



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee
San Joaquin Council of Governments
555 East Weber Avenue, Stockton, California

INFORMATION ONLY
No Meeting for September 2012

**Citizens Advisory
Committee Members**

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CITY OF MANTECA

Katrina Jaggears (Vice Chair)
LEAGUE OF WOMEN
VOTERS

Kurt Danziger
CITY OF ESCALON

Matthew Dass
CITY OF TRACY

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SAN JOAQUIN COUNTY

Harry Hodge
NAACP

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CITY OF RIPON

Richard Blackston
CITY OF LODI

Brian Young
TRANSIT ADVOCATE

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UNIVERSITY OF THE
PACIFIC

Karl "Nate" Knodt
CITY OF STOCKTON

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CITY OF LATHROP

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AGRICULTURAL INDUSTRY

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Note: The September meeting is cancelled. The items listed below are for informational purposes only. Any questions or comments can be directed to staff by email or at the October meeting.

AGENDA

- | | | |
|---|------------|-------------|
| 1. Final Draft of the Measure K Regional Bike, Pedestrian & Safe Routes to School Master Plan | Swearingen | Information |
| 2. Regional Congestion Management Program Update | Brunn | Information |
| 3. Air Quality Development & Implications to Project Delivery | Taylor | Information |
| 4. Regional Transportation Impact Fee (RTIF) Semiannual Report from January 1, 2012 – June 30, 2012 | Swearingen | Information |
| 5. Next Regularly Scheduled Meeting is Wednesday, October 17, 2012 at 6 p.m. | | |

STAFF REPORT

SUBJECT: Final Draft of the Measure K Regional Bike, Pedestrian, and Safe Routes to School Master Plan

RECOMMENDATION: Information

DISCUSSION:

In addition to the SJCOG Board of Directors, during the month of August 2012 staff presented the draft Regional BP~SRtS Master Plan (Plan) to the Technical Advisory, Management and Finance, and Citizens Advisory Committees for their review and comment. Other means were established to facilitate review and comment including an Informational Workshop held at SJCOG on August 28th beginning at 6:00 p.m. along with access to the document from the SJCOG website accompanied with a link to submit comments. The attached Table I is a summary of comments received which are included in the Appendices of the Final Draft of the Plan which can be accessed at www.sjcog.org.

The Plan complements the MK Program and will be updated at a minimum of every 5 years or on an as needed basis as needs and priorities evolve over time between SJCOG's member agencies. The Plan's level of comprehensiveness meets the State Bicycle Transportation Account (BTA) compliance criteria and will be used to:

- Establish regional priorities;
- Better position the region as a whole and individual jurisdictions to compete for and secure outside funding resources to expedite project delivery; and,
- Facilitate, when available, the programming and use of the program's 60% competitive funds to advance the Measure K Strategic Plan's regional goals and address areas having the greatest need.

The sum of all priority projects submitted by each jurisdiction and the San Joaquin Regional Transit District are organized by agency and the results of the application of the project formation criteria, is found in Chapter 5 entitled "Projects".

SJCOG staff intends to forward the Plan to the SJCOG Board of Directors for their final review and consideration of approval at the September 27, 2012 meeting. Please direct any follow-up inquiries to Michael Swearingen, Senior Regional Planner at 468-1091 or email at mwearingen@sjcog.org.

TABLE I: COMMENTS

Comment ID	Source	Comment	Staff Response	Location
1	TAC	Due to Plan being BTA Compliant, clarify the need for local jurisdiction to adopt the Plan?	The document was modified with a section explaining the choices a jurisdiction has regarding adoption of the Plan	Introduction Chapter in the Draft Document
2	Board	This is a good start to a regional plan. A regional plan should connect communities.	Comment noted (no change requested).	N/A
3	Board	There are no connections to Mountain House. Reach out to them.	SJCOG staff will follow-up with San Joaquin County Staff regarding connectivity and its relationship to the unincorporated areas existing Bike Plan.	N/A
4	Board	The Lake Tahoe and Monterey trail systems are great.	Comment noted, no change requested.	N/A
5	Board	This Master Plan needs to look at how the facilities connect communities and cities.	Closing network caps and connecting to community activity centers are a part of the project formation criteria. Comment noted (no change made).	N/A
6	Board	Encourage agencies to work together for grant applications.	Comment noted (no change made).	N/A
7	Public Workshop	Stanislaus and Yosemite are good connections	Comment noted (no change made).	Escalon
8	Public Workshop	Check near Harlan Road - there are existing bike lanes somewhere	In response to this comment we found a few existing bike lanes in Lathrop, often one-way facilities. Will be included in updated maps as appropriate	Lathrop
9	Public Workshop	Riding southwest on Manthey is a nice ride.	Comment noted (no change made).	Lathrop
10	Public Workshop	Proposed Class I route along river would be a great recreational facility	It would be a nice route, though the plan generally emphasizes utilitarian routes.	Lathrop
11	Public Workshop	Railroad crossings in Lodi are generally challenging.	Plan will be revised to reflect best design practices for railroad crossings..	Lodi
12	Public Workshop	Lodi has a good existing network	Comment noted (no change made).	Lodi
13	Public Workshop	N. West Lane is a commuter route	Comment noted (no change made).	Lodi
14	Public Workshop	Check for water feature along existing Class I route in Lodi	Canal does exist, but is not in the GIS data. No change made.	Lodi

15	Public Workshop	Airport Way would be a nice connection (Stockton has major plans for Airport Way)	Connection is proposed, but not in priority network.	Manteca
16	Public Workshop	Would like to see more in-town connections rather than priorities on outskirts. Perhaps connection to the high school?	Comment noted and will be forwarded to City of Ripon.	Ripon
17	Public Workshop	Stockton is amid a grade separation project on S. Airport	Plan reflects the bicycle and pedestrian projects involved in the grade separation.	Stockton
18	Public Workshop	South Stockton communities use bicycles the most	Comment noted (no change made).	Stockton
19	Public Workshop	Can RTD be outfitted with three-bike racks instead of two?	Plan will be revised to include design standards for three-bike racks on buses.	Stockton
20	Public Workshop	Stockton proposed network generally looks very good, though it should include more Class II facilities instead of Class III	Comment noted and will be forwarded to City of Stockton.	Stockton
21	Public Workshop	Highest concentration of bikes is on Pacific Avenue from March Lane to Swain. There should be a facility there	Comment noted and will be forwarded to City of Stockton.	Stockton
22	Public Workshop	Pershing is not a real bike lane, south of Delta College	Comment noted (staff will review and revised as necessary).	Stockton
23	Public Workshop	Sutter Street is the most important connection recommended	Comment noted and will be forwarded to the City of Stockton.	Stockton
24	Public Workshop	Pacific Avenue needs bike facilities between March and Swain	Comment noted and will be forwarded to City of Stockton.	Stockton
25	Public Workshop	Good recommended projects, especially Holly Drive	Comment noted (no change made).	Tracy

STAFF REPORT

SUBJECT: Regional Congestion Management
Program Update

RECOMMENDED ACTION: Information

DISCUSSION:

The Regional Congestion Management Program (RCMP) update is near completion and the draft Program Plan will be published for a first draft review the week of September 10th. SJCOG staff will send out a notification to the CAC members as soon as the specific date of availability is known (tentative September 11th) with a link to the electronic copy. Hard copies will also be available and will be mailed out upon request. The comment period will close on October 4th to give staff adequate time to prepare a summary of the comments received and develop responses for discussion during the regularly scheduled CAC meeting on October 11th.

During this review period, staff will be working individually with partner agencies to ensure all questions and/or concerns about the program's plan, or subsequent implementation, have been addressed. Staff will also be working with the project consultants through the month of October to incorporate any changes resulting from the Committee's review. In November, the Final Draft RCMP will be agendaized as an action item seeking Board recommendation.

Although some of the chapters are titled differently than the Program Plan adopted in 2007, the updated Plan is structured very similar to the 2007 Plan with two additional chapter, Chapters 3 and 8.

Table of Contents

Chapter 1	Executive Summary
Chapter 2	Regional Transportation System
Chapter 3	Monitoring Program (New)
Chapter 4	Level of Service Standards
Chapter 5	Performance Measures
Chapter 6	Land Use Analysis Program
Chapter 7	Deficiency Plan Procedures
Chapter 8	Federal Congestion Management Requirements (New)
Chapter 9	Capital Improvement Program
Chapter 10	Compliance

SJCOG staff has appreciated the ongoing constructive feedback received and the positive dialogue regarding the program and the benefits that it will provide both to the regional transportation network and to the individual agencies. The update, including the program

automation component, is expected to be completed by the end of November. The summary of final tasks to complete the program update involves:

- Creating the automated data feeds for performance measure tracking
- Completing the program website
- Committee review and comment on First Draft RCMP update
- Standing Committee action for Board recommendation
- SJCOG Board Consideration – November 15, 2012

*Prepared by: Laura Brunn, Associate Regional Planner
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STAFF REPORT

SUBJECT: Air Quality Development and Its
Implications to Project Delivery

RECOMMENDED ACTION: Information

DISCUSSION:

On August 14, 2012, the California Air Resources Board provided a verbal update to the San Joaquin Valley MPOs regarding the development of the 2012 San Joaquin Valley Particulate Matter 2.5 microns in diameter or less Air Quality Plan (PM2.5 Plan). The subject of the conference call was to alert the 8 MPO directors of ARB's challenge creating a plan which attains the federal 2006 PM 2.5 standard by the Clean Air Act maximum attainment date of 2019. At the time of the conference call, ARB staff had not developed a PM2.5 Plan recommendation that demonstrated attainment of the 2006 PM2.5 standard by calendar year 2019.

As part of this update, ARB staff provided an update on the process used to develop draft transportation conformity budgets for the 8 San Joaquin Valley MPOs. At the time of the call, ARB staff had not provided the draft transportation conformity budgets to MPO staff for review and/or comment.

Since that time, ARB has rescinded the August 14, 2012 preliminary transportation budgets and is in the process of developing a new methodology to set transportation conformity budgets for the 2012 PM2.5 Plan. ARB has also indicated additional work will be completed toward developing a PM2.5 Plan that meets attainment of the 2006 PM2.5 standard by 2019.

The Clean Air Act Amendments of 1990 require each state to develop air quality plans to meet each of the national ambient air quality standards (NAAQS) the region is classified as non-attainment for. In this case, the San Joaquin Valley is classified as non-attainment of the 2008 PM2.5 standard, hence the need for the 2012 PM2.5 Plan. The consequence for non-submittal/non-compliance of the air quality plan is the enforcement of highway sanctions by EPA (highway sanctions begin to apply 2 years after the federal due date of the air quality plan, in this case early 2015).

In addition, the Clean Air Act Amendments of 1990 require MPOs demonstrate conformity to a new NAAQS within one year of being designated as a non-attainment area. EPA designated the San Joaquin Valley, inclusive of San Joaquin County as non-attainment of the 2008 8-hour Ozone standard on July 20, 2012. This means all 8 Valley MPOs are required to demonstrate conformity to the 2008 8-hour standard no later than July 20, 2013.

If any of the 8 Valley MPOs is unable to demonstrate conformity to the 2008 8-hour Ozone standard, all 8 Valley MPOs will lapse July, 21, 2012.

What does this mean, if any of the 8 Valley MPOs is unable to demonstrate conformity for the 2008 8-hour Ozone standard? It means that regionally significant widening projects will not be able to advance beyond the phase for which they have federal or state approval (e.g. if a widening project has an E-76 for right of way, but not an E-76 for construction by July 20, 2012, and the San Joaquin region lapses, that project would not be able to enter into the construction phase until all 8 Valley MPOs receive federal approval of a conformity determination that addresses the 2008 8 –hour Ozone standard).

Why is this important to you? As SJCOG staff has not received the ARB transportation conformity budget setting methodology, we are unsure at this time whether SJCOG will be able to demonstrate conformity to the 2008 8-hour Ozone standard by July 20, 2012. If SJCOG is unable to demonstrate conformity, SJCOG will lapse July 21, 2012. SJCOG staff will continue coordination with ARB staff to assess the impacts of the ARB methodology on SJCOG’s ability to demonstrate conformity.

If the PM2.5 Plan is not completed (at this time, anticipated to be unlikely) prior to early 2015, EPA would enforce highway sanctions and SJCOG would lapse. Should this become more likely to happen, SJCOG will provide additional information/updates.

During a lapse, exempt projects may proceed through construction. Regionally significant projects with approved E-76’s (federal authorization to proceed) and/or necessary state approvals may proceed through the project phase for which approval has been granted. Regionally significant projects without appropriate federal or state approval may not proceed to the next project phase (e.g. environmental, right of way, or construction) during a lapse.

SJCOG staff will continue to provide updates as additional information becomes available.

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF)
Semiannual Report from January 1, 2012
through June 30, 2012

RECOMMENDED ACTION: Information

DISCUSSION:

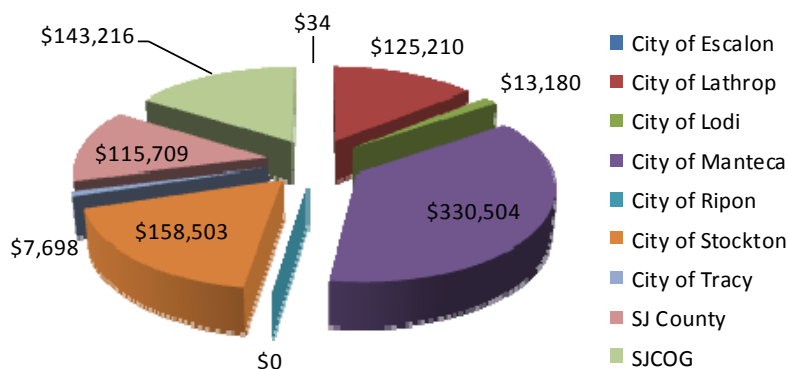
This RTIF Semiannual Report represents the period from January 1, 2012 through June 30, 2012. It was developed based on RTIF activity reported to SJCOG from all participating agencies. SJCOG staff continues to work with partner agency staff to ensure that the information reported is accurate. All RTIF activity involving individual submissions and supplementary information submitted to SJCOG by participating agencies will be subject to an annual fiscal audit conducted by an outside independent consulting firm.

Attached report documents the collection and expense activities and land use activities subject to the RTIF for this report period and provides a summary of activities since program inception. All necessary information regarding the RTIF Program funds held by SJCOG and the County that were distributed to the County and SJCOG from Participating Agencies pursuant to Section 5.2 of the program's executed Operating Agreement is included in this report. Based upon the FY 2011/2012 fee schedules (fee schedule at the end of the staff report), the following activity occurred:

After administrative operational deductions, the net RTIF revenue retained for the report period by each participating agency is as follows:

July 1, 2011 ~ December 31, 2011 = \$894,053

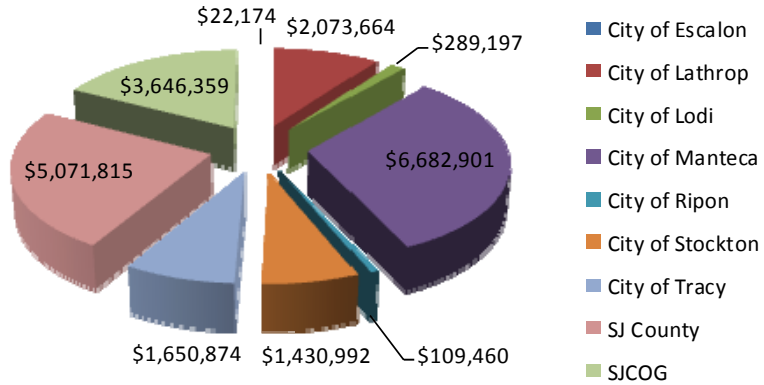
Agency	Total
City of Escalon	\$34
City of Lathrop	\$125,210
City of Lodi	\$13,180
City of Manteca	\$330,504
City of Ripon	\$0
City of Stockton	\$158,503
City of Tracy	\$7,698
SJ County	\$115,709
SJCOG	\$143,216



The net total RTIF revenue remaining for project delivery since program inception by each participating agency is as follows:

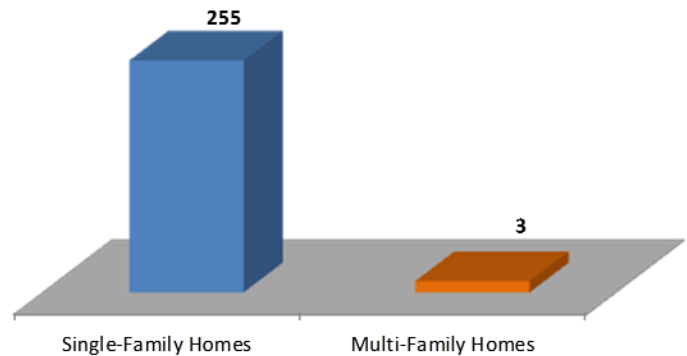
Program inception ~ June 30, 2011 = \$20,977,435

Agency	Total
City of Escalon	\$22,174
City of Lathrop	\$2,073,664
City of Lodi	\$289,197
City of Manteca	\$6,682,901
City of Ripon	\$109,460
City of Stockton	\$1,430,992
City of Tracy	\$1,650,874
SJ County	\$5,071,815
SJCOG	\$3,646,359



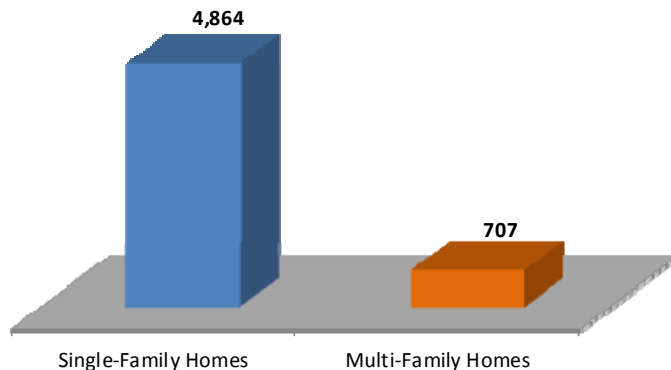
Residential Activity (January 1, 2012 ~ June 30, 2012)

For this report period, RTIF was applied to 255 Single Family Dwelling Units (SFDU) and 3 Multi-Family Dwelling Units (MFDU). Residential land use activity by jurisdiction is as follows:



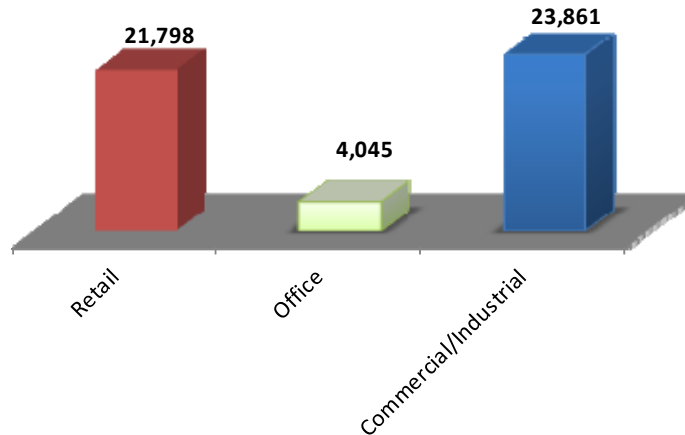
Since program inception, RTIF was applied to 4,864 Single Family Dwelling Unit (SFDU) and 707 Multi-Family Dwelling Units (MFDU). Residential land use activity by jurisdiction is as follows:

Residential Activity (Program Inception ~ June 30, 2012)



For this report period, RTIF was applied to 21,798 square feet of retail, 4,045 square feet of office, and 23,861 square feet of commercial/industrial non-residential land uses. The non-residential land use activity by jurisdiction is as follows:

Non-Residential (January 1, 2012 ~ June 30, 2012)



Since program inception, RTIF was applied to 2,162,121 square feet of retail, 1,688,255 square feet of office, and 12,607,941 square feet of commercial/industrial non-residential land uses. The non-residential land use activity by jurisdiction is displayed in the following table:

Non-Residential Land Use (Per Square Foot) from Program Inception ~ December 31, 2011

AGENCY	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)
City of Escalon	4,400	13,418	5,751
City of Lathrop	293,549	42,123	750,674
City of Lodi	311,098	412,239	473,465
City of Manteca	921,853	543,056	522,588
City of Ripon	17,973	32,846	62,245
City of Stockton	291,435	283,934	6,617,551
City of Tracy	201,151	59,587	2,629,906
SJ County	120,662	301,052	1,545,761
Totals	2,162,121	1,688,255	12,607,941

The net RTIF revenue retained for highway widening and public transit projects between January 1, 2012 and June 30, 2012 was \$143,216. Since program inception, the net amount of RTIF revenue forwarded to and retained by SJCOG for programming on eligible highway widening and transit projects is \$4,793,179. Total RTIF committed for public transit project delivery to date is \$974,410. There is \$621,718 available to program towards eligible public transit projects. To date, for highway widening, 100% of available funds have been committed to the SR 4 Extension project.

As of June 30, 2012, a net total of \$32,482,840 of RTIF has been received. Of that amount, \$9,610,721 has been reported as expended for project delivery leaving a remainder of \$22,872,119 for continued programming on eligible projects.

The RTIF schedule in effect during this report period was as follows:

FY 2011/2012 RTIF Schedule	
Land Use Type	Fee Structure
Residential (Single Family DUE)	\$2,987.08
Residential (Multi-Family DUE)	\$1,792.25
Retail (Sq. Ft.)	\$1.19
Office (Sq. Ft.)	\$1.50
Commercial/Industrial (Sq. Ft.)	\$0.90
Warehouse (Sq. Ft.)	\$0.38

RTIF Semi-Annual Summary: Jan 1, 2012 ~ June 30, 2012

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost												Report Period Net Total	TOTAL Adoption - Dec 31, 2011
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds Collected	Earned Interest on Account	RTIF Funds +Interest	10% SJC w/ Interest	15% SJCOG w/ Interest	SJCOG Interest Earned	Credits, Reimbursements, Refunds, Adj.	15% SJCOG + Interest from Account	For Admin. Calc.	3rd Party Cost	2% Admin. Cost	Project Costs		
City of Escalon	-	-	-	-	51	\$46	\$0	\$46	\$4.59	\$6.89	\$4	\$0	\$11	\$34	\$0	\$1	\$0	\$34	\$22,174
City of Lathrop	59	-	-	1,200	4,160	\$168,408	\$1,482	\$169,890	\$16,850	\$25,275	\$760	\$0	\$26,035	\$127,765	\$0	\$2,555	\$0	\$125,210	\$2,073,664
City of Lodi	3	-	-	-	9,431	\$17,081	\$738	\$17,819	\$1,748	\$2,622	\$314	\$0	\$2,936	\$13,449	\$0	\$269	\$0	\$13,180	\$289,197
City of Manteca	145	-	13,000	127	320	\$449,075	\$590	\$449,665	\$44,967	\$67,450	\$2,440	\$0	\$69,890	\$337,249	\$0	\$6,745	\$48,319	\$330,504	\$6,682,901
City of Ripon	-	-	-	-	-	\$0	\$0	\$0	\$0	\$0	\$31	\$0	\$31	\$0	\$0	\$0	\$0	\$0	\$109,460
City of Stockton	43	-	2	-	2	\$215,583	\$67	\$215,650	\$21,565	\$32,348	\$2,552	\$0	\$34,900	\$161,738	\$0	\$3,235	\$172,955	\$158,503	\$1,430,992
City of Tracy	-	-	8,796	-	-	\$10,467	\$5	\$10,472	\$1,047	\$1,570	\$610	\$0	\$2,180	\$7,855	\$0	\$157	\$0	\$7,698	\$1,650,874
SJ County	5	3	-	2,718	9,897	\$34,797	\$651	\$35,448	-	\$5,317	\$934	\$0	\$6,251	\$30,131	\$0	\$603	\$1,500,000	\$115,709	\$5,071,815
SJCOG	-	-	-	-	-	-	-	-	-	-	\$3,905	-	-	\$146,139	\$0	\$2,923	\$173,410	\$143,216	\$3,646,359
Totals	255	3	21,798	4,045	23,861	\$895,457	\$3,533	\$898,990	\$86,181	\$134,588	\$11,550	\$0	\$142,234	\$824,360	\$0	\$16,487	\$1,894,684	\$894,053	\$20,977,435

RTIF Program Summary: Program Inception ~ Dec 31, 2011

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost												NET TOTAL
	Single-Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds Collected	Earned Interest	RTIF Funds + Interest	10% SJC	15% SJCOG	SJCOG Interest	Credits, Reimbursements, Refunds, Adj.	15% SJCOG + Interest	For Admin. Calc.	3rd Party Cost	2% Admin. Cost	Project Costs	
City of Escalon	2	-	4,400	13,418	5,700	\$30,715	\$913	\$31,627	\$3,162.71	\$5,471	\$141	\$0	\$5,612	n/a	\$378	\$475	\$0	\$22,141
City of Lathrop	611	23	293,549	40,923	746,514	\$2,617,732	\$96,474	\$2,714,206	\$271,421	\$391,538	\$20,063	\$115,631	\$411,601	n/a	\$32,965	\$39,474	\$30,500	\$1,948,454
City of Lodi	44	8	311,098	412,239	464,034	\$1,359,673	\$13,590	\$1,373,263	\$137,285	\$204,525	\$4,597	(\$1,979)	\$209,123	n/a	\$12,104	\$20,609	\$722,723	\$276,017
City of Manteca	2,163	251	908,853	542,929	522,268	\$8,703,378	\$79,194	\$8,782,572	\$878,257	\$1,306,752	\$25,799	(\$1,304)	\$1,332,550	n/a	\$79,330	\$116,529	\$988	\$6,400,716
City of Ripon	6	-	17,973	32,846	62,245	\$148,194	\$1,238	\$149,431	\$14,943	\$22,233	\$353	\$0	\$22,586	n/a	\$553	\$2,241	\$0	\$109,460
City of Stockton	1,374	71	291,433	283,934	6,617,549	\$10,056,482	\$77,723	\$10,134,206	\$1,011,997	\$1,503,307	\$28,357	(\$35,970)	\$1,531,664	n/a	\$84,325	\$109,959	\$5,979,174	\$1,445,444
City of Tracy	4	-	192,355	59,587	2,629,906	\$2,466,825	\$25,272	\$2,492,097	\$249,210	\$370,090	\$8,552	\$0	\$378,642	n/a	\$12,442	\$34,528	\$182,652	\$1,643,175
SJ County	405	351	120,662	298,334	1,535,864	\$4,682,036	\$44,032	\$4,726,068	\$0	\$704,037	\$9,728	\$11,514	\$713,765	n/a	\$48,692	\$101,256	\$0	\$6,456,106
SJCOG	-	-	-	-	-	n/a	\$0	\$0	\$0	\$0	\$0	\$0	\$0	n/a	\$48,132	\$80,857	\$800,000	\$3,676,553
Totals	4,609	704	2,140,323	1,684,210	12,584,080	\$30,065,034	\$338,436	\$30,403,471	\$2,566,275	\$4,507,953	\$97,589	\$87,892	\$4,605,542	n/a	\$318,921	\$505,930	\$7,716,037	\$21,978,066

RTIF Program Summary: Program Inception ~ June 30, 2012

	Land Use Type					RTIF Revenue / Interest / Distribution / Cost												NET TOTAL
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm./Ind (Sq. Feet)	RTIF Funds Collected	Earned Interest	RTIF Funds +Interest	10% SJC	15% SJCOG	SJCOG Interest	Credits, Reimbursements, Refunds, Adj.	15% SJCOG + Interest	n/a	3rd Party Cost	2% Admin. Cost	Project Costs	
Totals	4,864	707	2,162,121	1,688,255	12,607,941	\$30,960,492	\$341,969	\$31,302,460	\$2,652,456	\$4,642,542	\$109,139	\$87,892	\$4,747,776	-	\$318,921	\$522,417	\$9,610,721	\$22,872,119