service Patrol on I-205 and in needed areas under construction on the highway system.

C. Tasks:

1. Continue operating Freeway Service Patrol on I-205.

D. Products & Schedule:

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

E. Funding Sources:

Caltrans (FSP 13/14) -	\$ 200,000.00
Caltrans (FSP 14/15)	\$ 100,000.00
SAFE	\$ 113,000.00

F. Responsible Agency:

SJCOG
\$ 413,000.00

G. Staff Required: (person-months)

SJCOG
3.0

CALTRANS OWP WORK ELEMENT

San Joaquin County Council of Governments 2017-2018 Overall Work Program (OWP) Information Element					
State Route	Product	Performed By	Status of Product	Final to SJCOG	Expected Date of Completion
Various	Transportation Concept Report (TCR)	Caltrans System and Freight Planning District 10	Ongoing	Ongoing	TCR reports circulated through June 2018.

AGENDA ITEM **5C**



STAFF REPORT

SUBJECT: FY 2017-18 Annual Financial Plan (AFP)

RECOMMENDED ACTION: That the Board Approves R-17-025 Adopting the FY 2017-18 AFP and send it to the member agencies for ratification.

Last month, SJCOG staff took the proposed FY 2017-18 Annual Financial Plan (AFP) to the Executive Committee as an informational item to see if the committee had any comments or direction on the AFP. The committee had no comments. The attached proposed AFP has not changed from last month. The FY 2017-18 Overall Work Program was adopted in draft by the Board on February 23 and sent out to member agencies, Caltrans and FHWA/FTA for review and comment. There have been no changes to the OWP. The following is the information sent to the Executive Committee last month. Staff requests the Board adopt the AFP and send it to the member agencies for ratification. A one-page summary concludes the staff report with the supporting tables attached.

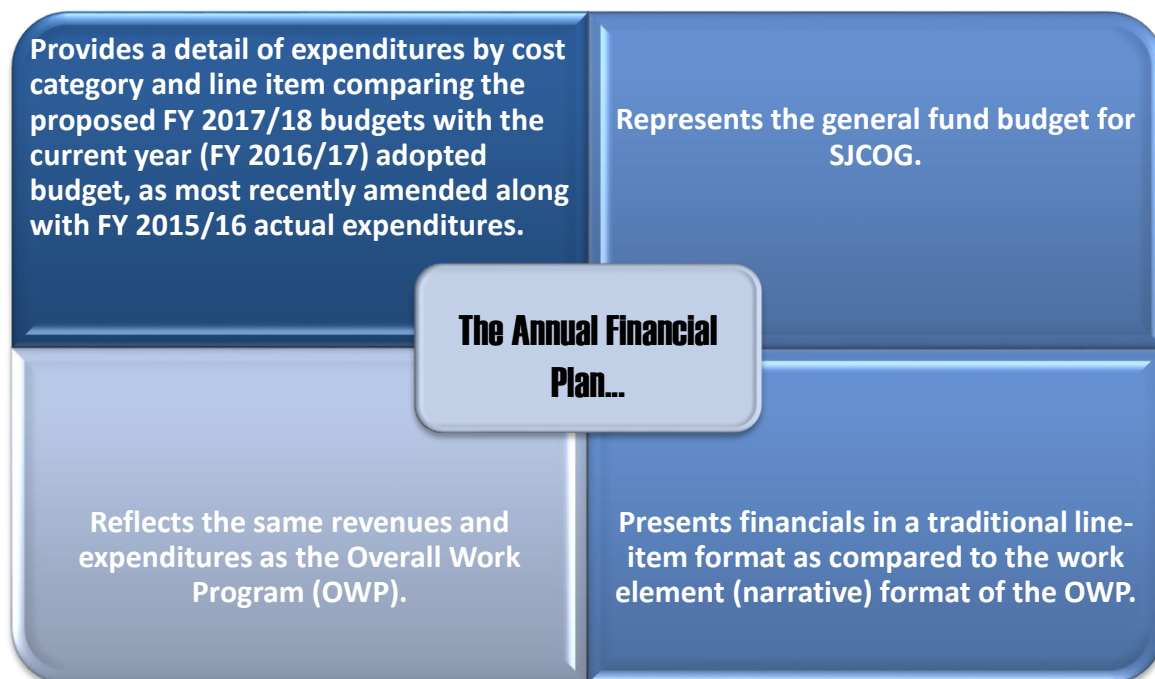
Exhibit 1: Timeline of Annual Financial Plan Review Process



BACKGROUND

SJCOG budgeting is quite unique compared to a city or county. SJCOG revenue sources are different from our member agencies. SJCOG employs staff on an at-will basis vis-à-vis civil service and has its own employee handbook and policies. SJCOG has its own Financial and Accounting Policy guiding our financial matters including procurement procedures. As noted below, SJCOG offers a defined contribution retirement plan to its employees. SJCOG has no CalPERS or post employments benefit obligations except limited sick leave conversion as noted.

Exhibit B: Important features of the Annual Financial Plan (attached to this staff report)



Upon adoption by the Board, pursuant to the SJCOG Joint Powers Agreement, the AFP will be sent to the member agencies for ratification. Ratification is achieved when a majority of the member agencies representing 55% of the county population approve the AFP.

The following assumptions are incorporated in the budget:

1. Work will not begin and expenses will not be incurred unless anticipated revenue sources are secured.
2. SJCOG is fully staffed. The budget includes a 5% pool that can be drawn upon for merit-based increases. The full impact of that pool is incorporated into the salary driven benefits (retirement, Medicare, disability).
3. SJCOG has no significant liability exposure for post-employment benefits.
 - a. The employee retirement program is a defined contribution program managed by the International City Managers Association Retirement Program.
 - b. SJCOG employees' vacation accruals is capped at two times the individual's annual leave.

- c. Upon retirement (50 years of age/20 years of SJCOG employment), an employee can convert accrued sick leave hours to pay for health care premiums until their sick leave account is exhausted and is based upon the employee’s salary at retirement. There is no inflation factor in post-retirement years. Payout is limited to a maximum of one year’s value of documented premium costs per year.

REVENUES

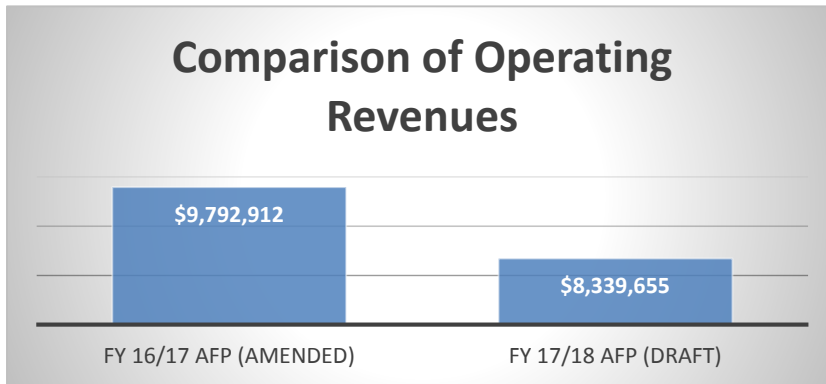


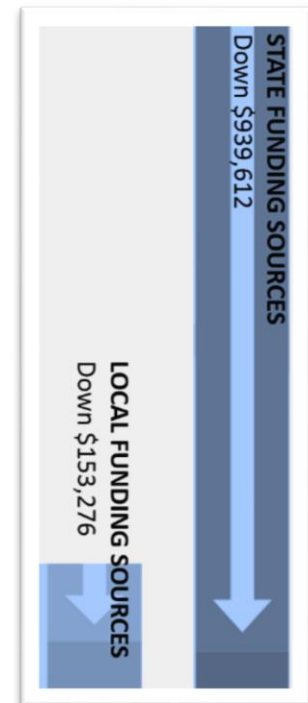
Figure 1-1: Comparison of Operating Revenues of current year and proposed AFP

Compared to the current year amended AFP, SJCOG general fund operating revenues are decreased \$939,327 from \$9,792,912 to \$8,339,655. Budgeted expenditures are \$8,339,655. Overall, federal funding for general fund activities is 4.14% higher than FY 2016/17 due to RSTP carrying over from FY 16/17. Note that while FHWA PI and FTA

5303 (MPO Planning) funds are budgeted lower than FY 16/17, receiving a higher amount is possible. SJCOG receives the allocation estimate in a range. We are budgeting on the low side of the range. The high end of the range could raise those two sources by \$100,000. This will not be determined until Caltrans receives the final apportionment and obligation authority from US DOT.

State funding sources are down \$939,612 or 168.22 % primarily due to the spending down of Freeway Service Patrol funds carried over from previous years and the drawdown of the San Joaquin Valley Goods Movement Partnership Planning grant and the Affordable Housing and Sustainable Communities grant.

Local revenues are down fractionally \$153,276 or 3.78% with the spend down of the Calaveras COG and Manteca SR 99 Project Management contracts. In addition, one-time revenue to reimburse SJCOG for the Series 2011A bond refunding cost of issuance is not carried over to 2017/18. This is offset somewhat by small increases in sales tax driven revenues, Measure K and Local Transportation Funds.



EXPENDITURES

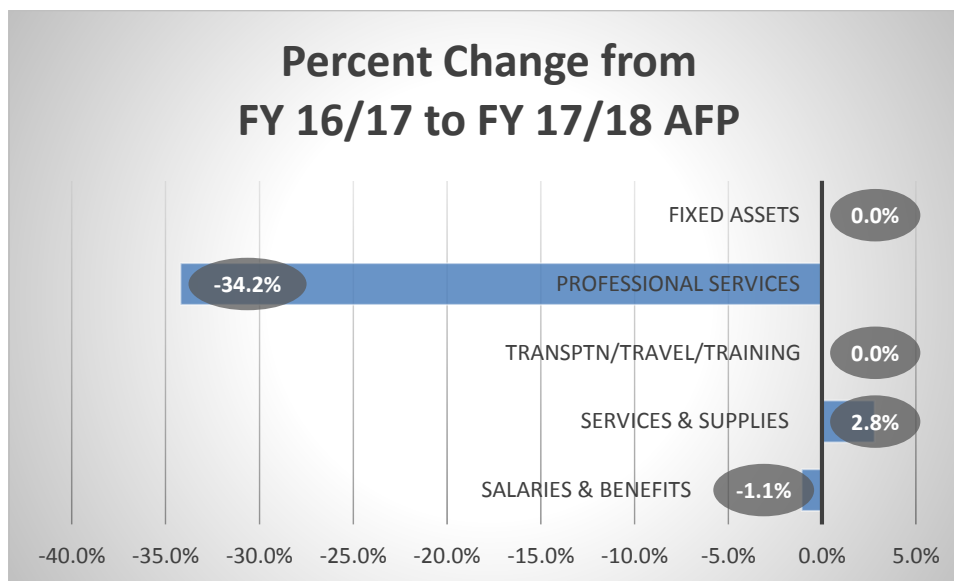


Figure I-2: Percent Change between current year and proposed AFP

Salaries and Benefits are proposed to decrease slightly 1.1% \$4,183,048 to \$4,135,664, when compared to FY 16/17 levels. While the agency is at or near full staffing levels, the turnover in staff has resulted in lower salaries. The budget includes accommodation for merit-based raises. The salary-driven benefits adjust accordingly.

Services and Supplies is proposed to be increase slightly 2.8% \$1,044,259 to \$1,779,200 due to increases in software licensing for the Granicus application and the New World Enterprise Resource Planning system (new accounting and program management system).

Transportation, travel and training remains budgeted the same as FY 16/17, \$110,000. This includes all in and out-of-state travel, subsistence, training and rideshare incentive.

Professional Services is decreasing 34.2% from \$3,631,175 \$ 2,706,291 reflecting the reduction in Freeway Service Patrol contracting work in the OWP.

Fixed Assets remains the same as the current fiscal year at \$320,500.

San Joaquin Council of Governments					
ANNUAL FINANCIAL PLAN					
Fiscal Year 2017/18					
Proposed Final March 23, 2017					
	FY 2015-16	FY 2016-17	FY 2017-18	+/-	+/-
REVENUES	Actual	Amendment #1	Proposed Final 3/23/17	Change	% Change
Federal Grants	\$ 3,094,084	\$ 3,555,606	\$ 3,709,166	\$ 153,560	4.14%
State Grants	\$ 2,537,251	\$ 1,498,186	\$ 558,574	\$ (939,612)	-168.22%
Local	\$ 2,522,701	\$ 4,205,191	\$ 4,051,915	\$ (153,276)	-3.78%
Interest	\$ 4,825	\$ 5,000	\$ 5,000	\$ -	0.00%
Other	\$ 15,343	\$ 15,000	\$ 15,000	\$ -	0.00%
SJCOG OPERATING REVENUE	\$ 8,174,204	\$ 9,278,982	\$ 8,339,655	\$ (939,327)	-11.3%
EXPENDITURES					
Salaries & Benefits	\$ 3,436,556	\$ 4,183,048	\$ 4,135,664	\$ (47,384)	-1.1%
Services & Supplies	\$ 977,084	\$ 1,144,259	\$ 1,177,200	\$ 32,941	2.8%
				\$ -	
Office Expense	\$ 192,331	\$ 247,350	\$ 256,200	\$ 8,850	3.5%
Communications	\$ 54,664	\$ 56,000	\$ 56,000	\$ -	0.0%
Memberships	\$ 48,304	\$ 46,000	\$ 56,000	\$ 10,000	17.9%
Maintenance - Equipment	\$ 6,198	\$ 13,000	\$ 13,000	\$ -	0.0%
Rents & Leases - Equipment	\$ 149,377	\$ 300,000	\$ 300,000	\$ -	0.0%
Transportation, Travel & Training (In & Out of State)	\$ 112,276	\$ 110,000	\$ 110,000	\$ -	0.0%
Publications & Legal Notices	\$ 2,087	\$ 3,000	\$ 3,000	\$ -	0.0%
Insurance	\$ 99,018	\$ 103,000	\$ 108,000	\$ 5,000	4.6%
Building Operations & Maintenance	\$ 176,297	\$ 165,909	\$ 175,000	\$ 9,091	5.2%
SJCOG Building Debt Service	\$ 136,532	\$ 100,000	\$ 100,000	\$ -	0.0%
				\$ -	
Professional Services	\$ 2,789,640	\$ 3,631,175	\$ 2,706,291	\$ (924,885)	-34.2%
				\$ -	
Capital Outlay	\$ 397,913	\$ 320,500	\$ 320,500	\$ -	0.0%
				\$ -	
Unallocated/Reserve					
SJCOG OPERATING EXPENDITURES	\$ 7,601,193	\$ 9,278,982	\$ 8,339,655	\$ (939,327)	-11.3%
Excess (Deficit) Revenues	\$ 573,011.00	\$ 0.00	\$ -	\$ (0.00)	
Over Expenditures (Operating)					



**San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2016/2017**

Proposed Adoption March 23, 2017

CHAIR

Mayor Stephen DeBrum, City of Manteca

VICE-CHAIR

Supervisor Katherine Miller, County of San Joaquin

BOARD OF DIRECTORS

Mayor Jeff Laugero	City of Escalon
Mayor Doug Kuehne	City of Lodi
Councilmember Leo Zuber	City of Ripon
Councilmember Steve Dresser	City of Lathrop
Mayor Michael Tubbs	City of Stockton
Supervisor Bob Elliott	County of San Joaquin
Supervisor Chuck Winn	County of San Joaquin
Vice Mayor Elbert Holman	City of Stockton
Councilmember Susan Loftus	City of Stockton
Mayor Robert Rickman	City of Tracy

EX OFFICIO DIRECTORS

Ken Baxter	Caltrans District 10
Gary Giovanetti, Director	San Joaquin Regional Transit District
Victor Mow, Commissioner	Port of Stockton

SUBMITTED BY:

Andrew T. Chesley
Executive Director

Steve Dial
Deputy Executive Director/
Chief Financial Officer

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2017/18
Proposed Final March 23, 2017

REVENUES	FY 2015-16 Actual	FY 2016-17 Amendment #1	FY 2017-18 Proposed Final 3/23/17	+/- Change	+/- % Change
Federal Grants	\$ 3,094,084	\$ 3,555,606	\$ 3,709,166	\$ 153,560	4.14%
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				\$ -	
Office Expense	\$ 192,331	\$ 247,350	\$ 256,200	\$ 8,850	3.5%
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Memberships	\$ 48,304	\$ 46,000	\$ 56,000	\$ 10,000	17.9%
Maintenance - Equipment	\$ 6,198	\$ 13,000	\$ 13,000	\$ -	0.0%
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				\$ -	
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				\$ -	
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Unallocated/Reserve					
SJCOG OPERATING EXPENDITURES	\$ 7,601,193	\$ 9,278,982	\$ 8,339,655	\$ (939,327)	-11.3%
Excess (Deficit) Revenues	\$ 573,011.00	\$ 0.00	\$ -	\$ (0.00)	
Over Expenditures (Operating)					

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
 Fiscal Year 2017/18
 Proposed Final March 23, 2017

REVENUE

Revenue Source	FY 2015-16 Actual	FY 2016-17 Amendment #1	FY 2017-18 Proposed Final 3/23/17	+/- Change
FEDERAL GRANTS				
<i>U.S. Department of Transportation:</i>				
Federal Highway Administration (PL)	\$ 1,505,580	\$ 1,243,678	\$ 1,206,368	\$ (37,310)
Federal Highway Administration (PL C/O)		\$ -	\$ -	\$ -
Federal Transit Administration MPO Planning (FTA 5303)	\$ 343,739	\$ 304,328	\$ 295,198	\$ (9,130)
Federal Transit Administration MPO Planning (FTA 5303 C/O)		\$ -	\$ -	\$ -
Regional Surface Transportation Program (RSTP) CMP Update		\$ -	\$ -	\$ -
RSTP SR99 and SR 120 Ramps: STPL 6088(057)	\$ 258,053	\$ 800,000	\$ 1,000,000	\$ 200,000
CMAQ TDM	\$ 845,938	\$ 1,207,600	\$ 1,207,600	\$ -
FHWA Goods Movement	\$ 140,774			\$ -
SUBTOTAL	\$ 3,094,084	\$ 3,555,606	\$ 3,709,166	\$ 153,560
STATE GRANTS				
<i>California Department of Transportation:</i>				
SB-45 STIP Planning & Programming 15/16	\$ 200,000	\$ 200,000	\$ 200,000	\$ -
Freeway Service Patrol 11/12				\$ -
Freeway Service Patrol 12/13				\$ -
Freeway Service Patrol 13/14		\$ 474,171	\$ 200,000	\$ (274,171)
Freeway Service Patrol 14/15		\$ 506,198	\$ 100,000	\$ (406,198)
Construction Freeway Service Patrol	\$ 299,039	\$ 75,000	\$ -	\$ (75,000)
Caltrans TDM Partnership Planning Grant				\$ -
Caltrans SJ Valley Goods Movement Partnership Planning Grant	\$ 295,490	\$ 154,717	\$ -	\$ (154,717)
Affordable Housing & Sustainable Communities	\$ 69,967	\$ 29,526	\$ -	\$ (29,526)
SJVAPCD Electric Vehicle Grant				\$ -
State Transit Assistance	\$ 69,162	\$ 58,574	\$ 58,574	\$ -
SUBTOTAL	\$ 933,658	\$ 1,498,186	\$ 558,574	\$ (939,612)
LOCAL				
TDA (LTF Planning + TDA Administration)	\$ 835,885	\$ 1,095,669	\$ 1,128,229	\$ 32,560
TDA (LTF ALUC Deferred Special Assessment)	\$ 123,695	\$ -	\$ -	\$ -
Measure K Project Management	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -
Measure K Administration	\$ 295,884	\$ 542,000	\$ 568,586	\$ 26,586
RTIF	\$ 55,566	\$ 85,000	\$ 75,000	\$ (10,000)
Valley MPOs Air Quality Planning	\$ 192,710	\$ 172,000	\$ 181,100	\$ 9,100
Fresno Prop 84				\$ -
TDM - Merced CAG CMAQ				\$ -
TDM - Merced CAG CMAQ (FY 13/14)	\$ 8,327	\$ 75,000	\$ 75,000	\$ -
TDM - StanCOG CMAQ	\$ 195,000	\$ 195,000	\$ 195,000	\$ -
Tri-County Forecasting (Merced, Stanislaus, Fresno)	\$ 15,350	\$ -	\$ -	\$ -
SACOG TDM (Trip Planning System)	\$ 117,970	\$ 80,000	\$ 80,000	\$ -
StanCOG-SB 375 Modeling				\$ -
Calaveras COG: RTPA Technical Support	\$ 21,171	\$ 69,022	\$ 50,000	\$ (19,022)
City of Manteca: SR 99 Project Management Support	\$ 4,908	\$ 50,000	\$ -	\$ (50,000)
Cost of Issuance Reimbursement		\$ 142,500	\$ -	\$ (142,500)
SAFE	\$ 100,556	\$ 128,000	\$ 128,000	\$ -
COG Fees	\$ 2,493	\$ 10,000	\$ 10,000	\$ -
SJCOGI	\$ 583,768	\$ 561,000	\$ 561,000	\$ -
SUBTOTAL	\$ 3,553,283	\$ 4,205,191	\$ 4,051,915	\$ (153,276)
OTHER				
Interest	\$ -	\$ 5,000	\$ 5,000	\$ -
Other (ALUC Fees+doc fees)	\$ 20,168	\$ 15,000	\$ 15,000	\$ -
SUBTOTAL	\$ 20,168	\$ 20,000	\$ 20,000	\$ -
TOTAL	\$ 7,601,193	\$ 9,278,982	\$ 8,339,655	\$ (939,327)

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2017/18
Proposed Final March 23, 2017
SERVICE AND SUPPLIES

Title	Line Item Description	FY 2016-17 Adopted 3/24/16	FY 2016-17 Amendment #1	FY 2017-18 Proposed Final 3/23/17
Office Expense - General	General Supplies	\$ 74,000	\$ 74,000	\$ 74,000
	Recognitions	\$ 2,000	\$ 2,000	\$ 2,000
	Printing	\$ 15,000	\$ 15,000	\$ 12,270
	Noncapital Equip/Furniture	\$ 10,000	\$ 20,000	\$ 20,000
	Computer Software & License	\$ 75,000	\$ 117,000	\$ 119,730
Office Expense - General Subtotal		\$ 176,000	\$ 228,000	\$ 228,000
Office Expense - Postage Subtotal		\$ 18,000	\$ 18,000	\$ 18,000
Office Expense - Subscriptions Subtotal		\$ 1,350	\$ 1,350	\$ 10,200
Office Expense - Subtotal		\$ 195,350	\$ 247,350	\$ 256,200
Communications-Subtotal		\$ 52,800	\$ 56,000	\$ 56,000
Memberships - Subtotal		\$ 46,000	\$ 46,000	\$ 56,000
Maintenance - Equipment - Subtotal		\$ 13,000	\$ 13,000	\$ 13,000
Rents & Leases - Equipment - Subtotal		\$ 220,000	\$ 300,000	\$ 300,000
Publications & Legal Notices - Subtotal		\$ 3,000	\$ 3,000	\$ 3,000
Insurances - Subtotal		\$ 103,000	\$ 103,000	\$ 108,000
Building Maintenance - Subtotal		\$ 165,909	\$ 165,909	\$ 175,000
Interest Building Debt Service - Subtotal		\$ 100,000	\$ 100,000	\$ 100,000
TOTAL SERVICES & SUPPLIES		\$ 899,059	\$ 1,034,259	\$ 1,067,200

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2017/18
Proposed Final March 23, 2017

Transportation Travel & Training

	FY 2016-17 Adopted 3/24/16	FY 2016-17 Amendment #1	FY 2017-18 Proposed Final 3/23/17
In and Out of State Travel	\$ 76,700	\$ 76,700	\$ 76,700
Training	\$ 31,500	\$ 31,500	\$ 31,500
Rideshare Incentive	\$ 1,800	\$ 1,800	\$ 1,800
Transportation & Travel - Subtotal	\$ 110,000	\$ 110,000	\$ 110,000

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2017/18
Proposed Final March 23, 2017

PROFESSIONAL SERVICES

Work Element No./Project Description	FY 2016-17		FY 2016-17		FY 2017-18	
	Adopted 3/24/16		Amendment #1		Proposed Final 3/23/17	
601.01--Regional Transportation Plan	\$	75,000	\$	75,000	\$	75,000
601.011--Regional Transportation Plan (AHSC)	\$	75,000	\$	75,000		
601.02--Regional Planning Studies	\$	50,000	\$	50,000	\$	30,000
602.01--RTIP	\$	-	\$	-	\$	-
603.01--Road & Street Monitoring	\$	25,000	\$	25,000	\$	750,000
603.02--Transit Coordination	\$	100,000	\$	100,000	\$	150,000
603.03--Transportation Air Quality	\$	200,000	\$	200,000	\$	235,000
603.04--Goods Movement	\$	-	\$	-	\$	-
603.041 --Goods Movement Partnership Planning Grant	\$	100,000	\$	129,243	\$	-
701.01--Technical Assistance	\$	50,000	\$	99,022	\$	-
801.01--Intergovernmental Coordination	\$	94,000	\$	94,000	\$	50,000
801.02--Projections & Forecasts	\$	72,000	\$	72,000	\$	50,000
801.03--Airport Land Use Commission	\$	50,000	\$	50,000	\$	70,000
801.04--Congestion Management	\$	85,000	\$	85,000	\$	85,000
801.05--Regional Planning	\$	-	\$	-	\$	15,000
801.06--Valley MPO Coordination	\$	35,000	\$	35,000	\$	20,000
801.07--Interregional Partnerships	\$	-	\$	-	\$	-
801.09--SJCOG Inc	\$	-	\$	-		
901.01--Measure K	\$	65,000	\$	207,500	\$	100,000
901.02--RTIF	\$	34,511	\$	69,511	\$	46,000
901.03--Smart Growth	\$	-	\$	-	\$	-
1001.01--COG OWP	\$	5,000	\$	5,000	\$	5,000
1001.02--TDA Administration	\$	250,000	\$	250,000	\$	232,791
1001.03--Community Involvement	\$	17,500	\$	17,500	\$	17,500
1001.04--FAST ACT Management	\$	10,000	\$	10,000	\$	-
1101.01--Transportation Demand Management	\$	35,000	\$	257,400	\$	250,000
1101.03--Transportation Demand Management	\$	-	\$	-	\$	-
1201.01--Freeway Service Patrol	\$	1,200,000	\$	1,275,000	\$	300,000
Indirect	\$	450,000	\$	450,000	\$	225,000
TOTAL	\$	3,078,011	\$	3,631,175	\$	2,706,291

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2017/18
Proposed Final March 23, 2017

FIXED ASSETS

<i>Title</i>	<i>Description</i>	FY 2016-17 Adopted 3/24/16	FY 2016-17 Amendment #1	FY 2017-18 Proposed Final 3/23/17
	Office Furniture/Equipment	\$ 25,000	\$ 25,000	\$ 25,000
	Replacement Printers (2)	\$ 5,500	\$ 5,500	\$ 5,500
	Server Upgrade	\$ 30,000	\$ 30,000	\$ 30,000
	Air District Car	\$ -	\$ -	\$ -
	ERP Accounting System	\$ 150,000	\$ 150,000	\$ 150,000
	Computer Upgrades	\$ 20,000	\$ 20,000	\$ 20,000
	Capitalized Building Maintenance	\$ 90,000	\$ 90,000	\$ 90,000
TOTAL		\$ 320,500	\$ 320,500	\$ 320,500



**RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

R-17-25

**RESOLUTION APPROVING THE ADOPTION OF THE 2017–18
ANNUAL FINANCIAL PLAN
FOR THE SAN JOAQUIN COUNCIL OF GOVERNMENTS**

WHEREAS, the San Joaquin Council of Governments is required by the Joint Powers Agreement to adopt a budget (Annual Financial Plan) annually, and

WHEREAS, the adopted budget is to be sent to the member agencies for ratification.

NOW THEREFORE BE IT RESOLVED, that the San Joaquin Council of Governments adopts the FY 2017–18 Annual Financial Plan and directs the Executive Director to transmit it to the member agencies for ratification.

PASSED AND ADOPTED this 23rd day of March 2017 by the following vote of the San Joaquin Council of Governments, to wit:

AYES:

NOES:

ABSENT:

STEPHEN DEBRUM
Chair

AGENDA ITEM **5D**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Congestion Mitigation and Air Quality
Program: Funding Recommendations for
Federal Fiscal Years 18/19, 19/20, and 20/21

RECOMMENDED ACTION:

- (1) Approve the Scoring Committee's programming recommendations, including the use of a half-year of funding from FY 20/21
- (2) Approve 2017 Federal Transportation Improvement Program Amendment #7 and adopt Resolution R-17-23
- (3) Approve the Scoring Committee's policy recommendation regarding project savings and defunded projects
- (4) Approve SJCOG staff's recommendation to extend the policy regarding project savings and defunded projects for the CMAQ program in the FTIP
- (5) Work with Scoring Committee to bring back a recommended process for substituting projects with greater community impacts

DISCUSSION:

The San Joaquin Council of Governments (SJCOG) has completed the Board-approved Congestion Mitigation and Air Quality (CMAQ) Project Selection Process and has selected the attached list of projects as those proposed for programming in the 2017 Federal Transportation Improvement Program (FTIP). The recommended list of projects is for the CMAQ funding cycle covering FFYs 2018/19, 2019/20, and 2020/21 and includes \$29.4 million to be programmed in CMAQ funds for new projects. The CMAQ program funds transportation projects or programs that reduce carbon monoxide, ozone and particulate matter emissions. Examples of CMAQ-funded projects include alternative fuel vehicles, transit projects, bicycle/pedestrian projects, traffic signal synchronization and signal installation projects, as well as intermodal freight facility projects.

FISCAL IMPACT:

Approval of the 2016 CMAQ funding recommendations will result in \$29.4 million in CMAQ funds to be programmed in FFYs 2018/19, 2019/20, and 2020/21 of the SJCOG 2017 FTIP.

BACKGROUND:

CMAQ Funding Availability

With the adoption of the 2017 FTIP comes new CMAQ funds for programming in the two new (outer) years of the 4-year FTIP period (FYs 2018/19 and 2019/20). When combined with un-programmed balances of CMAQ funds remaining FYs 2016/17 and 2017/18, approximately \$23.65 million in CMAQ funds were available to conduct a Call for Projects for the 2016 CMAQ funding cycle. It is important to note that these are the initial estimates provided by Caltrans based on current appropriations, and that actual apportionments are subject to change every year as the end of each fiscal year approaches. For this reason, the SJCOG Board approved a recommendation to make a half-year of funding from FY 20/21 also available for the purposes of this Call for Projects. Based on current estimates, a half-year of funding from FY 20/21 would be approximately \$5.5 million. This recommendation served two purposes: (1) protection against fluctuating apportionment levels, and (2) maximize the ability for the region to advance projects if a shelf list is identified in FY 20/21.

CMAQ Call for Projects and Scoring Committee Recommendations

Based on funding estimates received from Caltrans and the Board-approved CMAQ Scoring Criteria, SJCOG issued a CMAQ Call for Projects on November 9, 2016. At the close of the application filing period (January 27, 2017), SJCOG received 17 project applications requesting \$29,355,426 in CMAQ funding.

SJCOG formed the 2016 CMAQ Scoring Committee – whose membership is made up of representatives from our partner agencies – to review, score and rank the CMAQ applications submitted for the 2016 CMAQ Call for Projects. The Scoring Committee met on March 1, 2017. At their meeting, the Scoring Committee scored and ranked all applications based on the SJCOG Board-approved 2016 Scoring Criteria. SJCOG staff then prepared a ranked list of projects based on the Scoring Committee recommendations.

It was the opinion of the scoring committee that all of the projects submitted as part of the Call for Projects were of high quality with respect to air quality benefit. The average cost effectiveness of the projects submitted was \$2.56 per pound of emissions reduction. Given that the eight San Joaquin Valley Metropolitan Planning Organizations adopted a CMAQ Cost Effectiveness policy, requiring that 20 percent of CMAQ funds available meet a cost-effectiveness threshold of \$30 per pound. The projects submitted as part of the 2016 Call for Projects do exceed the cost-effectiveness threshold. With this level of air quality improvement expected, and with sufficient funding availability (assuming the use of the half-year of funding from FY 20/21), the CMAQ Scoring Committee recommended that all projects submitted be funded through the 2016 CMAQ Call for Projects. Further, the CMAQ Scoring Committee recommended that should any project savings

be realized, or should any agencies elect not to proceed with their projects, the associated funds would be made available for the next CMAQ Call for Projects in 2018 (i.e., funding will not be available for cost overruns or high bids).

Additional Considerations from the CMAQ Scoring Committee

Projects submitted with the highest cost-effectiveness scores (i.e., high cost per pound of emission reduction) included sidewalk gap closures near schools, substantial bicycle facility improvements, and roundabouts. Though these projects offer a lower “bang-for-buck” than others submitted, each offers benefits in addition to traffic flow and air quality improvement. By funding the bicycle and pedestrian projects submitted, SJCOG would be completing a funding package for projects that were previously awarded Active Transportation Program funds by the SJCOG Board to complete environmental and/or design work. Award of CMAQ funds for construction of these projects will accelerate their timeline for completion, as funding through the Active Transportation Program is not as readily available as CMAQ funds. By funding the roundabout projects in San Joaquin County, SJCOG would be contributing to a cross-jurisdictional effort between San Joaquin County and Caltrans to convert all-way stop controlled intersections on state highways to roundabouts. In the case of the roundabout projects, and the bicycle and pedestrian projects, the safety of all travelers at these project locations would be improved.

Lastly, it should be noted that as part of the CMAQ Scoring Committee, San Joaquin County staff has requested future technical review of the air quality calculation methodology for roundabouts. It is County staff’s position that air quality scoring produced by the California Air Resources Board’s calculation tool does not fully capture the air quality benefits offered by roundabouts. As such, SJCOG staff have committed to reconvene the CMAQ Scoring Committee for a technical review of this tool immediately following the completion of the 2016 Call for Projects process.

Additional Considerations from SJCOG Staff

Building on the CMAQ Scoring Committee’s recommendation that funding associated with project savings or defunded projects be made available for the next CMAQ Call for Projects, SJCOG staff recommends that this policy be extended to not only the 2017 projects but include all projects in the FTIP (and related amendments). This recommendation would supersede/eliminate any existing policy that would allow for CMAQ project cost savings to be considered for existing projects prior to the 2016 Call for Projects.

Because CMAQ projects are funded through a scoring system that is heavily influenced by a project’s cost-effectiveness ratio, it is SJCOG staff’s position that the application of savings to an existing project changes that project’s cost-effectiveness ratio, and impacts the integrity of the competitive CMAQ Call for Projects process. Additionally, due to San Joaquin County’s non-attainment status for ozone and carbon monoxide, this region receives CMAQ funding 68 percent higher than its populations share. These funds are awarded to address the severe air quality challenges this region faces. As such, it is SJCOG staff’s position that CMAQ should be used to fund the best possible projects with respect to air quality benefit, and not be used in a way that compromises the competitive CMAQ Call for Projects process.

Furthermore, SJCOG recognizes the efforts of the CMAQ Scoring Committee to rank projects. Even though the scoring criteria and application form went through revisions prior to the call, one of the significant take-aways from this 2017 process was that many applicants were very surprised on how project ended up scoring. In fact, out of a 95-point maximum score, seven of the projects recommended for funding (by the Scoring Committee) received less than 15 points. Two projects received only 3 points. To SJCOG staff, there may be an irregularity from the changes to the application form that resulted in unforeseen results. As a result, the Scoring Committee members relied on cost-effectiveness air quality benefit as the primary factor in making the programming recommendation and previous history of funded CMAQ projects.

SJCOG staff proposes that the SJCOG staff, in concert with the Scoring Committee, develop a process to allow an awarded applicant in the 2017 cycle to substitute projects which will score higher than what was previously submitted. This is being proposed by SJCOG staff to give opportunity for those applicants who would have submitted different projects, but instead, chose lower priorities (within their own jurisdiction) under the assumption of scoring better. The overall goal here is for the San Joaquin region and its residents to receive benefits that serve the community and reflect priorities in the community. Therefore, SJCOG staff believes this recommendation fulfills that purpose.

Programming of Projects

SJCOG staff has prioritized the programming of CMAQ projects based on the ranked list, priorities established under the SJCOG Project Delivery Policies, and through discussions with local partners. SJCOG staff has prepared 2017 FTIP Amendment #7 to program the recommended 2016 CMAQ projects into the 2017 FTIP.

SJCOG CMAQ Cost Effectiveness Policy

The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted CMAQ Cost Effectiveness policies in 2007. These policies require that SJCOG program at least 20 percent of the CMAQ funds available during the four-year FTIP programming period that meet a CMAQ cost-effectiveness threshold of \$30 per pound (or less) for emission reductions. Based on the 2016 CMAQ Scoring Committee recommendations, SJCOG will allocate a minimum of \$11.3 million (35 percent) to CMAQ projects that meet the cost effectiveness threshold in the available years of the 2016 CMAQ funding cycle.

COMMITTEE ACTION:

This item was considered by the Technical Advisory Committee and all recommendations were unanimously approved. Similarly, this item was considered by the Management and Finance Advisory Committee and all recommendations were unanimously approved. The Citizens Advisory Committee approved all staff recommendations, with the exception of recommendation (5) that SJCOG reconvene the Scoring Committee to bring back a recommended process for substituting projects with greater community impacts.

RECOMMENDED ACTION:

- (1) Approve the programming recommendations established by the 2016 CMAQ Scoring Committee, which includes the use of a half-year of funding from FY 20/21.
- (2) Approve 2017 FTIP Amendment #7 and adopt Resolution R-17-23, which programs the 2016 CMAQ Scoring Committee recommendations into the 2017 FTIP
- (3) Recommend the SJCOG Board approve the CMAQ Scoring Committee's recommendation that funding associated with project savings or defunded projects be made available for the next CMAQ Call for Projects in 2018.
- (4) Recommend the SJCOG Board extend recommendation (3) to apply to the entire CMAQ program in the FTIP.
- (5) Work with Scoring Committee to bring back a recommended process for substituting projects with greater community impacts

ATTACHMENTS:

- (A) Ranked list of CMAQ projects based on Scoring Committee recommendations
- (B) 2017 FTIP Amendment #7
- (C) Resolution R-17-23, associated with 2017 FTIP Amendment #7

Prepared by: Ryan Niblock, Senior Regional Planner

Attachment A

Ranked List of CMAQ Projects Based on Scoring Committee Recommendations

2016 CMAQ Call for Projects Funding Recommendations

Applicant	Project Title	Total Project Cost	Total CMAQ Request	PE	ROW	CON	Project Type	Final Score	Cost Effectiveness
Stockton	Real-time Traffic Flow Monitoring	\$595,000	\$526,754	\$90,301	\$0	\$436,453	Traffic Monitoring	79	\$4.59
SJRTD	Hopper Bus Purchase	\$769,540	\$769,540	\$0	\$0	\$769,540	Bus Replacements	74	\$25.18
SJRRRC	Robert J. Cabral Station Expansion	\$1,311,000	\$1,311,000	\$316,000	\$0	\$995,000	Park and Ride	71	\$18.26
SJRTD	RTD Solar Power Project (Phase I)	\$3,375,000	\$3,375,000	\$0	\$0	\$3,375,000	Fueling Station	69	\$0.28
Stockton	Pacific Avenue and March Lane Intersection Modification	\$649,000	\$574,560	\$84,104	\$103,580	\$386,876	Add Turn Lane	65	\$20.36
Stockton	Left-Turn Lane Additions at Various Intersections	\$2,125,000	\$1,881,262	\$282,189	\$0	\$1,599,073	Add Turn Lanes	64	\$28.84
Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	\$926,112	\$855,008	\$134,520	\$102,660	\$617,828	Roundabout and Bicycle Lane	36	\$38.00
SJRTD	Electric Bus Purchase	\$7,774,410	\$7,774,410	\$0	\$0	\$7,774,410	Bus Replacements	35	\$124.53
Ripon	Colony/Hoff Traffic Signal Project	\$660,000	\$400,000	\$0	\$0	\$400,000	Install Signal	21	\$89.29
Stockton	Closing Pedestrian Access Gaps to Schools	\$2,295,000	\$2,031,700	\$0	\$0	\$2,031,700	Pedestrian Facilities	20	\$785.90
Lathrop	Golden Valley Parkway & Lathrop Road/Spartan Way Intersection Improvements	\$450,000	\$400,000	\$75,000	\$0	\$325,000	Install Signal	18	\$134.23
Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	\$1,727,110	\$1,529,010	\$273,038	\$0	\$1,255,972	Bicycle Facilities	15	\$1,010.76
Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	\$3,508,737	\$3,106,285	\$0	\$0	\$3,106,285	Bicycle Facilities	12	\$666.25
SJ County	SR 26 and Jack Tone Road Roundabout	\$1,525,000	\$1,350,082	\$240,801	\$0	\$1,109,281	Roundabout	9	\$168.00
SJ County	SR 4 and Jack Tone Road Roundabout	\$1,659,000	\$1,468,712	\$249,654	\$70,824	\$1,148,234	Roundabout	9	\$340.00
Stockton	Montauban Ave and Hammertown Dr Roundabout and Bicycle Lane	\$1,078,592	\$954,554	\$170,805	\$0	\$783,749	Roundabout and Bicycle Lane	3	\$212.00
Stockton	Lincoln Street and Eighth Street Roundabout and Bicycle Lane	\$1,183,672	\$1,047,549	\$164,641	\$120,360	\$762,579	Roundabout and Bicycle Lane	3	\$286.00
Subtotal:		\$31,612,173	\$29,355,426	\$2,081,053	\$397,424	\$26,876,980	---	---	---

Attachment B

2017 Federal Transportation Improvement Program Amendment #7

ATTACHMENT (B)

SUBJECT: 2017 Federal Transportation Improvement Program (Type 3)
Amendment #7

SUMMARY:

Every federal transportation dollar in San Joaquin must be identified in the San Joaquin Council of Governments (SJCOG) Federal Transportation Improvement Program (FTIP) before the funds can be expended. The FTIP is the four-year capital improvement program that provides any agency receiving the federal funding the authority to move forward to seek approval to expend the funds. If a project is not identified in the TIP, an amendment to the plan is needed. There are different “types” of amendments, depending on the change proposed.

Amendment #7 is a Type 3 amendment which adds projects that are exempt from conformity into the FTIP. The amendment would add 18 listings and modify one other listing. The details behind the amendment can be found at www.sjcog.org/index.aspx?nid=110, which was posted for the required seven day review period.

The changes made by Amendment #7 do not interfere with the conformity analysis years as assumed for the regional emissions analysis of the currently conformed and amended 2014 RTP and 2017 FTIP. The cost changes for these projects do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs). The 2017 FTIP as amended meets all the applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450.

RECOMMENDATION:

SJCOG staff is recommending the SJCOG Board approve FTIP (Type 3) Amendment #7 to the 2017 FTIP and Adopt Resolution R-17-23.

FISCAL IMPACT:

In total, the additions and funding adjustments contained in Amendment #7 amounts to a total increase of \$33,177,162 over the four year FTIP period (FY 2016/17 – FY 19/20).

PUBLIC INPUT:

SJCOG posted the amendment documentation on the SJCOG website on March 15, 2017 at www.sjcog.org. Comments can be accepted on the FTIP Amendment #7 until 5:00 pm on March 22, 2017. The SJCOG Board is anticipated to take action on Amendment #7 at the March 23, 2017 meeting. State and Federal approval of this amendment is required.

BACKGROUND:

The Federal Transportation Improvement Program (FTIP) is a financially constrained transportation programming document developed by SJCOG through its member agencies and in cooperation with State and Federal agencies and the eight San Joaquin Valley counties.

The premise behind an FTIP is that it serves as the incremental implementation (four years) of the long-range Regional Transportation Plan (RTP). The FTIP also serves to present federal funding agencies with manageable components to fund the long-range plan. If any amendments made to the FTIP cause a change in the financial element, it is required that a revised financial plan be open to public comment. SJCOG is proposing a Type 3 amendment to the 2017 FTIP (FY 2016/17 – FY 19/20). This amendment consists of changes to existing projects and addition of new projects exempt from Air Quality Conformity.

Notations in CTIPS for the 2017 FTIP are added as follows:

- CTIPS ID 212-0000-0608: Grouped Projects for Activities that do not relate to construction: Adds one project to grouped listing, SJCOG Travel Demand Management Program. Funding includes \$2,814,000 of CMAQ funds in FY 17/18 and \$36,000 of CMAQ funds in FY 18/19. Toll credits apply for PE Phase.
- CTIPS ID 212-0000-0699: Golden Valley Parkway & Lathrop Road Intersection Improvements: Adds new project into the FTIP, with \$75,000 of CMAQ funds for PE Phase in FY 16/17, and \$325,000 of CMAQ funds and \$50,000 of City Funds for CON Phase in FY 17/18.
- CTIPS ID 212-0000-0700: Colony/Hoff Traffic Signal Project: Adds new project into the FTIP, with \$40,000 of City Funds for PE Phase in FY 17/18, \$20,000 of City Funds for ROW Phase in FY 17/18, and \$400,000 of CMAQ funds and \$200,000 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0701: SR 26 and Jack Tone Road Roundabout: Adds new project into the FTIP, with \$240,801 of CMAQ Funds and \$31,199 of County Funds for PE Phase in FY 16/17, and \$1,109,281 of CMAQ Funds and \$143,719 of County Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0702: SR 4 and Jack Tone Road Roundabout: Adds new project into the FTIP, with \$249,654 of CMAQ Funds and \$32,346 of County Funds for PE Phase in FY 16/17, \$70,824 of CMAQ funds and \$9,176 of County Funds for ROW Phase in FY 17/18, and \$1,148,234 of CMAQ Funds and \$148,766 of County Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0703: Robert J. Cabral Station Expansion: Adds new project into the FTIP, with \$316,000 of CMAQ funds for PE Phase in FY 16/17 and \$995,000 of CMAQ funds for CON Phase in FY 17/18.

- CTIPS ID 212-0000-0704: RTD Solar Power Project (Phase I): Adds new project into the FTIP, with \$3,375,000 of CMAQ funds for CON Phase in FY 20/21 (beyond the 4-year span of the FTIP). Toll credits apply for CON Phase.
- CTIPS ID 212-0000-0705: Hopper Bus Purchase: Adds new project into the FTIP, with \$769,540 of CMAQ funds for CON Phase in FY 17/18. Toll credits apply for CON phase.
- CTIPS ID 212-0000-0706: Electric Bus Purchase: Adds new project into the FTIP, with \$4,504,410 of CMAQ funds for CON Phase in FY 19/20, and \$3,270,000 of CMAQ funds for CON Phase in FY 20/21 (beyond the 4-year span of the FTIP). Toll credits apply for CON phase.
- CTIPS ID 212-0000-0707: Real-time Traffic Flow Monitoring: Adds new project into the FTIP, with \$90,301 of CMAQ funds and \$11,699 of City Funds for PE Phase in FY 17/18, and \$436,453 of CMAQ funds and \$56,547 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0708: Pacific Avenue and March Lane Intersection Modifications: Adds new project into the FTIP, with \$84,104 of CMAQ funds and \$10,896 of City Funds for PE Phase in FY 16/17, \$103,580 of CMAQ funds and \$13,420 of City Funds for ROW Phase in FY 17/18, and \$386,876 of CMAQ funds and \$50,124 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0709: Left-Turn Lane Additions at Various Intersections: Adds new project into the FTIP, with \$282,189 of CMAQ funds and \$36,5616 of City Funds for PE Phase in FY 16/17, and \$1,599,073 of CMAQ funds and \$207,177 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0710: Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$134,520 of CMAQ funds and \$17,480 of City Funds for PE Phase in FY 16/17, \$102,660 of CMAQ funds and \$13,340 of City Funds for ROW Phase in FY 17/18, and \$617,828 of CMAQ funds and \$80,284 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0711: Montauban Ave and Hammertown Drive Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$170,805 of CMAQ funds and \$22,130 of City Funds for PE Phase in FY 16/17, and \$783,749 of CMAQ funds and \$101,543 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0712: Lincoln Street and Eighth Street Roundabout and Bicycle Lane: Adds new project into the FTIP, with \$164,641 of CMAQ funds and \$21,327 of City Funds for PE Phase in FY 16/17, \$120,360 of CMAQ funds and \$15,594 of City Funds for ROW Phase in FY 17/18, and \$762,579 of CMAQ funds and \$98,801 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0713: March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements: Adds new project into the FTIP, with \$317,000 of ATP funds

and \$43,000 of City Funds for PE Phase in FY 19/20, and \$3,106,285 of CMAQ funds and \$402,453 of City Funds for CON Phase in FY 19/20.

- CTIPS ID 212-0000-0714: Closing Gaps to Schools: Adds new project into the FTIP, with \$287,000 of ATP funds and \$39,000 of City Funds for PE Phase in FY 19/20, and \$2,031,700 of CMAQ funds and \$263,229 of City Funds for CON Phase in FY 19/20.
- CTIPS ID 212-0000-0715: Bear Creek and Pixley Slough Bicycle and Pedestrian Path: Adds new project into the FTIP, with \$273,038 of CMAQ funds and \$35,375 of City Funds for PE Phase in FY 17/18, and \$1,255,972 of CMAQ funds and \$162,725 of City Funds for CON Phase in FY 18/19.
- CTIPS ID 212-0000-0227: I-205/Lammers Rd/Eleventh St Interchange and Widening: Adds project into the 2017 FTIP. Previous version last included in the 2013 FTIP. Amendment adds \$719,921 of High Priority Project Program funds and \$4,280,079 of City Funds for ROW Phase in FY 16/17. Additional funds beyond the four-year span of the FTIP for the CON Phase in FY 20/21 include \$20,072,118 of City Funds, \$18,000,000 of Developer Fees, and \$2,600,000 of Measure K funds.

Prepared by: David Ripperda, Associate Regional Planner

Attachment C

Resolution R-17-23

(Resolution accompanies 2017 FTIP Amendment #7)



**RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

R-17-23

**RESOLUTION APPROVING (TYPE 3) AMENDMENT #7 TO THE 2017 FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

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, federal planning regulations require MPOs to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that MPOs prepare, adopt, and maintain a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2017 Federal Transportation Improvement Program Amendment #7 (2017 FTIP Amendment #7) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the SJCOG forum and general public involvement; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 program listing is consistent with: 1) the 2014 Regional Transportation Plan; 2) the 2016 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP (Type 3) Amendment #7 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 is consistent with the adopted Conformity Analysis for the 2017 FTIP and the 2014 RTP; and

Page 2 of 2
R-17-23

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2017 FTIP (Type 3) Amendment #7 conforms to the applicable SIPs; and

WHEREAS, a 7-day public review process occurred from March 15, 2017 to March 22, 2017 consistent with the SJCOG adopted Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the SJCOG approves the formal 2017 FTIP (Type 3) Amendment #7; and

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 23th day of March 2017.

AYES:

NOES:

ABSENT:

STEPHEN DEBRUM
Chair

AGENDA ITEM **5E**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Senate Bill 1 by Beall and Assembly Bill 1 by Frazier – Transportation Funding Packages

RECOMMENDED ACTION: Motion to Recommend Joining the League of California Cities and the California State Association of Counties in Supporting SB 1 and AB 1

DISCUSSION:

After two years of making slow and unsteady progress in the Special Legislative Session for Transportation, the California State Senate and Assembly have a deadline of April 6 to pass legislation to enhance transportation funding in California. SB 1 has passed several committee hurdles and is making progress toward the April 6 deadline. Assembly Bill 1 is still waiting for its first committee vote.

Over the past two years the SJCOG Board has not taken a position regarding SB 1 or AB 1 due to the fact that the legislation was continuously evolving. And in fact, the bills in their present form are somewhat different from what was on the table a year and a half ago. During the fall of 2016, Senator Beall and Assembly member Frazier worked to mesh their legislation and today they are effectively the same with only some small differences. There is a third proposal from Governor Brown that is substantially less ambitious and not much of a factor today in the overall discussion in the legislature.

As this staff report is being written, there are only three weeks to go before the self-imposed deadline of April 6. Passage of a transportation funding package still remains uncertain, but is better positioned for success than at any time since January of 2015.

SJCOG staff is recommending a support position. While the SJCOG Board has not taken a previous position on the legislation the Board has taken a conceptual position to support an increase in the gas tax without identifying a specific amount. The Board has also strongly supported increased funding for local road and street maintenance and for the State Transportation Improvement Program but not formally weighed in on legislation regarding this.

So why should SJCOG join the following agencies in supporting SB 1 and AB 1?

Transportation California

California Transit Association

Metropolitan Transportation Commission

Self-Help Counties Coalition

California Rural Counties Task Force

Napa Valley Transportation Authority

Placer County Transportation Planning Agency

Lake County/City Area Planning Council

Transportation Agency for Monterey County

San Luis Obispo Council of Governments

Merced County Association of Governments

Mendocino Council of Governments

Humboldt County Association of Governments

Association of Monterey Bay Area Governments

Sacramento Area Council of Governments

Council of San Benito County Governments

Santa Cruz Metropolitan Transit District

Trinity County Department of Transportation

Solano Transportation Authority

California League of Cities

California State Association of Counties

(Only a small part of the extensive list of supporters)

The State of California has a \$73 billion funding gap between needs and resources for local roads and streets. The State of California has a \$72 billion funding gap between needs and resources for state highways.

The bills generate \$6 billion a year for transportation purposes. This would generate \$2.4 billion for state highway needs and \$2.2 billion for local road and street needs.

The bills would generate \$600 million to address freight movement issues in the state.

The bills would generate \$500 million for public transit and intercity rail needs and \$150 million for active transportation programs.

The bills balance the revenue generation out among gas tax (12 cents a gallon phased in with inflation index), diesel tax (20 cents a gallon with inflation index), vehicle registration fees (varies \$100 additional or \$165 additional with electric vehicles paying as well), the reversion of

weight fees away from repayment of the transportation bond, and the repurposing of some cap and trade funds.

The bills improve efficiencies as well by making permanent the CEQA exemption for repair and maintenance for local cities and counties of over 100,000 population and for state roadways.

While 23 counties have stepped forward to be self- help counties in California, the State of California's participation in funding transportation has largely been on a downward spiral. Just last year, the California Transportation Commission deprogrammed \$750 million in highway projects. In the last three years, local public works departments have seen a reduction of 40% to 50% of state gas tax funding for local roads and streets.

These bills do not totally solve transportation funding challenges in California but change the state's dynamic from being a continuously dwindling partner in meeting state and regional transportation needs to being, at least, a full participant, especially in the area of roadway infrastructure maintenance. The bills also raise taxes and fees. The last time taxes were raised on fuel was in 1990 with a one cent adjustment over a five year period ending in 1995.

Attached to this staff report are the following:

Legislative Digest for SB 1 Beall Full text can be accessed at
http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1

Legislative Digest for AB 1 Frazier Full text can be accessed at
http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB1

League of California Cities Support Letter of February 2, 2017 on SB 1

League of California Cities Support Letter of December 27, 2016 on AB 1

California State Association of Counties Revenue and Expenditure Analysis for SB 1 and AB 1

Three page analysis from California Councils of Governments on AB 1 and SB 1

Article from CSAC of March 9, 2017 "Transportation Bill Hits No Legislative Potholes So Far"

Projected Increase in San Joaquin County and Cities Local Road and Street Funding After Full Phase In of SB 1.

SB 1 and AB 1 require a 2/3rds vote of each house of the State Legislature. As of this writing it appears that both Senator Beall and Assembly member Frazier are still working to secure votes.

As of the end of February, support for the bill was extensive. It mainly came from transportation agencies, cities and counties, labor organizations, contractors, transit organizations, locally elected officials, and some business/economic development organizations. Opposition which is substantially less in numbers is primarily from environmental, bicycle and social justice organizations who object to the emphasis on roads and streets and highways and the Howard Jarvis Taxpayers Association. The latest list can be found at:

http://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill_id=201720180SB1 under Senate Governance and Finance Report on the last three pages.

Conclusion: This is the most far reaching effort to shore up the State of California's diminishing investment in transportation. The legislation has widespread support, but is challenged to secure the 2/3rds vote requirement in both houses of the state legislature. SJCOG staff recommends the SJCOG Board to support SB 1 and AB 1. It will raise \$6 billion additional a year for transportation. It will make investments of \$2.4 billion in state highways and \$2.2 billion in local roads and streets. It has the support of the California League of Cities, the California State Association of Counties, the Self Help Counties Association, and the California Councils of Governments. It will result in \$23 million a year in additional local road and street improvements in San Joaquin County.

AMENDED IN SENATE JANUARY 26, 2017

CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

SENATE BILL**No. 1****Introduced by Senator Beall****(Coauthors: Senators Dodd, Hertzberg, Hill, McGuire, Mendoza, Monning, Wieckowski, and Wiener)****December 05, 2016**

An act to amend Sections 13975, 14500, 14526.5, and 16965 of, to add Sections 14033, 14110, 14526.7, and 16321 to, to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of, and to repeal Section 14534.1 of, the Government Code, to amend Section 39719 of the Health and Safety Code, to amend Section 21080.37 of, and to add *and repeal* Division 13.6 (commencing with Section 21200) ~~to, of,~~ the Public Resources Code, to amend Section 99312.1 of the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of the Revenue and Taxation Code, to amend Sections 183.1, 2192, and 2192.2 of, to add Sections 820.1, 2103.1, and 2192.4 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1, as amended, Beall. Transportation funding.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase, phased in over 3 years, in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$100 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution.

This bill would annually set aside \$200,000,000 of the funds available for the program to fund road maintenance and rehabilitation purposes in counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees, as defined, which taxes or fees are dedicated solely to transportation improvements. These funds would be continuously appropriated for allocation pursuant to

guidelines to be developed by the California Transportation Commission in consultation with local agencies. The bill would require \$80,000,000 of the funds available for the program to be annually transferred to the State Highway Account for expenditure on the Active Transportation Program. The bill would require \$30,000,000 of the funds available for the program in each of 4 fiscal years beginning in 2017-18 to be transferred to the Advance Mitigation Fund created by the bill pursuant to (12) below. The bill would continuously appropriate \$2,000,000 annually of the funds available for the program to the California State University for the purpose of conducting transportation research and transportation-related workforce education, training, and development. The bill would require the remaining funds available for the program to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on the department and agencies receiving these funds. The bill would authorize a city or county to spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to the program if the city's or county's average Pavement Condition Index meets or exceeds 80.

The bill would also require the department to annually identify savings achieved through efficiencies implemented at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$70,000,000 from the State Highway Account for expenditure on the Active Transportation Program.

(2) Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.

This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

(3) Existing law creates various state agencies, including the Department of Transportation, the High-Speed Rail Authority, the Department of the California Highway Patrol, the Department of Motor Vehicles, and the State Air Resources Board, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.

This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that all of the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General and would require an annual report to the Legislature and Governor.

This bill would require the department to update the Highway Design Manual to incorporate the "complete streets" design concept by January 1, 2018. The bill would require the department to develop a plan by January 1, 2020, to increase by 100% the dollar value of contracts awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises.

(4) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill would require the Department of Finance, on or before March 1, 2017, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Transportation to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to the department for maintenance of the state highway system and for purposes of the state highway operation and protection program.

(5) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds. Existing

law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would deposit the revenues attributable to a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridors Improvement Fund. The bill would require revenues apportioned to the state from the national highway freight program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would revise the list of plans to be consulted by the commission in prioritizing projects for funding. The bill would also expand eligible projects to include, among others, rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements. The bill would identify specific amounts to be allocated from available federal funds to certain categories of projects.

(6) Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.

This bill would, beginning in the ~~2017-18~~ 2017-18 fiscal year, instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.

(7) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would instead require the miscellaneous revenues to be retained in the State Highway Account and to be deposited in the Road Maintenance and Rehabilitation Account.

(8) Article XIX of the California Constitution requires gasoline excise tax revenues from motor vehicles traveling upon public streets and highways to be deposited in the Highway Users Tax Account, for allocation to city, county, and state transportation purposes. Existing law generally provides for statutory allocation of gasoline excise tax revenues attributable to other modes of transportation, including aviation, boats, agricultural vehicles, and off-highway vehicles, to particular accounts and funds for expenditure on purposes associated with those other modes, except that a specified portion of these gasoline excise tax revenues is deposited in the General Fund. Expenditure of the gasoline excise tax revenues attributable to those other modes is not restricted by Article XIX of the California Constitution.

This bill, commencing July 1, 2017, would instead transfer to the Highway Users Tax Account for allocation to state and local transportation purposes under a specified formula the portion of gasoline excise tax revenues currently being deposited in the General Fund that are attributable to boats, agricultural vehicles, and off-highway vehicles. Because that account is continuously appropriated, the bill would make an appropriation. The bill, commencing July 1, 2017, would transfer, to the Road Maintenance and Rehabilitation Account, the portion of gasoline excise tax revenues attributable to these uses that would be derived from increases in the gasoline excise tax rate described in (1) above.

(9) Existing law, as of July 1, 2011, increases the sales and use tax on diesel and decreases the excise tax, as provided. Existing law requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the various changes in the taxes imposed on gasoline and diesel are revenue neutral.

This bill would eliminate the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates and would reimpose the higher gasoline excise tax rate that was in effect on July 1, 2010, in addition to the increase in the rate described in (1) above.

Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these and other revenues in the account to the Controller for allocation by formula to transportation agencies for public transit purposes under the State Transit Assistance Program. Existing law provides for appropriation of other revenues in the account to the Department of Transportation for various other transportation purposes, including intercity rail purposes.

This bill would increase the additional sales and use tax rate on diesel fuel by an additional 4%. The bill would restrict expenditures of revenues attributable to the 3.5% rate increase to transit capital purposes and certain transit services and would require a recipient transit agency to comply with certain requirements, including submitting a list of proposed projects to the Department of Transportation, as a condition of receiving a portion of these funds under the State Transit Assistance Program. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. By increasing the amount of revenues in the Public Transportation Account that are continuously appropriated, the bill would thereby make an appropriation. The bill would require the revenues attributable to the remaining 0.5% rate increase to be allocated, upon appropriation, to the department for intercity rail and commuter rail purposes.

This bill would, beginning July 1, 2020, and every 3rd year thereafter, require the State Board of Equalization to recompute the gasoline and diesel excise tax rates and the additional sales and use tax rate on diesel fuel based upon the percentage change in the California Consumer Price Index transmitted to the board by the Department of Finance, as prescribed.

(10) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.

This bill would require the commission, as part of its review of the program, to hold at least one hearing in northern California and one hearing in southern California regarding the proposed program. The bill would require the department to submit any change to a programmed project as an amendment to the commission for its approval.

This bill, on and after August 1, 2017, would also require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(11) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill, notwithstanding these provisions or any other law, would only authorize specified percentages of weight fee revenues to be transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds in accordance with a prescribed schedule, with no more than 50% of weight fee revenues to be used for debt service purposes beginning with the 2021-22 fiscal year.

The bill would require the California Transportation Commission, by January 1, 2018, to recommend a course of action to the Legislature and Governor that would retain the remaining 50% share of weight fee revenues in the State Highway Account or provide for the transfer of those revenues to the Road Maintenance and Rehabilitation Account. The bill would also prohibit loans of weight fee revenues to the General Fund.

(12) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.

This bill would extend the above-referenced exemption ~~indefinitely~~ *to January 1, 2023*, and delete the *population* limitation of *the city or county* for the ~~exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways.~~ *exemption.*

This bill would also ~~establish~~ *establish, until January 1, 2023*, the Advance Mitigation Program in the Department of Transportation. The bill would authorize the department to undertake specified mitigation measures in advance of construction of planned transportation improvements. The bill would require the department to establish a steering committee to advise the department on advance mitigation measures and related matters. The bill would create the Advance Mitigation Fund as a continuously appropriated revolving fund, to be funded initially from the Road Maintenance and Rehabilitation Program pursuant to (1) above. The bill would provide for reimbursement of the revolving fund at the time a planned transportation improvement benefiting from advance mitigation is constructed. *The bill would require the department to submit to the Legislature annual reports and a final report on the operation of the program.*

(13) Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, when these provisions are repealed, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in this program.

This bill would reenact these provisions.

(14) This bill would provide that the fuel tax increases imposed by the bill would be effective on July 1, 2017. The bill would provide that the vehicle fee increases imposed by the bill would be effective on October 1, 2017.

(15) This bill would declare that it is to take effect immediately as an urgency statute.

Vote: 2/3 Appropriation: yes Fiscal Committee: yes Local Program: no

CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

ASSEMBLY BILL**No. 1**

**Introduced by Assembly Member Frazier
(Coauthors: Assembly Members Low, Mullin, and Santiago)**

December 05, 2016

An act to amend Sections 13975, 14500, 14526.5, and 16965 of, to add Sections 14033, 14526.7, and 16321 to, to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of, and to repeal Section 14534.1 of, the Government Code, to amend Section 39719 of the Health and Safety Code, to amend Section 21080.37 of, and to add Division 13.6 (commencing with Section 21200) to, the Public Resources Code, to amend Section 99312.1 of, and to add Section 99314.9 to, the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of the Revenue and Taxation Code, to amend Sections 183.1, 2192, 2192.1, and 2192.2 of, to add Sections 820.1, 2103.1, and 2192.4 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 1, as introduced, Frazier. Transportation funding.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.012 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution.

This bill would annually set aside \$200,000,000 of the funds available for the program to fund road maintenance and rehabilitation purposes in counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees, as defined, which taxes or fees are dedicated solely to transportation improvements. These funds would be continuously appropriated for allocation pursuant to guidelines to be developed by the California Transportation Commission in consultation with local agencies. The bill would require \$80,000,000 of the funds available for the program to be annually transferred to the State Highway Account for expenditure on the Active Transportation Program. The bill would require \$30,000,000 of the funds available for the program in each of 4 fiscal years beginning in 2017-18 to be transferred to the Advance

Mitigation Fund created by the bill pursuant to (12) below. The bill would continuously appropriate \$2,000,000 annually of the funds available for the program to the California State University for the purpose of conducting transportation research and transportation-related workforce education, training, and development, and \$3,000,000 annually to the institutes for transportation studies at the University of California. The bill would require the remaining funds available for the program to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on the department and agencies receiving these funds. The bill would authorize a city or county to spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to the program if the city's or county's average Pavement Condition Index meets or exceeds 80.

The bill would also require the department to annually identify savings achieved through efficiencies implemented at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$70,000,000 from the State Highway Account for expenditure on the Active Transportation Program.

(2) Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.

This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

(3) Existing law creates various state agencies, including the Department of Transportation, the High-Speed Rail Authority, the Department of the California Highway Patrol, the Department of Motor Vehicles, and the State Air Resources Board, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.

This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that all of the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General and would require an annual report to the Legislature and Governor.

This bill would require the department to update the Highway Design Manual to incorporate the "complete streets" design concept by July 1, 2017.

(4) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill would require the Department of Finance, on or before January 1, 2017, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Transportation to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to the department for maintenance of the state highway system and for purposes of the state highway operation and protection program.

(5) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would deposit the revenues attributable to a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridors Improvement Fund. The bill would require revenues apportioned to

the state from the national highway freight program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would revise the list of plans to be consulted by the commission when determining eligible projects for funding. The bill would also expand eligible projects to include, among others, rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.

(6) Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.

This bill would, beginning in the 2017-18 fiscal year, instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.

(7) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would instead require the miscellaneous revenues to be retained in the State Highway Account and to be deposited in the Road Maintenance and Rehabilitation Account.

(8) Article XIX of the California Constitution requires gasoline excise tax revenues from motor vehicles traveling upon public streets and highways to be deposited in the Highway Users Tax Account, for allocation to city, county, and state transportation purposes. Existing law generally provides for statutory allocation of gasoline excise tax revenues attributable to other modes of transportation, including aviation, boats, agricultural vehicles, and off-highway vehicles, to particular accounts and funds for expenditure on purposes associated with those other modes, except that a specified portion of these gasoline excise tax revenues is deposited in the General Fund. Expenditure of the gasoline excise tax revenues attributable to those other modes is not restricted by Article XIX of the California Constitution.

This bill, commencing July 1, 2017, would instead transfer to the Highway Users Tax Account for allocation to state and local transportation purposes under a specified formula the portion of gasoline excise tax revenues currently being deposited in the General Fund that are attributable to boats, agricultural vehicles, and off-highway vehicles. Because that account is continuously appropriated, the bill would make an appropriation.

(9) Existing law, as of July 1, 2011, increases the sales and use tax on diesel and decreases the excise tax, as provided. Existing law requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the various changes in the taxes imposed on gasoline and diesel are revenue neutral.

This bill would eliminate the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates and would reimpose the higher gasoline excise tax rate that was in effect on July 1, 2010, in addition to the increase in the rate described in (1) above.

Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller for allocation by formula to transportation agencies for public transit purposes under the State Transit Assistance Program.

This bill would increase the additional sales and use tax on diesel fuel by an additional 3.5%. By increasing the revenues deposited in the Public Transportation Account that are continuously appropriated, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from this increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services and would require a recipient transit agency to comply with certain requirements, including submitting a list of proposed projects to the Department of Transportation, as a condition of receiving a portion of these funds. The bill would require the Controller to compute and publish quarterly proposed allocations for each eligible recipient agency under the State Transit Assistance Program. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements.

This bill would, beginning July 1, 2019, and every 3rd year thereafter, require the State Board of Equalization to recompute the gasoline and diesel excise tax rates and the additional sales and use tax rate on diesel fuel based upon the percentage change in the California Consumer Price Index transmitted to the board by the Department of Finance, as prescribed.

(10) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.

The bill would require the commission, as part of its review of the program, to hold at least one hearing in northern California and one hearing in southern California regarding the proposed program. The bill would require the department to submit any change to a programmed project as an amendment to the commission for its approval.

This bill, on and after August 1, 2017, would also require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(11) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill, notwithstanding these provisions or any other law, would only authorize specified amounts of weight fee revenues to be transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds in accordance with a prescribed schedule, with no more than \$500,000,000 to be transferred in the 2021– 22 and subsequent fiscal years. The bill would also prohibit loans of weight fee revenues to the General Fund.

(12) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or

county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.

This bill would extend the above-referenced exemption indefinitely and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways.

This bill would also establish the Advance Mitigation Program in the Department of Transportation. The bill would authorize the department to undertake mitigation measures in advance of construction of a planned transportation project. The bill would require the department to establish a steering committee to advise the department on advance mitigation measures and related matters. The bill would create the Advance Mitigation Fund as a continuously appropriated revolving fund, to be funded initially from the Road Maintenance and Rehabilitation Program pursuant to (1) above. The bill would provide for reimbursement of the revolving fund at the time a planned transportation project benefiting from advance mitigation is constructed.

(13) Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, when these provisions are repealed, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in this program.

This bill would reenact these provisions.

(14) This bill would declare that it is to take effect immediately as an urgency statute.

Vote: 2/3 Appropriation: yes Fiscal Committee: yes Local Program: no



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February 2, 2017

The Honorable Jim Beall
 Chair, Senate Transportation Committee
 California State Capitol, Room 2082
 Sacramento, CA 95814

RE: SB 1 (Beall). Transportation Funding. (as amended January 26, 2017)
Notice of Support

Dear Senator Beall:

The League of California Cities is pleased to support your SB 1, which represents a comprehensive transportation proposal inclusive of sensible reforms, modest increases to existing revenue sources, and robust infrastructure investment. The proposal presents an opportunity for the new legislature to advance a comprehensive framework to address the overwhelming backlog of repair and deferred maintenance as well as other transportation needs in the early part of 2017.

It would be an understatement to say the time to act is now to address the \$73 billion unmet funding need for local streets and roads and \$72 billion backlog to the State's Highway System. For local streets and roads alone, the funding need grows by an additional \$20 billion in just ten years. With the expressed commitment of Legislative Leadership and this Administration to getting this done in the early parts of 2017, we urge this legislature's immediate attention to this proposal as the vehicle to deliver this victory for California.

When fully phased in, SB 1 would generate an additional \$6 billion annually to provide desperately needed funding for the state and local transportation network. To repair and maintain existing transportation infrastructure, the proposal would generate up to \$2.4 billion and \$2.2 billion annually for the state's highway system and local streets and roads, respectively. The bill also provides nearly \$600 million for freight and the state's trade corridors, over a half billion for transit and intercity rail, and up to \$150 million to support active transportation programs throughout the state.

The proposal takes the approach of raising revenue over a variety of sources, such as a 12 cent increase to the gas tax to restore some of its purchasing power phased in over three years, ending the Board of Equalization's "true up" process on the price based excise tax on gas, a \$38 increase to the vehicle registration fee, a \$100 vehicle registration fee on zero emission vehicles, a 20 cent increase to the diesel excise tax, \$300 million from existing cap and trade funds, and returning \$500 million in vehicle weight fees phased in over five years.

In addition to raising revenue, the proposal includes a series of reforms to improve efficiency, transparency, and accountability, such as restoring independence to the California Transportation Commission, creating the Office of the Transportation Inspection General with audit and investigation authority over the state's transportation spending, and establishing local reporting requirements on local transportation spending. To streamline roadwork, the bill permanently extends and expands on the limited exemptions to California's Environmental Quality Act (CEQA) for repair, maintenance, and minor

alteration projects on existing roadways to cities and counties with populations greater than 100,000. The proposal also creates an advanced mitigation program which authorizes the Natural Resources Agency to establish state and regional transportation mitigation plans and mitigation banks to allow transportation projects to fulfill their environmental requirements in advance.

Overall, this proposal provides a comprehensive transportation reform and funding package that picks up where we left off at the end of the special session, while giving this legislature an opportunity for early action. While the legislature has had success in recent years in balancing the state budget, we can no longer afford to ignore our most basic repair and maintenance needs if we wish to avoid systematic failure of the state's entire transportation infrastructure. There may be no better way to put Californians back to work and stimulate our economy than making the roads we and our children rely on everyday safe again.

We urge your immediate action on addressing state and local transportation needs. If you have any questions regarding the League's position on this bill, please do not hesitate to contact me at (916) 658-8283 or via email at rberdugo@cacities.org.

Sincerely,



Rony Berdugo
Legislative Representative

cc: Members, California State Senate
Members, California State Assembly
Manny Leon, Consultant, Senate Transportation Committee



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December 27, 2016

The Honorable Jim Frazier
 Chair, Assembly Transportation Committee
 California State Capitol, Room 3091
 Sacramento, CA 95814

RE: AB 1 (Frazier). Transportation Funding. (as introduced December 5, 2016)
Notice of Support

Dear Assembly Member Frazier:

The League of California Cities is pleased to support your AB 1, which represents a comprehensive transportation proposal inclusive of sensible reforms, modest increases to existing revenue sources, and robust infrastructure investment. The proposal presents an opportunity for the new legislature to advance a comprehensive framework to address the overwhelming backlog of repair and deferred maintenance as well as other transportation needs in the early part of 2017.

It would be an understatement to say the time to act is now to address the \$73 billion unmet funding need for local streets and roads and \$72 billion backlog to the State's Highway System. For local streets and roads alone, the funding need grows by an additional \$20 billion in just ten years. With the expressed commitment of Legislative Leadership and this Administration to getting this done in the early parts of 2017, we urge this legislature's immediate attention to this proposal as the vehicle to deliver this victory for California.

When fully phased in, AB 1 would generate an additional \$6 billion annually to provide desperately needed funding for the state and local transportation network. To repair and maintain existing transportation infrastructure, the proposal would generate up to \$2.4 billion and \$2.2 billion annually for the state's highway system and local streets and roads, respectively. The bill also provides nearly \$600 million for freight and the state's trade corridors, over a half billion for transit and intercity rail, and up to \$150 million to support active transportation programs throughout the state.

The proposal takes the approach of raising revenue over a variety of sources, such as a 12 cent increase to the gas tax to restore some of its purchasing power, ending the Board of Equalization's "true up" process on the price based excise tax on gas, a \$38 increase to the vehicle registration fee, a \$100 vehicle registration fee on zero emission vehicles, a 20 cent increase to the diesel excise tax, \$300 million from existing cap and trade funds, and returning \$500 million in vehicle weight fees phased in over five years.

In addition to raising revenue, the proposal includes a series of reforms to improve efficiency, transparency, and accountability, such as restoring independence to the California Transportation Commission, creating the Office of the Transportation Inspection General with audit and investigation authority over the state's transportation spending, and establishing local reporting requirements on local transportation spending. To streamline roadwork, the bill permanently extends and expands on the limited exemptions to California's Environmental Quality Act (CEQA) for repair, maintenance, and minor alteration projects on existing roadways to cities and counties with populations greater than 100,000 and

state roadways. The proposal also creates an advanced mitigation program which authorizes the Natural Resources Agency to establish state and regional transportation mitigation plans and mitigation banks to allow transportation projects to fulfill their environmental requirements in advance.

Overall, this proposal provides a comprehensive transportation reform and funding package that picks up where we left off at the end of the special session, while giving this legislature an opportunity for early action. While the legislature has had success in recent years in balancing the state budget, we can no longer afford to ignore our most basic repair and maintenance needs if we wish to avoid systematic failure of the state's entire transportation infrastructure. There may be no better way to put Californians back to work and stimulate our economy than making the roads we and our children rely on everyday safe again.

We urge your immediate action on addressing state and local transportation needs. If you have any questions regarding the League's position on this bill, please do not hesitate to contact me at (916) 658-8283 or via email at rberdugo@cacities.org.

Sincerely,



Rony Berdugo
Legislative Representative

cc: Members, California State Senate
Members, California State Assembly
Janet Dawson, Consultant, Assembly Transportation Committee



**AB 1 (Frazier)/SB 1 (Beall): Transportation Funding/Reform
CSAC Revenue and Expenditure Analysis**

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Sacramento
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All revenue and expenditure estimates are based of full implementation of these funding/reform packages which occurs in year five. If adopted in 2017, full implementation would occur in FY 2021-22.

REVENUES

New Revenues

Maintenance & Rehabilitation Investments - \$3.12 billion annually

- Gas tax increase of 12-cents, which generates \$1.8 billion annually
 - AB 1 levies the entire increase in year one
 - SB 1 levies the increase in increments over three years (6-cents in year one, 9-cents in year two, and 12-cents in year three)
 - Gas tax revenues deposited into the Road Maintenance and Rehabilitation Account (RMRA)
 - SB 1 would capture off-highway vehicle (OHV) increment from new gas tax for RMRA, whereas AB 1 maintains current practice of sending OHV related share to OHV accounts
 - Indexed for inflation every three years
- Vehicle registration fee (VRF) of \$38, which generates \$1.3 billion annually
 - Deposited into the RMRA
 - Indexed for inflation every three years
- Zero emission vehicle registration fee (ZVRF) of \$100 (SB 1) or \$165 (AB 1), which would generate approximately \$20 million annually
 - Deposited into the RMRA
 - Indexed for inflation every three years

Freight Investments - \$600 million annually

- 20-cent diesel excise tax, which generates \$600 million annually
 - Deposited into the Trade Corridors Improvement Fund (TCIF)
 - Indexed for inflation every three years

Transit Investments - \$563 million annually

- Up to a 4% increase in the sales tax on diesel, which generates approximately \$263 million annually
 - Deposited into the State Transit Assistance Account (STA)
 - Allocated via the Public Transportation Account (PTA) formula
 - AB 1 increases the rate by 3.5% all for the STA/PTA allocation
 - SB 1 increases the rate by 4%, 3.5% which benefits the STA/PTA formula and 0.5% benefits the Transit and Intercity Rail Corridor Program (TIRCP)
- Increase existing cap and trade expenditures, which generates approximately \$300 million annually
 - From 10% to 20% of total cap and trade auction proceeds for the TIRCP
 - From 5% to 10% of total cap and trade auction proceeds for the Low Carbon Transit Operations Program (LCTOP)

TOTAL NEW REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES:

\$4.28 BILLION

Restored/Returned Revenues

Maintenance & Rehabilitation Investments - \$1.81 billion annually

- \$500 million in truck weight fees
 - Directed to the Highway User Tax Account (HUTA)
 - Allocated via the 44 STIP/44 LSR/12 SHOPP split
 - AB 1 would phase in a specific dollar amount to be returned to transportation projects whereas SB 1 would phase in a certain percentage of weight fee revenue. AB 1 would cap the weight fee transfer to the General Fund to \$500 million in FY 2021-22 and SB 1 would cap the transfer to 50% of total weight fee revenue collected in FY 2021-22. Depending on how much weight fee revenue is collected in any given year one approach could return more back to transportation projects than another but it's difficult to predict.
- Eliminate the annual BOE adjustment of the price-based excise tax, reset the rate to 17.3-cents, which would generate \$1.125 billion over FY 2016-17 anticipated revenues
 - Directed to the HUTA
 - Allocated via the 44/44/12 split
- Return \$125 million in price-based revenues related to the sale of fuel for non-highway purposes (Off-Highway Vehicles)
 - Directed to the HUTA
 - Allocated via the 44/44/12 split
- Return \$60 million in miscellaneous transportation revenues
 - Directed to the RMRA
 - Allocated via the 50 state/50 local split after off-the top set-aside

TOTAL RESTORED/RETURNED REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$1.81 BILLIONOne-Time Revenues

Maintenance & Rehabilitation Investments

- \$703 million in transportation loans
 - Split 50/50 between the state/locals

TOTAL ONE-TIME REVENUES GENERATED FOR ALL INVESTMENT CATEGORIES: \$703 MILLION**TOTAL NEW REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$4.28 BILLION****TOTAL RESTORED/RETURNED REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$1.81 BILLION****GRAND TOTAL ON-GOING REVENUE FOR ALL INVESTMENT CATEGORIES: \$6.09 BILLION**

EXPENDITURES BY ACCOUNT FOR ROAD PURPOSES

Road Maintenance and Rehabilitation Account (RMRA)

- Receives \$3.18 billion from new and returned/restored revenue annually:
 - \$3.12 billion from new revenues (gas tax, VRF, ZVRF)
 - \$60 million from returned revenues (miscellaneous revenues)
- Take-downs before formula allocation:
 - \$200 million annually for the State Local Partnership Program (SLPP)
 - \$80 million annually for the Active Transportation Program (ATP)
 - \$30 million annually for 4-years to establish the Advanced Mitigation Program (not reflected in calculations throughout analysis as this take-down will cease in year five/full implementation)
 - \$2-5 million annually for the CSU/UC transportation centers (SB 1 would allocated \$2 million for the UC system only whereas AB 1 would allocated \$2 million for the UC system and \$3 million for the CSU system)
- Remainder for formula allocation:
 - \$2.9 billion
 - Remainder split 50 state/50 local
 - \$1.45 for the SHOPP
 - \$1.45 billion for LSR

TOTAL GENERATED FOR RMRA: \$3.18 BILLION

Highway User Tax Account (HUTA)

- Receives \$1.75 billion from returned/restores revenues annually:
 - \$1.125 billion from resetting the price-based excise tax rate
 - \$500 million in truck weight fees
 - \$125 million from OHV related price-based excise tax revenue
- Formula allocations:
 - 44% STIP/44% LSR/12% SHOPP
 - \$770 million for the STIP
 - \$770 million for LSR
 - \$21 million for the SHOPP

TOTAL GENERATED FOR HUTA: \$1.75 BILLION

TOTAL GENERATED FOR RMRA: \$3.18 BILLION
TOTAL GENERATED FOR HUTA: \$1.75 BILLION

GRAND TOTAL ON-GOING REVENUE FOR ROAD PURPOSES CATEGORIES: \$4.93 BILLION

EXPENDITURES BY SYSTEM FOR ROAD PURPOSES

Local Streets and Roads

- \$2.22 billion annually
 - \$1.45 billion annually from new/returned revenue from the RMRA
 - \$770 million annually from restores/returned revenue from the HUTA
- Potential LSR benefits from \$200 million SLPP and \$80 million ATP
- One time revenue of \$352 million from transportation loan repayment

State Highways Operations and Protection Program

- \$1.47 billion annually
 - \$1.45 billion annually from new/returned revenue from the RMRA
 - \$21 million annually from restores/returned revenue from the HUTA
- Potential State Highways benefits from \$200 million SLPP and \$80 million ATP
- One time revenue of \$352 million from transportation loan repayment

State Transportation Improvement Program

- \$770 million annually
- Potential State Highways benefits from \$200 million SLPP and \$80 million ATP

STREAMLINING AND OTHER PROVISIONS OF INTEREST TO COUNTIES

CEQA Streamlining

- AB 1 and SB 1 both remove the sunset, remove population cap, and extend to state projects the existing CEQA exemption for local jurisdictions under 100,000 population for the repair, maintenance, or other minor alteration to an existing roadway if the project improves public safety.

Caltrans Efficiencies

- AB 1 and SB 1 require Caltrans to annually identify savings achieved through efficiencies implemented at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$70,000,000 from the State Highway Account for expenditure on the Active Transportation Program.

Advance Mitigation Program

- AB 1 and SB 1 would both establish an Advance Mitigation Program in the Caltrans, authorizing the department to undertake mitigation measures in advance of construction of a planned transportation project. The bills would allocate \$30 million per year for four years from the Road Maintenance and Rehabilitation Program to endow a revolving fund. The bill would provide for reimbursement of the revolving fund at the time a planned transportation project benefiting from advance mitigation is constructed.

AB 1 & SB 1: REVENUES			
Item	Rate	Revenue	Notes
Road Maintenance & Rehab			
Gas Tax	.12 cents/gallon	\$ 1.8 billion	(SB 1 phases the tax in over three years - indexed for inflations)
Registration Fee	\$38 per vehicle	\$1.3 billion	(indexed for inflation)
ZEV Registration Fee	\$165 per vehicle	\$21 million	(SB 1 uses \$100 fee and raises \$13 million)
Subtotal		\$3.121 billion	
State Highway Account			
Restore Price Based Excise Tax to 17	7.5 cents/gallon	\$1.1 billion	Rate indexed going forward; increase is from current rate: 9.8 cents
Redirect Misc. Revenues		\$125 million	Off road and Ag Uses Funding
Restore Weight Fees		\$500 million	(Phased in over 5 years @ \$100 million/yr)
Subtotal		\$1.725 Billion	
Deisel Excise Tax Base	20 cents/gallon	\$600 million	(Resets diesel tax rate to existing 13 cents; then adds 20 cents)
Transit			
Cap & Trade		\$300 million	Doubles TIRCP and LCTOP (Assumes \$2 Billion/yr in auction proceeds)
Diesel Excise Tax - Transit	3.5% increase	\$263 million	
	.05% increase	\$40 million	SB 1 imposes an addition 1/2% that raises \$40 million
Subtotal		\$563 million	(AB 1 Total)
Active Transportation Add (Caltrans Efficiencies)		\$70 million	
TOTAL ONGOING REVENUES	Approximately	\$6.1 Billion	

AB 1 and SB 1 Expenditures Plan			
Item		Expenditures	Notes
Road Maintenance & Rehabilitation			
Self Help Funds		\$200 million	RMRA Set Aside
Advance Mitigation		\$30 million	RMRA Set Aside
Research		\$5 million	RMRA Set Aside - in SB 1, this figure is only \$2 million
Active Transportation		\$80 million	RMRA Set Aside
State RMRA		\$1.4 Billion	50% of RMRA after Set Asides
Local RMRA		\$1.4 Billion	50% of RMRA after Set Asides
Subtotal		\$3.125 Billion	
State Highway Account			
Local Streets & Roads (44%)		\$760 million	
SHOPP (12%)		\$207 million	
STIP - Regional (44% *.75)		\$570 million	
STIP - Inter-regiona (44%*.25)		\$190 million	
Subtotal		\$1.725 Billion	Akk funds would be indexed to inflation
Trade Corridors		\$600 million	SB 1 makes delegations that reflect the discussions in AB 2170
Transit			
Transit capital & ops (STA)		\$263 million	
IC & Commuter Rail		\$40 million	(SB 1 only)
TIRCP & LCTOP		\$300 million	
Subtotal		\$563 million	
Miscellenous: Add to Active Transportation		\$70 million	Caltrans efficiencies
TOTAL EXPENDITURES		Approx. \$6.1 Billion	
Plus One Time Loan Repayments	State RMRA funds	\$353 Million	
	Local RMRA Funds	\$353 Million	
		\$706 Million	

GOVERNOR'S TRANSPORTATION PROPOSAL: REVENUES			
ITEM	Rate	Revenue	Notes
Revenues			
Vehicle Registration Fee	\$68 per vehicle	\$2.1 Billion	ZEVs are included. Indexed for inflation
Reset Price Based Excise Rate			
Retore base to 18 cents		\$70 million	10 yr average (assumes current CTC Fund Estimate that rate climbs back to 18 cents by 2022)
Add an addition 3.5 cents		\$520 million	
Add Inflation Indexing (10 yr Ave)		\$510 million	
Price Based Excise Subtotal		\$1.1 Billion	
Diesel Excise Tax	11 cents gallon	\$425 million	figure is based on 10 year average after indexing
Cap and Trade		\$500 million	
Caltrans Efficiencies		\$100 million	
TOTAL ONGOING REVENUES		\$4.25 Billion	

GOVERNOR'S EXPENDITURE PLAN			
Item	Allocation		Notes
Local Programs			
Transit Intercity Rail Capital Program		\$400 million	
Active Transportation Program		\$100 million	
SB 375 Local Planning Grants		\$25 million	Not indexed, to be further defined by TBL
Corridor Mobility Program		\$275 million	Not indexed, to be further defined by TBL
Local Partnership (begin 7/1/2018)		\$250 million	Not indexed, to be further defined by TBL
Local STIP (regional programming)		\$65 million	(increase over current fund estimate; zeros out after 4 years)
Local Streets & Roads (from Excise Adjustment)		\$85 million	(increase over current fund estimate; zeros out after 4 years)
Local Streets & Roads (from Registration Fee)		1.billion	
Subtotal:		\$2.2 billion	
State Programs			
SHOPP/Maintenance (from Registration Fee)		1.7 billion	
SHOPP (current allocation)		\$20 million	(increase over current fund estimate; zeros out after 4 years)
Interregional STIP		\$20 million	
Trade Corridors		\$250 million	Not indexed, to be further defined by TBL
Subtotal:		\$2.0 billion	
TOTAL ONGOING ALLOCATIONS		\$4.2 Billion	
Loan Repayments:			
Trade Corridors		\$323 Million	
Transit Intercity Rail Capital Program		\$256 Million	Loan Repayments made over three years
SHOPP/Maintenance		\$127 Million	
Subtotal:		\$706 Million	

NOTES & ASSUMPTIONS

Price Based Excise Tax. Based on the structure from last year, this table projects that of the 21.5 cents, only 18 cents goes to the State Highway Account (which includes funding for the STIP, SHOPP, and LSR on a 44-12-44 formula). The additional 3.5 cents and all indexing (including the indexing on the base 18 cents), goes to the new Maintenance and Rehabilitation Account. The figures for the STIP are low in this table because there is no indexing and the Administration projects that the PBE will return to 18 cents by the fourth year of its 10 year calculation.

Calculation Method. Like last year's proposal, the Administration seems to be making 10 year projections and dividing by 10 to come up with the annual budget figure. This explains in part how the Administration proposal gets \$425 million out of an 11 cent increase in the Diesel Tax when the Legislative proposals are calculating \$600 million for a 20 cent increase. The administration appears to be factoring the indexing over that time period. However, only some of the funds appear to be indexed.

Disclaimer: Some Guess Work Here. This is based on some educated guessing, back of the envelope estimates, and the assumption that the proposal will largely be structured like last year with most of the funding going into one larger new fund that is split roughly evenly between state and local programs. We will have to wait for the Trailer Bill Language (Feb 1) to be sure.

Reforms & Accountability			
Policy	AB 1 (Frazier)	SB 1 (Beall)	Governor
Hwy Design Manual		Include Complete Streets	
Environmental Review	Exemption for work in existing right of way	Exemption for work in existing right of way	Exemption for work in existing rights of way
NEPA Delegation	Permanent	Permanent	Permanent
Advance Mitigation	Sets Program Framework w 4yrs Funding	Sets Program Framework w 4 yrs Funding	Supports, Program & funding not yet defined
NEPA Delegation	Extended Permanently	Extended Permanently	Extend Permanently
CA Transportation Comm	Independent from CalSTA	Independent from CalSTA	Expand Oversight Role (but no reorganization)
SHOPP	CTC Oversight	CTC Oversight	State Highway Performance Plan
Oversight	Inspector General	Inspector General	
New Funding Accountability	CTC Oversight over RMRA	CTC Oversight over RMRA	
Contracting		Plan to double contracts to small, disadvantaged, and disabled veteran enterprises	
Labor Shortage		Work force; job training	
Project Streamlining		CM/GC project delivery until 2025	Extend Public-Private Partnership Authority
			Maintenance job ordering contracting pilot
Programming		Expand Caltrans federal exchange/state match program; provide flexibility for engineering and ROW contracting	

Constitutional Protections <i>(anticipated)</i>	Protect Transportation Revenues 55% Threshold	Protect Transportation Revenues 55% Threshold	-- --
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CALIFORNIA STATE ASSOCIATION OF COUNTIES

Transportation Bill Hits No Legislative Potholes So Far

March 9, 2017

Senate Bill 1 by Senator Jim Beall (D-San Jose) continues to move through the legislative process, clearing another committee this week. The bill, which would provide more than \$6 billion a year to fix and maintain California's crumbling roads and bridges, passed out of the Senate Governance and Finance Committee on Wednesday. It needs to also pass through the Senate Appropriations Committee before going to the Senate Floor.

"It is fiscally irresponsible to wait until our roads fail," Senator Beall said at a San Jose press conference in support of his bill earlier in the week. "We can't ignore repairs. Eventually, we have to pay." That's been the mantra for CSAC for the past two years as we, and the Fix Our Roads Coalition have continued to advocate for the additional funds needed. There is more than \$73 billion in unmet maintenance and repair needs over the next ten years, just for the local street and roads, and almost \$60 billion more in state needs.

As Santa Clara County Supervisor Dave Cortese mentioned at Monday's press conference, significant new funding would flow to Santa Clara County under SB 1. Altogether, the county and its cities would receive more than \$100 million annually — \$1 billion over the next decade that they wouldn't otherwise receive.

In addition to SB 1, Assembly Member Jim Frazier (D-Oakley) is carrying AB 1, which is very similar to Senator Beall's bill, and which is also supported by CSAC and the Fix Our Roads Coalition. Both measures would allocate approximately \$2.2 billion per year in additional funding for maintenance and preservation projects on local streets and roads—projects that could also include complete streets components like bike lanes and sidewalks. The Governor has a separate proposal, which allocates funding differently than the legislative bills, and which would bring significantly less revenue to the table due to its continued use of truck weight fees for transportation debt service and through comparatively smaller increases in fuel taxes. New revenues for the same local street and roads purposes under the Governor's plan are estimated at about \$1.14 billion per year. With fifty percent less revenue available to cities and counties across the state deterioration would get worse on local streets and roads.

While SB 1's progress through the legislative process is heartening, significant work remains to develop a unified proposal that can be approved by both houses and signed before the Governor and legislative leadership's self-imposed April 6 deadline. It is vitally important that legislators hear from counties about the dire need to invest at least \$2 billion in new funding to fix local streets and roads at this critical juncture.

Local Streets & Roads Funding

SB1 (Beall) – 12Dec2016 versions

<i>Estimated 15 December 2016</i>	Annual at full Phase-in \$2.2 Billion*	One-time Loan Repay \$352 Million
SAN BERNARDINO COUNTY	55,285,882	8,766,050
ADELANTO	1,138,113	180,458
APPLE VALLEY	2,456,073	389,431
BARSTOW	805,217	127,674
BIG BEAR LAKE	177,680	28,173
CHINO	2,905,656	460,717
CHINO HILLS	2,669,358	423,249
COLTON	1,836,448	291,184
FONTANA	7,028,478	1,114,425
GRAND TERRACE	424,918	67,374
HESPERIA	3,170,954	502,782
HIGHLAND	1,869,059	296,355
LOMA LINDA	817,051	129,550
MONTCLAIR	1,322,983	209,770
NEEDLES	169,940	26,945
ONTARIO	5,806,049	920,599
RANCHO CUCAMONGA	5,987,925	949,437
REDLANDS	2,421,741	383,988
RIALTO	3,512,037	556,864
SAN BERNARDINO	7,359,447	1,166,903
TWENTYNINE PALMS	889,121	140,978
UPLAND	2,607,127	413,382
VICTORVILLE	4,168,265	660,914
YUCAIPA	1,821,242	288,774
YUCCA VALLEY	734,627	116,481
SAN DIEGO COUNTY	79,580,992	12,618,247
CARLSBAD	3,806,542	603,560
CHULA VISTA	8,875,005	1,407,208
CORONADO	808,314	128,165
DEL MAR	145,790	23,116
EL CAJON	3,489,746	553,329
ENCINITAS	2,116,263	335,552
ESCONDIDO	5,067,018	803,419
IMPERIAL BEACH	920,597	145,969
LA MESA	2,023,209	320,797
LEMON GROVE	901,264	142,903
NATIONAL CITY	2,058,091	326,328
OCEANSIDE	5,905,983	936,444
POWAY	1,687,045	267,495
SAN DIEGO	47,062,271	7,462,126
SAN MARCOS	3,124,513	495,418
SANTEE	1,919,732	304,390
SOLANA BEACH	450,787	71,476
VISTA	3,316,676	525,887
SAN FRANCISCO COUNTY	16,187,073	2,566,599
SAN FRANCISCO	29,089,310	4,612,359
SAN JOAQUIN COUNTY	22,971,301	3,642,296
ESCALON	255,012	40,434
LATHROP	700,158	111,016
LODI	2,191,979	347,557
MANTECA	2,538,325	402,473
RIPON	513,327	81,392
STOCKTON	10,560,984	1,674,534
TRACY	2,934,243	465,249

AGENDA ITEM **7A**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Draft 2017 Measure K Strategic Plan

RECOMMENDED ACTION: Information Only

SUMMARY:

In February the SJCOG Board approved a series of policies and underlying assumptions for preparation of the Draft 2017 Measure K Strategic Plan. Subsequently SJCOG staff have prepared the Draft Strategic Plan, which is available for public review online at:

Main Documents: <http://www.sjcog.org/DocumentCenter/View/1777>

Appendices: <http://www.sjcog.org/DocumentCenter/View/1776>



SJCOG will be holding a workshop for the SJCOG Board to discuss the Draft Strategic Plan. This workshop has been scheduled for 4 p.m. on March 23, 2017, immediately prior to the regular SJCOG Board Meeting. The workshop is open to the public.

RECOMMENDATION:

Information Only.

FISCAL IMPACT:

None at this time. There will be direct fiscal impacts from the adoption of the Measure K Strategic Plan that will set forward Measure K allocations for eligible projects through Fiscal Year 2030/31.

BACKGROUND:

The San Joaquin Council of Governments (SJCOG) is the administrator of the Measure K half-cent sales tax program. Due to the decrease in revenue from the recession, not all Measure K projects identified in the Expenditure Plan can be funded in the 30-year life of the sales tax program. The region will need to delve into difficult policy decisions and make hard choices on what Measure K projects can be funded. This means Measure K expenditures, project priorities, and policies will be re-examined and possibly new policies developed to create a financially constrained plan that balances project delivery within funding limitations.

Throughout 2016, SJCOG staff met with all local agencies and transit operators to discuss the implications of the Measure K financial picture and how to prioritize projects. Through the summer, SJCOG staff worked with project sponsors to finalize the scope, cost, and schedule of all Measure K projects. In September 2016, SJCOG staff received updated projections of Measure K revenue from SJCOG's financial consultant, Public Financial Management (PFM), projected to total \$2.6 billion through FY 2040/41, a decrease of \$300,000,000 from the previously (2011) adopted revenue estimate. The SJCOG Board adopted this updated revenue forecast in October 2016.

In November, PFM completed a cash flow analysis of the Measure K Capital Program based upon existing and future anticipated debt service and revenue. The cash flow analysis indicated that only approximately \$49.9 million would be available to program to new Congestion Relief projects between Fiscal Year 2016/17 and Fiscal Year 2030/31.

SJCOG developed a preliminary Strategic Plan programming scenario based upon this cash flow analysis and several underlying policies and assumptions. The SJCOG standing committees reviewed and unanimously supported these policies and assumptions in January and February, and subsequently in February the SJCOG Board directed staff to incorporate these policies into the preparation of the Draft Strategic Plan.

SCHEDULE:

ATTACHMENTS:

1. Measure K Strategic Plan March 23 Workshop Flyer

Prepared by: David Ripperda, Associate Regional Planner

MEASURE



Measure K Strategic Plan WORKSHOP

**A look at the next 15 years of
funding projects with Measure K**

**Thursday, March 23, 2017
4:00 PM—5:00 PM
SJCOG Board Room**

Topics will include:

- **Measure K Financial Overview**
- **Priorities for Bicycle/Pedestrian projects**
- **Priorities for Smart Growth**
- **Priorities for Bus & Rail**
- **Priorities for Regional Arterials**
- **Priorities for State Highways**

For more information contact SJCOG staff:

Diane Nguyen, Deputy Director at (209) 235-0600

Ryan Niblock, Senior Regional Planner at (209) 235-0588

David Ripperda, Associate Regional Planner at (209) 235-0450

**San Joaquin Council of Governments
555 East Weber Ave.
Stockton, CA 95202
(209) 235-0600**

PARKING: For your convenience, parking is available at the COG Regional Center off of American Street in spaces marked "Visitor" on the East Side of the Parking Lot. There is additional parking available at Public Parking Lot K, located on American Street, just south of Weber Avenue. Parking lot B is Permit Parking only. Additional meter parking on Weber Avenue.

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for persons with disabilities to participate in employment, programs, and access facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at (209) 235-0600 at least 24 hours prior to the meeting.

AGENDA ITEM **7B**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: SJCOG's Amended Bylaws

RECOMMENDED ACTION: Information

DISCUSSION:

On January 26, 2017, the Board approved amending the SJCOG Bylaws to reflect that San Joaquin Council of Government's transit representation is in compliance with federal law

Attachments:

1. SJCOG Bylaws

Prepared by Rebecca Calija, Manager of Administrative Services

SAN JOAQUIN COUNCIL OF GOVERNMENTS

BYLAWS

**BYLAWS
OF THE
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

**ARTICLE I
NAME**

This joint powers agency shall be known as the SAN JOAQUIN COUNCIL OF GOVERNMENTS (“SJCOG”) and shall exercise its powers within the geographical area of the County of San Joaquin as set forth in the joint powers agreement entered into by the County and the Cities (“Party” or collectively “Parties”) establishing SJCOG.

**ARTICLE II
PURPOSE**

The purposes of SJCOG as set forth in the joint powers agreement are for the following reasons:

A. Area-Wide Opportunities. A number of opportunities and issues within the area are either area-wide in nature or have area-wide aspects or implications, including, but not limited to transportation, air quality, land use, economic development, job creation, and the reduction of unemployment, the protection of agricultural productivity, and multi-species habitat management issues.

B. Need. There is a demonstrated need for the establishment of an organization of the Cities and the County within the area to provide a forum for study and development of recommendations to area-wide problems of mutual interest and concern to the Cities and the County and to facilitate the development of policies and action recommendations for the solution of problems.

C. Independent Review. The Cities and the County wish to create an area-wide organization which will independently review and make comments to the member Cities and the County regarding projects which receive federal or state funding.

D. Elected Officials. The Cities and the County believe that an area-wide planning organization, governed solely by elected officials from the Cities and the County, with a staff independent of any City or the County, is best suited for area-wide planning and review.

E. Area-Wide Problems. The Cities and the County, working together through this organization, can exercise initiative, leadership, and responsibility for solving area-wide problems.

F. Allocation of Resources. The Cities and the County share common area-wide problems and issues, and at the same time, have different needs and priorities and are affected in different ways by these common area-wide problems and issues. The resources of SJCOG should be allocated in a manner so that the needs of any portion of the area are not ignored, recognizing, however, that resources are limited and that not all needs can be met, nor all portions of the area assisted equally at any one time.

ARTICLE III FUNCTIONS

The functions of SJCOG as set forth in the Joint Powers Agreement are the following:

- A. The Area-wide Planning Organization (APO) as designated by the U.S. Department of Housing and Urban Development (HUD).
- B. The Metropolitan Planning Organization (MPO) as designated by the U.S. Department of Transportation; pursuant to Title 23 of United States Code, Section 134 (23 USC 134) and Title 49 of the United States Code, Section 5303(b)(2).
- C. The Regional Transportation Planning Agency (RTPA) as designated by the Secretary of Business and Transportation Agency of the State of California; pursuant to California Government Code Sections 65080, et seq.
- D. The Airport Land Use Commission (ALUC) as designated by the Board of Supervisors of the County of San Joaquin and recognized by the State of California; pursuant to California Public Utilities Code, Section 21670(b).
- E. The regional planning representative, as designated by the Parties hereto, for the purpose of acting upon any appropriate proposals which may be presented to the SJCOG Board of Directors for consideration, or which the SJCOG Board of Directors may elect to take up, and for transmission of proposed recommendations to Federal, State, and local agencies, including, but not limited to the member entities of SJCOG.
- F. The San Joaquin County Transportation Authority as designated by the Board of Supervisors of San Joaquin County pursuant to Section 180000 of the California Public Utilities Code.
- G. The Census Data Center as designated by the Bureau of the Census.
- H. The Congestion Management Agency for San Joaquin County pursuant to California Government Code Sections 65088 and 65089 and Title 23 of the United States Code Section 134.
- I. The Federal Clearinghouse to review federal grant applications under Section 6506 of Title 23 of the United States Code Annotated.

ARTICLE IV MEMBERSHIP

Section 1. Board. SJCOG shall be governed by a Board of Directors, herein referred to as the SJCOG Board, which shall be comprised of:

- A. One (1) member from each of the City Councils of Escalon, Lathrop, Lodi, Manteca, Ripon, and Tracy (with the Mayor an eligible member).
- B. Three (3) members from the Stockton City Council (with the Mayor an eligible member).
- C. Three (3) members of the Board of Supervisors of the County of San Joaquin.
- D. Ex-officio non-voting members acting in an advisory capacity shall be:
 - 1. The District Director from the State Department of Transportation, District X.
 - 2. A member of the San Joaquin Regional Transit District Board of Directors.
 - 3. A member of the Stockton Port District Board of Commissioners.

Section 2. Appointment. Members shall be appointed by the governing body of each Party and shall serve at the pleasure of their appointing body or until their respective successors are appointed. Termination of a Party's mayor, councilperson, or supervisor status shall constitute automatic termination of that person's membership on the SJCOG Board. The appointing body of a Party may appoint a new member or alternate immediately upon any vacancy in the Party's representation.

Section 3. Alternates. The governing body of each Party shall appoint alternate members to the SJCOG Board. During the absence of a regular member from any meeting of the SJCOG Board, the alternate shall be entitled to participate in all respects as a regular member of the SJCOG Board. All members and alternates shall be duly elected representatives of their respective City Councils or Board of Supervisors.

Section 4. Public Transportation Provider Representation. The Public Transportation Provider requirement shall be met by either, or a combination of: (a) Member(s) who represents a jurisdiction that operates public transit, either directly or through an arrangement; (b) a Member of the SJCOG Board, appointed to serve on the San Joaquin Regional Rail Commission Board of Directors. Either Member(s) under (a) or (b), or both, shall serve in a dual capacity as the representative of its jurisdiction as well as a designated representative of the interests of public transportation providers.

ARTICLE V EXECUTIVE DIRECTOR

The SJCOG Board shall employ an Executive Director who shall serve at the pleasure of and upon the terms prescribed by the SJCOG Board. The powers and duties of the Executive Director are:

A. To serve as the chief administrative officer of SJCOG and to be responsible to the SJCOG Board for the proper administration of all SJCOG affairs.

B. To appoint, supervise, suspend, discipline or remove SJCOG employees subject to those policies and procedures, from time to time, adopted by the SJCOG Board.

C. To supervise and direct the preparation of annual budget for the SJCOG and be responsible for its administration after adoption by the SJCOG Board.

D. To formulate and present to the SJCOG Board plans for SJCOG's activities and the means to finance them.

E. To supervise the planning and implementation of all SJCOG's activities.

F. To attend all meetings of the SJCOG Board and act as the secretary to the SJCOG Board.

G. To prepare and submit to the SJCOG Board periodic financial reports and, as soon as practicable after the end of each fiscal year, an annual report of the activities of SJCOG for the preceding year.

H. To have custody and charge of all SJCOG property other than money and securities.

I. To perform other duties as the SJCOG Board may require in carrying out the policies and directives of the SJCOG Board.

ARTICLE VI OFFICERS

Section 1. Elected Officers.

The elected officers shall be chosen by the Board from the members of the Board and shall consist of a Chair and a Vice-Chair.

Section 2. Terms of Elected Officers.

Elected officers of the Board shall be elected by the Board at the June meeting and shall serve for one (1) year, said term to commence upon election.

Section 3. Duties of Elected Officers.

A. Chair.

1. The Chair shall preside at all meetings of the board and such other meetings approved by the Board.
2. The Chair shall serve as official spokesperson for the Board.
3. The Chair shall appoint such committees and other working groups as prescribed by the Board.
4. The Chair shall designate Directors or others to represent the Board at various meetings, hearings, and conferences.
5. The Chair shall perform such other duties as necessary to carry out the work of the Board.
6. The Chair shall perform such duties as prescribed by law.

B. Vice-Chair.

1. The Vice-Chair shall serve in the absence of the Chair.

C. Absences.

1. In the absence of both the Chair and Vice-Chair, a majority of the Board shall select a Director to serve as Chair Pro Tem.

**ARTICLE VII
MEETINGS**

Section 1. Regular and Special Meetings.

A. The SJCOG Board shall hold a regular meeting on the fourth Thursday of each month, at 5:00 p.m., or at a time, specified by the SJCOG Board. Such regular meetings shall be for considering reports of the affairs of SJCOG and for transacting such other business as may be properly brought before the meeting. Any regular meeting may be rescheduled on an individual basis as to date, time and place, by motion of the SJCOG Board, in the event of a conflict with holidays, Directors' schedules, or similar matters, or, in the event of a lack of a quorum, as specified below.

B. Special meetings may be called in accordance with the California Ralph M. Brown Act. Special meetings may be called by the Chair, or by any seven Directors.

C. All meetings shall be conducted in accordance with the Ralph M. Brown Act.

Section 2. Closed Sessions.

A. All information presented in closed session shall be confidential. Ex-Officio non-voting members shall not be permitted to attend closed sessions.

B. Under Government Code section 54956.96, SJCOG adopts a joint powers agency limited disclosure policy as follows:

1. All information received by the legislative body of the local agency member in a closed session related to the information presented to SJCOG in closed session shall be confidential. However, a member of the legislative body of a member local agency may disclose information obtained in a closed session that has directed financial or liability implications for that local agency to the following individuals:

(a). Legal counsel of that member local agency for purposes of obtaining advice on whether the matter has directed financial or liability implications for that member local agency.

(b). Other members of the legislative body of the local agency present in a closed session of that member local agency.

C. Any designated alternate member of the legislative body of SJCOG who is also a member of the legislative body of a local agency member and who is attending a properly noticed meeting of the joint powers agency in lieu of a local agency member's regularly appointed member may attend closed sessions of SJCOG.

Section 3. Quorum.

A. A quorum for conducting all matters of business shall be seven (7) members. The affirmative vote of a least a majority of the quorum present shall be required for the approval of any matter except when SJCOG is acting as the Local Transportation Authority.

B. Local Transportation Authority. When SJCOG acts as the Local Transportation Authority under Public Utilities Code section 180202, a majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority requires the affirmative vote of at least a majority of all of the members of the authority.

Section 4. Voting.

A. Voting shall only be conducted at proper noticed meeting where a quorum has been established and members are physically present, except as provided in Government Code section 54953 for teleconferencing.

B. Voting shall be by voice, show of hands, or roll call vote. The consent calendar shall be by roll call vote. Any Director may request a roll call vote.

C. In all cases, a vote to “abstain” shall be counted as an “aye” vote unless there is a majority vote to defeat the motion and then the vote to abstain shall be counted as a “no” vote.

Section 5. Notice of Regular and Special Meetings.

A. Notices of regular meetings shall be sent in writing to each Director at the Director’s address at least seventy-two (72) hours prior to such meetings. Such notices shall specify the place, the day, and the hour of the meeting and accompanying the notice shall be a copy of the agenda for that meeting.

B. In the case of special meetings, the written notice shall specify the specific nature of the business to be transacted.

Section 6. Lack of Quorum.

A. If less than a quorum of the Directors are present at any properly called regular, adjourned regular, special, or adjourned special meeting, the member(s) who are present may adjourn the meeting to a time and place specified in the order of adjournment. A copy of the order or notice of adjournment shall be conspicuously posted on or near the door of the place where the meeting was to have been held within 24 hours after adjournment.

B. If all the members are absent from any regular or adjourned regular meeting, the Executive Director may so adjourn the meeting and post the order or notice of adjournment as provided, and additionally shall cause a written notice of the adjournment to be given in the same manner as for a notice of a special meeting.

C. If the notice or order of adjournment fails to state the hour at which the adjourned meeting is to be held, it shall be held at the hour specified for the regular meeting of SJCOG.

Section 7. Agenda.

Any Director or the Executive Director may cause an item to be placed on the agenda.

Section 8. Adjournment.

Except as provided in Section 6 above, a meeting may be adjourned by the presiding officer’s own action; however, any Director may object to such adjournment by the presiding officer and then a motion and action is required in order to adjourn the meeting in accordance with Robert’s Rules of Order.

Section 9. Decorum.

All Directors, and staff, shall conduct themselves in accordance with Robert’s Rules of Order and in a civil and polite manner toward other board members, employees, and the public. Using derogatory names, interrupting the speaker having the floor, or being disorderly or disruptive, are prohibited actions. If any meeting is willfully interrupted by any individual so as

to render the orderly conduct of that meeting infeasible, that individual may be removed from the meeting. If any group or groups of persons willfully interrupt a meeting so as to render the orderly conduct of that meeting infeasible, the presiding officer, or a majority of the Board, may clear the meeting room in accordance with Government Code section 54957.9.

ARTICLE VIII COMMITTEES

Section 1. Executive Committee.

A. There shall be an Executive Committee constituted from among the representatives of the Parties. The Executive Committee shall consist of five (5) members of the SJCOG Board elected by the SJCOG Board. One (1) member of the SJCOG Board shall be elected by the SJCOG Board to serve as the alternate member of the Executive Committee. During the absence of a regular member from any meeting of the Executive Committee, the alternate shall be entitled to participate in all respects as a regular member of the Executive Committee.

B. The Chair of SJCOG shall be the Chair of the Executive Committee and shall serve on it as the representative of his/her jurisdiction.

C. The Executive Committee shall have powers as are not inconsistent with the Joint Powers Agreement and as delegated to it by these SJCOG Bylaws or the SJCOG Board.

D. The Executive Committee shall:

1. Select or appoint citizens to specific citizen committees when such committees are needed.
2. Serve as a review panel for all personnel matters and make recommendations to the SJCOG Board.
3. Carry out any duties as assigned by the SJCOG Board.

Section 2. Technical Advisory Committee.

A. There shall be a Technical Advisory Committee composed of three (3) representatives from the County of San Joaquin, the City of Stockton and Caltrans District 10; two (2) representatives from the City of Lodi, the City of Manteca, and the City of Tracy; and one (1) representative from the City of Escalon, the City of Lathrop, the City of Ripon, the Port of Stockton, the San Joaquin Regional Rail Commission, the San Joaquin Regional Transit District, the San Joaquin Valley Air Pollution Control District, and the Stockton Metropolitan Airport. Each Committee member shall be designated by their respective City Council, Board of Supervisors, or agency board to serve at their pleasure, and preferably shall be a full-time staff member or planning consultant.

B. The members of the Technical Advisory Committee shall elect one (1) of their members to serve as Chairperson.

C. A majority of the Technical Advisory Committee members attending a meeting of the Committee, given notice in writing not less than 72 hours in advance, shall constitute a quorum for discussion and action delegated to the Committee.

D. The Technical Advisory Committee shall conduct the preliminary review of all Federal and State mandates. In conducting such reviews, the Technical Advisory Committee will draw upon the expertise and assistance of any persons, committees, groups, or agencies it deems appropriate.

E. The Technical Advisory Committee shall conduct studies in order to ensure maximum inter-agency coordination and consistence with adopted comprehensive plans.

Section 3. Management and Finance Committee.

A. There shall be a Management and Finance Committee. The purpose of the Committee shall be to review and make recommendations to the SJCOG Board regarding financial and management policy issues affecting regional issues including, but not limited to, transportation, congestion management, the Local Transportation Authority, fair share housing, census data center, airport land use, regional growth management, air quality and technical assistance.

B. The Management and Finance Committee shall be composed of the County Administrator for the County of San Joaquin; the City Manager/Administrator for the Cities of Stockton, Lodi, Tracy, Manteca, Lathrop, Ripon and Escalon; the Executive Director of the San Joaquin Regional Rail Commission; and the General Manager of the San Joaquin Transit District.

C. A quorum of the Committee shall consist of five eligible voting members of the Committee.

D. The Committee shall elect a chair and vice-chair to serve one year terms each.

E. All committee members may appoint an alternate. The alternate must be identified in writing before being allowed to participate and vote.

F. An agenda and material shall be prepared and mailed under the direction of the Secretary of the Committee. The Secretary shall be the Executive Director.

G. The Committee shall meet at a time and date mutually agreed upon by the membership.

H. The Management and Finance Committee serves as the Management and Finance Committee of the Local Transportation Authority.

Section 4. Citizens Advisory Committee.

A. There shall be a Citizens Advisory Committee to provide community input on project priorities, scheduling, and amendments.

B. The Committee shall be composed of 16 members appointed as follows:

1. One appointment from each of the following cities: Escalon, Lathrop, Lodi, Manteca, Ripon, and Tracy, for a total of six members. These appointments will be made by the SJCOG representative from that city; and,

2. The Mayor of Stockton shall appoint one member from the City of Stockton to the Committee; and

3. The Chairman of the San Joaquin Board of Supervisors shall appoint one member from the County of San Joaquin to the Committee; and

4. The remaining eight appointments will be made by the SJCOG Board and filled from the following special interest groups: Sierra Club, League of Women Voters, San Joaquin Business Council, Greater Stockton Chamber of Commerce, WineGrape Commission, NAACP, University of the Pacific, and a Public Transit User.

Section 5. Social Services Transportation Advisory Council

A. There shall be a Social Services Transportation Advisory Council to assist in providing transportation services to the elderly and handicapped residents of San Joaquin County and to comply with the requirements of California Public Utilities Code section 99238.

B. The Council shall be composed of at least 7 members as appointed by the SJCOG Board consistent with the Council Bylaws and California Public Utilities Code section 99238.

Section 6. Habitat Preserve Acquisition Committee

A. There shall be a Habitat Preserve Acquisition Committee. The purpose of the Committee shall be to review and make recommendations to the Habitat Technical Advisory Committee and the SJCOG Board regarding alternative habitat preserve acquisition methods.

B. The Habitat Preserve Acquisition Committee shall consist of three eligible voting members.

C. Each member of the Committee shall be appointed by the Chairman of the SJCOG Board.

D. A quorum of the Committee shall consist of three eligible voting members of the Committee.

E. The Committee shall meet at a time and date mutually agreed upon by the Committee.

Section 7. Project Delivery Committee

A. There shall be a Project Delivery Committee. The purpose of the Committee shall be to coordinate and implement the project delivery of projects utilizing Measure K or Measure K Renewal Funds. The Project Delivery Committee shall also be responsible for reviewing and making recommendations to the SJCOG Board regarding policy and procedural issues affecting the management of Measure K and Measure K Renewal projects.

B. The Project Delivery Committee shall be composed of three eligible voting members.

C. Each member of the Committee shall be appointed by the Chairman of the SJCOG Board.

D. A quorum of the Committee shall consist of three eligible voting members of the Committee.

E. The Committee shall meet at a time and date mutually agreed upon by the Committee.

Section 8. Other Committees.

The SJCOG Board may appoint other committees as necessary. The Chair may appoint ad hoc committees.

ARTICLE IX REFERRALS

The San Joaquin Council of Governments may accept by letter or resolution referrals for study and report from any duly constituted advisory or legislative body or their representatives. Reports will be made and returned to the referring body within a reasonable time.

ARTICLE X PARLIAMENTARY AUTHORITY

Robert's Rules of Order, current edition or such other authority as may be subsequently adopted by resolution of the Board is to apply to all questions of procedure and parliamentary law not specified in these Bylaws or otherwise by law.

ARTICLE XI AMENDMENTS

The Bylaws may be repealed or amended, or new Bylaws may be proposed, by the affirmative vote of the majority of the Board on a resolution presented at any regular meeting of the Board, provided notice of such proposal shall have been mailed to each Director at least five (5) calendar days prior to the meeting at which the matter is to be acted upon.

AGENDA ITEM **7C**



March 2017
SJCOG Board

STAFF REPORT

SUBJECT: Update on Greenhouse Gas Emission Targets

RECOMMENDED ACTION: Discussion

DISCUSSION:

SJCOG has been charged with recommending greenhouse gas reduction targets to be achieved by the years 2020 and 2035, via the upcoming 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The California Air Resources Board (ARB) considers those recommendations, makes refinements in cooperation with Metropolitan Planning Organizations (i.e., SJCOG), and finalizes targets.

In addition to SJCOG's efforts to comply with state climate change goals via its 2014 RTP/SCS, SJCOG is actively pursuing Valley-wide initiatives and local projects and initiatives to demonstrate progress toward achieving SB 375 goals. However, despite these ongoing SB 375 efforts, there exist outstanding variables beyond SJCOG or the Valley's control that negatively affect the extent to which targets can expand beyond previously set targets, including:

- **Transition to an updated travel demand model.** SJCOG's travel demand model is being updated and revalidated to incorporate the latest data such as the 2010 census and 2012 California Household Travel Survey data, and enhancements are also being made to the structure of the model for both sensitivity and functionality. Testing with the updated model suggests that even without adjusting any model inputs (e.g., land use, demographics, network modifications), the updated model is expected to calculate higher vehicle miles traveled and emissions than the previous model.
- **Transition to the new EMFAC2014 emissions model.** Testing with EMFAC2014 suggests that even without adjusting any model inputs, EMFAC2014 is calculating higher GHG levels in the future than were calculated with previous emissions model.
- **Impact of automobile operating costs on vehicle miles traveled and emissions.** Based on recent trends in fuel costs, current fuel price estimates for future years are considerably lower than those assumed in previous SB 375 Target Setting efforts. As a result, SJCOG's modeling demonstrates an increase in vehicle miles traveled and emissions associated with the reduced cost of automobile operation.

- **Impact of economic recovery on vehicle miles traveled and emissions.** The recovery rate and economic forecasts in SJCOG's 2014 RTP/SCS were developed prior to the recovery from the recession, and with the best information at the time. Leading up to the development of the RTP/SCS, the Valley had been slow to recover from the 2008 Recession, and this was forecast to continue in the development of the housing and employment represented in the future scenarios. The region has experienced relatively high unemployment, slow growth in jobs and rapid growth in housing. SJCOG expects economic recovery to occur at a faster rate than previously assumed in 2014 RTP/SCS documents. As such, increases in employment and income levels, as well as a revised distribution of low, medium, and high paying jobs are anticipated. As a result, SJCOG's modeling demonstrates an increase in VMT and GHG associated with economic recovery.

These variables present challenges for the region to be able to match the per capita greenhouse gas reductions previously achieved with the 2014 RTP/SCS. However, given the efforts underway in San Joaquin County in support of SB 375, and the efforts being committed to above and beyond those previously identified in the 2014 RTP/SCS, it is SJCOG staff's position that reaching the previously achieved per capita greenhouse gas reductions represents an aggressive yet achievable goal.

SJCOG staff shares the understanding of the impact of the outlined variables, and the conclusion that achieved previous reduction levels is possible, with the other regional transportation planning agencies in the San Joaquin Valley. As such, in November 2016, the Board directed staff to issue a SB 375 Target Setting recommendation (along with Valley partners) to the California Air Resources Board, establishing an SB 375 Target for San Joaquin County equivalent to the per capita greenhouse gas reductions previously achieved with the 2014 RTP/SCS.

Preliminary Target Submission

On December 30, 2016, the eight Metropolitan Planning Organizations of the San Joaquin Valley partnered to submit a SB 375 Target Setting recommendation report. This report outlined the challenges described in this staff report, and identified these challenges as being in common Valley-wide. Further, the report described the work being done to implement the air quality beneficial programs and projects identified in the 2014 RTP/SCS, as well as the many efforts underway in the Valley that go above and beyond the 2014 RTP/SCS. The final chapter of the report included individual target recommendations for each Valley county, equivalent to the per capita greenhouse gas reductions previously achieved with the 2014 RTP/SCS. In the case of San Joaquin County, these targets were:

- 12-13% greenhouse gas reductions per capita by 2020; and
- 14-15% greenhouse gas reductions per capita by 2035.

Recent Communications from ARB Staff

In early March, ARB staff reached out to SJCOG staff to:

- Provide a preview on how ARB plans to describe SB 375 progress throughout the state;
- Describe ARB's progress in developing their 2017 Climate Change Scoping Plan; and
- Introduce concepts for how SB 375 can be used to help achieve the goals of the 2017 Climate Change Scoping Plan.

At three public workshops in mid-March, ARB staff provided a briefing on the 2017 Climate Change Scoping Plan, which seeks reduce greenhouse gas emissions to 1990 levels by the year 2020, and to 40 percent below 1990 levels by the year 2030. These emission reduction goals are larger than those established in SB 375, and require efforts from the transportation, commercial, residential, agriculture, industrial, and electricity generation industries to achieve them.

Through these workshops, ARB staff briefly summarized the contents of the Valley's SB 375 Target Setting recommendation report, noting that that the Valley's recommendations were in line with the greenhouse gas reductions previously achieved with the 2014 RTP/SCS what they plan to present in their upcoming SB375 workshops. However, they noted that in order to meet the larger goals of the Scoping Plan, higher targets would be necessary.

SJCOG Staff Assessment

In order to raise SB 375 targets to a level such that the larger goals of the Scoping Plan can be achieved, a new method for generating revenue for transportation projects would be needed. Specifically, road user pricing would need to be implemented, as it would provide a more stable revenue stream for transportation projects (as vehicle and fuel efficiencies continue to improve) while potentially causing commuters to reconsider their travel options if driving is priced per mile rather than per gallon.

SJCOG staff has shared concerns about the feasibility of such an assumption with ARB, and are seeking feedback on the following points:

- Because the 2017 Scoping Plan will be adopted before SB 375 Targets are finalized, SJCOG staff is concerned that the 2017 Scoping Plan will make assumptions regarding SB 375 Targets that may not be achievable by Metropolitan Planning Organizations.
- SB 375 Targets are meant to be “aggressive, yet achievable.” If targets are set too high, they cease to be achievable, and instead become aspirational. Targets in the aspirational range could cause some in the state to consider pursuing an Alternative Planning Study, as opposed to a Sustainable Communities Strategy.
- In order to price road usage such that it affects the decision to drive, the actual price per mile is likely to be high. Such a pricing proposal, and the overall revenue it would generate, could be so high that the proposal would be politically unworkable. Further, the effectiveness of road user pricing will vary by region.
- Because San Joaquin County residents commute long distances, it is likely that the residents of this county will contribute disproportionately in a road user pricing scenario, as compared to others in the state. As such, any equity should be considered in the dispersal of revenue associated with road user pricing.

NEXT STEPS:

ARB staff will provide an update on both the 2017 Scoping Plan and SB 375 Target Setting at their ARB Meeting March 23rd. ARB staff have committed to circulate preliminary SB 375 Target recommendations in mid-April, and will work with Metropolitan Planning Organization staff through the summer to refine their recommendations. The 2017 Scoping Plan is scheduled to be adopted in June, and SB 375 Targets are scheduled to be finalized in October.

FISCAL IMPACT:

None.

RECOMMENDED ACTION:

Discussion.

ATTACHMENT:

None.

Prepared by: Ryan Niblock, Senior Regional Planner

AGENDA ITEM **8.4A**



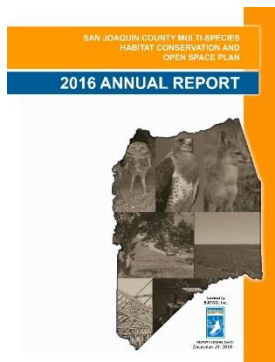
March 2017
SJCOG, Inc.

STAFF REPORT

SUBJECT: 2016 SJMSCP Annual Report Release

RECOMMENDED ACTION: Motion to Approve Release of the Final Draft of 2016 SJMSCP Annual Report to Permitting Agencies

SUMMARY:



In accordance to Section 5.9.1 of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), SJCOG, Inc. is required to submit an *Annual Report* to the Permitting Agencies for the purpose of reporting acreage, type, and location of open space uses that are converted to non-open space uses, and an accounting of Preserve acres acquired pursuant to the SJMSCP. Through a Clerical Change in the SJMSCP in May 2006, the report must be submitted by April 1st of the year succeeding the calendar year in which the subject activities were conducted. The *2016 SJMSCP Annual Report* is a draft document which covers activities from January 1, 2016 to December 31, 2016.

RECOMMENDATION:

Motion to release the final 2016 SJMSCP Annual Report to the permitting agencies.

FISCAL IMPACT:

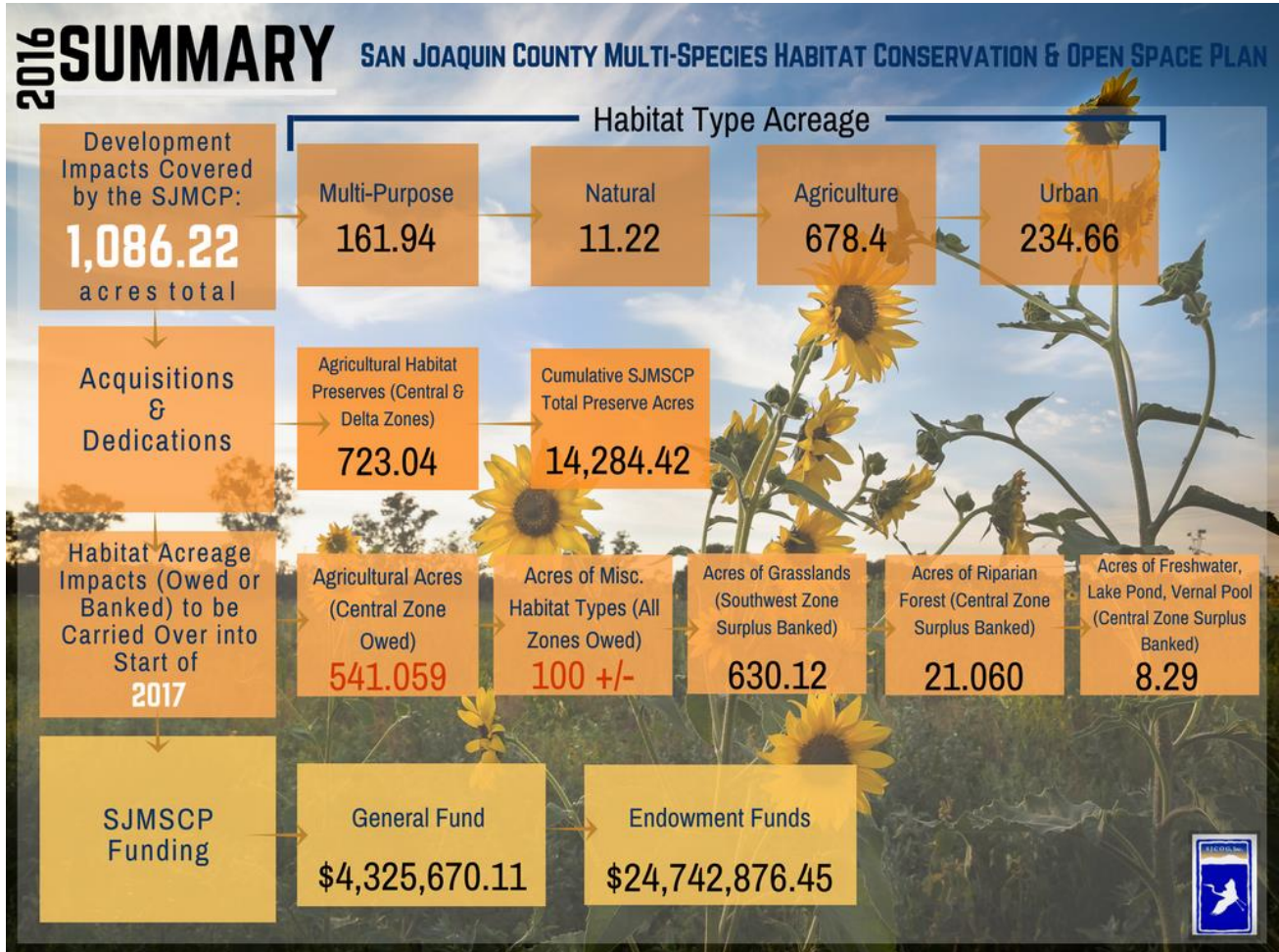
None

BACKGROUND:

An Executive Summary of the *2016 SJMSCP Annual Report* is provided in attachment 1. The entirety of the 2016 SJMSCP Annual Report can be requested in electronic format or found on the SJCOG website ([http://www.sjcog.org/2016 SJMSCP Annual Report](http://www.sjcog.org/2016_SJMSCP_Annual_Report)) under the Programs heading in the Habitat in the Plan Documents folder. The entire report is complete including all the reported calendar year acreage counts from the jurisdictions. The information in this report reflects accounting and activity that has been reported to staff through December 31, 2016.

There were minimal comments provided to staff on the initial draft provided at the February and March 2016 HTAC meetings.

The following is a summary of the various tables and important matters discussed in the annual report comprised of current year development impacts, carry-over mitigation, current mitigation due in 2016 from 2014 projects, acquisitions/dedications of mitigation lands and funding.
 (full document available to public on-line or upon request)



If approved for release to permitting agencies, staff expects a joint comment response from USFWS and CDFW in June or July 2017. Those comments will be addressed in the yearly meeting expected to be scheduled thereafter.

COMMITTEE ACTIONS:

- Habitat Technical Advisory Committee: Approved Recommendation
- SJCOG, Inc. Board – Action Required

ATTACHMENTS:

1. Executive Summary 2016 SJMSCP Annual Report

Prepared by: Steven Mayo, Program Manager

Attachment 1

2016 SJMSCP Annual Report - Executive Summary

The 2016 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Annual Report is provided to meet the annual reporting requirement that is established in Section 5.9.1 of the SJMSCP. The intent of the Annual Report is to focus on the acreage, type, and location of open space use converted to non-open space use, and the accounting of preserve acres acquired pursuant to the SJMSCP.

The Annual Report is comprised of four main sections: Conversions (Development), Conservation (Preserves), Funding, and SJMSCP Implementation. The Conversions (Development) section provides detailed information for projects that have participated in the SJMSCP. Such information includes habitat conversion type, impacts to SJMSCP Covered Species, and habitat mitigation requirements. The Conservation section will highlight preserve acquisitions in 2016 and provides information regarding the preserve jumpstart requirements. The Funding section details the revenues and expenditures for the reporting period. The SJMSCP Implementation section provides information regarding the overall implementation of the SJMSCP.

1. Conversions (Development Activity)

In 2016, the total number of acres covered by the SJMSCP was **1,086.22 acres** of which 234.66 acres were urban habitat which required biological compliance but exempt mitigation requirements (fees or land dedication). In 2016, the total number of acres subject to fee assessment covered by the SJMSCP was **851.56 acres**. The “Authorized Take Coverage” is the total allowable acreage permitted by the Biological Opinion (B.O.) issued to the SJMSCP. In 2016, the SJMSCP covered **161.94 acres** of multi-purpose habitat, **678.4 acres** of agricultural habitat, **11.22 acres** of natural habitat, and **0.00 acres** of Vernal Pool habitat that were impacted throughout the year. The agricultural habitat land was the largest habitat type impacted during the year, with fees associated or not associated, converted for development in this past reporting period. A total of **678.4 acres** of agricultural habitat lands have been granted SJMSCP coverage which represents approximately **62.5%** of cumulative SJMSCP coverage for 2016 of the overall impacts this reporting year or approximately **79.7%** of the acreages covered with fees associated as mitigation under the plan. The predominant covered projects participating in the SJMSCP for 2016 were industrial and commercial development projects.

2. Conservation (Preserves)

In 2016, SJCOG Inc. acquired additional **723.04 acres** of land placed under conservation easement to meet mitigation needs of the SJMSCP. The makeup of the acreage acquired over the reporting period was three (3) transactions as easement purchases of row and field crop in the Central and Delta Zones. Another one (1) transaction was provided as easement dedication (Land-in-Lieu of fees) in the amount of **53.26 acres** of row and field crop in the Central Zone by developers. The current SJMSCP acquisitions reduced the total acres of mitigation carry-over from the prior year of row and field crop past due mitigation from **1,072.559 acres** to **541.059 acres** while meeting the required 2016 SJMSCP mitigation needs for most habitat types. In fact, there is an excess in some categories which will be used for future mitigation needs.

Final 2016 Mitigation after SJCOG, Inc. Preserves and Banked Preserve Allotment (*Table 13 of Report*)

TYPE OF LAND	Central	Cen/SW	Southwest	Delta	Vernal Pool
Row &Field Crops (C34)	541.059	0.000	0.000	0.000	0.000
Ruderal (C5)	0.000	0.000	0.000	0.000	0.000
Drainage Ditch (D)	49.340	0.000	0.000	0.000	0.000
Valley Grasslands (G)	3.710	0.000	630.130	24.700	0.000
Great Valley Riparian Forest (R)	21.060	0.000	0.000	0.110	0.000
Mixed Oak Savanna (O/G)	9.770	0.000	0.000	0.000	0.850
River/Deep Water Channel (W)	0.000	29.940	0.120	0.000	0.000
Creek (W3)	4.940	3.020	0.090	0.000	0.000
Dead-End Slough (W4)	0.070	0.000	0.000	0.000	0.000
Freshwater Lake, Pond or Vernal Pool (W5)	8.290	20.520	0.000	0.000	0.000
Freshwater Emergent Wetland (W7)	0.000	0.000	0.000	0.000	0.000
Vernal or Seasonal Wetland (W8)	0.000	15.270	0.000	0.000	0.000
Valley Oak Forest (V3)	12.580	0.000	0.000	0.000	0.000
Valley Oak Savanna (V)	9.000	0.000	0.000	0.000	0.000

3. Funding

The revenues and expenditures that occurred for the Calendar Year 2016 include payments of SJMSCP mitigation fees, other revenues (e.g. accumulated interest remitted and SJCOG, Inc. account accumulated interest) and expenditures related to the plan. In 2016, the revenue total was **\$10,439,581** and expenditure total was **\$9,396,970**. The cash balance of the SJMSCP as of December 31, 2016 was just over **\$4,325,670.11** with some funds earmarked for a closed transaction endowment fund.

The SJMSCP endowment accounts set aside for long term management, enhancements and monitoring of the easements in perpetuity totals **\$24,742,876.45** as of December 2016.

4. Implementation

In the 2016 calendar year, SJCOG, Inc. staff worked on various matters under the SJMSCP including:

1. San Joaquin County Agricultural Building Permit Processing
2. Change of Bay Delta conservation Plan (BDCP) to Cal Water Fix Project & Eco Restore Program
3. Delta Stewardship Council processes
4. City of Stockton Fee Collection
5. Date-Certain Mitigation / 500 Acre Cap Calculations
6. Project permitting by Jurisdictions Outside the SJMSCP

AGENDA ITEM **8.4B**



March 2017
SJCOG, Inc.

STAFF REPORT

SUBJECT: Mizuno Hays Road Preserve Dedication and Preserve Management Plan

RECOMMENDED ACTION: Motion to SJCOG, Inc. to 1) Approve the Conservation Easement Dedication and 2) Approve of the Preserve Management Plan (PMP) for the Preserve Site

SUMMARY:

The Mizuno Hays Road Properties are a total of 79 +/- acres in size of the considered parcels. A development project is dedicating a conservation easement of approximately 10.46 +/- acres to SJCOG, Inc. for the habitat program. The location of the property is in the Central Zone east of the City of Tracy and south of the City of Manteca on the east side of the San Joaquin River. The potential preserve is adjacent to existing SJCOG, Inc. Central Zone preserves, as also shown in the attachment 1 and 2.

With the dedication, SJCOG, Inc. staff has written this draft Preserve Management Plan (PMP) to reflect the existing Preserve Management Plans (PMP) of the row and field crop preserves in the Central Zone for economy of scale for species under the SJMSCP. The draft PMP was written with the intent of purchasing a larger portion of the property (approximately 35-50 acres) soon (mid/late 2017) to compliment the dedication. The PMP has no specific enhancements for areas on the referenced property but future enhancements can be included later which will be compatible with on-going farming activities in cooperation with the land owner to restore habitat for various species since there have been historical records of Swainson's hawks and other species near the property in the California Natural Diversity Database (CNDDB) through a supplemental restoration plan.

RECOMMENDATION:

A motion to recommend the SJCOG, Inc. Board to 1) approve the conservation easement dedication and 2) approve the draft preserve management plan (PMP).

FISCAL IMPACT:

SJCOG, Inc. will be provided an overall easement on approximately 10.5 +/- acres of row and field crop habitat easement land under the SJMSCP. Also, SJCOG, Inc. will be provided an endowment to be set for the preserve as the project proceeds in the amount of roughly \$44,067.03 (10.5 acres x \$4,196.86 per acre 2017 endowment) for land management and enhancements as required under the SJMSCP permits.

The future easement acquisition will be brought to SJCOG, Inc. for approval later.

BACKGROUND:

The Mizuno Hays Road properties are located east of the City of Tracy and south of the City of Manteca on the east side of the San Joaquin River in the Central Zone. The conservation easement dedication (and future acquisition) will cover the existing agricultural lands which are actively farmed to serve as mitigation for development impacts under the SJMSCP to row and field crop habitat for the betterment of species covered under the SJMSCP.

The Preserve Management Plan (PMP) (attachment 3) drafted by ICF reflect the existing Preserve Management Plans (PMP) of the row and field crop preserves in the Central Zone for economy of scale for species under the SJMSCP. Currently, there are no enhancements planned to the landscape but any additional future enhancements planned on the property not displayed in Table 1 would be brought back as a supplemental PMP in the future to be completed in cooperation with the land owner. The land owners display very good stewardship practices and there are very little invasive species within the fields on premises.

Table 1 – Enhancements for Row and Field Crop/Riparian Preserves

Enhancement Potential Under SJMSCP	Y	N	N/A
Use of Herbicides, pesticides and/or rodenticide in accordance with Sect. 5.4.5(M) & 5.4.7.1	X		
Create, expand or restore riparian area to enhance nesting		X	
Plant elderberry plants for VELB		X	
Enhance foraging habitat using native grass and forb species (Appendix N)		X	
Install roosting or nest sites and platforms		X	
Fencing of riparian areas			X
Install bat boxes			X
Maintain water quality within creeks and wetlands (e.g. red-legged frog habitat)			X
Create burrowing owl burrows		X	
Eliminate invasive and undesirable species	X		
Plant vegetation (e.g. tules, blackberry thickets & cattails for tricolor blackbird/GGS)		X	

COMMITTEE ACTIONS:

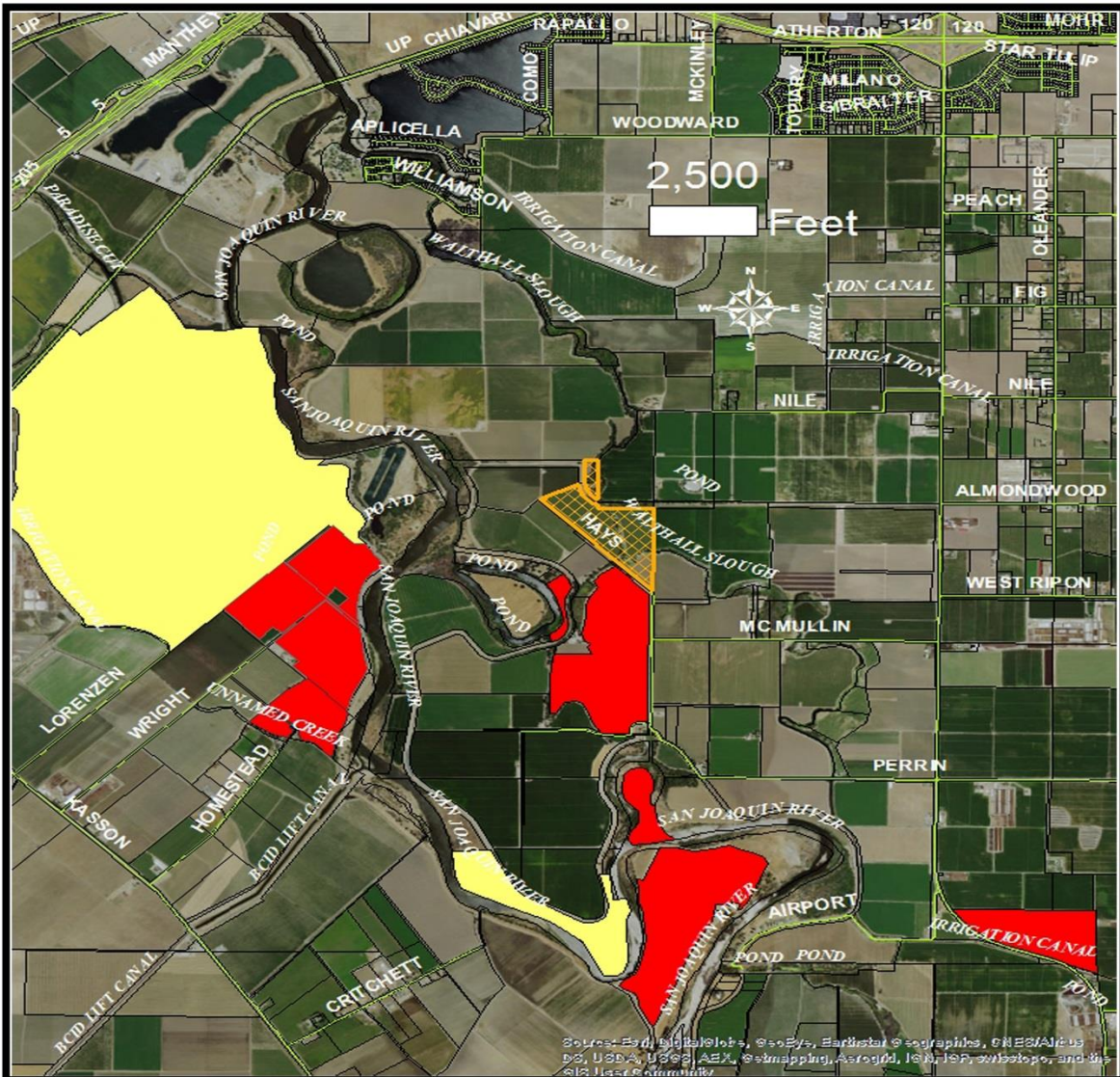
- Habitat Technical Advisory Committee: Recommended Approval
- SJCOG, Inc. Board – Action Required

ATTACHMENTS:

1. Overview Preserve Location Map
2. Preserve Location Map
3. Preserve Management Plan

Prepared by: Steven Mayo, Program Manager

ATTACHMENT 1



Mizuno Hays Road Property

Legend

-  Mizuno Hays Property_241-220-04 05
-  SJCOC_Preserves



ATTACHMENT 3

PRESERVE MANAGEMENT PLAN FOR THE MIZUNO HAYS ROAD PRESERVE

PREPARED FOR:

SJCOG, Inc.
555 East Weber Street
Stockton, CA 95202
Contact: Steve Mayo
209.235.0600

PREPARED BY:

ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Doug Leslie
916.737.3000

March 8, 2017



Contents

	Page
List of Tables and Figures	iii
List of Acronyms and Abbreviations	iv
Chapter 1 Introduction	1-1
1.1 Purpose of the Preserve Management Plan	1-1
1.2 Preserve Location	1-2
1.3 Land Ownership and Management	1-2
Chapter 2 Baseline Preserve Characteristics, Goals and Objectives	2-1
2.1 Wildlife Habitat Associations Identified in the SJMSCP	2-1
2.2 Goal and Objectives of the Management Plan	2-2
Chapter 3 Land Management Activities.....	3-1
3.1 Agricultural Practices.....	3-1
3.2 Prohibited Uses and Activities.....	3-1
3.2.1 Access and Trespass/Illegal Uses/Signage	3-1
3.2.2 Agricultural Conversion	3-1
3.2.3 Alteration of Watercourses	3-2
3.2.4 Chemicals	3-2
3.2.5 Dumping.....	3-2
3.2.6 Hunting and Fishing	3-2
3.2.7 Vegetation Removal or Destruction	3-2
3.2.8 Natural Resource Development.....	3-2
3.2.9 Pest Management.....	3-3
3.2.10 Recreational Activities.....	3-3
3.2.11 Roads.....	3-3
3.2.12 Structures	3-3
3.2.13 Vehicle Use	3-4
3.3 Permitted Uses and Activities	3-4
3.3.1 Hunting and Fishing	3-4
3.3.2 Roads.....	3-4
3.4 Affirmative Obligations	3-4
3.4.1 Emergency Vehicle Access	3-4
3.4.2 Maintenance and Repair.....	3-5
3.4.3 Monitoring and Reporting	3-5
3.4.4 Preserve Enhancements	3-5
3.5 Implementation and Management Schedule	3-5

Chapter 4	Monitoring and Adaptive Management	4-1
4.1	Compliance Monitoring.....	4-1
4.2	Effectiveness Monitoring	4-1
4.3	Monitoring Preserve Enhancements.....	4-2
4.4	Success Criteria.....	4-2
4.5	Adaptive Management.....	4-2

Tables and Figures

	Page
Table 1 Mizuno Hayes Road Preserve Parcel Information.....	1-2

Figures appear at end of document

Figure 1	Mizuno Hays Road Preserve San Joaquin County
Figure 2	Mizuno Hays Road Preserve and Other Conservation Easements in the Vicinity
Figure 3	Mizuno Hays Road Preserve
Figure 4	Habitats Present on the Mizuno Hays Road Preserve
Figure 5	Documented Occurrences of SJMSCP-Covered Species within 2 Miles of Mizuno Hays Road Preserve

Acronyms and Abbreviations

amsl	above mean sea level
CNDDDB	California Natural Diversity Database
GIS	geographic information systems
HTAC	Habitat Technical Advisory Committee
MHRP	Mizuno Hays Road Preserve
SJCOG	SJCOG, Inc.
SJMSCP	San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
USGS	U.S. Geological Survey

Chapter 1

Introduction

SJCOG, Inc., is currently implementing the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP)¹ (San Joaquin Council of Governments 2001). The principal biological goal of the SJMSCP (the Plan) is to maintain habitat of sufficient quality and quantity to conserve populations of all fish, wildlife, and plant species covered by the Plan. As part of this Plan, lands within the SJMSCP area are acquired as preserves from willing landowners through either conservation easements or fee title purchase.

This document is the Preserve Management Plan (PMP) for the Mizuno Hays Road Preserve (MHRP), owned by Mizuno Partners, LLC, on which a conservation easement is being placed. The property addressed in this PMP is approximately 79 acres in size and is comprised of two parcels adjacent to the existing Mizuno Preserve to the southwest. A conservation easement is being placed on approximately 10.5 acres of the property by SJCOG Inc., and will be incorporated into the preserve system as a row and field crop preserve. It is anticipated that most of the remaining acreage of the property will be put under easement in the near future. This PMP assumes that most of the remainder of the properties will be placed under conservation easement, although until such time as that occurs, the Permitted Uses, Prohibited Uses, and Affirmative Obligations (defined below) outlined in this PMP apply only to the 10.5 acres currently being placed under easement. Upon close of the remaining acreage, the Permitted Uses, Prohibited Uses and Affirmative Obligations will apply.

The MHRP is intended to offset impacts resulting from the conversion of agricultural lands primarily within the Central Zone, as allowed in Section 5.1.2.6 of the Plan.

1.1 Purpose of the Preserve Management Plan

The PMP sets forth specific guidelines regarding land management and monitoring activities to ensure the landowner(s) and SJCOG, Inc., are in agreement with the conditions of the conservation easement and the manner in which preserve lands will be managed and monitored.

The PMP describes the baseline biological conditions of the property; states the goals and objectives of management; and describes the ongoing land management activities, including permitted and prohibited uses of the property and any affirmative obligations of the landowner(s).

The PMP also sets forth guidelines for adaptive management as required under the SJMSCP. Adaptive management is a systematic process for continually improving management policies and practices by learning from the outcomes of operational programs. In the context of preserve management, monitoring activities are undertaken to assess the progress of management activities toward achieving the stated management goals. The information collected can then be used to improve management activities, if warranted. Landowners are required to provide information regarding management activities upon request for the purpose of informing the adaptive management process. However, there will be no alteration of management activities not in conflict

¹ San Joaquin County Council of Governments. 2001. *San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*. Stockton, CA. Available: <<http://www.sjcog.org/sections/habitat/sjmscp>>. Accessed August 28, 2009.

with this PMP that adversely affect permitted agricultural uses of the land without the agreement of the landowner(s).

1.2 Preserve Location

The MHRP is located just east of the San Joaquin River approximately 5.8 linear air miles north of its' confluence with the Stanislaus River in San Joaquin County (Figure 1). Information pertaining to the property is provided in Table 1.

Table 1. Mizuno Hays Road Preserve Information

Assessor's Parcel Numbers	241-220-04, 241-220-05
Acreage	76 acres
SJMSCP Index Zone	Central
USGS 7.5-minute quadrangle	Vernalis
Township	Unsurveyed (El Pescadero Land Grant)
Range	Unsurveyed
Section	Unsurveyed
SJMSCP = <i>San Joaquin County Multi-Species Habitat Conservation and Open Space Plan</i> ; USGS = U.S. Geological Survey	

The MHRP is in close proximity to the Seegers and Allegre preserves, in addition to be adjacent to the Mizuno Preserve (Figure 2).

1.3 Land Ownership and Management

The parties responsible for managing lands in accordance with the PMP for the MHRP are listed below.

Landowner

Mizuno Partners, LLC
 Contact: Clark Mizuno
 29050 S. Ahern Road
 Tracy, CA 95304
 Phone: 209.835.5154

Conservation easement holder

SJCOG, Inc.
 555 East Weber Street
 Stockton, CA 95202
 Contact: Steven Mayo
 Phone: 209.235.0600

Land manager

ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Doug Leslie
Phone: 916.737.3000

Chapter 2

Baseline Preserve Characteristics, Goals and Objectives

As noted above, the MHRP is an approximately 79-acre portion of the properties owned by Mizuno partners, LLC. The property is located just east of the San Joaquin River. The property contains 5 distinct fields which are separated from each other by Walthall Slough. The southern field was in alfalfa in January 2017 at the time of the site visit and is bordered on the north side by Walthall Slough. The fields northeast and northwest of Walthall Slough were plowed bare dirt in January 2017 at the time of the site visit. Historically, these fields have been used to grow wheat, dry beans, tomatoes, sweet corn, and silage. The 5th “field” is a small section of the property separated from the rest of the property by a levee on the west side and a slough on the east side and appears to be currently unfarmed (Figures 3 and 4).

Walthall slough is comprised of relatively mature riparian forest dominated by Valley oak (*Quercus lobate*) with pockets of cattail marsh (*Typha spp.*) and water hyacinth (*Eichhornia crassipes*) in the slough bottom (Figure 4).

There are no home sites on or immediately adjacent to the property.

The SJMSCP geographic information systems (GIS) database and the California Natural Diversity Database (CNDDB 01/13/2017) were searched to identify records of SJMSCP-covered species within approximately 2 miles of the MHRP. There are eight records of nesting Swainson’s hawk (*Buteo swainsonii*) within a 2-mile radius of the MHRP, one of which is on the MHRP. There are several records of Pacific pond turtle (*Emys marmorata*, formerly *Clemmys marmorata*) further north along Walthall Slough and several records of Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) further north along the San Joaquin River. Several records for riparian brush rabbit (*Sylvilagus bachmani riparius*) are also present along the San Joaquin River north of the MHRP (Figure 5).

2.1 Wildlife Habitat Associations Identified in the SJMSCP

The habitats and preserve elements described in the SJMSCP and present on the MHRP are listed below.

- Row and field crop.
- Presence of rodents.
- Presence of pigeons or mice.
- Presence of short grasses, sometimes almost barren ground.
- Presence of small reptiles and/or amphibians in shallow waters.
- Presence of tall perching sites (i.e., vegetative perches higher than surrounding vegetation which permit the species to survey the surrounding area) normally with adjacent agricultural fields or grasslands.

- Location of the preserve from the San Joaquin River from its confluence with the Stanislaus River to Mossdale.
- Presence of snags or trees with a moderate canopy cover, preferably near riparian areas.
- Presence of stands of dense, tall, trees along riparian corridors for roosts or rookeries.
- Presence of slow moving waters within natural and agricultural waterways.
- Presence of small birds.

These habitats and preserve elements, according to the SJMSCP, provide foraging habitat for the SJMSCP-covered species listed below.

- Swainson's hawk
- Northern harrier (*Circus cyaneus*)
- White-tailed kite (*Elanus leucurus*)
- Merlin (*Falco columbarius*)
- Long-billed curlew (*Numenius americanus*)
- Horned lark (*Eremophila alpestris*)
- Great egret (*Ardea alba*)
- Great blue heron (*Ardea herodias*)
- Loggerhead shrike (*Lanus ludovicianus*)
- Riparian brush rabbit (*Sylvilagus bachmani riparius*)
- Riparian woodrat (*Neotoma fuscipes ripari*)
- Red bat (*Lasiurus borealis*)
- Black-crowned night heron (*Nycticorax nycticorax*)
- Slough thistle (*Cirsium crassicaule*)
- Cooper's hawk (*Accipiter cooperii*)
- Sharp-shinned hawk (*Accipiter striatus*)

The riparian and agricultural lands on the preserve also benefit several other common bird species, including Oak titmouse (*Baeolophus inornatus*), Dark eyed Junco (*Junco hyemalis*), Nuttall's woodpecker (*Picoides nuttallii*), and Western bluebird (*Sialia Mexicana*), as well as habitat for jackrabbits (*Lepus californicus*), coyotes (*Canis latrans*), raccoons (*Procyon lotor*), opossums (*Didelphis virginiana*), and gopher snakes (*Pituophis catenifer*).

2.2 Goal and Objectives of the Management Plan

The MHRP will be managed as a Row and Field Crop Preserve as described in Section 5.4.4.4 of the SJMSCP. The goal of this preserve type is to maintain and enhance the *habitat values* extant on the site for the benefit of Swainson's hawk and other species covered by the SJMSCP that depend to varying degrees upon habitat values provided by agricultural habitats and associated riparian

habitats. **Habitat Values** are defined herein as the resources provided on the landscape that provide benefits for covered species, such as abundant and accessible prey or forage, cover, perch sites, nest sites, water, or other resources necessary for survival and reproduction. Habitat values decrease with increasing disturbance, pesticide and herbicide use, and increasing habitat uniformity. Because the MHRP is devoted to agricultural production, the primary goal of the preserve is to provide foraging habitat for SJMSCP-covered species, in addition to preserving perching, nesting, and foraging habitat and cover provided by associated riparian and wetland habitats along Walthall Slough and the nearby San Joaquin River.

Chapter 3

Land Management Activities

This chapter discusses the land management activities that will be implemented under the conservation easement. The desired agricultural practices as well as permitted and prohibited land uses are discussed.

The MHRP will be managed according to the guidelines for Central and Central/Southwest Transition Zone Row and Field Crop Preserves outlined in the SJMSCP. These guidelines state that the key management practice for the agricultural use of row and field crops is to grow only those crops having a canopy structure and other attributes that do not mechanically prevent foraging by raptors.

3.1 Agricultural Practices

Land management practices on the MHRP have historically provided benefits for Swainson's hawk and other SJMSCP-covered species. These practices will be continued as part of this PMP. The property is currently being used to grow alfalfa. The crop types may vary depending on market values and may include various hay crops, beans, safflower, carrots, beets, tomatoes, pumpkins, cucumbers, squash, and other vegetable crops. Vineyards, orchards, blueberries, and other permanent or semi-permanent crops are prohibited without permission from the SJCOG, Inc., Habitat Technical Advisory Committee (HTAC).

3.2 Prohibited Uses and Activities

This section identifies prohibited uses of the preserve under the MHRP Conservation Easement. *Landowner* refers to Mizuno partners, LLC *SJCOG, Inc.*, refers to all agencies, organizations, or individuals affiliated with or that represent the SJCOG, Inc., during implementation of actions under the preserve management plan.

3.2.1 Access and Trespass/Illegal Uses/Signage

No access to the general public will be permitted. The SJMSCP requires that signage be installed at all preserves under conservation easement. At the landowner's discretion, the signage can identify the property as being part of the San Joaquin County Open Space system, or *No Trespassing* signs can be installed. Signage should be installed on the MHRP within 120 days following approval of the conservation easement. The signs should be installed along public roadways and rights-of-way and should clearly state that public access is prohibited. The signs will be provided by the SJCOG, Inc., and installed by the landowner.

3.2.2 Agricultural Conversion

The conversion of the preserve from production of row and field crops (e.g., tomatoes, corn, beans, cucumbers, or other vegetables; wheat, oats, or other grains; alfalfa or other hay crops) to

agricultural uses that are not compatible with providing foraging habitat for Swainson's hawk and other covered species (e.g., conversion to orchards, vineyards, blueberries, or other permanent or semi-permanent crop types) is prohibited without prior approval by the HTAC.

3.2.3 Alteration of Watercourses

The alteration or manipulation of any natural watercourse, wetland, or body of water and activities or uses that are detrimental to water quality, including, but not limited to, degradation, pollution, or fill, are prohibited. This prohibition does not include irrigation of crops, drainage of agricultural fields, routine maintenance of ditches, or installation of preserve enhancements approved by the HTAC.

3.2.4 Chemicals

Except for those pesticides, herbicides, fungicides, or fertilizers used in ongoing row and field crop production in strict compliance with application and labeling instructions, no chemicals will be used on the preserve unless they are used for the specific purpose of controlling exotic weed or pest species that may threaten habitat functions and values. All chemicals will be used, stored, and disposed of in strict compliance with labeling instructions and applicable laws.

3.2.5 Dumping

The dumping, storage, or other disposal of refuse, trash, sewer sludge, and toxic or hazardous materials or chemicals is not permitted on the preserve. This prohibition includes the storage or disassembly of inoperable automobiles, trucks, farm equipment, or other machinery for the purpose of sale or storage.

3.2.6 Hunting and Fishing

Commercial fishing, hunting and trapping are prohibited. No recreational hunting or fishing that could result in take under the federal or stated endangered species acts is permitted.

3.2.7 Vegetation Removal or Destruction

The removal of any natural vegetation (such as riparian habitats along Walthall Slough) or vegetation installed as part of a preserve enhancement project is prohibited. Removal of large trees with potential to be used as nesting habitat by covered species is prohibited without the prior approval of the HTAC.

3.2.8 Natural Resource Development

The filling, dumping, excavating, draining, dredging, mining, drilling, removing, exploring, or extracting of or for minerals, soils, sands, gravels, rocks, or other material on or below the surface of the preserve is prohibited, unless otherwise approved by the HTAC.

3.2.9 Pest Management

Pest management is an ongoing activity associated with agricultural production. However, chemical rodent control should be minimized to the extent possible to maximize habitat values for covered species. The implementation of pest management is restricted in accordance with the parameters listed below to ensure that agricultural activities are consistent with the goals and objectives of the SJMSCP.

- All vertebrate pest control measures will be conducted in accordance with rodenticide labeling instructions, in accordance with Endangered Species Act Bulletins (available from local Agricultural Commissioner), and in accordance with Agricultural Commissioners (regulation and procedures).
- Application of rodenticides is restricted to bait feeders and should not be used unless absolutely necessary.
- Anti-coagulant pesticides are prohibited.
- Rodenticide baiting in burrows and rodenticide broadcast baiting are prohibited, with the following exceptions:

The use of strychnine or other non-anticoagulant rodenticides (such as ZP Rodent Oat Bait or AG Oat Grain Bait) dispersed underground (using a gopher-baiting machine for example) for pocket gopher abatement is allowed. The intention is to ensure that dead pocket gophers remain underground to reduce the possibility of secondary poisoning of covered species. While the aforementioned rodenticide labels list other uses for the product, such as vole control in alfalfa fields, their use for control of species other than pocket gophers in a manner other than specified above is prohibited because their above ground use would pose a danger to covered species, including Sandhill cranes.

If vertebrate pest control procedures are not effective and additional control is necessary, adaptive management procedures will be followed. The landowner will consult with the HTAC in a timely fashion and in accordance with the SJMSCP.

3.2.10 Recreational Activities

No revenue-generating recreational activities are permitted. Private recreational activities that degrade the habitat values of the property are prohibited.

3.2.11 Roads

The construction of new roads is prohibited.

3.2.12 Structures

The construction or placement of the structures listed below is prohibited on the preserve.

- New residential or other buildings.
- Camping accommodations.
- Mobile homes, house trailers, permanent tent facilities, Quonset huts or similar structures.

- Underground tanks.
- Billboards, signs, or other advertising.
- Streetlights.
- New utility structures or power lines except those required to power new pumps on the property for agricultural purposes.
- New sewer systems.

3.2.13 Vehicle Use

The use of motorized vehicles off designated roadways, except for agricultural purposes, is prohibited.

3.3 Permitted Uses and Activities

This section identifies permitted uses of the preserve under the MHRP Conservation Easement. Although some activities may be permitted under this PMP, all activities are still subordinate and subject to all applicable Federal, State, and local laws and regulations. The primary permitted use of the property is the continuation of row and field crop agriculture.

3.3.1 Hunting and Fishing

Noncommercial fishing, hunting and trapping of wildlife is permitted so long as it is conducted in compliance with applicable laws and regulations and in a manner that does not compromise the habitat values or damage the ecology of the biological resources on the preserve.

3.3.2 Roads

Resurfacing of existing roads with onsite materials and clean gravel is permitted as long as material is kept within the immediate roadway.

3.4 Affirmative Obligations

This section identifies the affirmative obligations of the landowner under the MHRP Conservation Easement. Affirmative obligations include both activities and permissions. All activities and permissions are subordinate and subject to all applicable Federal, State, and local laws and regulations.

3.4.1 Emergency Vehicle Access

The landowner must allow emergency vehicles to have direct access to the preserve from Hays Road, when necessary (Figure 3). The MHRP is currently not protected by gates or cables and is not actively patrolled.

3.4.2 Maintenance and Repair

SJCOG, Inc., is not responsible for general maintenance, repair, and replacement of existing facilities such as roads, fences, agricultural ditches, and irrigation supply lines and pumps. The landowner retains responsibility for these items and other general maintenance.

3.4.3 Monitoring and Reporting

SJCOG, Inc., is required to track crops grown on the preserve, ensure that the terms of the conservation easement are adhered to, and to conduct monitoring to ensure that acquisition and management of the easement are facilitating the achievement of the SJMSCP goals and objectives. Therefore, the landowner is required to allow reasonable access to the preserve by SJCOG, Inc. for purposes of ensuring compliance with the terms of the conservation easement and for purposes of monitoring use of the preserve by covered species.

3.4.4 Preserve Enhancements

There are currently no preserve enhancements proposed for the MHRP primarily because the area already provides ample riparian and wetland habitats that provide nesting, perching, and foraging opportunities for covered species. However, the small, currently unfarmed field at the northern end of the property between the levee and Walthall Slough may provide an opportunity to create additional riparian brush rabbit habitat or other habitats for covered species.

If preserve enhancements are agreed to by the landowner and SJCOG, Inc. at some point in the future, the landowner is required to allow access to the enhancements and is required to refrain from any action that would negatively impact the preserve enhancements. Details concerning the installation of any preserve enhancements would be specified in a separate Preserve Enhancement Plan.

3.5 Implementation and Management Schedule

The landowner will begin implementing and managing the preserve in accordance with this PMP immediately upon formal approval and acceptance of the conservation easement by the landowners, SJCOG, Inc., and the HTAC. The landowners and SJCOG, Inc., intend that the property be preserved and maintained in perpetuity by permitting only those agricultural practices that provide foraging habitat for Swainson's hawk and other SJMSCP-covered species that forage in agricultural habitats. The proposed agricultural practices are beneficial to these species.

Chapter 4

Monitoring and Adaptive Management

This chapter describes the biological monitoring plan and reporting requirements for land management activities on the MHRP. This chapter also summarizes remedial measures that may be implemented should the property not provide the desired benefits for Swainson's hawk and other SJMSCP-covered species. The primary objective of monitoring is to ensure that the goals and objectives of the SJMSCP and this PMP are being met.

A preserve monitoring strategy for the entire SJMSCP preserve system is currently being completed. The monitoring plan described in this chapter is considered provisional until the system-wide monitoring plan is completed and approved.

Two general types of monitoring are conducted on a regular basis to ensure that the goals and objective of the SJMSCP are being met; *compliance monitoring* and *effectiveness monitoring* (referred to as *biological monitoring* in the SJMSCP).

4.1 Compliance Monitoring

Compliance monitoring is monitoring that demonstrates compliance with the terms and conditions of the conservation easement, the SJMSCP and its permits. Compliance monitoring will be achieved through an annual site visit(s) to the preserve and annual discussion with the landowner(s) to document changes in agricultural practices or other factors such as water deliveries, drought conditions, market conditions, etc. that could affect the conservation and habitat values of the preserve. A set of photo stations will be established and photographs from each station will be taken annually during the site visit. Because breeding populations of Swainson's hawk and other covered species that depend upon agricultural habitats during a significant portion of their life cycle are the primary targets of this PMP, the site visit will be conducted during spring or summer, when these species can be found in the region.

Three variables will be reviewed during each site visit: the crop types that are in production; the areal extent of each crop type, if applicable; and any changes in land use or status of the preserve that could substantively influence the habitat values of the preserve.

Noncompliance with the conservation easement will be addressed in accordance with the provisions of the conservation easement.

4.2 Effectiveness Monitoring

Effectiveness monitoring (referred to as *biological monitoring* in the SJMSCP) is comprised of several types of monitoring. The general purpose of effectiveness monitoring as described in the SJMSCP is to track habitat conditions and the status of covered species on and around preserve lands and to determine if management actions maintain and improve habitat conditions for covered species.

Baseline habitat conditions are established at the time of preserve acquisition and are described in this PMP. Because neighboring land uses may change over time, potentially reducing the suitability of habitats on the preserve, habitat/crop cover types within a 2-mile radius of the preserve will also be documented.

Baseline surveys to determine presence of SJMSCP covered species will be conducted within 2 years of acquisition. The survey will consist primarily of a complete search of all potential Swainson's hawk nesting substrates within a 2-mile radius of the preserve to the extent possible given potential access constraints from surrounding landowners. Baseline surveys may also include focused surveys for burrowing owls, loggerhead shrikes, or tricolored blackbirds. All wildlife species detected, including SJMSCP-covered species, will be recorded.

The baseline habitat and focused species surveys will be updated once every 3 years by mapping changes in habitats/crop types found within a 2-mile radius of the preserve and repeating the focused nesting Swainson's hawk survey within a 2-mile radius of the preserve. Mapped data will be recorded in the GIS database. The results of the focused survey and assessment of adjacent land uses will be provided in the SJMSCP program-level annual report.

The information will be used for comparison with results from the original baseline survey to track changes over time and to ensure that the goals and objectives of the preserve management plan are being met.

4.3 Monitoring Preserve Enhancements

No preserve enhancements are currently proposed for this property. Therefore, no monitoring of preserve enhancements is required. If preserve enhancements are installed at a later date, monitoring to determine if the success criteria for the preserve enhancements are met will be outlined in a separate Preserve Enhancement Plan.

4.4 Success Criteria

A single criterion was identified to determine the success of land use centered on cropping patterns. Preserve management will be considered successful if the entire 79 acres of designated agricultural lands are maintained in suitable row and field crops (allowing for fallowing as a part of normal crop rotations and excepting any preserve enhancements that may be installed) each year and all terms and conditions of the conservation easement are adhered to.

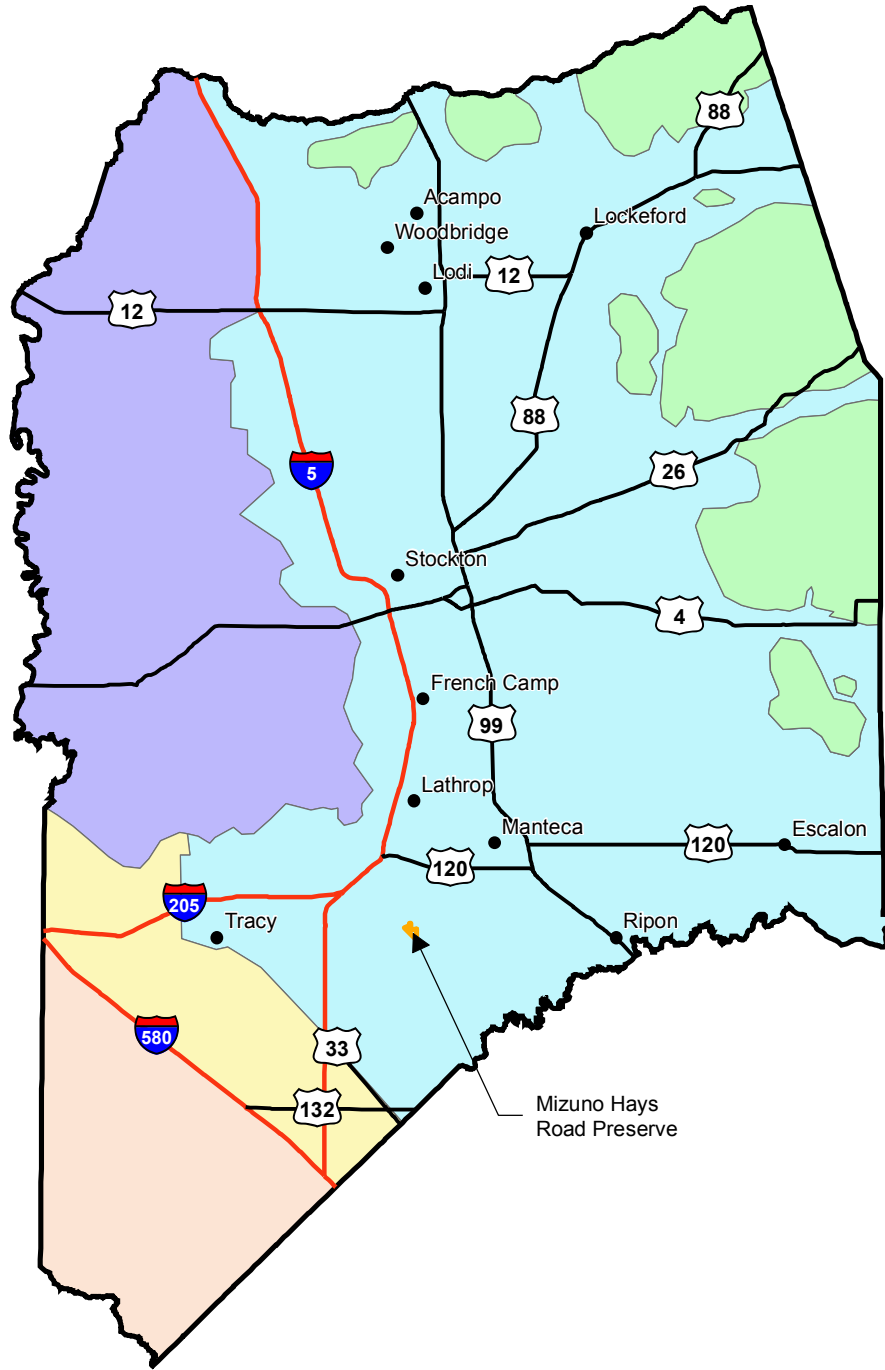
4.5 Adaptive Management

This chapter summarizes the adaptive management provisions of the SJMSCP as they pertain to the MHRP. Adaptive management is a systematic process for continually improving management policies and practices by learning from the outcomes of operational programs. The principle of adaptive management recognizes that the resources being managed are dynamic systems and that the state of knowledge regarding natural resource management is constantly improving. Adaptive

management, by definition, does not include predetermined actions, but rather identifies new responses based on the outcome of management activities.

In the context of preserve management, monitoring activities are undertaken to assess the progress of management activities toward achieving the stated management goals. The information collected can then be used to improve management activities, if change is warranted. However, there will be no alteration of management activities that adversely affect permitted agricultural uses of the land without the agreement of the landowner.

Results of monitoring will be used to determine the effectiveness of the measures outlined in the SJMSCP and this PMP in providing habitat for Swainson's hawk and other SJMSCP-covered species. If substantial changes in populations of covered species occur, or evidence suggests the operating conservation program outlined in the SJMSCP is not meeting the goals and objectives outlined in the SJMSCP, then adaptive management procedures may be warranted. Such measures would include a review of the terms of the conservation easements and a review of the cropping patterns, crop types, monitoring requirements, and other management or monitoring activities on SJMSCP preserves.



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Legend

SJMSCP Index Zone

- Central Zone
- Central/Southwest Transition Zone
- Primary Zone of the Delta
- Southwest Zone
- Vernal Pool Zone

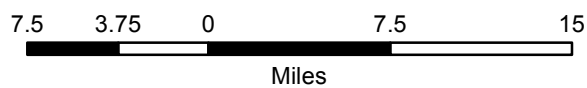


Figure 1
Mizuno Hays Road Preserve
San Joaquin County

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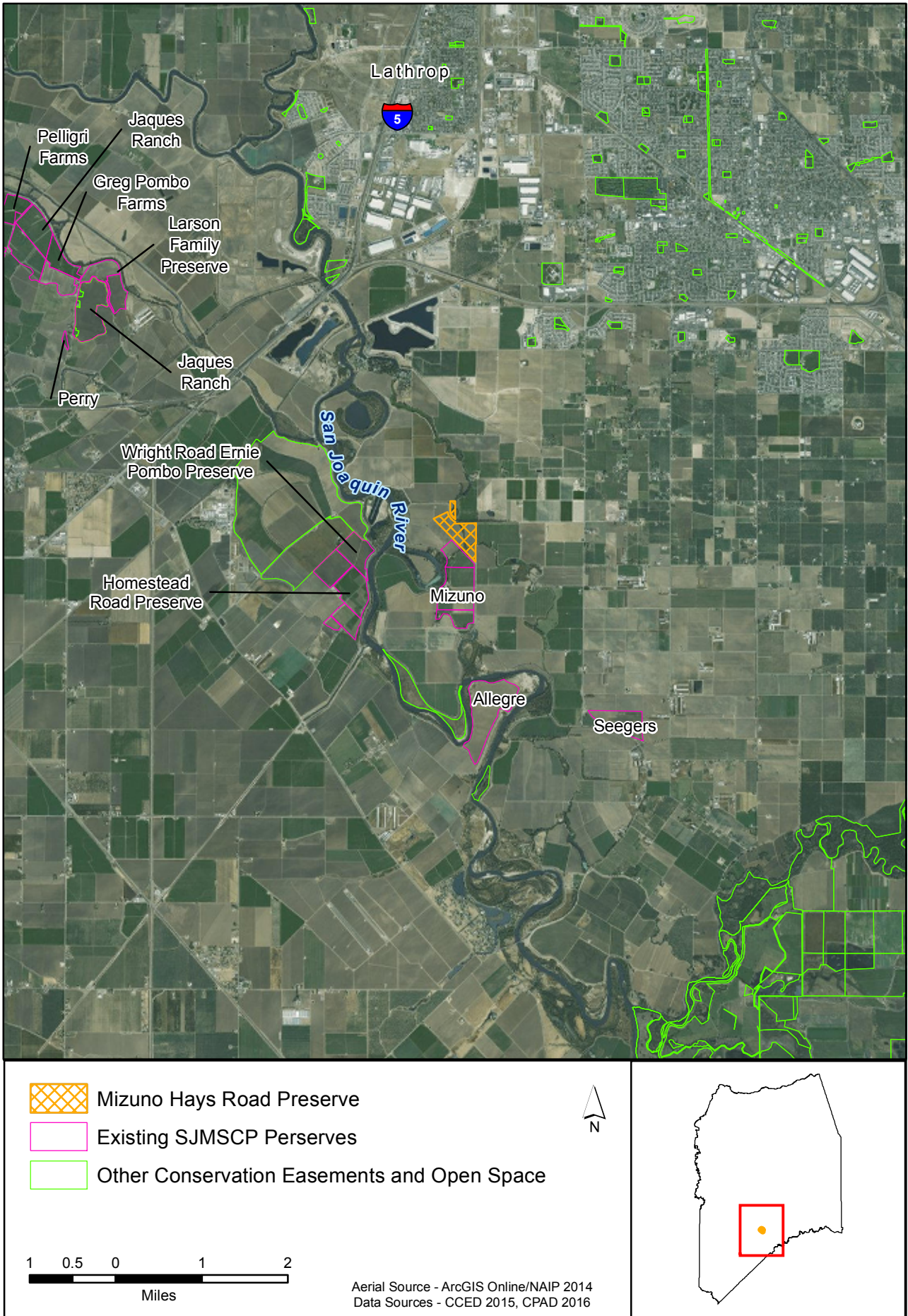




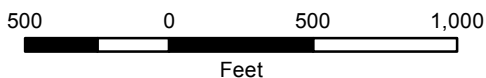
Figure 2
Mizuno Hays Road Preserve and
Other Conservation Easements in the Vicinity

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Legend

-  Mizuno Hays Road Preserve
-  Mizuno Hayes Road 10.5-Acre Conservation Easement



Aerial Source - ArcGIS Online/NAIP 2014

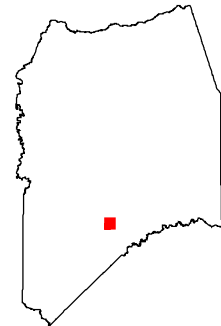


Figure 3
Mizuno Hays Road Preserve





Photo 1. Agricultural Habitats With Walthall Slough on the Mizuno Hays Road Property

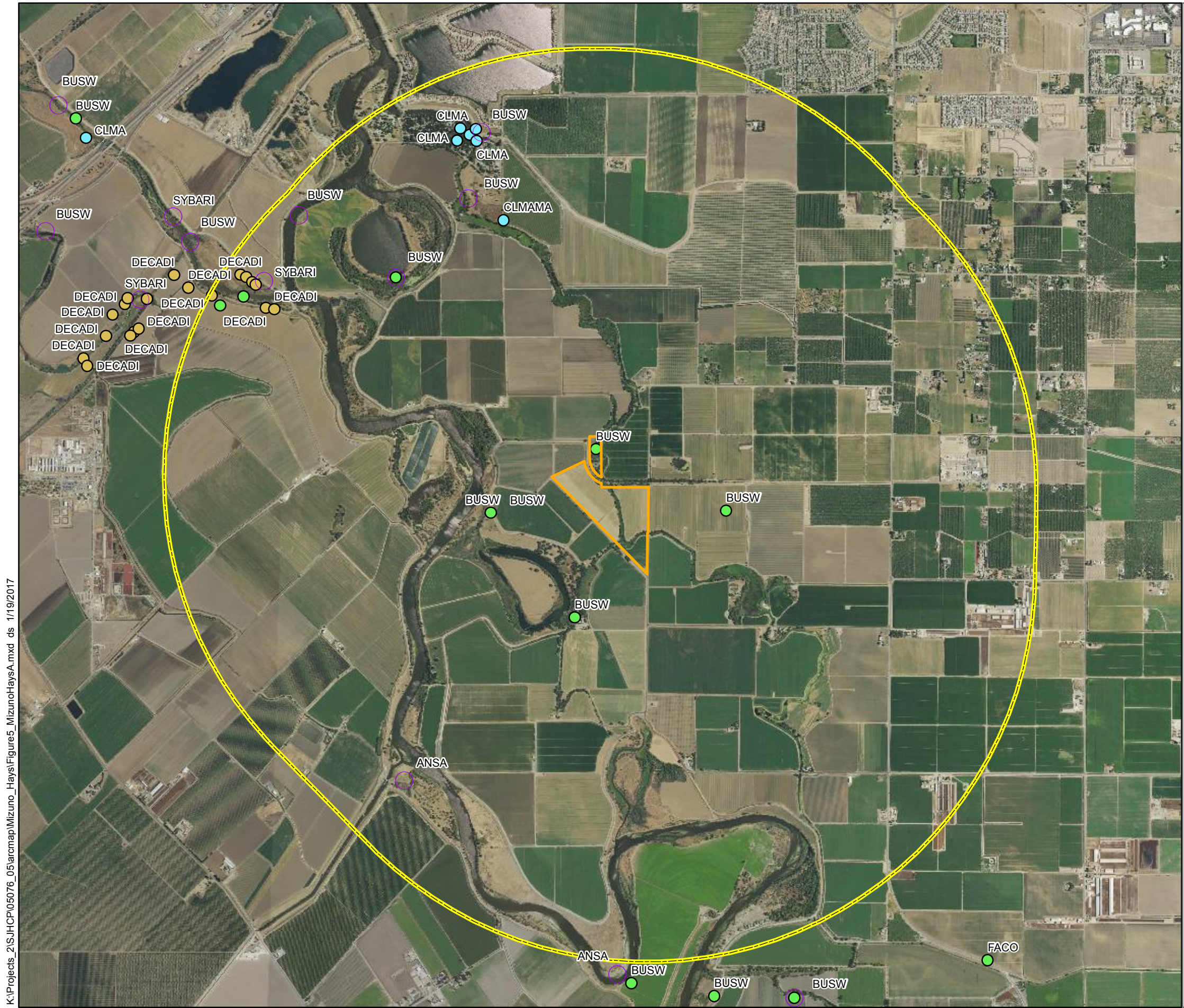


Photo 2. Riparian and Wetland Habitats on the Mizuno Hays Road Property

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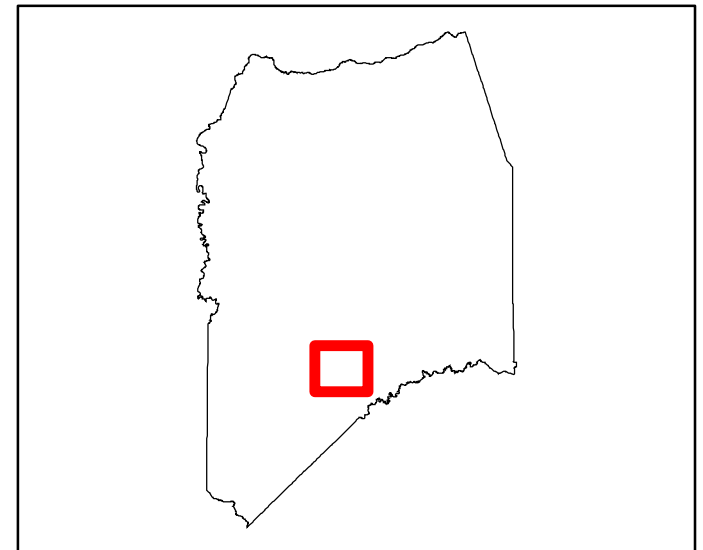
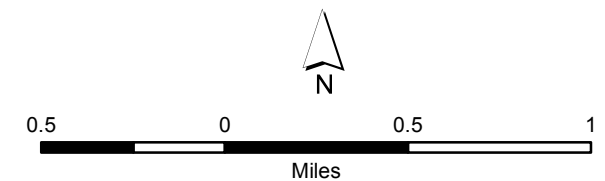
Figure 4
Habitats Present on the Mizuno Hays Road Property



- Mizuno Hayes Road Preserve
 - Mizuno Hayes Road Preserve 2-Mile Buffer
 - California Natural Diversity Database Species Records
- San Joaquin HCP Terrestrial Species Records**
- Plants
 - Birds
 - Inverts
 - Herps
 - Mammals

Species within 2 Mile Radius of Mizuno Hayes Road Preserve

Code	Species Name
AGTR	tricolored blackbird
ANSA	Sacramento anthicid beetle
BUSW	Swainson's hawk
CLMA	Western pond turtle
DECADI	Valley elderberry longhorn beetle
FACO	Merlin
HILA	California hibiscus/rose mallow
SYBARI	riparian brush rabbit
THGI	Giant garter snake



USDA Online Aerials Date: NAIP, 2016 CNDDDB Date: January, 2017

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Figure 5
Documented Occurrences of SJMSCP-Covered Species
within 2 Miles of Mizuno Hayes Road Preserve