



SAN JOAQUIN COUNCIL OF GOVERNMENTS

INTERAGENCY TRANSIT COMMITTEE
Via Zoom

Tuesday, March 7, 2023
1:30 PM

<https://sjcog.zoom.us/j/81520849162?pwd=MkJjOXVXRUxxNUFVU0dxck5EalVkUT09>

Teleconference Number: 1-669-900-6833
Meeting ID: 815 2084 9162
Passcode: 422795

Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID above.

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A G E N D A

1. Call to Order
2. Public Comment
3. Low Carbon Transit Operations Program FY 22-23 Distribution Methodology (Ryan Niblock)
4. Other Matters of Business
5. Meeting Adjourned to Tuesday, April 7, 2023, at 1:30 p.m.

DISCUSSION

AGENDA ITEM **3**



March 2023
Interagency Transit Committee

STAFF REPORT

SUBJECT: Low Carbon Transit Operations Program
FY 22-23 Distribution Methodology

RECOMMENDED ACTION: Discuss the Funding Distribution
Methodology for Low Carbon Transit
Operations Program Funding for Fiscal
Year 2022-23

SUMMARY:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs funded by the State of California budget through Senate Bill 852 and Senate Bill 862, which have the goals of reducing greenhouse gas emissions and achieving other benefits. Although the allocation by the state to the San Joaquin County region via the California Public Utilities Code 99313 distribution formula for Fiscal Year 2022-2023 has yet to be released, SJCOG staff are reaching out to the Interagency Transit Committee (ITC) to determine the best method to allocate the funds among the recipients.

SJCOG member agencies are also eligible for LCTOP funds via PUC 99314 apportioned directly by the State Controller's Office.

BACKGROUND:

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 with Senate Bill 862. In 2015, SB 862 established LCTOP as a noncompetitive, formula-based program funded by 5% of proceeds generated from cap-and-trade auctions. LCTOP funds are distributed based on the State Transit Assistance funds formula where 50% of the funds are designated to regional entities and the other 50% for transit operators. LCTOP was created to provide operating and capital assistance to transit agencies with the goals of reducing greenhouse gas emissions and improving mobility, with an emphasis on serving disadvantaged communities. For agencies whose service area includes disadvantaged communities, at least 50% of the total funding received shall be expended on projects that provide a direct, meaningful and assured benefit to those communities.

Eligible uses of 99313 funds include:

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
2. Operational expenditures that increase transit mode share.
3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Caltrans, in coordination with the California Air Resources Board, determine the eligibility of a 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.

99313 LCTOP Distribution Options

LCTOP funds can be distributed in a variety of ways. SJCOG Staff are seeking ITC's input on this fiscal year's distribution approach. For the disbursement of the previous year (FY 21-22), the SJCOG Board approved the ITC's recommendation to split funding between agencies based on ridership numbers from FY 18-19 (Pre-COVID-19). Table 1 utilizes the same ridership percentages as FY 18-19. Table 2 reflects ridership totals from the transit agencies for FY 21-22. Table 3 shows what distribution could look like if it followed the State of Good Repair apportionment methodology, which is based on population.

Table 1: FY 18-19 Ridership

Claimant	Total Ridership (FY 18-19)	Ridership Percentage (FY 18-19)
SJRTD	3,664,728	72.59%
Lodi	284,269	5.63%
Manteca	63,066	1.25%
Tracy	169,475	3.36%
Ripon	1,120	0.02%
Escalon	2,315	0.05%
SJRRC*	863,260	17.10%
TOTAL	5,048,233	100%

Table 2: FY 21-22 Ridership

Claimant	Total Ridership (FY 21-22)	Ridership Percentage (FY 21-22)
SJRTD	1,832,364	74.30%
Lodi	164,899	6.69%
Manteca	39,484	1.60%
Tracy	92,812	3.76%
Ripon	250	0.01%
Escalon	1,500	0.06%
SJRRC*	334,726	13.57%
TOTAL	2,466,035	100%

Table 3: FY 22-23 State of Good Repair

Claimant	Population	Percentage Share
RTD	474,730	56.3%
SJRRC	n/a*	11.5%
Lodi	67,930	8.1%
Manteca	84,800	10.0%
Tracy	95,931	11.4%
Escalon	7,478	0.9%
Ripon	15,930	1.9%
TOTAL	746,799	100.0%

99314 Funding Through State Controller

In addition to 99313, claimants are also eligible to receive LCTOP funds via PUC 99314. These funds are apportioned directly by the State Controller's Office to the claimants. SJCOG does not have control over these funds.

RECOMMENDATION:

This item is for discussion only.

Prepared by: Joel Campos, Associate Regional Planner