

TRANSPORTATION DEVELOPMENT ACT
ADMINISTRATIVE PROCEDURES



6th Amendment
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Introduction

The San Joaquin Council of Governments (SJCOG), as the state-designated Regional Transportation Planning Agency in San Joaquin County, is the administrator of Transportation Development Act (TDA) funds. These funds are administered in accordance with the State's Transportation Development Act Statutes and Administrative Code, supplemented by the SJCOG's own rules and policies.

TDA administration includes:

- SJCOG Board adopting annual TDA apportionments,
- Implementing alternative performance criteria for contracted transit systems, such as cost per revenue hour, passenger per revenue hour, and subsidy per passenger,
- Approving all TDA claims,
- Adopting findings of unmet transit needs, which affect the ways in which TDA funds can be spent.

Annual Financial audits of the TDA claimants are conducted by SJCOG selected auditors, as well as Triennial Performance Audits (TPA). The TPA evaluates transit operators regarding performance measures and standards.

In addition to the above, numerous provisions have been developed by SJCOG staff to administer the TDA.

The purpose of this document is two-fold:

1. To inform and guide the TDA claimants of the policies and procedures adopted by the SJCOG Board
2. To serve as a procedural guide for SJCOG staff.

The first portion of the document will cover the procedures for administering the TDA funds. The second portion will cover the procedures for the unmet needs process.

TDA FUND ADMINISTRATION

Overview

TDA funds are of two types: Local Transportation Fund (LTF) and State Transit Assistance Funds (STA or STAF). LTF is ¼ of one cent from the statewide sales tax and is allocated through the California Department of Tax and Fee Administration (CDTFA). LTF generated in the county is returned to the county through the RTPA. The STA funds are derived from the diesel fuel tax, allocated by the State Controller's Office, and deposited in the California State Public Transportation Account. These funds are returned to each county to be used for public transit and bicycle/pedestrian purposes.

In counties where the population is 500,000 or more in the most recent decennial census, the apportionment to the areas within the urbanized areas of the county, shall be available solely for claims for Article 4 (commencing with Section 99260) and Article 4.5 (commencing with Section 99275) purposes. In a county subject to this section, the apportionment for areas outside of the urbanized area of the county may be used for claims for Article 4 (commencing with Section 99260), Article 4.5 (commencing with Section 99275), and Article 8 (commencing with Section 99400) purposes, providing that allocations under Article 8 (commencing with Section 99400) shall be subject to the unmet needs process as prescribed by Section 99401.5 .

In September of 2019, the SJCOG Board adopted a policy to begin phasing out the use of claims LTF for streets and roads purposes. The phase out for the jurisdictions began in FY21-22 following the steps below:

Over four years, reduce the eligibility of cities with a population of 50,000 or greater to claim LTF for road and street purposes. The policy limit would be no more than 75% for roads and streets the first year (2021-22), 50% the second, 25% the third and 0% the fourth.

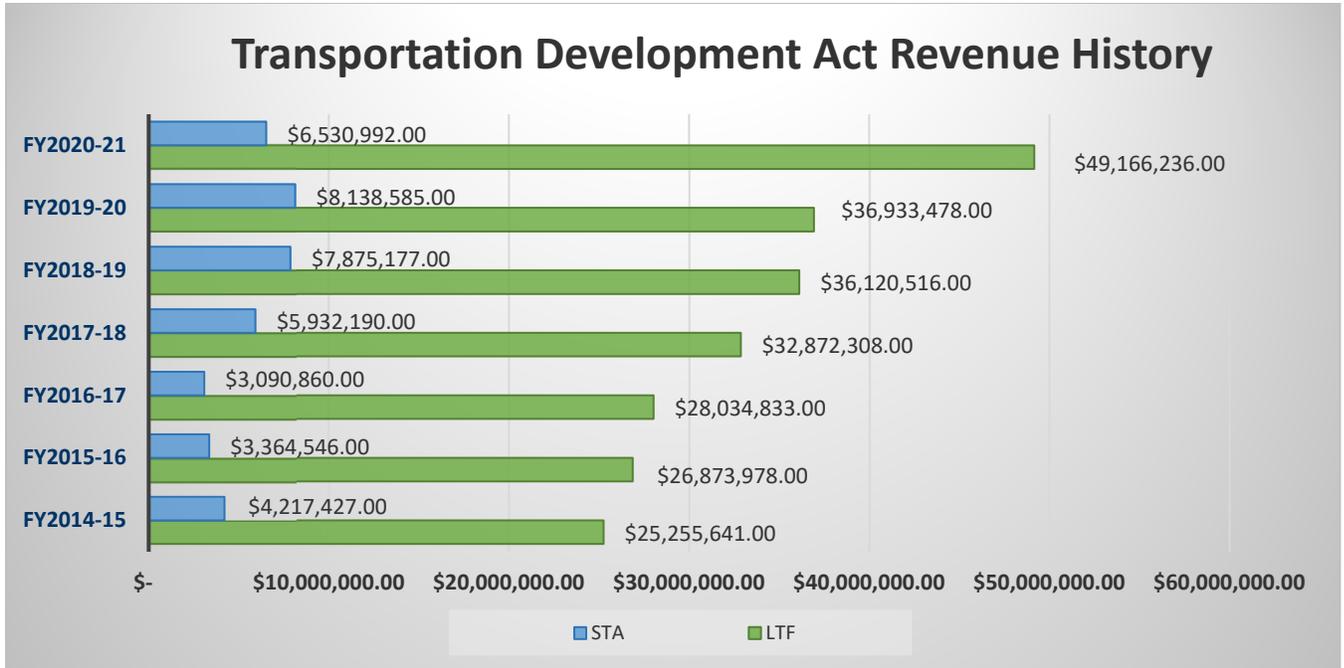
- For cities under 50,000 populations but 25,000 or greater, the first and second year limits would be 75% and 50% respectively, but they would still be eligible to claim up to 50% for roads and streets in the third year and into the future.
- For cities of under 25,000, the first-year limit would be 75%, would not change in succeeding years

TDA administration is an ongoing process that begins with the preparation and adoption of LTF and STA apportionments (official revenue estimates), in January or February before the start of each fiscal year. Unmet transit needs findings are then approved, and the first TDA claims are received and reviewed. Claims continue to be submitted throughout the fiscal year, while revenue receipts and payments go on throughout the year. Typically, the annual process ends 18-19 months after it begins, with the final STA revenue receipts payment (July or August, after the fiscal year has ended). By that time, a new annual process is well underway. A chronological summary of the annual TDA process is included in the Appendix as Exhibit 1.

LTF and STA funds may be used for TDA administration and transportation planning purposes.

The LTF is funded from ¼ cents of the state sales tax. LTF is, historically the larger of the two TDA funds. LTF and STA revenues received during each of the last seven fiscal years are shown in the chart below:

Table 1:



State Transit Assistance funds are generated by sales tax on diesel fuel and deposited in the state Public Transportation Account. The amount of money available for transit agencies varies from year to year based on the fluctuation of diesel prices, consumption of diesel fuel and, as a line item in the state budget, the legislative process. The state programs the STA into two components, each with 50% of the total STA:

Public Utilities Code (PUC) Section 99313 and PUC 99314.

-PUC 99313 is an area apportionment made according to the proportion of each county's populations compared to the total population of the state.

-PUC 99314 is a special transit apportionment reserved just for operators of public transit systems. PUC 99314 funds are allocated by the State Controller's Office for distribution to each public transit operator through the RTPA according to their proportion of fare revenues compared to the total amount of fare revenues statewide generated in the previous fiscal year.

Role of the County Auditor-Controller

TDA funds are accounted for by the San Joaquin County Auditor-Controller. Revenues from the state arrive and are deposited by the Auditor-Controller in the San Joaquin County Treasury to the Special Transportation Trust account#56183 for LTF or to the STA Trust account #56400. LTF revenues are received monthly, STA revenues quarterly. SJCOG is notified through treasury deposit receipts when revenues are received.

To cover the costs of the County Auditor Controller a fee of \$2,000 comes off the top of the LTF apportionments each year and \$1,000 comes off the top of the STA.

SJCOG is responsible for preparing payment requests based on claims that have been approved. The Auditor-Controller makes TDA payments to various claimants, according to those instructions.

Interest accumulates to each individual account on a quarterly basis. Generally, interest revenue for each quarter arrives about seven weeks after the end of that quarter.

The Auditor-Controller is also responsible for furnishing monthly financial reports for each fund to the SJCOG. These reports identify beginning and ending fund balances, revenue received, payments made, and interest earned. These monthly reports are reconciled with SJCOG's records, to identify and remedy any discrepancies. Sample monthly reports for LTF and STA for the month ending July 2022 are included in the Appendix as Exhibit 2-A and 2-B.

A final responsibility of the County Auditor-Controller is to furnish SJCOG with an estimate of anticipated LTF revenue for each fiscal year prior to the start of that fiscal year. In practice, SJCOG staff works closely with the Auditor-Controller to develop this annual estimate. For this purpose, SJCOG staff maintains an "LTF history" file of actual revenues received over the entire history of the LTF. Projections are developed from this information using economic and trend analysis techniques.

Pursuant to statute, STA revenue estimates are furnished directly to SJCOG by the State Controller's Office. The State Controller's Office provides a preliminary estimate in February and a final estimate in August.

Apportionment, Allocation, and Payments

As noted, the County Auditor-Controller maintains the individual LTF and STA accounts. SJCOG is responsible for all actions and record keeping pertaining to the individual accounts, for example, proper crediting of revenue received, and proper debiting of payments made.

SJCOG staff credits each individual TDA account with revenue according to that account's apportionment. Prior to the start of each fiscal year, the first TDA action of the SJCOG Board is to adopt LTF and, possibly, STA apportionments. These apportionments achieve two purposes:

1. Identify and adopt an official dollar estimate for total LTF and total STA to be received in the upcoming fiscal year.
2. Apportion the adopted funding estimates among all eligible jurisdictions. This is referred to as each “jurisdiction’s apportionment” of LTF and STA.

Prior to step two, TDA statutes dictate certain LTF monies are deducted by the SJCOG Board “off the top” for TDA Administration, the County Auditor-Controller, SJCOG planning, bicycle and pedestrian purposes, rail passenger service (San Joaquin Regional Rail Commission, finally, the Consolidated Transportation Service Agency. The remainder of the LTF after the off-the-top allocations is then apportioned by population to the county’s claimants for eligible transportation purposes.

The 2% apportionment for bike/ped funds is required by Section 99233.3 of the Public Utilities Code. Using its discretion under that section, the SJCOG Board has adopted a policy that the bike/ped money will be apportioned to member cities by population and, further, may be used for transit or roads and street if the local city council or other governing body passes a resolution stating that there are no bicycle or pedestrian needs.

The amount for SJCOG transportation planning is set by the SJCOG Board. PUC Section 99233.2 allows statutorily created COG’s to use up to 3% for this purpose, however, no specific limit is placed on transportation planning agencies such as SJCOG, that were not created by statute.

The apportionment of LTF by population is mandated in the TDA. No such mandate exists for STA section 99313. The SJCOG Board policy is to allocate 2% of the STA 99313 estimate to SJCOG for transit planning. The special transit (PUC 99314) STA funds are not apportioned by population but are allocated by the State Controller’s Office according to their proportionate share of transit revenues compared to the total amount of transit revenues statewide generated in the previous fiscal year.

- As previously approved by the board, the Section 99313 funds are to be allocated using a formula for distribution that allocates the funds to the San Joaquin Transit District and the San Joaquin Regional Rail Commission based on their relative ridership as reported in the last Triennial Performance Audit (TPA).

To determine population, the most recent January State Department of Finance data is used. SJRTD’s enabling legislation identifies its service area as the city of Stockton and all of the unincorporated area of the county. This includes the unincorporated areas of Stockton. Since Stockton lies wholly within the SJRTD boundary, Stockton gets no general population apportionment. However, Stockton does receive an LTF bicycle/pedestrian apportionment based on the city’s proportion of population compared to the total county population. Similarly, San Joaquin County receives an LTF bicycle/pedestrian apportionment based on the county’s proportion of unincorporated population compared to the total county population.

Following completion of the apportionment process, SJCOG notifies each jurisdiction of their available TDA funding, including both new apportionments and estimated remaining previous fiscal year-end unclaimed balances. All claimants may then file TDA claims based on their available LTF and STA funding.

After SJCOG staff determines that a particular TDA claim is in order (see Claims section), the claimant can take the claim to its council or board for approval. Once approved by their policy body, SJCOG can put the claim on its agenda for board approval. Routine claims can be approved by the executive director with a subsequent endorsement by the board.

When a claim is approved, it is approved for the specific LTF or STA allocations identified in the claim for specific eligible purposes. This is the allocation process.

Payment of TDA funds follows apportionment and allocation. Generally, SJCOG staff issues quarterly and sometimes monthly (depending on available funds and claimant needs) “allocation instructions” to the County Auditor-Controller to make LTF and STA payments.

These instructions are numbered for easy tracking. They specify:

- The quarter.
- The fund (LTF or STA).
- The amount and purpose of each current payment.
- Amounts to be paid, paid to date, and remaining balance for each claimant’s cumulative payments by recipient and purpose.

An LTF and STA flowchart along with sample allocation instructions for the FY 2022-23 are included in the appendix as Exhibit 3-A, 3-B and 3-C

Claims

TDA claims are filed on forms created and provided by SJCOG. The blank forms are mailed out with the fund estimates. An email with an electronic template of the claim forms is also sent out to the claimants. The forms may change from year-to-year dependent on the TDA law and SJCOG policy.

SJCOG staff reviews each TDA claim for accuracy, completeness, and adherence to all relevant TDA statutes, regulations, and local policies. If modifications, additions, or clarifications are necessary, the claimant is requested to supply the necessary information. An incomplete, inaccurate, or misleading claim may be delayed, reduced, or denied.

Claimants who contract for transit services are subject to alternative performance criteria set by the SJCOG Board as allowed by Section 99405 of the TDA. The alternative performance criteria have two sections: 1. A ten percent match of TDA funds from any other source must be maintained. 2. The transit system must equal or surpass two of the three alternative performance objectives; cost per revenue hour, passenger per revenue hour, and subsidy per passenger contained in their claim.

Failure to attain the first part of the criteria results in a loss of ability to claim funds until the difference between the actual match and the ten percent requirement is returned to SJCOG for deposit into the TDA account of the claimant. Failure to attain the second portion of the criteria for the first-year results in a notification that the criteria has not been met. Failure to attain two of three alternative performance objectives for two consecutive years results in the freezing of the allocation to the most recent year of compliance.

The alternative performance criteria provide a grace year for claimants who fail to meet the 10% match requirement, and also include provisions for exemptions from meeting the stated operating cost per passenger standard. The exemptions only apply to new services or extensions to service as defined by TDA statute. These exemptions and grace year are consistent with performance criteria outlined in the TDA statute as they apply to transit operators.

SJCOG staff annually calculates what it considers to be reasonable cost per revenue hour, passenger per revenue hour, and subsidy per passenger objectives for each claimant. These standards have been continuously updated every two years based on comparable systems around the state.

If a claimant chooses a cost per revenue hour, passenger per revenue hour, and/or subsidy per passenger figure that is higher than the appropriate standard, the claimant must convince SJCOG that the choice is a reasonable one.

Every two years, the board adopts passenger per revenue hour, and subsidy per passenger objectives as a group, generally in November.

Amended claims can be accepted any time during the fiscal year and up to several months after the close of the fiscal year. Once the claims are approved, two signed originals must be filled out and submitted to the SJCOG, along with the signed assurances pages. One original is sent to the applicant after the claim is approved and the SJCOG retains one original. A signed resolution of the agency's governing board must accompany the claim. The resolution must contain a request for the entire amount of the claim – including any unexpended carryover. Unexpended carryover is funds which were paid to the claimant in a previous year but not spent.

When the SJCOG Board approves a claim, the SJCOG Executive Director signs that claim and returns one signed original to the claimant. The SJCOG Board has given the executive director the authority to approve all non-controversial claims. However, it is policy to request Board endorsement of the director's actions.

Accompanying the claim is a standardized cover letter and a copy of the SJCOG Board resolution of approval. A different cover letter and a second copy of the resolution are sent to the County Auditor-Controller. Appropriate copies are made and retained by SJCOG staff for in-house records. For the benefit of future SJCOG staffers, this "paper trail" is itemized in the Appendix as Exhibit 4.

Maintaining the Local Transportation Fund

As required by the TDA statutes, the San Joaquin County Auditor/ Controller maintains LTF and STA fund balances for all claimants. This allows for a timelier and more accurate tracking of individual claimants’ revenues, expenditures, and account balances. These balances are reconciled to SJCOG records on a monthly basis.

The LTF balance file for each fiscal year begins with the previous year’s ending balances. There is a total of 13 separate LTF accounts. These are illustrated by Table 2 below, along with the types of LTF revenue (general, ped/bike, administrative, and interest) that accrue to each account.

TABLE 2. LTF Accounts and types of Revenue

Accounts	Admin.	Ped/Bike	General	Interest
SJRTD			X	X
San Joaquin County		X		X
S. J. Regional Rail Comm.			X	X
Stockton		X		X
Lodi		X	X	X
Manteca		X	X	X
Tracy		X	X	X
Ripon		X	X	X
Lathrop		X	X	X
Escalon		X	X	X
SJCOG (Transp. Planning)			X	
SJCOG (TDA Admin.)	X			
Co. Auditor-Controller	X			

An explanation of Table 2 follows below:

Administrative: The indicated two accounts do not earn interest. The fixed sums approved by the SJCOG Board are credited in September and paid in September with the first annual LTF payment.

Ped/Bike: The indicated accounts receive LTF bicycle/pedestrian money. The total bike/ped money is 2%_based on the initially adopted LTF total apportionment. The 2% will fluctuate based on final year end revenues if a revised revenue estimate is adopted by the Board. The bicycle/pedestrian money is apportioned to the eligible claimants based on population. They are credited in September and paid in September with the first annual LTF payment.

General: The indicated accounts are credited with revenue based on a percentage of the total revenue that is received. “Total revenue” is defined as the actual total revenue received less interest and amounts deducted for bicycle/pedestrian and administrative expenses. Because these accounts are dependent on actual revenue received, they will receive more or less money than the initially adopted apportionment, depending on how actual revenues compare to the adopted apportionment. SJCOG’s percentage is set by the board and is a percentage of the initially adopted total LTF apportionment (initially the same as the ped/bike money discussed above). SJCOG’s actual received can be adjusted by the fiscal year end true-up. The percentages for all other general accounts are based on population.

Interest: The indicated accounts earn interest. Interest is applied quarterly to the funds by the County Auditor. Interest is typically applied in the month following the end of each quarter.

LTF revenue is received every month. Upon receipt, it is credited to the various accounts by formulas that achieve the following:

1. The bicycle/pedestrian money, along with the funds for the administrative accounts, is deducted from the first revenue check received in September. These funds are credited to the appropriate accounts, with the bicycle/pedestrian funds being credited according to the adopted apportionments.
2. The remainder of the first month’s LTF revenue, and all subsequent LTF funds are, credited to the general accounts according to each account’s percentage.
3. LTF and STA interest is received quarterly. The interest received by SJCOG is then re-allocated to each entity based on an average of the balances at the end of each month for the quarter for which interest is earned LTF/STA interest payments are made in October, January, April, and June.

All payments to claimants are contingent upon:

1. The funds having been previously apportioned.
2. The funds having been previously allocated (approved TDA claim).
3. No outstanding TDA audit problems or issues.
4. Availability of funds.

Usually, payments are not made in equal installments. Instead, SJCOG staff tries to pay approved TDA claims as quickly as possible, subject to funding availability. Many times, the final August LTF payment will be made only to a few entities, the others having been previously paid earlier in the year following approved claim. LTF (and STA) payments require adequate documentation consisting of cover letters, copies, and various tables and forms. This is itemized in the Appendix as Exhibit 5

Maintaining the State Transit Assistance Fund

The STA accounts are similar to the LTF accounts discussed. Accounts are kept for the following STA eligible entities:

SJRTD, Lodi, Ripon, Manteca, Escalon, Tracy, SJRRC, and SJCOG. Lathrop does not have a transit system.

There is no bicycle/pedestrian money for STA. However, there is the special transit apportionment money (PUC 99314) described earlier. These funds are credited to the appropriate accounts after revenue checks are received from the State. If necessary, an adjustment is made at year's end, to reconcile the STA apportionments with actual revenue received.

Area apportionment STA revenue (PUC 99313) is credited to the San Joaquin Regional Transit District and San Joaquin Regional Rail Commission to fund the services provided under the Regional Transit system Plan.

STA payments are subject to the same contingencies as LTF payments, including funding availability. Adherence to a regular STA payment schedule has become impossible because STA revenue receipts are irregular. Typically, a payment follows close behind receipt of revenue.

End of Fiscal Year TDA Activities

Because LTF revenues are accounted for on an accrual basis and June's revenue is not received until August, the final LTF payment is issued in August. LTF receipts in excess of the adopted apportionment schedule are automatically carried over to the next fiscal year and classified as previous year's unclaimed apportionments.

The final reconciliation of revenues is done at this time which re-allocates funds based on actual revenues received. The GASB 31 adjustment is done at this time as well. Final apportionments are also approved by the board in September following the final revenues received in August..

Regular TDA files are maintained for each claimant for each fiscal year. These contain the approved TDA claim, and copies of all staff reports and correspondence pertaining specifically to that TDA claimant. LTF and STA files are also maintained for each fiscal year. These contain the adopted apportionments, allocation instructions, treasury deposit receipts, quarterly reports and copies of all correspondence and staff reports dealing with the LTF or STA funds as a whole. Other regular files that are maintained include blank TDA forms, annual reports to the State Controller's Office, unmet transit needs findings, and changes in TDA laws and regulations.

The LTF and STA balance sheets are maintained on both a cash basis and an accrual basis. For audit and financial reporting purposes, the accrual method of accounting is used to reconcile revenues and payments to the appropriate fiscal year.

To lessen the possibility of error, STA revenue received, and payments made following the end of the fiscal year are documented in the appropriate files of both fiscal years. Exception: year ending balances are never adjusted after the fact.

THE UNMET NEEDS PROCESS

Overview

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, the transportation planning agency shall annually do all of the following:

- (a) Consult with the social services transportation advisory council established pursuant to Section 99238 .
- (b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 - (1) An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code , the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.
 - (2) An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code , in meeting the transit demand identified pursuant to paragraph (1).
 - (3) An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
 - (4) An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400 . This analysis is only required, however, upon receipt by the transportation planning agency of a request of an interested party identifying a potential need.

- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.
- (d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- (e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- (f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

Local Definitions

The SJCOG Board has the authority and responsibility to define “unmet needs” and “reasonable to meet”. The definitions that the Board has adopted (2022) are:

“UNMET TRANSIT NEEDS are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.”

An unmet transit need that meets the definition above and meets all of the following SJCOG Board-established criteria shall be considered reasonable to meet:

1. Community Acceptance - There should be a demonstrated interest of citizens in the new or additional transit service (i.e., multiple comments, petitions, etc.)
2. Equity - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.
3. Potential Ridership - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).
4. Cost Effectiveness - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable Transit Systems Performance Objectives or state farebox ratio requirement after exemption period, if the service is eligible for the exemption. The Transit Systems Performance Objectives are defined as 1) operating cost per revenue hour, 2) passengers per revenue hour, and 3) subsidy per passenger. If the exemption is not used, the service must meet minimum applicable Transit Systems Performance Objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.
5. Operational Feasibility - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
6. Funding - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

Chronology: Unmet Transit Needs Process

1. August – September The SJCOG sends notices to the various agencies that the process should be initiated.
2. October – December SJCOG as the RTPA must hold at least one public hearing to receive comments regarding Unmet Transit Needs. (ten-day advance notice published in a general circulation paper or posting of a notice throughout the area) public hearing at a place that is convenient and accessible to the elderly, transit dependent and the physically challenged. A hearing may be administratively conducted if there is a second subsequent hearing (also noticed) before the governing board of the jurisdiction. SJCOG must supply Caltrans with proof of the public hearing and notice.

3. December – January Using the public comments gathered any hearings, written submittals, demographic information, available origin destination or trip type information and data supplied by the transit providers, SJCOG staff constructs a draft document that assesses the location of transit dependent individuals, analyzes the adequacy of existing services to supply transit to the identified areas and groups and determines the transit needs of each jurisdiction.

4. February - March The Social Services Transportation Advisory Council (SSTAC) serves as the statutorily created Council for the San Joaquin Council of Governments that, reviews the draft document and recommends to the SJCOG Board of any unmet transit needs, and if they meet the criteria of what it means to be ‘reasonable to meet’.

The SSTAC holds a public hearing on unmet transit needs throughout San Joaquin County. This hearing must be noticed at least thirty days in advance. The Board examines the recommendations in the document, the suggested finding submitted by the SSTAC and statements made by individuals in attendance and makes one of three possible findings, in the same manner as the SSTAC, for each jurisdiction.

5. April – May The SJCOG Board votes on the SSTAC’s findings, the UTN Assessment Report, and on a Resolution to be sent to Caltrans.

6. June- July Two copies of the completed Unmet Transit Needs Assessment Report are sent to the California Department of Transportation, Division of Mass Transit, State Assistance Branch, and to the Office of the State Controller, Division of Local Government Fiscal Affairs. A single copy is directed to the Director of Public Transit at the Caltrans District 10 office. The document must include a copy of the hearing notice and proof of publication, a copy of the minutes or resolution defining “unmet needs” and “reasonable to meet” and a copy of the resolution stating the unmet needs findings for the upcoming fiscal year.

EXHIBIT 1: TDA PROCEDURES – CHRONOLOGY OF ANNUAL EVENTS

Month

Activity

Note:

LTF Revenue is collected by the CDTFA between September to August for the fiscal year

STA Revenue is received from the State Controller's Office Between September/October through October/November of The fiscal year

January – February

SJCOG Board adopts initial LTF and STA apportionments before start of upcoming fiscal year.

March – April

SJCOG Board adopts unmet transit needs findings.

May-June

SJCOG staff distributes TDA Claim forms and notifies all TDA claimants of funding availability, including estimated previous year's unclaimed balance.

July 1

Start fiscal year

July-August

Current Fiscal-year TDA claims begin coming in. Claims continue arriving into the fiscal year through August which is the final revenue month of the fiscal year
Revised claims may be filed up to sixteen months after the end of the fiscal year, except that an operating cost per passenger objective, once set, may not be changed barring extraordinary circumstances.

August

Final LTF Revenue for previous fiscal year is received and final LTF payments are made
To claimants

September

Final LTF Revenue and apportionment tables are taken to Board

September-November	Final STA Revenue is received, and final STA payments are made To claimants Depending on when final STA is received, final apportionment Tables are taken to the Board
Continuous monthly	LTF revenue is received by SJCOG staff and credited to the proper accounts.
Continuous quarterly	STA revenue, if received, is credited to the proper accounts by SJCOG staff.
Continuous quarterly	After the 15 th of August, November, February, and May; LTF and STA interest is accrued and credited to the proper accounts. The Auditor-Controller credits the funds on a quarterly basis.
June 30	End fiscal year. Revenues and payments received/paid after this time will be accrued on COG's books.

County of San Joaquin			Report:	13-D3							2022-07-356172		
Fund Report - Year to Date (County Fiscal Year)											56172		
As of July 31, 2022											LTF SJ REGIONAL TRANSIT (COG)		
56172-LTF SJ REGIONAL TRANSIT (COG)			Activities for :										
			Current Month	Year to Date									
				As of July 31, 2022									
Receivables													
Inventories													
Pre-paid Expenses													
Cash	1111000000	CASH IN BANK-TREASURY											
Cash	1111010000	OUTSTANDING WARRANTS											
		Auditor's Cash											
Balance Sheet													
		Cash-Treasurer											
		Outstanding Checks											
		Net Cash-Auditor's											
		Receivables											
		Inventories											
		Pre-paid expenses											
		Total assets											
		Voucher/Ap Payables											
		Fund Equity (Fund Balance)											
		Total liabilities and fund equity											

County of San Joaquin			Report:	13-D3							2022-07-356402		
Fund Report - Year to Date (County Fiscal Year)											56402		
As of July 31, 2022											STAF SJ REGIONAL TRANSIT D (CO		
56402-STAF SJ REGIONAL TRANSIT D (CO			Activities for :										
			Current Month	Year to Date									
				As of July 31, 2022									
Receivables													
Inventories													
Pre-paid Expenses													
Cash	1111000000	CASH IN BANK-TREASURY											
Cash	1111010000	OUTSTANDING WARRANTS											
		Auditor's Cash											
Balance Sheet													
		Cash-Treasurer											
		Outstanding Checks											
		Net Cash-Auditor's											
		Receivables											
		Inventories											
		Pre-paid expenses											
		Total assets											
		Voucher/Ap Payables											
		Fund Equity (Fund Balance)											
		Total liabilities and fund equity											

TABLE 1		
LOCAL TRANSPORTATION FUND REVENUE ESTIMATE AND APPORTIONMENT FISCAL YEAR: 2022-23		
		21-22 Estimate
ESTIMATED REVENUE FY 2022-23	\$ 58,485,000	\$ 40,310,000
RECOMMENDATIONS		
I. LESS ADMINISTRATIVE ALLOCATIONS		
COUNTY AUDITOR*	2,000	2,000
COG TDA ADMINISTRATION*	290,000	340,000
A. COG TRANSPORTATION PLANNING 2.9% PLANNING APPORTIONMENT**	1,696,065	1,168,990
	56,496,935	38,799,010
B. COUNTY AND CITIES 2% BICYCLE/PEDESTRIAN** APPORTIONMENT	1,129,939	775,980
C. SAN JOAQUIN REGIONAL RAIL COMMISSION **	11.50% 6,367,205	4,372,648
	48,999,792	33,650,382
D. ARTICLE 4.5 -Consolidated Transportation Service Agency 2% APPORTIONMENT	979,996	673,008
II. BALANCE AVAILABLE FOR 2022-23 BY AREA APPORTIONMENT ARTICLE 4 AND ARTICLE 8 PURPOSES**	48,019,796	32,977,374
<p>*Upon adoption by the COG Board, these amounts are fixed and will be apportioned "off the top".</p> <p>**These amounts will vary with actual revenues received.</p> <p>See Table 2 for breakdown of 2% bicycle/pedestrian funds and general purpose revenues.</p>		

TABLE 2							
LOCAL TRANSPORTATION FUND AREA APPORTIONMENT							
FISCAL YEAR: 2022-23							
CLAIMANTS	POPULATION ESTIMATE*	%	BIKE/PED APPT.	ARTICLE 4 OR 8	TOTAL APPT.	Transit Set Aside	Percentage of Streets & Roads to set aside for transit (See table 3)
SAN JOAQUIN REGIONAL TRANSIT DISTRICT **	476,567	0.60823	0	29,206,965	29,206,965		
SJRTD ARTICLE 4.5					979,996		
LATHROP	28,503	0.03638	41,104	1,746,840	1,787,944	873,420	50%
LODI	68,751	0.08774	99,146	4,213,485	4,312,631	2,106,743	50%
MANTECA	87,319	0.11144	125,923	5,351,447	5,477,370	2,675,723	50%
TRACY	98,601	0.12584	142,193	6,042,877	6,185,070	3,021,439	50%
RIPON	16,292	0.02079	23,495	998,474	1,021,969	249,619	25%
ESCALON	7,501	0.00957	10,817	459,708	470,525	114,927	25%
UNINCORPORATED**	0	0.00000	224,523	0	224,523		
SAN JOAQUIN REG. RAIL COMM	0	0.00000	0	6,367,205	6,367,205		
STOCKTON	0	0.00000	462,737	0	462,737		
COUNCIL OF GOVT'S TRANSPORTATION PLANNING		1.00000					
		0.00000					
TOTAL	783,534	1.00000	1,129,939	54,387,000	56,496,935	9,041,870	
SAN JOAQUIN RTD		POP.	PCT.				
CITY OF STOCKTON		320,876	0.6733				
CO. OF SAN JOAQUIN (24%)		37,366	0.0784				
CO. OF SAN JOAQUIN - CAT (76%)		118,325	0.2483				
TOTAL		476,567	1.00				
<i>*State Department of Finance population estimates (January, 2021).</i>							
**Funds apportioned in the unincorporated area outside the Stockton Urbanized will continue to be split 76/24% per previous agreement. The 24% will be apportioned to RTD based upon a new 3-year agreement b/w SJCO & RTD							
Total Unincorporated population (used to determine bike/ped apportionment) =					155,691		

Exhibit 3-B

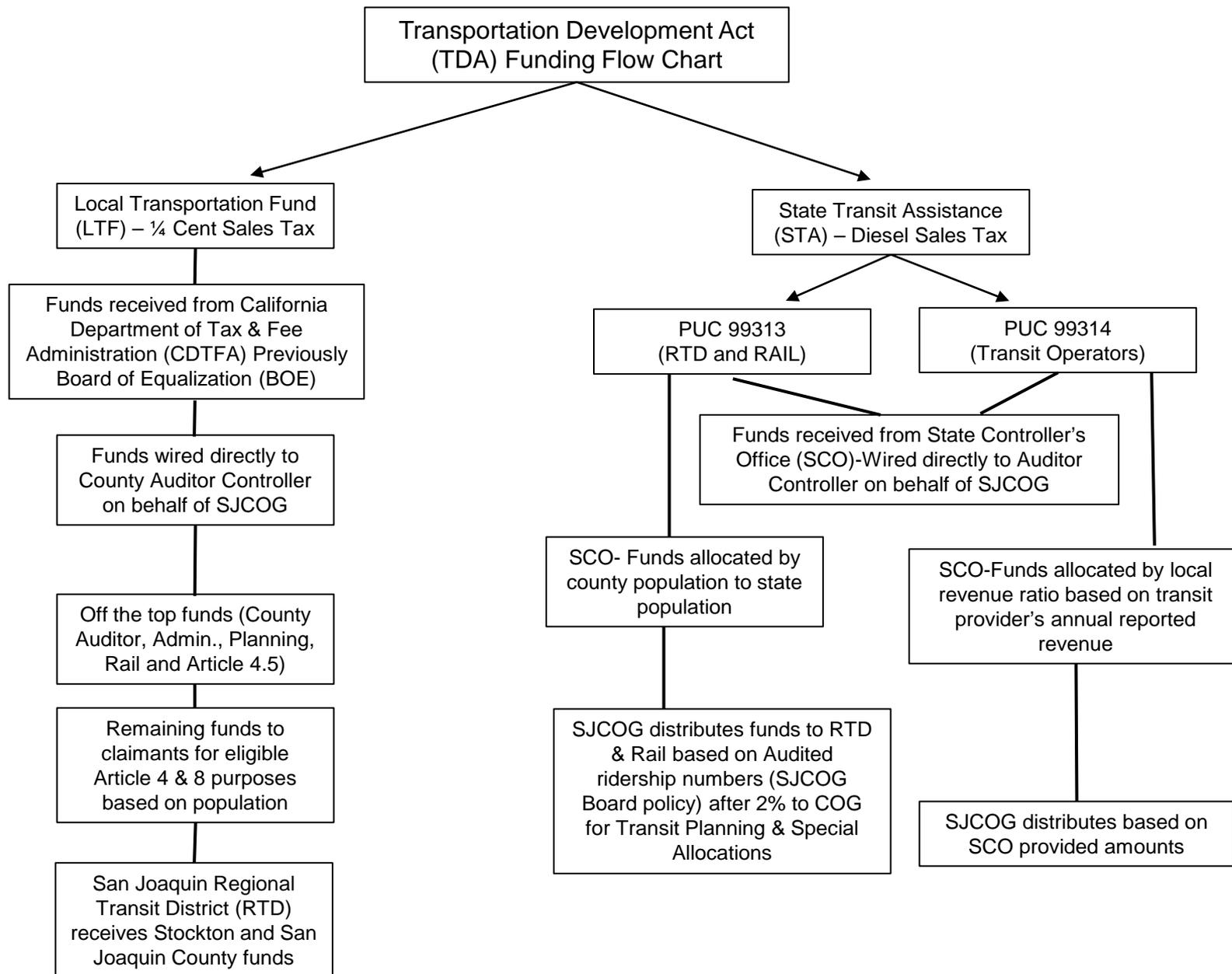
TABLE 1			
STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS			
FISCAL YEAR: 2022-2023 (08-01-22)			
<u>Revised STA Apportionment Estimate</u>			
ESTIMATED REVENUE	FY 2022-23	PTA 99313	9,595,057
		PTA 99314	2,171,881
		Total	11,766,938
RECOMMENDATIONS			
I. LESS PUC 99314 ALLOCATIONS			
		<u>PTA</u>	
	Escalon	4,369	
	Lodi	74,717	
	Manteca	6,550	
	Ripon	3,732	
	Tracy	16,368	
	San Joaquin Regional Transit District	854,765	
	San Joaquin Regional Rail Commission	1,211,380	
II. BALANCE AVAILABLE FOR APPORTIONMENT			
	BY AREA - PUC 99313		9,595,057
A. REGIONAL APPORTIONMENT			
	<i>2% COG TRANSIT PLANNING</i>	191,901	
B. SJ COUNTY AUDITOR ADMIN		1,000	
C. REGIONAL TRANSIT SYSTEM PURPOSES			9,402,156
	99313 Regional Transit Systems Apportionment		
	<i>Reserved for Weekend Bart and Mountain House Services ¹</i>		-175,000
	Remaining 99313 Regional Transit Systems Apportionment		9,227,156
Note: STA allocation estimate based on State Controller's Office apportionment letter dated August 01, 2022.			
¹ Exact expenditures to be determined			

TABLE 2
REVISED FY22-23 REVENUE APPORTIONMENTS

CLAIMANTS	Ridership FY 17/18	Ridership % FY 17/18 ¹	Transit Appt. PUC 99313	BART ² Wknd Svc	Area Appt. PUC 99314	FY19-20 Re-Calculation*	TOTAL AGENCY APPORTIONMENT
SJRTD	3,403,527	80.75%	\$ 7,450,882	\$ 175,000	854,765	512,836	8,993,483
LODI	301,666		\$ -		74,717		74,717
MANTECA	61,679		\$ -		6,550		6,550
TRACY	167,702		\$ -		16,368		16,368
RIPON	1,685	-	\$ -		3,732		3,732
ESCALON	3,262	-	\$ -		4,369		4,369
SJRRRC	811,393	19.25%	\$ 1,776,274		1,211,380	-512,836	2,474,818
RIDERSHIP	4,750,914	100.00%	9,227,156	175,000	2,171,881		11,574,037
SJCOG							191,901
TRANSIT PLANNING							1,000
SJ COUNTY AUDITOR ADMIN							
TOTAL			9,227,156	175,000	2,171,881		11,766,938

Source: ¹ Audited FY 17/18 ridership figures

² Exact expenditures to be determined





SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

June 13, 2022

Leo Zuber

CHAIR

Robert Rickman

VICE CHAIR

Diane Nguyen

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

Mr. Kevin Werner
City of Ripon
259 N. Wilma Ave.
Ripon, CA 95366

Dear Mr. Werner:

The San Joaquin Council of Governments has approved a fiscal year 2021-22 Transportation Development Act claim for the City of Ripon. The approved claim amounts and purposes are listed below:

RIPON FISCAL YEAR 2021-22 TDA CLAIM AMOUNTS AND PURPOSES		
Fund	Amount	Purpose
LTF	\$509,282	Roads and Streets: Article 8 (99400(a))
LTF	\$777,731	Roads and Streets: Article 8 (99400(a)) Unexpended Carryover
LTF	\$95,000	Roads and Streets: Article 8 (99400(a)) Previous Year's Unclaimed
LTF	\$169,761	Article 4 (99260) Operator Transit (Set Aside FY21-22)
LTF	\$15,978	Pedestrian/Bicycle: Article 3 (PUC 99234)
LTF	\$18,301	Pedestrian/Bicycle: Article 3 (PUC 99234) Unexpended Carryover
STA	\$2,604	Article 4 (99260) Operator
STA	\$1,200	Article 4 (99260) Operator Previous Year's Unclaimed
Totals	\$1,589,857 <u>(796,032)</u> <u>\$793,825</u>	Total LTF & STA Claimed Less LTF Unexpended Carryover Net TDA Funds to be Paid to City of Ripon

Copies of the SJCOG Board Resolution approving this claim and signed original of the approved claim are attached.

An LTF payment of the \$790,021 and STA payment of \$3,804 is included with this letter. Tables describing the claimed purposes for these funds are attached. This completes the claiming cycle for FY21-22.

Please give me a call if you have any questions regarding this claim approval.

Sincerely,

DocuSigned by:

Grace Orosco

6D1D3C29655A4C8

GRACE OROSCO
Manager of Finance

GO/rz



**RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

R-22-77

**RESOLUTION ALLOCATING
2021-2022 TRANSPORTATION DEVELOPMENT
ACT FUNDS TO THE CITY OF RIPON**

WHEREAS, the San Joaquin Council of Governments is the regional transportation planning agency; and

WHEREAS, under law and regulation in the Public Utilities Code, Sections 99230 and 99235, and California Administrative Code, Sections 6659, 6752 and 6753, the San Joaquin Council of Governments is authorized to accept claims against and make allocations from the San Joaquin County Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund; and

WHEREAS, the above cited laws and regulations require that certain details be specified in the adopting resolution; and,

NOW THEREFORE, BE IT RESOLVED that the City of Ripon be allocated, per their fiscal year 2021-22 TDA Claim, the indicated amounts for the indicated purposes:

RIPON FISCAL YEAR 2021-22 TDA CLAIM AMOUNTS AND PURPOSES		
Fund	Amount	Purpose
LTF	\$509,282	Roads and Streets: Article 8 (99400(a))
LTF	\$777,731	Roads and Streets: Article 8 (99400(a)) Unexpended Carryover
LTF	\$95,000	Roads and Streets: Article 8 (99400(a)) Previous Year's Unclaimed
LTF	\$169,761	Article 4 (99260) Operator Transit (Set Aside FY21-22)
LTF	\$15,978	Pedestrian/Bicycle: Article 3 (PUC 99234)
LTF	\$18,301	Pedestrian/Bicycle: Article 3 (PUC 99234) Unexpended Carryover
STA	\$2,604	Article 4 (99260) Operator
STA	\$1,200	Article 4 (99260) Operator Previous Year's Unclaimed
Totals	\$1,589,857 (796,032) <u>\$793,825</u>	Total LTF & STA Claimed Less LTF Unexpended Carryover Net TDA Funds to be Paid to City of Ripon

Page 2 of 3
Resolution No. R-22-77

BE IT FURTHER RESOLVED that these funds, less unexpended carryover will be paid to the claimant when sufficient funds become available and are deposited with the San Joaquin County Treasurer.

BE IT FURTHER RESOLVED THAT the following findings have been made by this Board in accordance with the Public Utilities Code, Division 10, Part 11, Article 8, Section 99400(c) and 99401.6 and California Code of Regulations, Title 21, Chapter 3, Subchapter 2.5, Section 6754:

1. The transportation services contracted for under Article 8 (99400 (c) of this claim responds to a transportation need not otherwise being met within the claimants' jurisdictions.
2. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
3. The claimants are making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocation from State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.
6. The San Joaquin Council of Governments has reviewed its most recent analysis of Unmet Transit Needs and determined there are no unmet needs that are reasonable to meet.

Page 3 of 3

Resolution No. R-22-77

7. Further, more than 20 days have elapsed since the Department of Transportation acknowledged receipt of San Joaquin Council of Governments most recent Unmet Transit Needs findings.
8. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet their fare revenue and match requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
9. Claimants who are transit operators have made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. Documentation of these efforts is reflected in the minutes of the annual productivity improvement committee meetings. Productivity improvements include transit system planning, marketing and public information efforts, and use of ad hoc committees composed of transit riders for direct feedback on productivity improvements.
10. Each transit operator has received certification from the Department of the California Highway Patrol, within the last thirteen months, that it is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251.
11. Each transit operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6 and 99314.7.

PASSED AND ADOPTED this 28th day of April 2022, to wit:

AYES: Councilmember Canepa, Stockton; Councilmember Kuehne, Lodi; Vice Mayor Lazard, Lathrop; Supervisor Miller, SJC; Supervisor Rickman, SJC; Councilmember Nuno, Manteca; Supervisor Winn, SJC; Mayor Young, Tracy; Councilmember Zuber

NOES:

ABSENT: Councilmember Bellinger, Escalon; Councilmember Jobrack, Stockton; Councilmember Wright, Stockton

DocuSigned by:



C18474F2B03B405...

LEO M. ZUBER
Chair



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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June 13, 2022

Leo Zuber

CHAIR

Robert Rickman

VICE CHAIR

Diane Nguyen

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

Mr. Jeffery Woltkamp, Auditor-Controller
County of San Joaquin
44 N. San Joaquin St.
Stockton, CA 95202

Dear Mr. Woltkamp:

The San Joaquin Council of Governments has approved a fiscal year 2021-22 Transportation Development Act claim for the City of Ripon. The approved Claim amounts and purposes are listed below:

RIPON FISCAL YEAR 2021-22 TDA CLAIM AMOUNTS AND PURPOSES		
Fund	Amount	Purpose
LTF	\$509,282	Roads and Streets: Article 8 (99400(a))
LTF	\$777,731	Roads and Streets: Article 8 (99400(a)) Unexpended Carryover
LTF	\$95,000	Roads and Streets: Article 8 (99400(a)) Previous Year's Unclaimed
LTF	\$169,761	Article 4 (99260) Operator Transit (Set Aside FY21-22)
LTF	\$15,978	Pedestrian/Bicycle: Article 3 (PUC 99234)
LTF	\$18,301	Pedestrian/Bicycle: Article 3 (PUC 99234) Unexpended Carryover
STA	\$2,604	Article 4 (99260) Operator
STA	\$1,200	Article 4 (99260) Operator Previous Year's Unclaimed
Totals	\$1,589,857 <u>(796,032)</u> <u>\$793,825</u>	Total LTF & STA Claimed Less LTF Unexpended Carryover Net TDA Funds to be Paid to City of Ripon

A Copy of the SJCOG Board Resolution approving this claim is attached.

Allocation instructions to make the first payment on this claim will be delivered under separate cover.

Tables describing the claimed purposes for these funds are attached. If you have any questions regarding this claim approval, please give me a call.

Sincerely,

DocuSigned by:

Grace Orsco

6970AC7955A4CA
Grace Orsco

Manager of Finance

GO/rz

ORACLE Enterprise Payables

COG pick up

Invoice

Page: 1 of 1
Run Date: 2022-06-07
Run Time: 15:01:27

Business Unit: SJ001
Voucher Number: 02393229
Voucher Style: REG
Vendor: 0000001138
Vendor Location: 1
CITY OF RIPON
CITY OF RI-001
259 N WILMA AVE
RIPON, CA 95366
Payment Terms: IMMED
Control Group:
Related Voucher Number:
Lease Number:

Invoice Number: COG Ripon LTF FY21-22
Final
Invoice Date: 2022-06-07
Miscellaneous: 0.00
Freight: 0.00
VAT: 0.00
Sales Tax: 0.00
Invoice Total: 790,021.00
Currency: USD
Use Tax: 0.00
VAT Not on Invoice: 0.00

Operator ID: KTARNOWSKI

Voucher Line Information		Distribution Information									
Line	Description	Receipt ID:									
Distrib #	Amount	Fund	Dept ID	Account	Class	Budget Dt	Prog. Code	PC Bus Unit	Project	Activity	Source Type
1	790,021.00	56177	4999000000	6238000000		2022-06-07					

SJCOG LTF

Entered _____
Posted _____
Paid _____
Vendor ID _____
Task _____

Cost Code _____
Approved Grace Brosco 6/7/2022
DocuSigned by: 8D1D3C2F65EAC09

<u>CLAIM PURPOSES</u>	I. LTF	II STA
I. PUBLIC TRANSPORTATION		
Article 4 (99260) - Operator	\$ _____	_____
TRANSIT SET-ASIDE 25%	<u>169,761</u>	_____
CCR Section 6730(a) Public Transit	\$ _____	<u>3,804</u>
CCR Section 6730(a) Capital	\$ _____	_____
Article 8 (99400(c)) Contractor Operating	\$ _____	_____
Article 8 (99400(e)) Contractor Capital	\$ _____	_____
Article 8 (99400(b)) Passenger Rail Service Operations and Capital	\$ _____	_____
II PEDESTRIAN AND BICYCLE		
Article 3 (99234)	\$ <u>34,279</u>	_____
III ROADS AND STREETS		
Article 8 (99400(a))	\$ <u>1,382,013</u>	_____
IV OTHER		
Article 8 (99400(b,c,d,e))	\$ _____	_____
TOTAL THIS CLAIM	\$ <u>1,586,053</u>	<u>3,804</u>
TOTAL AVAILABLE FOR THIS CLAIM (from pg. 8, (I.) E. and (II.) D)	\$ _____	_____
UNCLAIMED APPORTIONMENT (TOTAL AVAILABLE less TOTAL THIS CLAIM)	\$ _____	_____

IMPORTANT: To avoid accidental overpayment, please identify and itemize in the space below any unexpended carryover included in the amounts being claimed above. Identify the amount of carryover and the purpose for which it is being reclaimed. Attach pages as necessary.

LTF in Transit Fund to be reclaimed for	<u>Transit Purpose</u>	_____
LTF in Transit Fund to be reclaimed for	<u>Capital Purpose</u>	_____
LTF in Streets and Roads Fund to be reclaimed for	<u>Streets & Roads</u>	<u>\$777,731</u>
LTF in Ped/Bike Fund reclaimed for	<u>Peds/Bicycle</u>	<u>\$18,301</u>
STA in Transit Fund reclaimed for	_____	_____
TOTAL UNEXPENDED CARRYOVER		<u>796,032</u>

PART I - PUBLIC TRANSPORTION

Article 4 Operator
Article 8 Contractor

FINANCIAL INFORMATION

Please Circle Either

2021/2022
 2021/2022

Less
Carryover
TO pay

\$1,586,053
- 796,032
\$790,021

TABLE 1 LOCAL TRANSPORTATION FUND FY 2021-22 Cash Basis Payment 7-Jun-22					
CLAIMANT	TO BE PAID	FY 21-22 PAID TO DATE		THIS PAYMENT	BALANCE
SAN JOAQUIN CO. AUDITOR - ADMIN	2,000	2,000			0
SAN JOAQUIN CO. COG - ADMIN	340,000	340,000			0
COG - PLANNING	1,168,990	1,168,990			0
SJRTD	26,399,178	26,399,178			0
STOCKTON CITY					0
LODI					
MANTECA CITY	2,053,781	2,053,781		0	0
TRACY CITY					
RIPON CITY	790,021			790,021	0
LATHROP CITY					
ESCALON CITY					
SAN JOAQUIN CO.					
SJRRC	4,977,648	4,977,648			0
TOTAL	35,731,618	34,941,597		790,021	0

TABLE 2
LOCAL TRANSPORTATION FUND
FY 2021-22 Cash Basis Payment
BY RECIPIENT AND PURPOSE
7-Jun-22

RECIPIENT	AUDITOR ADMIN.	Pod & Bicycle Article 3	Rail Service 99233.4	TRANSIT OPERATING Article 4	TRANSIT Coord Svcs Article 4.5	TRANSIT CAPITAL Article 4	Streets & Roads Article 8	Art.8 CONTRACTED TRANSIT 99400(c)	Art.8 TRANSIT CAPITAL 99400(e)	OTHER Art.8 (99400 (b,c,d,e,))	TRANSP. PLANNING 99233.2	TOTAL PAYMENT
CO. AUDITOR	---	---	---	---	---	---	---	---	---	---	---	0
RTPA COG	---	---	---	---	---	---	---	---	---	---	---	0
SJRTD	---	---	---	---	---	---	---	---	---	---	---	0
STOCKTON	---	---	---	---	---	---	---	---	---	---	---	0
SAN JOAQUIN CO	---	---	---	---	---	---	---	---	---	---	---	0
SJC/SJRR	---	---	---	---	---	---	---	---	---	---	---	0
LODI	---	---	---	---	---	---	---	---	---	---	---	0
MANTECA	---	---	---	---	---	---	---	---	---	---	---	0
TRACY	---	---	---	---	---	---	---	---	---	---	---	0
RIPON	---	16,978	---	169,761	---	---	604,282	---	---	---	---	790,021
LATHROP	---	---	---	---	---	---	---	---	---	---	---	0
ESCALON	---	---	---	---	---	---	---	---	---	---	---	0
TOTAL	0	16,978	0	169,761	0	0	604,282	0	0	0	0	790,021

**TABLE 3
LOCAL TRANSPORTATION FUND
FISCAL YEAR 2017-18, CUMULATIVE PAYMENTS - CASH BASIS
BY RECIPIENT AND PURPOSE
7-Jun-22**

RECIPIENT	AUDITOR ADMIN. 99233.1	Ped & Bicycle Article 3 99234	Rail Service 99233.4	Public Transit Operating Article 4 99260(a)	TRANSIT Coord Svcs Article 4.5 99275	Public Transit Capital Article 4 99262	Streets & Roads Article 8 99400(a)	Art.8 CONTRACTOR TRANSIT 99400(c)	Art.8 TRANSIT CAPITAL 99400(e)	OTHER Art.8 (99400 (b,c,d,e))	TRANSP. PLANNING 99233.2	TOTAL PAYMENT	
CO. AUDITOR	2,000	---	---	---	---	---	---	---	---	---	---	2,000	
RTPA COG	340,000	---	---	---	---	---	---	---	---	---	1,168,990	1,508,990	
SJRTD	---	---	---	25,536,414	862,764	---	---	---	---	---	---	26,399,178	
SJRRC	---	---	4,977,848	---	---	---	---	---	---	---	---	0	
STOCKTON	---	---	---	---	---	---	---	---	---	---	---	0	
SAN JOAQUIN CO	---	---	---	---	---	---	---	---	---	---	---	0	
LODI	---	---	---	---	---	---	---	---	---	---	---	0	
MANTECA	---	76,270	---	---	---	---	659,538	1,317,975	---	---	---	2,053,781	
TRACY	---	---	---	---	---	---	---	---	---	---	---	0	
RIPON	---	15,978	---	169,761	---	---	604,282	---	---	---	---	790,021	
LATHROP	---	---	---	---	---	---	---	---	---	---	---	0	
ESCALON	---	---	---	---	---	---	---	---	---	---	---	0	
TOTAL													
PAID	342,000	92,248	4,977,848	25,706,175	862,764	0	1,263,818	1,317,975	0	0	0	1,168,990	35,731,818
TOTAL													
AUTHORIZED	342,000	92,248	4,977,848	25,706,175	862,764	0	1,263,818	1,317,975	---	---	1,168,990	35,731,818	
REMAINING													
BALANCE	0	0	0	0	0	0	0	0	0	0	0	0	

check

90

ORACLE Enterprise Payables

COG pick up

Invoice

Page: 1 of 1
 Run Date: 2022-06-07
 Run Time: 15:04:20

Business Unit: SJ001
Voucher Number: 02393230
Voucher Style: REG
Vendor: 0000001138
Vendor Location: 1
 CITY OF RIPON
 CITY OF RI-001
 259 N WILMA AVE
 RIPON, CA 95366
Payment Terms: IMMED
Control Group:
Related Voucher Number:
Lease Number:

Invoice Number: COG Ripon STA FY21-22
 Final
Invoice Date: 2022-06-07
Miscellaneous: 0.00
Freight: 0.00
VAT: 0.00
Sales Tax: 0.00
Invoice Total: 3,804.00
Currency: USD
Use Tax: 0.00
VAT Not on Invoice: 0.00

Operator ID: KTARNOWSKI

Voucher Line Information

<u>Line</u>	<u>Description</u>	<u>Distribution Information</u>									
1		Receipt ID:									
<u>Distrib #</u>	<u>Amount</u>	<u>Fund</u>	<u>Dept ID</u>	<u>Account</u>	<u>Class</u>	<u>Budget Dt</u>	<u>Prog. Code</u>	<u>PC Bus Unit</u>	<u>Project</u>	<u>Activity</u>	<u>Source Type</u>
1	3,804.00	56407	-1999000000	6238000000		2022-06-07					

SJCOG STA

Entered _____
 Posted _____
 Paid _____
 Vendor ID _____
 Task _____

Cost Code _____
 Approved Grace Brosco 6/7/2022
DocuSigned by: Grace Brosco

Private and Confidential

<u>CLAIM PURPOSES</u>	I. LTF	II STA
I. PUBLIC TRANSPORTATION		
Article 4 (99260) - Operator	\$ _____	_____
TRANSIT SET-ASIDE 25%	169,761	_____
CCR Section 6730(a) Public Transit	\$ _____	3,804
CCR Section 6730(a) Capital	\$ _____	_____
Article 8 (99400(c)) Contractor Operating	\$ _____	_____
Article 8 (99400(e)) Contractor Capital	\$ _____	_____
Article 8 (99400(b)) Passenger Rail Service Operations and Capital	\$ _____	_____
II PEDESTRIAN AND BICYCLE		
Article 3 (99234)	\$ 34,279	_____
III ROADS AND STREETS		
Article 8 (99400(a))	\$ 1,382,013	_____
IV OTHER		
Article 8 (99400(b,c,d,e))	\$ _____	_____
TOTAL THIS CLAIM	\$ 1,586,053	3,804
TOTAL AVAILABLE FOR THIS CLAIM (from pg. 8, (I.) E. and (II.) D)	\$ _____	_____
UNCLAIMED APPORTIONMENT (TOTAL AVAILABLE less TOTAL THIS CLAIM)	\$ _____	_____

NO
Carryover

IMPORTANT: To avoid accidental overpayment, please identify and itemize in the space below any unexpended carryover included in the amounts being claimed above. Identify the amount of carryover and the purpose for which it is being reclaimed. Attach pages as necessary.

LTF in Transit Fund to be reclaimed for	<u>Transit Purpose</u>	_____
LTF in Transit Fund to be reclaimed for	<u>Capital Purpose</u>	_____
LTF in Streets and Roads Fund to be reclaimed for	<u>Streets & Roads</u>	\$777,731
LTF in Ped/Bike Fund reclaimed for	<u>Peds/Bicycle</u>	\$18,301
STA in Transit Fund reclaimed for	_____	_____
TOTAL UNEXPENDED CARRYOVER		796,030

PART I - PUBLIC TRANSPORTION

Article 4 Operator
Article 8 Contractor

FINANCIAL INFORMATION

Please Circle Either

2021/2022
2021/2022

TABLE 1
STATE TRANSIT ASSISTANCE FUND
21-22 PAYMENT

CLAIMANT	FY 21/22 TO BE PAID	FY 21/22 PAID-TO -DATE	THIS PAYMENT	BALANCE
SAN JOAQUIN RRC	2,007,941.00	2,007,941.00		0.00
SJRRRC STATE OF GOOD REPAIR	9,397.50	9,397.50		0.00
SJRRRC TSSSDRA				0.00
CITY OF LODI				0.00
CITY OF LODI STATE OF GOOD REPAIR				0.00
SJRTD	6,233,389.00	5,070,000.00		1,163,389.00
SJRTD STATE OF GOOD REPAIR	504,915.12	504,915.12		0.00
CITY OF RIPON	3,804.00		3,804.00	0.00
CITY OF MANTECA	3,360.00	3,360.00	0.00	0.00
CITY OF MANTECA STATE OF GOOD REPAIR	97,182.00	97,182.00		0.00
CITY OF MANTECA PTMISEA	26,863.29	26,863.29		0.00
CITY OF ESCALON				0.00
CITY OF ESCALON STATE OF GOOD REPAIR	31,710.00	31,710.00		0.00
CITY OF ESCALON PTMISEA	7,528.62	7,528.62		0.00
CITY OF TRACY				0.00
CITY OF TRACY PTMISEA	1,544,910.00	1,544,910.00		0.00
CITY OF TRACY STATE OF GOOD REPAIR	210,238.00	210,238.00		0.00
COUNCIL. OF GOVTS	132,850.00	132,850.00		0.00
TOTAL	10,814,088.53	9,646,895.53	3,804.00	1,163,389.00

STATE TRANSIT ASSISTANCE FUND
 CUMULATIVE FY 2021/22 PAYMENTS
 BY RECIPIENT AND PURPOSE

RECIPIENT	PUBLIC TRANSIT	CONTRACTOR CAPITAL	TRANSIT ADMIN/PLANNING	PROP 1B CAPITAL	STATE OF GOOD REPAIR	TOTAL ALL PAYMENTS
SJRTD	63,171.00	5,006,829.00				5,070,000.00
SJRTD STATE OF GOOD REPAIR					504,915.12	504,915.12
SAN JOAQUIN RRC		2,007,941.00				2,007,941.00
SJRRRC						
SJRRRC STATE OF GOOD REPAIR					9,397.50	9,397.50
SJRRRC TSSSDRA						0.00
LODI						0.00
LODI STATE OF GOOD REPAIR						0.00
RUPON	3,804.00					3,804.00
COUNCIL OF GOVTS						
MANTECA		3,360.00				3,360.00
MANTECA STATE OF GOOD REPAIR					97,182.00	97,182.00
MANTECA PTMISEA				26,863.29		26,863.29
TRACY						0.00
TRACY STATE OF GOOD REPAIR					210,238.00	210,238.00
TRACY PTMISEA				1,544,910.00		1,544,910.00
ESCALON						0.00
ESCALON STATE OF GOOD REPAIR					31,710.00	31,710.00
CITY OF ESCALON PTMISEA				7,528.62		7,528.62
COUNCIL OF GOVT			132,850.00			132,850.00
TOTAL PAID BY SJCOG	66,975.00	7,018,130.00	132,850.00	1,579,301.91	853,442.62	9,650,699.53
TOTAL PAID DIRECTLY BY STATE OF CALIF.						
TOTAL AUTHORIZED	66,975.00	8,181,519.00	132,850.00	1,579,301.91	853,442.62	10,814,088.53
REMAINING BALANCE	0.00	1,163,389.00	0.00	0.00	0.00	1,163,389.00

TOTAL AUTHORIZED BY RECIPIENT AND PURPOSE

RECIPIENT	PUBLIC TRANSIT 6730(a)	TRANSIT CAPITAL 6730(b)	PROPOSITION 1B-TSSSDRA 8879.58	PROPOSITION 1B-PTMISEA 8879.55	STATE OF GOOD REPAIR	TOTAL
SJRTD	63,171.00	5,006,829.00				5,070,000.00
SJRTD STATE OF GOOD REPAIR					504,915.12	504,915.12
SAN JOAQUIN RRC		2,007,941.00				2,007,941.00
SJRRC STATE OF GOOD REPAIR					9,397.50	9,397.50
SJRRC TSSSDRA						0.00
LODI						0.00
LODI STATE OF GOOD REPAIR						0.00
RIPON	3,804.00					3,804.00
MANTECA		3,360.00				3,360.00
MANTECA STATE OF GOOD REPAIR					97,182.00	97,182.00
MANTECA PTMISEA				26,863.29		26,863.29
TRACY						0.00
CITY OF TRACY STATE OF GOOD REPAIR					210,238.00	210,238.00
CITY OF TRACY PTMISEA				1,544,910.00		1,544,910.00
ESCALON						0.00
CITY OF ESCALON STATE OF GOOD REPAIR					31,710.00	31,710.00
CITY OF ESCALON PTMISEA				7,528.62		7,528.62
SJCOG						132,850.00
TOTAL	66,975.00	7,018,130.00	0.00	1,579,301.91	853,442.62	9,650,699.53

COG pick up

ORACLE Enterprise Payables

Invoice

Page: 1 of 1
 Run Date: 2022-06-07
 Run Time: 15:04:20

Business Unit: SJ001
 Voucher Number: 02393230
 Voucher Style: REG
 Vendor: 0000001138
 Vendor Location: 1
 CITY OF RIPON
 CITY OF RI-001
 259 N WILMA AVE
 RIPON, CA 95366
 Payment Terms: IMMED
 Control Group:
 Related Voucher Number:
 Lease Number:

Invoice Number: COG Ripon STA FY21-22
 Final
 Invoice Date: 2022-06-07
 Miscellaneous: 0.00
 Freight: 0.00
 VAT: 0.00
 Sales Tax: 0.00
 Invoice Total: 3,804.00
 Currency: USD
 Use Tax: 0.00
 VAT Not on Invoice: 0.00

Operator ID: KTARNOWSKI

Voucher Line Information											
Line	Description	Distribution Information									
1		Receipt ID:									
Distrib #	Amount	Fund	Dept ID	Account	Class	Budget Dt	Prog. Code	PC Bus Unit	Project	Activity	Source Type
1	3,804.00	56407	1999000000	6238000000		2022-06-07					

SJCOG STA

Entered _____
 Posted _____
 Paid _____
 Vendor ID _____
 Task _____

Cost Code _____
 Approved Grace Brosco 6/7/2022
DocuSigned by: #D1D3C29055A4C9

<u>CLAIM PURPOSES</u>	I. LTF	II STA
I. PUBLIC TRANSPORTATION		
Article 4 (99260) - Operator	\$ _____	_____
TRANSIT SET-ASIDE 25%	169,761	_____
CCR Section 6730(a) Public Transit	\$ _____	3,804
CCR Section 6730(a) Capital	\$ _____	_____
Article 8 (99400(c)) Contractor Operating	\$ _____	_____
Article 8 (99400(e)) Contractor Capital	\$ _____	_____
Article 8 (99400(b)) Passenger Rail Service Operations and Capital	\$ _____	_____
II PEDESTRIAN AND BICYCLE		
Article 3 (99234)	\$ 34,279	_____
III ROADS AND STREETS		
Article 8 (99400(a))	\$ 1,382,013	_____
IV OTHER		
Article 8 (99400(b,c,d,e))	\$ _____	_____
TOTAL THIS CLAIM	\$ 1,586,053	3,804
TOTAL AVAILABLE FOR THIS CLAIM (from pg. 8, (I.) E. and (II.) D)	\$ _____	_____
UNCLAIMED APPORTIONMENT (TOTAL AVAILABLE less TOTAL THIS CLAIM)	\$ _____	_____

NO
Carryover

IMPORTANT: To avoid accidental overpayment, please identify and itemize in the space below any unexpended carryover included in the amounts being claimed above. Identify the amount of carryover and the purpose for which it is being reclaimed. Attach pages as necessary.

LTF in Transit Fund to be reclaimed for	Transit Purpose	_____
LTF in Transit Fund to be reclaimed for	Capital Purpose	_____
LTF in Streets and Roads Fund to be reclaimed for	Streets & Roads	\$777,731
LTF in Ped/Bike Fund reclaimed for	Peds/Bicycle	\$18,301
STA in Transit Fund reclaimed for	_____	_____
TOTAL UNEXPENDED CARRYOVER		796,032

PART I - PUBLIC TRANSPORTION

Article 4 Operator
Article 8 Contractor

FINANCIAL INFORMATION

Please Circle Either

2021/2022
2021/2022

TABLE I
STATE TRANSIT ASSISTANCE FUND
21-22 PAYMENT

CLAIMANT	FY 21/22 TO BE PAID	FY 21/22 PAID-TO-DATE	THIS PAYMENT	BALANCE
SAN JOAQUIN RRC	2,007,941.00	2,007,941.00		0.00
SJRRRC STATE OF GOOD REPAIR	9,397.50	9,397.50		0.00
SJRRRC TSSSDRA				0.00
CITY OF LODI				0.00
CITY OF LODI STATE OF GOOD REPAIR				0.00
SJRTD	6,233,389.00	5,070,000.00		1,163,389.00
SJRTD STATE OF GOOD REPAIR	504,915.12	504,915.12		0.00
CITY OF RIPON	3,804.00		3,804.00	0.00
CITY OF MANTECA	3,360.00	3,360.00	0.00	0.00
CITY OF MANTECA STATE OF GOOD REPAIR	97,182.00	97,182.00		0.00
CITY OF MANTECA PTMISEA	26,863.29	26,863.29		0.00
CITY OF ESCALON				0.00
CITY OF ESCALON STATE OF GOOD REPAIR	31,710.00	31,710.00		0.00
CITY OF ESCALON PTMISEA	7,528.62	7,528.62		0.00
CITY OF TRACY				0.00
CITY OF TRACY PTMISEA	1,544,910.00	1,544,910.00		0.00
CITY OF TRACY STATE OF GOOD REPAIR	210,238.00	210,238.00		0.00
COUNCIL OF GOVTS	132,850.00	132,850.00		0.00
TOTAL	10,814,088.53	9,646,895.53	3,804.00	1,163,389.00

STATE TRANSIT ASSISTANCE FUND
CUMULATIVE FY 2021/22 PAYMENTS
BY RECIPIENT AND PURPOSE

RECIPIENT	PUBLIC TRANSIT	CONTRACTOR CAPITAL	TRANSIT ADMIN/PLANNING	PROP 1B CAPITAL	STATE OF GOOD REPAIR	TOTAL ALL PAYMENTS
SJRTD	63,171.00	3,006,829.00				3,070,000.00
SJRTD STATE OF GOOD REPAIR					504,915.12	504,915.12
SAN JOAQUIN RRC		2,007,941.00				2,007,941.00
SJRRRC						
SJRRRC STATE OF GOOD REPAIR					9,397.50	9,397.50
SJRRRC TSSSDRA						0.00
LODI						0.00
LODI STATE OF GOOD REPAIR						0.00
RIPON	3,604.00					3,604.00
COUNCIL OF GOVTS						
MANTECA		3,360.00				3,360.00
MANTECA STATE OF GOOD REPAIR					97,182.00	97,182.00
MANTECA PTMISEA				26,863.29		26,863.29
TRACY						0.00
TRACY STATE OF GOOD REPAIR					210,238.00	210,238.00
TRACY PTMISEA				1,544,910.00		1,544,910.00
ESCALON						0.00
ESCALON STATE OF GOOD REPAIR					31,710.00	31,710.00
CITY OF ESCALON PTMISEA				7,528.62		7,528.62
COUNCIL OF GOVT			132,850.00			132,850.00
TOTAL PAID BY SJCOG	66,975.00	7,018,130.00	132,850.00	1,579,301.91	853,442.62	9,630,699.53
TOTAL PAID DIRECTLY BY STATE OF CALIF.						
TOTAL AUTHORIZED	66,975.00	8,181,519.00	132,850.00	1,579,301.91	853,442.62	10,814,088.53
REMAINING BALANCE	0.00	1,163,389.00	0.00	0.00	0.00	1,163,389.00

TOTAL AUTHORIZED BY RECIPIENT AND PURPOSE

RECIPIENT	PUBLIC TRANSIT 6730(a)	TRANSIT CAPITAL 6730(b)	PROPOSITION 1B-TSSSDRA 8879.58	PROPOSITION 1B-PTMISEA 8879.55	STATE OF GOOD REPAIR	TOTAL
SJRTD	63,171.00	5,006,829.00				5,070,000.00
SJRTD STATE OF GOOD REPAIR					504,915.12	504,915.12
SAN JOAQUIN RRC		2,007,941.00				2,007,941.00
SJRRC STATE OF GOOD REPAIR					9,397.50	9,397.50
SJRRC TSSSDRA						0.00
LODI						0.00
LODI STATE OF GOOD REPAIR						0.00
RIPON	3,804.00					3,804.00
MANTECA		3,360.00				3,360.00
MANTECA STATE OF GOOD REPAIR					97,182.00	97,182.00
MANTECA PTMISEA				26,863.29		26,863.29
TRACY						0.00
CITY OF TRACY STATE OF GOOD REPAIR					210,238.00	210,238.00
CITY OF TRACY PTMISEA				1,544,910.00		1,544,910.00
ESCALON						0.00
CITY OF ESCALON STATE OF GOOD REPAIR					31,710.00	31,710.00
CITY OF ESCALON PTMISEA				7,528.62		7,528.62
SJCOG						132,850.00
TOTAL	66,975.00	7,018,130.00	0.00	1,579,301.91	853,442.62	9,650,699.53