

# SAN JOAQUIN COUNCIL OF GOVERNMENTS

## Citizens Advisory Committee Meeting

SJCOG Regional Center  
555 East Weber Avenue  
Stockton, California

Wednesday, November 14, 2012

### ACTION MINUTES

**1. Call to Order**

Chair Joseph Crist called the meeting to order at 6:00 p.m. New member Michael Carouba was introduced to the group.

Members present:

**Joseph Crist**, City of Manteca; **Katrina Jaggears**, League of Women Voters; **Kurt Danziger**, City of Escalon; **Matthew Doss**, City of Tracy; **Harry Hodge**, NAACP; **Richard Blackston**, City of Lodi; **Brian Young**, Transit Advocate; **Nate Knodt**, City of Stockton; **Michael Ballot**, Sierra Club; and **Michael Carouba**, Business Industry.

SJCOG Staff present:

Michael Swearingen, Senior Regional Planner; Tanisha Taylor, Senior Regional Planner, and Nicole Gorham, Public Communications Specialist

**2. Minutes: Approve Minutes of October 17, 2012**

Motion was made and seconded (Young/Hodge) to approve the minutes of October 17, 2012 with correction to the minutes approval motion. The motion passed with Richard Blackston and Matthew Doss abstaining.

**3. Public Comments: None**

**4. Programming of Regional Transportation Impact Fee Funds for Navy Drive/BNSF Underpass Reconstruction**

Mr. Swearingen presented information on the project and outlined the RTIF funding contribution. During a lengthy discussion, members outlined concerns regarding the programming of \$1.67 million RTIF funds to the Port of Stockton.

Motion was made and seconded (Young/Carouba) to recommend the Board do not support RTIF funding for the Navy Drive/BNSF Underpass Reconstruction project. The motion passed 5 to 3 with Matt Doss and Richard Blackston abstaining.

After further discussion, the members wanted to show their support of the project but with caveats.

A second motion was made and seconded (Young/Ballot) to support the RTIF funding for the Navy Drive/BNSF Underpass Reconstruction Project to leverage \$5.74 million in Prop 1B funds as a loan with payment options to be determined. The motion passed unanimously with Matt Doss and Richard Blackston abstaining.

**5. Exchange of State Transportation Funds with the Santa Barbara County Association of Governments**

Mr. Swearingen highlighted the revenue neutral exchange of state transportation funds with SBCAG. He indicated that SBCAG doesn't have matching local funds available to use the state funds as programmed. The exchange would not have any impact on SJCGO's currently programmed projects.

Motion was made and seconded (Blackston/Danziger) to approve the exchange of State Transportation funds with SBCAG for the SJCOG Board consideration. The motion carried unanimously with Matt Doss abstaining.

**6. 2014 Regional Transportation Plan Update**

Ms. Taylor highlighted financial revenue projects, scenario planning, and indicated that the 2014 update will cover a 27 year period extending out to 2040. She indicated that there are financial implications related to project funding, CEQA relief, and project delivery if compliance to the SB-375 targets is not met.

This item was for discussion only and no action was taken.

**7. SB 375 Target Recommendations**

Ms. Taylor summarized the Air Resources Board action to establish Senate Bill 375 targets for the eight MPO's in the valley.

Motion was made and seconded (Ballot/Blackston) to recommend to the SJCOG Board the existing ARB adopted valley-wide SB-378 targets of 5% in 2020 and 10% in 2035 be maintained. The motion passed unanimously.

**8. Information Only Items:**

- A. Status of Major Highway Projects
- B. RTD Press Release for UTN Public Hearings
- C. Stockton Metropolitan Airport Media Release

These items were presented as information only.

**9. SJCOG Monthly Report of Major Activities**

Staff highlighted the upcoming Federal Certification Review and notified the members that a public listening session was scheduled for December 5, 2012.

**10. Member's Report/Future Agenda Items**

Brian Young asked for an update on the status of the Dana Cowell Memorial Highway fundraiser.

Nate Knodt reported a Stuff the Bus event is scheduled for Nov. 16-18 at the Food 4 Less at the Hammer triangle. RTD has partnered four area nonprofit agencies for the annual food drive.

- 11. Adjournment** – The meeting adjourned at 7:32 p.m.

## STAFF REPORT

**SUBJECT:** Results of 2012 Park and Ride Lot Usage Survey

**RECOMMENDED ACTION:** Accept Park & Ride Lot Usage Report and Recommendation to Terminate Lease Lot at Northgate Church

### DISCUSSION:

#### SUMMARY:

This is a report on the results of the 2012 Park & Ride Lot Usage Survey. While overall lot usage has decreased from the 2009 survey, key lots remain at high levels of occupancy. One lot is recommended for removal.

#### RECOMMENDATION:

Staff is seeking the CAC's acceptance of the 2012 Park & Ride Lot Usage Survey. This action includes the recommendation to terminate the lease lot at the Northgate Community Church in Manteca in favor of establishing an alternate Park & Ride lot.

#### FISCAL IMPACT:

Measure K is the funding source for the SJCOG Park & Ride Lot program. Termination of the Northgate Community Church Park & Ride Lot will allow for \$2,400 on an annual basis to be used elsewhere.

#### BACKGROUND:

Under the Park & Ride Master Plan developed in 2007, and the associated Park & Ride Implementation Plan, SJCOG staff is required to conduct regular usage assessment surveys of existing park and ride lots. There are currently seventeen park and ride lots in San Joaquin County, of which four lots are lease lots and thirteen lots are provided in cooperation with cities, developers, Caltrans and civic-minded businesses.

Data from 2012 shows a general decrease in usage from 2009 data. Five (5) lots were at 50-100% occupancy. Eight (8) lots were at 13-49% occupancy. Three (3) lots were at 0-1% occupancy, of which two are developer lots, and the third is the lease lot at Northgate Church. The Flag City lot at 1-5 and SR12 in Lodi was at 12% occupancy, due to commuters temporarily

relocating to the nearby Flying J while the expansion project at the lot was underway. The results for all lots are summarized in the attached **Table I**.

Notable changes since the 2009 survey include:

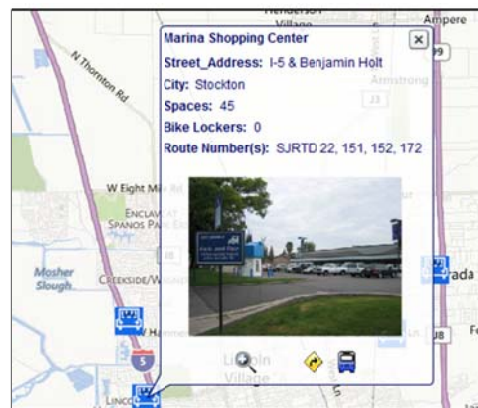
- The addition of a developer lot at Raley's in Morada, adding 35 parking spaces.
- Approval for a new Park & Ride Lot in Ripon at the Jack Tone Rd and Highway 99 interchange, planned to provide 75 dedicated spaces and two bike racks.
- Expansion of the existing Caltrans lot at Highway 12 and Interstate 5 in Lodi as part of the "Smart Corridor" project, bringing the lot capacity to over 80 parking spaces.



New spaces and striping at the expanded Flag City Park & Ride Lot

Efforts to promote the Park & Ride Lots have led to the creation of a Park & Ride Lot interactive map, hosted on the Commute Connection website. Located at <http://www.sjco.org/parkandride/>, the tool provides a clickable map with information on lot capacity, directions, amenities such as bike lockers, and a list of transit line stops, as well as photographs of the physical lot itself. Commute Connection also routinely distributes Park & Ride Brochures to employers and transit providers throughout the county.

While overall lot use has decreased slightly, only one lease lot was identified as significantly under-performing. Under the Park and Ride Implementation Plan, Measure K lease lots which do not meet reasonable expectations are subject to re-evaluation. The SJCOG/SJRTD lease lot at Northgate Church on Northgate Street in Manteca had in previous survey years shown steadily average occupancy percentages, but this year was found to be at 0% occupancy. Degradation of the lot's condition, including cracked pavement and poor lighting, as well as the surrounding neighborhood may be contributing to concerns about personal and vehicular safety in the area. The lot is currently served by the SJRTD Commuter Bus feeder route to Tracy, which also stops at the heavily used Wal-Mart Park & Ride Lot at SR 120. It is likely that commuters are utilizing the more centrally located and secure Wal-Mart lot in favor of the Northgate Church lot.



Interactive Park & Ride Lot Map

With the removal of the lot at Northgate Church, several options exist to supplement park and ride needs. Across San Joaquin County there are several locations identified as potential Park & Ride sites, as shown in the Park & Ride Lot Master Plan. In addition to the official lots monitored by SJCOG, there are several “informal” lots located around the county, established on an ad hoc basis by commuters where an unfilled park and ride need may exist. Informal lots pose an opportunity to create a formal lot in an area already populated by commuters. The recommended locations and the informal lots provide opportunities to continue serving the commuter demand for park and ride lots while still making the best use of available funds.

**NEXT STEPS:**

Initial conversations have shown SJRTD and SJCOG staff to be in agreement with terminating the lease at the Northgate Community Church lot. Park & Ride Lots will continue to be monitored by SJCOG staff, with the next usage survey to be conducted in 2014.





**ATTACHMENTS:**

1. Table 1: Park & Ride Lot Usage Data Comparison 2012

Table 1  
Park & Ride Lot Usage Data Comparison

Park and Ride Lot	Jurisdiction	Sponsor	Spaces	% Occupied 2005 Usage Survey	% Occupied 2007 Master Plan	% Occupied 2009 Usage Survey	% Occupied 2012 Usage Survey
1. Victor Rd/SR 99	Lodi	Caltrans	40	78%	53%	100% +	100%+
2. Flag City – I-5/SR12	Lodi	Caltrans	43	99%	109%	100% +	12%
3. Calvary Church – Kelley Dr	Stockton	SJCOG/SJRTD	40	78%	158%	50%	23%
4. Marina Center – I-5/Ben Holt Dr.	Stockton	SJCOG/SJRTD	35	96%	142%	100% +	35%
5. Wal-Mart – SR 99/Hammer Lane	Stockton	Wal-Mart	56	81%	20%	100%	n/a*
6. Lifesong Church – I-5/Michigan Avenue	Stockton	SJCOG/SJRTD	45	60%	60%	50%	62%
7. Community Center – 5 <sup>th</sup> St.	Lathrop	City/SJCOG	48	108%	96%	73%	63%
8. Brethren Church – Northgate St.	Manteca	SJCOG/SJRTD	40	93%	60%	75%	0%
9. Wal-Mart – SR 120/Main St	Manteca	Developer	50	90%	200%	100% +	100% +
10. Big League Dreams Sports Park – SR 120/Airport Way	Manteca	Developer	583	n/a	New	1%	1%
11. City Park and Ride – I-205/Naglee Rd.	Tracy	City/SJCOG	180	85%	63%	95%	87%
12. Factory Outlet Center – I-205/MacArthur Dr.	Tracy	Developer	45	1%	1%	1%	0%
13. Nestle Parking Area – SR-99/Main St.	Ripon	City	40	n/a	50%	30%	28%
14. Crossroads Center – SR 120/Escalon	Escalon	City/SJCOG	15	2%	14%	0%	13%
15. City Park and Ride – Viking/Main Street	Escalon	City/SJCOG	40	63%	68%	25%	13%
16. Morada Ranch	Stockton	Developer	35	n/a	n/a	New	49%
17. 6th and Central	Tracy	City	40			?	37%

Park & Ride Lot Category:

Capitol Lot	
MK Lease Lot	
City Lot	
Developer Lot	

\* an accurate count was unavailable due to a lack of differentiation between customer and P&R parking.

## STAFF REPORT

**SUBJECT:** Smart Growth Program Call for Projects

**RECOMMENDED ACTION:** Motion to Recommend the SJCOG Board Approval of Funding Up to \$4.3 Million in Federal Transportation Enhancement (TE) Eligible Smart Growth Projects

**SUMMARY:**

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the previous federal Transportation Enhancement (TE) program has been removed. The state has, however, agreed to allow federal funding under the new Transportation Alternatives Program (TAP) to flow through the State Transportation Improvement Program (STIP) to support previously programmed TE projects for the current 2012/13 fiscal year. Based upon this action and the large balance of prior year TE apportionments, the California Transportation Commission (CTC) is allowing the advancement of funding for previously programmed future year TE projects, including TE reserves. These circumstances present a unique opportunity for SJCOG to identify and advance TE eligible projects that can meet a very limited delivery schedule.

Based upon prior SJCOG Board action to specifically designate anticipated TE funds as TE reserves for the SJCOG Smart Growth Program, SJCOG staff is working with local agencies to identify those projects that are both TE eligible and meet the general criteria of the Smart Growth Program with focus on downtown revitalization and infill locations. SJCOG staff will be identifying specific projects for discussion and action of the Citizens Advisory Committee (CAC) by the January 16<sup>th</sup> CAC meeting.

**RECOMMENDATION:**

SJCOG staff is recommending the approval of funding up to \$4.3 million in federal TE eligible smart growth projects.

**FISCAL IMPACT:**

Approval of the SJCOG staff recommendation would result in the potential funding of up to \$4.3 million of TE eligible projects subject to meeting the required delivery milestones and CTC approval. This funding would be reduced from SJCOG's future TE reserves programmed between fiscal years 2013/14 and 2016/17 that are currently unfunded county STIP shares based upon federal funding changes under MAP-21.



## **BACKGROUND:**

As part of the adoption of the 2010 and 2012 Regional Transportation Improvement Program (RTIP) programming recommendations to the California Transportation Commission (CTC), the SJCOG Board approved the programming of all TE funds as TE reserves subject to future project identification. With the 2010 RTIP the SJCOG Board specifically designated the \$2.4 million of TE funds available at that time as TE reserves for the SJCOG Smart Growth Program in recognition of the importance of the program and the limited availability of direct Measure K Smart Growth Incentive Program funds. With the 2012 RTIP the SJCOG Board did not designate the use of the TE reserves due to the uncertainty of whether the new federal transportation reauthorization would include a TE program.

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the previous federal Transportation Enhancement (TE) program has been absolved. The state has, however, agreed to allow federal funding under the new Transportation Alternatives Program (TAP) to flow through the State Transportation Improvement Program (STIP) to support previously programmed TE projects for the current 2012/13 fiscal year. Based upon this action and the large balance of prior year TE apportionments, the California Transportation Commission (CTC) is allowing the advancement of funding for previously programmed future year TE projects, including TE reserves. These circumstances present a unique opportunity for SJCOG to identify and advance TE eligible projects that can meet a very limited delivery schedule.

The limited project delivery schedule includes:

1. Federal National Environmental Protection Act (NEPA) clearance by April 15, 2013
2. Completion of the full federal Request for Authorization (RFA) package by May 16, 2013, including right-of-way certification and final design.

This schedule is based upon the project preparation schedule for 2012/13 fiscal year with the final opportunity for CTC action at their June 11, 2013 meeting.

## **Project Identification**

To support the identification of projects that are able to meet both the limited project delivery schedule and the general Smart Growth Program goals, SJCOG staff is working with all of the local agencies to identify prospective projects by the January 16<sup>th</sup> CAC meeting. The criteria intended to be used to recommend projects to the SJCOG Board are:

1. Construction funding only
2. TE eligibility
3. Full funding
4. Project delivery within June 2013 CTC preparation schedule milestones

5. Project location either within existing downtown area or supporting identified infill development area from 2012 Smart Growth/TOD Master Plan

SJCOG staff recognizes that while the SJCOG Board may approve projects according to the project selection criteria above, NEPA clearance by April 15, 2013 will be subject to Caltrans District 10 Environmental Division review of project specific environmental issues and resources to perform NEPA delegation activities. Projects that are approved by the SJCOG Board for funding, but are unable to meet the June 2013 CTC deadline will be considered for a secondary opportunity to fund projects eligible under the new MAP-21 TAP program as well as the next cycle of the Measure K Renewal Smart Growth Incentive Program. This opportunity will also exist for those projects that are identified by local project sponsors through SJCOG staff's current outreach efforts that simply cannot meet the initial delivery deadlines.

*Prepared by: Wil Ridder, Senior Regional Planner*

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# STAFF REPORT

**SUBJECT:** 2014 Regional Transportation Plan Update

**RECOMMENDED ACTION:** Discussion

## **DISCUSSION:**

### **SUMMARY:**

The 2014 Regional Transportation Plan (RTP) will be the first RTP in San Joaquin County to contain a Sustainable Communities Strategy (SCS), the result of the Sustainable Communities and Climate Protection Act of 2008 (i.e., SB-375). SJCOG, working with the RTP/SCS Advisory Committee and through a public outreach process, will develop an SCS that demonstrates the ability of the San Joaquin region to reduce greenhouse gas emissions from cars and light duty trucks through integrated land use, transportation investments, and policies.

Integral to the development of the SCS is the input by member agencies on future land use assumptions and transportation projects. SJCOG staff has begun individual one-on-one meetings to verify future assumptions.

This staff report summarizes milestones and schedule for member agency input in the development of the 2014 RTP/SCS.

### **RECOMMENDATION:**

This item is for discussion only.

### **FISCAL IMPACT:**

There are no direct impacts to SJCOG's Overall Work Program. However, capturing the intent of SB-375 through the SCS process and satisfying the greenhouse reduction targets have direct implications of the SJCOG Regional Transportation Plan and related Federal Transportation Improvement Program. Therefore, there are financial implications related to project funding, CEQA relief, and project delivery if compliance to the SB-375 targets is not met.

### **BACKGROUND:**

The adoption of SB-375 altered the approach that Metropolitan Planning Organizations (MPO) previously used to identify, prioritize, and fund transportation investments over a 20-year horizon. The 2014 RTP will incorporate a SCS that demonstrates the ability of the San Joaquin region to reduce greenhouse gas emissions from cars and light duty trucks through integrated land use,

transportation investments, and policies. In September 2010, the California Air Resource Board (ARB) adopted provisional “Valleywide” targets of 5 percent per capita reduction of greenhouse gas emission from 2005 levels by 2020 and 10 percent per capita reduction by 2035 for the eight San Joaquin Valley MPOs. SJCOG is coordinating with the other seven MPOs to identify an approach to collectively meet these targets.

The development of the SCS is being directed by a RTP/SCS Advisory Committee of member agencies and local stakeholders. The committee will provide direction on both policy and technical elements of the SCS, review public input received during the SCS development, and make recommendations to the SJCOG board.

SJCOG, through the RTP/SCS Advisory Committee and public outreach process will develop three distinct SCS “scenarios” that emphasize various aspects of the goals, objectives, and policies of the RTP/SCS. The “scenarios” will demonstrate the range of benefits that can be achieved by identifying a range of housing types to fit the future population needs, locating jobs and housing in closer proximity, developing interconnected communities, and providing complementary transportation choices for the region. The “scenarios” will build upon recently updated General Plans, Sustainability Action Plans, Climate Action Plan, Measure K Smart Growth TOD /Infill Study, and other guiding plans.

### **SCS Milestones and Schedule**

#### Overall Schedule

The 2014 RTP/SCS is anticipated for Board adoption in October 2013. The major milestones and deliverables leading up to the release of the Draft RTP/SCS and Environmental Impact Report in July 2013 are listed below.

<b>Overall 2014 RTP/SCS Schedule</b>	
<b>Date</b>	<b>Milestone/Deliverable</b>
December – January 2012	Identify Revenues Projections
October 2012 – February 2013	Develop Project List and Financial Revenue Projections
October 2012 – February 2013	Develop Policy Element and Performance Indicators
November 2012 – April 2013	Scenario Development
February 2013 – April 2013	Evaluate Scenario Performance
July 23, 2013	Release Draft RTP/SCS & EIR (55 day public review period)
October 24, 2012	SJCOG Board Adoption

#### Critical Milestones

Of critical importance at this point in the project is the verification of future land use assumptions and transportation project lists. SJCOG staff has begun conducting one-on-one meetings with local agencies to discuss these topics that feed into the SCS “scenario planning”. The goal of the SCS “scenarios” is to demonstrate the reduction in VMT by better coordinating land use and transportation options. Future land use will play a major role in the amount of VMT generated,

thus it will be important for SJCOG to confirm assumptions relating to the location, density, and mix of future land uses. Additionally, SJCOG will need to verify that the candidate transportation project lists submitted in Spring 2012 are still valid. The one-on-one meetings will also provide the opportunity to fine-tune project scope, cost, and schedules as well as highlight elements of projects that include ITS, bike, pedestrian, and other TDM measures. Accounting for these elements will provide a more detailed analysis of future transportation investments.

SJCOG staff will need to conduct the one-on-one meetings and receive input by local agencies by the end of January in order to develop the individual land use and transportation options for each of the SCS scenarios.

**NEXT STEPS:**

The next RTP/SCS Advisory Committee meeting is tentatively scheduled for January 31, 2013. This meeting is open to the public and material prepared for the meeting can be automatically received through an interested parties email list. Please contact Aaron Hoyt if you are interested in receiving regular updates on the RTP/SCS Advisory Committee.

SJCOG staff will continue to provide updates on critical juncture points and identify ways to participate in the 2014 RTP/SCS process.

## STAFF REPORT

**SUBJECT:** Fiscal Year 2012 Regional  
Transportation Impact Fee (RTIF)  
Activity Report

**RECOMMENDED ACTION:** Motion to Accept the Fiscal Year 2012  
RTIF Activity Report

### DISCUSSION:

#### SUMMARY:

The RTIF Program objective is to obtain funding from new development projects that have an impact upon the Regional Transportation Roadway Network and to integrate these funds with federal, State, and other local funding to make transportation improvements identified in the RTIF Program.

This RTIF Annual Activity Report (Report) represents the period of July 1, 2011 through June 30, 2012 and satisfies the requirements under the Fee Mitigation Act (Gov. Code §§ 66000 et seq.). This report was developed based on annual 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 activity involving individual submissions and supplementary information submitted to SJCOG by participating agencies is subject to an annual fiscal audit conducted by an outside independent consulting firm.

The Report includes all necessary information regarding the RTIF Program funds held by SJCOG and the County that were distributed to the County and SJCOG from the Participating Agencies pursuant to section 5.2 of the program's executed Operating Agreement. Furthermore, it documents the collection and expense activities and land use activities subject to the RTIF for the report period and provides a summary of activities since program inception.

#### RECOMMENDATION:

SJCOG staff is seeking CAC's acceptance of the Fiscal Year 2012 RTIF Annual Activity Report.

#### ATTACHMENTS:

1. Fiscal Year 2011/2012 RTIF Activity Report

# ANNUAL REPORT

## Regional Transportation Impact Fee

FY 2012



## Fiscal Year 2012 Regional Transportation Impact Fee (RTIF) Activity Report

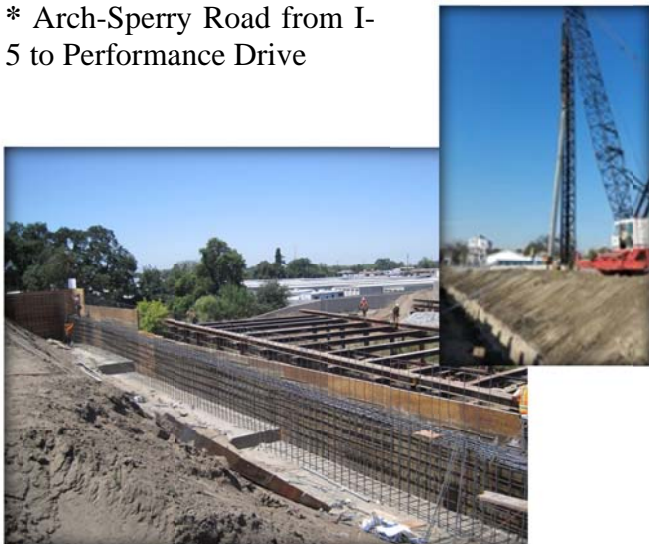
Since its inception in Fiscal Year 2005, \$31 million of RTIF has been generated. Along with interest and after program administration expenses, a net of \$30.4 million has become available to support project delivery. As of June 30, 2011, \$9.58 million has been expended on 13 regionally significant transportation projects.

### Sample Projects Benefitting from RTIF Program

\* Eight Mile Road Widening from West Lane to Holman which includes a Grade Separation



\* Arch-Sperry Road from I-5 to Performance Drive



\* SR 99 at Harney Lane Interchange



\* Hammer Triangle Regional / Interregional Bus Rapid Transit System



*Participating agencies have committed \$23.9 million across 17 eligible RTIF projects.*

*Exhibit A provides a summary of RTIF Revenue Commitments and Expenditures by project and by participating agency.*



## FY 2011/2012 RTIF Structure

The RTIF program involves the application of a region-wide uniform fee structure to help mitigate the impacts new development has on the regional transportation network. While the RTIF Program and the RTIF Program Fee is imposed and collected by the Participating Agencies, the RTIF Program is managed for the benefit of the entire County region.

For fiscal year 2012, the uniform fee structure was as follows:

Regional Transportation Impact Fee (RTIF) Schedule	
Land Use Type	FY 11/12 RTIF 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

### Project Eligibility Criteria

RTIF can only be expended on regionally significant capital projects that have met specific criteria. The criteria for highway, interchange, and regional roadway improvement projects include:

1. Falls on the adopted RTIF regional roadway network.
2. Identified in Tier I of the most recent Regional Transportation Plan (RTP).
3. Excluding interchanges, involves a capacity improvement of one or more through travel or passing lanes, or auxiliary lanes (i.e., turn lanes).
4. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

The criteria for public transit improvement projects include:

1. Must involve an improvement to an existing or a new service/facility which connects at least two (2) or more cities or regions.
2. Identified in Tier I of the most recent Regional Transportation Plan (RTP).
3. Project is modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

### RTIF Capital Project List

During this report period, there were 62 projects that met the eligible criteria to expend RTIF revenue for delivery. Of those projects, 9 were highway widening, 20 were highway interchange, 24 were regional roadway, and 9 were public transit projects.

SJCOG is responsible for establishing and maintaining the RTIF Capital Project List. Opportunity to modify any of the projects occurs, at minimum, on an annual basis. However, as needs and priorities change over time, a participating agency can request modifications to an existing project and or delete/add a project to the list.

SJCOG will make any and all changes to the Capital Project List annually taking into consideration the comments received from each Participating Agency consistent with the project eligibility criteria.

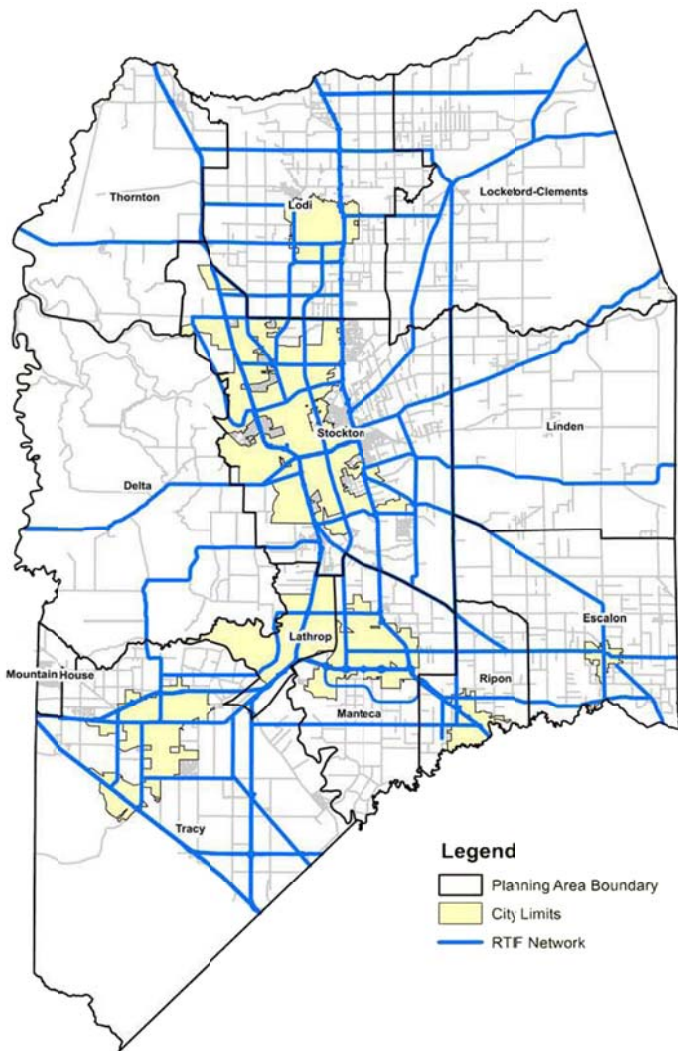
The Master Capital RTIF (RTP Tier I) Project List found in **Exhibit B** which provides greater detail regarding project description and limits. During this report period, the RTIF Capital Project List did not experience any modifications.

### The RTIF Roadway Network

The RTIF Regional Roadway Network consists of all highway facilities along with select existing and future arterials that are considered regionally significant. During the 5<sup>th</sup> year update of the program, the 2 major arterials that were included to the network involved Roth Road from I-5 to Airport Way and the Arch-Sperry Road extension from Performance Drive to I-5.

Both these facilities are regionally significant to the goods movement industry and the region's economy. During the report period, the network was not modified.

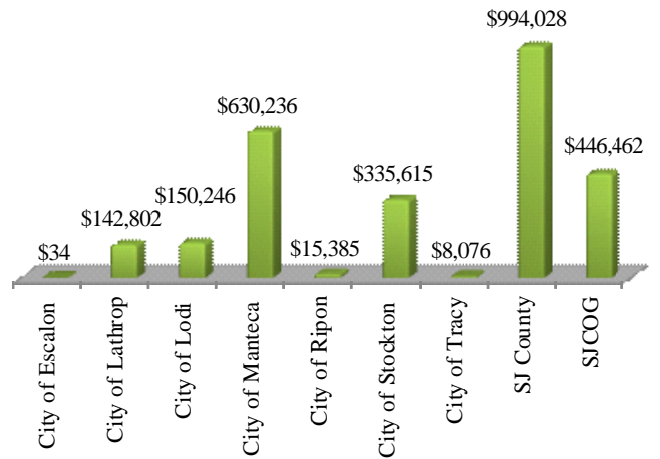
*RTIF Regional Roadway Network*  
**Summary of FY 2011/2012 RTIF Activity**



The RTIF Annual Activity Report spread sheet for the can be found under **Exhibit C**. The following is a summary of the activity for the report period:

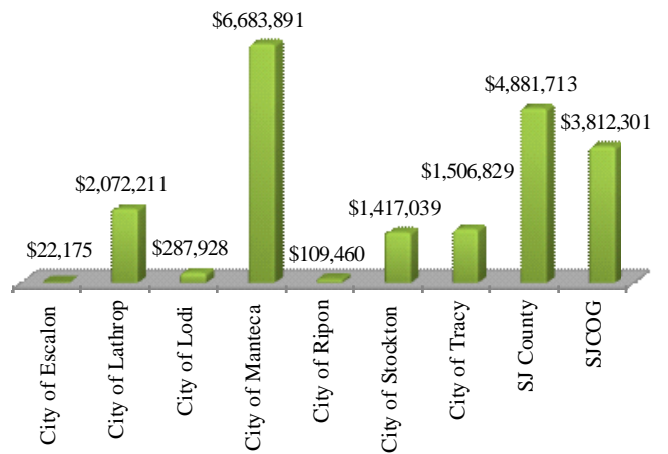
1) After distributions and operational deductions, the net RTIF generated across participating agencies for this report period was \$2,722,884.

Current Report Period by Participating Agency:



2) After distributions and operational deductions, the total net RTIF retained by the end of the report period across participating agencies was \$20,793,547.

FY 2006 ~ FY 2012 by Participating Agency:

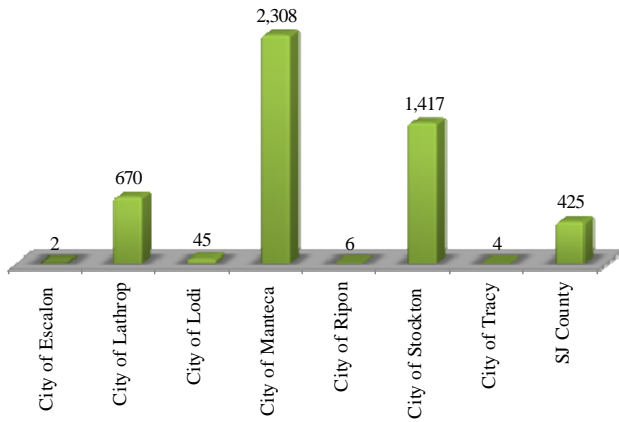


3) The total single-family residential land use activity for this report period involved 475 units. Of this, the City of Manteca had the greatest activity of 278 units followed by the City of Stockton at 94, City of Lathrop at 70, and the County of San Joaquin at 30. The County of San Joaquin had the only activity involving multi-family dwelling units at 36.

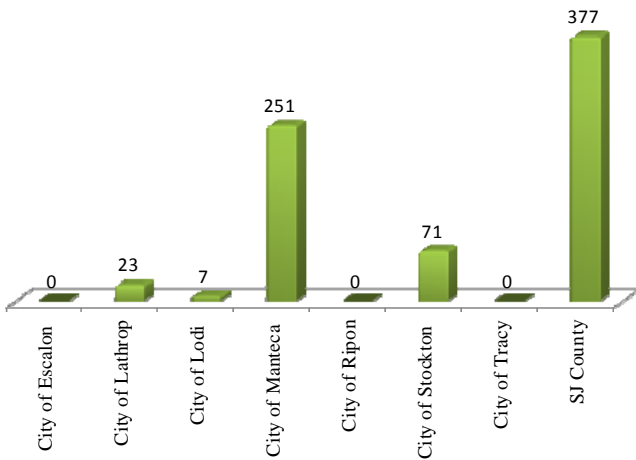
Since program inception, 87% of the total residential activity has been single-family. The total residential (Single & Multi-Family) dwelling unit land use activity through June 30, 2012 is 4,877 for single-family and 729 for multi-family.

FY 2006 ~ FY 2012 Residential Activity by Participating Agency:

**Single-Family Homes**

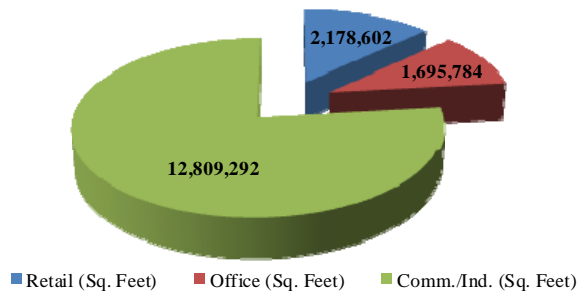


**Multi-Family Homes**



4) The non-residential land use activity for this report period included 247,249 square feet of retail, 62,658 square feet of office, and 174,409 square feet of commercial/industrial.

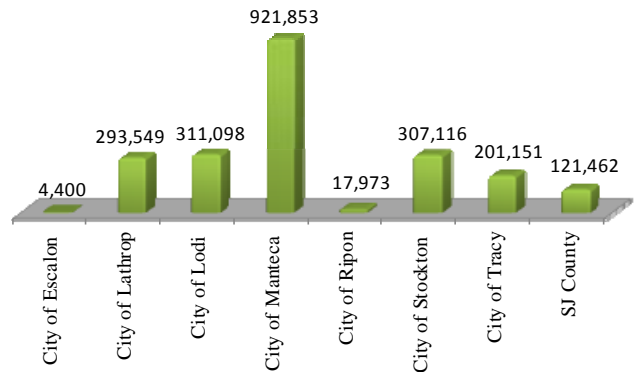
FY 2006 ~ FY 2012 of Regional Non-Residential Activity:



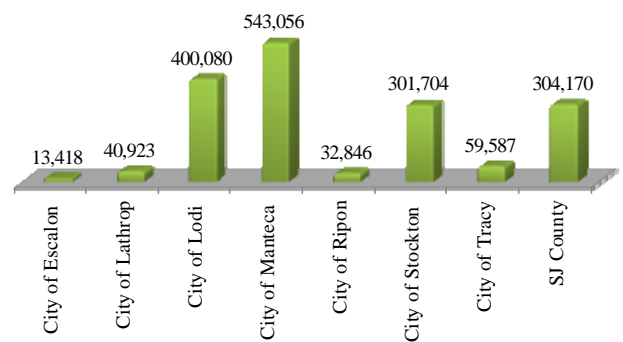
Since program inception, of the 16.6 million square feet of non-residential development subject to the RTIF, the majority (77%) has been commercial/industrial.

FY 2006 ~ FY 2012 Non-Residential Activity by Participating Agency:

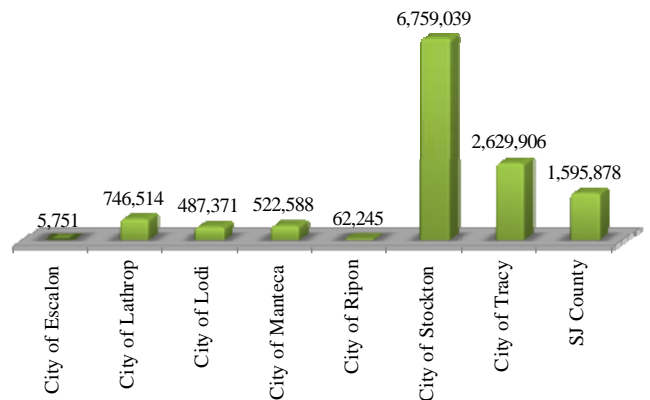
**Retail (Square Feet)**



**Office (Square Feet)**



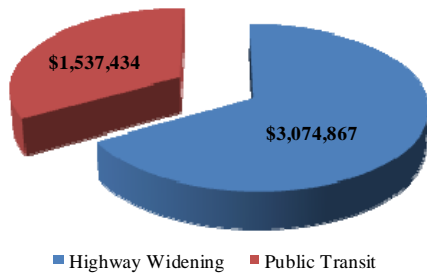
**Commercial/Industrial (Square Feet)**



5) Of the RTIF collected by participating agencies, 15% is distributed to SJCOG to manage and program on eligible Highway Widening and Public Transit projects. The net RTIF generated and retained for highway widening and public transit projects between July 1, 2011 and June 30, 2012 was \$446,462.

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 \$4,612,301. By formula, two-thirds of the total is for highway widening and the remainder is for public transit.

FY 2006 ~ FY 2012 of RTIF for Public Transit and Highway Widening Projects:

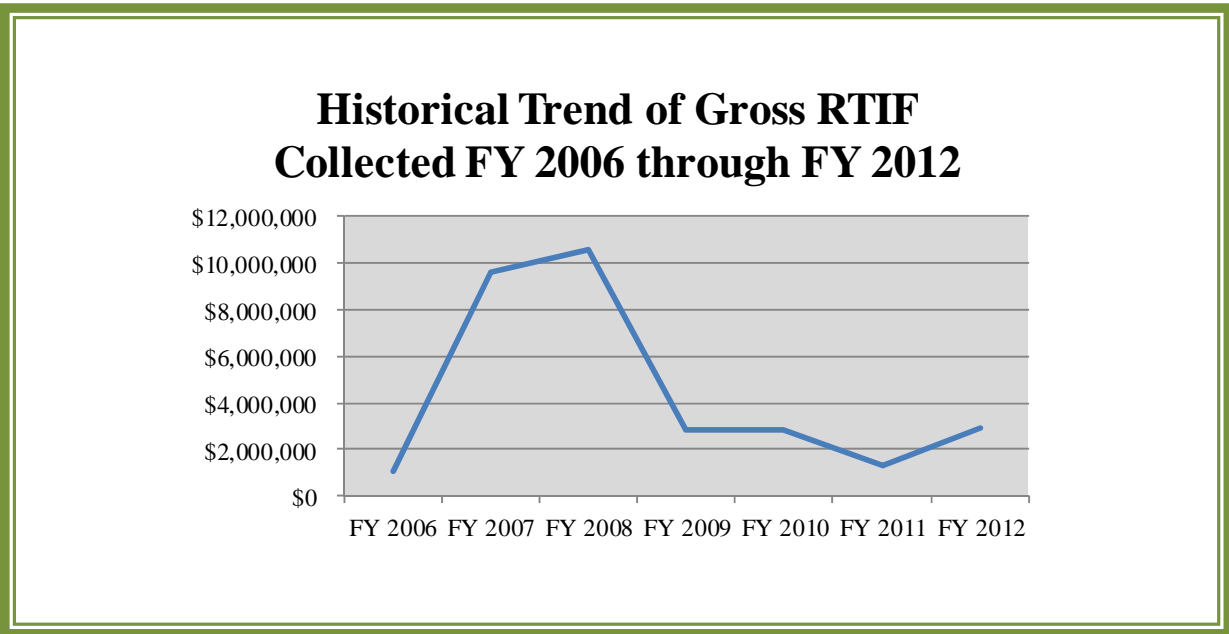


As of this report period, \$800,000 of \$1.5 million of RTIF for public transit has been approved and expended on the Regional Transit District’s Bus Rapid Transit “Hammer Triangle” project. An additional \$173,410 has been approved and committed to the Cabral Station Improvement Project which includes Park & Ride accommodations.

The \$3,074,867 million of RTIF revenue for highway widening has been programmed on the SR 4 Extension Project.

**HISTORICAL RTIF COLLECTION**

In summary, there has been \$30.9 million of RTIF collected by all the incorporated cities and the County of San Joaquin. The graph below shows the historical trend of gross RTIF collection since program inception:



**EXHIBIT A**

**RTIF Project Revenue Commitments & Expenditures**

ID#	Project	RTP TIER I RTIF PROJECTS		Gross Project Cost	Project Nexus	RTIF Eligible Cost	RTIF Committed	RTIF Expended	Developer Improvemnts
		Project Description							
7	COG	SR-4 Extension	New alignment from Fresno Avenue to Daggett Road	\$150,000,000	43.5%	\$65,250,000	\$3,959,331	\$0	
12	LAT	I-5 @ Lathrop Road	Reconstruct Interchange	\$33,000,000	79.1%	\$26,100,000	\$1,525,500	\$25,500	\$14,381
15	LOD	SR-99 @ Harney Lane	Reconstruct interchange	\$39,200,000	54.1%	\$21,200,000	\$740,000	\$722,725	
17	MAN	SR-120 @ McKinley	Reconstruct/Improve interchange	\$30,200,000	62.0%	\$20,500,000	\$800,000	\$48,319	
18	STK	SR-99 @ Eight Mile Road	Reconstruct Interchange	\$122,000,000	87.0%	\$106,200,000	\$1,100,000	\$960,851	
21	STK	North Stockton I-5 Mainline Interchange	Construction of new interchange	\$80,300,000	76.5%	\$61,800,000	\$1,131,000	\$1,105,034	
23	STK	SR-99 @ Morada Lane	Reconstruct interchange	\$110,800,000	96.0%	\$106,400,000	\$1,100,000	\$987,023	
24	STK	I-5 @ Eight Mile Road	Interchange modification	\$47,000,000	84.0%	\$39,500,000	\$15,773	\$15,773	
28	TRA	I-205 @ Lammers Road	Construction of new interchange	\$86,100,000	58.0%	\$49,900,000	\$2,331,655	\$326,697	
36	STK	Eight Mile Road	Widen from 2 to 6 lanes, West Lane to Holman (Grade separation @ UPRR)	\$50,000,000	69.5%	\$34,750,000	\$5,217,000	\$2,518,500	
42	STK/SJC	Arch-Sperry Road	Construct 2 to 8 lanes, I-5 to Performance Drive	\$55,000,000	78.0%	\$42,900,000	\$3,483,638	\$2,064,946	
45	LAT	Lathrop Road	Widen from 2 to 4 lanes, I-5 to east UPRR	\$2,800,000	71.4%	\$2,000,000	\$5,000	\$5,000	
47	LAT	Golden Valley Parkway	Parallel facility along north/west side of I-5 from Lathrop Road to Paradise	\$59,300,000	86.0%	\$51,000,000	\$0	\$0	\$130,012
52	ESC	McHenry @ Ullrey Intersection	Intersection improvement	\$1,500,000	73.3%	\$1,100,000	\$23,396	\$0	
57	COG	Bus Rapid Transit (BRT)	Regional/Inter-Regional BRT System (Hammer Triangle)	\$35,000,000	34.0%	\$11,900,000	\$800,000	\$800,000	
61	COG	ACE Capital Project	ACE Maintenance and Facility Expansion	\$4,000,000	50.0%	\$2,000,000	\$173,410	\$0	
<b>TOTALS</b>				<b>\$902,200,000</b>		<b>\$640,500,000</b>	<b>\$22,405,703</b>	<b>\$9,580,368</b>	<b>\$144,393</b>

Agency	Net RTIF	Committed	Expended	Net RTIF Balance
City of Escalon	\$22,175	\$23,396	\$0	\$22,175
City of Lathrop	\$2,102,711	\$1,530,500	\$30,500	\$2,072,211
City of Lodi	\$1,010,651	\$740,000	\$722,725	\$287,926
City of Manteca	\$6,732,210	\$800,000	\$48,319	\$6,683,891
City of Ripon	\$109,460	\$0	\$0	\$109,460
City of Stockton	\$7,569,166	\$12,047,411	\$6,152,127	\$1,417,039
San Joaquin County	\$6,381,713	\$1,500,000	\$1,500,000	\$4,881,713
City of Tracy	\$1,833,526	\$2,331,655	\$326,697	\$1,506,829
SJCOG	\$4,612,301	\$4,932,741	\$800,000	\$3,812,301
<b>TOTALS</b>	<b>\$30,373,913</b>	<b>\$23,905,703</b>	<b>\$9,580,368</b>	<b>\$20,793,545</b>
<b>Balance Remaining</b>	<b>\$20,793,545</b>			

**EXHIBIT B**

**Master Capital RTIF (RTP Tier I) Project List**

ID	Facility Name/Route	Project Description	Project Limits
<b><i>Mainline Highway Projects</i></b>			
1	SR-4 Extension	New alignment from Fresno Ave. to Navy Drive	Fresno Avenue to Navy Drive
2	I-5 Widening	Widen and construct HOV lanes in median with auxiliary lanes	Hammer Lane to Eight Mile Road
3	I-5 Widening	Widen and construct HOV lanes in median from Country Club Blvd. To Hammer Lane and restripe existing median lanes to HOV lanes from Charter Way to Country Club Blvd.	Country Club to Hammer Lane
4	I-5 Widening	Widen 6 to 8 lanes (Inside) and construct HOV lanes	French Camp Road to Charter Way
5	I-5 Widening	Widen 6 to 8 lanes (Inside)	SR 120 to French Camp Road
6	SR-12	Widen 2 to 4 lanes (Outside), add turn lanes, from SR-99 to SR-88	SR-99 to SR-88
7	SR-99 Widening	Widen 4 to 6 lanes using inside median w/ interchange modifications & realignment of the SR-4 east approach & connection to SR-99	Arch Road to Crosstown/SR-99 interchange
8	SR-120 Widening	Widen 4 to 6 lanes (Inside)	I-5 to SR-99
9	I-205 Widening / HOV	Widen 6 to 8 lanes (Inside/Outside)	I-580 to I-5
<b><i>Highway Interchange Projects</i></b>			
10	SR-99 @ Mariposa Road	Reconstruct interchange	SR-99 @ Mariposa Road
11	SR-99 @ French Camp Road	Reconstruct interchange	SR-99 @ French Camp Road
<b><i>Subtotal State Projects</i></b>			
12	I-5 @ Lathrop Road	Reconstruct interchange	I-5 @ Lathrop Road
13	I-5 @ Roth Road	Reconstruct interchange	I-5 @ Roth Road
14	I-205 @ Chrisman Road	Phase 1: Construct new interchange east-west ramps	I-205 / Chrisman Road
<b><i>Subtotal Lathrop Projects</i></b>			
15	SR-99 @ Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 @ Harney Lane
<b><i>Subtotal Lodi Project</i></b>			
16	SR-120 @ McKinley Exp.	Reconstruct/Improve interchange including necessary auxiliary lanes (P.M. 2.2/.2)	SR-120 @ McKinley Avenue
17	SR-99 @ McKinley Exp.	Construct new interchange	SR-99 @ McKinley Exp.
<b><i>Subtotal Manteca Projects</i></b>			
18	SR-99 @ Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 @ Eight Mile Road
19	SR-99 @ March Lane/ Wilson	New interchange - Construct combined Wilson Way, March Lane Interchange (P.M. 21.1-22.1)	SR-99 @ March Lane/Wilson
20	I-5 @ French Camp/Arch Sperry Road	Reconstruct existing French Camp Road Interchange, construct auxiliary lane on I-5 , and realign Manthey Road (P.M. 20.8-21.2) (HR 3-193 #2067)	I-5 @ French Camp/Arch Sperry Road



ID	Facility Name/Route	Project Description	Project Limits
21	I-5 @ Gateway Boulevard	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 @ Gateway Boulevard
22	SR-99 @ Gateway Blvd.	Construction of new interchange	SR-99 @ Gateway Boulevard
23	SR-99 @ Morada Lane	Reconstruct interchange (PM 23.5-24.5)	SR-99 @ Morada Lane
24	I-5 @ Eight Mile Road	Modification of interchange	I-5 @ Eight Mile Road
25	I-5 @ Otto Drive	Construction of new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 @ Otto Drive
26	I-5 @ Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 @ Hammer Lane
	<b><i>Subtotal Stockton Projects</i></b>		
27	SR-132 @ I-5 and Bird Road	Upgrade interchange, lengthen ramps, widen approaches, install signal controls w/ necessary auxiliary lanes (P.M. 2.2/2.2)	SR-132 @ I-5 and Bird Road
	<b><i>Subtotal SJ County Projects</i></b>		
28	I-205 @ Eleventh Street	Construct Interchange I-205 @ Eleventh Street; realign and widen Eleventh Street to 6 lanes north of Grant Line Road to Byron Road.	I-205 @ Eleventh Street
29	I-205 @ Grantline Road	Modification of existing interchange	I-205 @ Grantline Road
	<b><i>Subtotal Tracy Projects</i></b>		
<b><i>Regional Roadway Projects</i></b>			
30	Lower Sacramento Road	Widen from 2 to 6 lanes	Eight Mile Road to Grider Way
31	Lower Sacramento Road	Widen from 2 to 6 lanes	Grider Way to Armor Drive
32	Lower Sacramento Road	Widen from 2 to 6 lanes	Armor Drive to Morada Lane
33	Eight Mile Road	Widen from 5 to 8 lanes	I-5 to Thornton Road
34	Eight Mile Road	Widen from 2 to 8 lanes (involves 1 railroad grade separation)	Thornton Road to Lower Sacramento Rd.
35	Eight Mile Road	Widen from 2 to 6 lanes	Lower Sacramento Road to West Lane
36	Eight Mile Road	Widen from 2 to 6 lanes (Involves 1 railroad grade separation)	West Lane to Holman Road
37	Eight Mile Road	Widen from 2 to 6 lanes	Holman Road to SR-99
38	Pacific Avenue	Widen from 6 to 8 lanes	Hammer Lane to March Lane - between the Calaveras River and Hammer Lane
39	March Lane Extension	Construct a new 8 lane Road	Holman to SR-99
40	Airport Way	Widen from 4 to 6 lanes	Arch/Sperry Road to French Camp Road
41	Thornton Road	Widen from 4 to 6 lanes	Purshing Avenue to Bear Creek Bridge
42	Arch-Sperry Road	Construct elevated 4 lane arterial	French Camp @ I-5 Interchange to Sperry Road/Performance Drive intersection
	<b><i>Subtotal Stockton Projects</i></b>		
43	Harney Lane	Widen from 2 to 4 lanes	SR-99 to Lower Sacramento Road
	<b><i>Subtotal Lodi Project</i></b>		
44	Airport Way	Widen from 4 to 6 lanes	SR120-Lathrop Road (Manteca)
45	Lathrop Road	Widen from 2 to 4 lanes	From east of UPRR to SR-99

ID	Facility Name/Route	Project Description	Project Limits
46	McKinley Expressway	Construct new 4 lane expressway	SR-120 to SR-99
	<i>Subtotal Manteca Projects</i>		
47	Golden Valley Parkway	Parallel facility along north/west side of I-5	Lathrop Road to Paradise Road
48	Lathrop Road	Widen from 2 to 4 lanes	I-5 to east UPRR
	<i>Subtotal Lathrop Projects</i>		
49	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road
50	Lammers Road	Widen from 2 to 4 Lanes	Phase I: I-205 to Old Schulte Road
51	Linne Road	Widen from 2 to 4 lanes	Corral Hollow Road to Chrisman Road
	<i>Subtotal Tracy Projects</i>		
52	McHenry @ Ullrey Intersection	Intersection Improvement	McHenry @ Ullrey Intersection including UPRR Crossing
	<i>Subtotal Escalon Projects</i>		
53	River Road, Phase I	Widen from 2 to 6 lanes	North Ripon Road to Jack Tone Road
	<i>Subtotal Ripon Projects</i>		
<b>Transit Projects</b>			
54	Bus Rapid Transit Vehicles	Purchase of buses for service expansion (Intercity/Interregional)	San Joaquin County - Capital
55	BRT Phase III: Hammer Lane Corridor	Corridor improvement costs including traffic signal upgrades, bus stop amenities, and access enhancements	San Joaquin County - Capital
56	BRT Phase III: Hammer Lane Corridor	Hybrid Diesel - Electric Bus Procurement	San Joaquin County - Capital
57	BRT Phase III: Hammer Lane Corridor	Hammer Triangle Transfer Station	San Joaquin County - Capital
58	Intercity/Interregional Bus	Fleet Expansion	San Joaquin County - Capital
59	Regional Transportation Ctr.	Expand capacity of Regional Transportation Center from 110 to 250 buses	San Joaquin County - Capital
	<i>Subtotal SJRTD Projects</i>		
60	ACE Corridor	Acquisition of ACE Corridor	Between Lathrop and Niles Junction
61	ACE Capital: Maintenance Facility Expansion	Maintenance facility expansion from 9 train sets to 17 train sets Phase I	Location to be determined
62	ACE Capital: Track extension	Double track in Lathrop and track extension in Stockton	Between Stockton and Lathrop
	<i>Subtotal SJRRC<sup>6</sup> Projects</i>		
<b>Total RTIF Update Projects</b>			



**EXHIBIT C**

**RTIF Annual Activity Report: July 1, 2011 ~ June 30, 2012**

Agencies	Land Use Type					RTIF Revenue / Interest / Distribution / Cost											Report Period Net Total	TOTAL Program Net
	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	3rd Party Cost	2% Admin. Cost	Project Costs		
City of Escalon	0	0	0	0	51	\$46	\$0	\$46	\$5	\$7	\$10	\$0	\$17	\$0	\$0	\$0	\$34	\$22,175
City of Lathrop	70	0	0	1,200	4,160	\$192,353	\$1,482	\$193,835	\$19,247	\$28,871	\$1,724	\$144,393	\$30,595	\$0	\$2,914	\$0	\$142,802	\$2,072,211
City of Lodi	3	-1	136,038	7,403	32,671	\$202,760	\$1,656	\$204,416	\$20,442	\$30,662	\$652	-\$2,764	\$31,315	\$0	\$3,066	\$98,597	\$150,246	\$287,928
City of Manteca	278	0	13,000	6,127	1,215	\$856,162	\$1,298	\$857,460	\$85,746	\$128,616	\$5,414	\$0	\$134,030	\$0	\$12,862	\$48,319	\$630,236	\$6,683,891
City of Ripon	0	0	0	13,941	0	\$20,912	\$20	\$20,931	\$2,093	\$3,140	\$65	\$0	\$3,205	\$0	\$314	\$0	\$15,385	\$109,460
City of Stockton	94	0	15,685	17,774	141,491	\$453,454	\$3,166	\$456,620	\$45,662	\$68,494	\$5,765	\$0	\$74,259	\$0	\$6,849	\$363,596	\$335,615	\$1,417,039
City of Tracy	0	0	8,796	0	571	\$10,981	\$5	\$10,986	\$1,098	\$1,647	\$1,399	\$0	\$3,046	\$0	\$165	\$176,294	\$8,076	\$1,506,829
SJ County	30	36	890	16,213	67,090	\$1,192,850	\$11,696	\$1,204,546	\$0	\$190,231	\$2,032	\$0	\$192,263	\$0	\$20,286	\$1,500,000	\$994,028	\$4,881,713
SJCOG											\$3,905			\$0	\$9,111	\$0	\$446,462	\$3,812,301
<b>Totals</b>	<b>475</b>	<b>35</b>	<b>174,409</b>	<b>62,658</b>	<b>247,249</b>	<b>\$2,929,517</b>	<b>\$19,323</b>	<b>\$2,948,840</b>	<b>\$174,293</b>	<b>\$451,668</b>	<b>\$20,966</b>	<b>\$141,629</b>	<b>\$468,729</b>	<b>\$0</b>	<b>\$55,568</b>	<b>\$2,186,806</b>	<b>\$2,722,884</b>	<b>\$20,793,547</b>

**RTIF Program Summary: Program Inception ~ June 30, 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	3rd Party Cost	2% Admin. Cost	Project Costs	
City of Escalon	2	0	4,400	13,418	5,700	\$30,715	\$913	\$31,627	\$3,163.00	\$5,471	\$136	\$0	\$5,606	\$378	\$475	\$0	\$22,141
City of Lathrop	600	23	293,549	39,723	742,354	\$2,593,787	\$94,993	\$2,688,779	\$268,878	\$387,942	\$19,099	\$115,631	\$407,041	\$32,965	\$39,086	\$30,500	\$1,929,409
City of Lodi	42	8	175,060	392,677	454,700	\$1,172,055	\$13,136	\$1,185,191	\$118,519	\$176,377	\$4,259	(\$1,979)	\$180,636	\$12,104	\$17,786	\$624,126	\$236,279
City of Manteca	2,030	251	908,853	536,929	521,373	\$8,296,291	\$78,486	\$8,374,777	\$837,478	\$1,245,582	\$22,825	(\$1,304)	\$1,268,407	\$79,330	\$110,412	\$0	\$6,101,974
City of Ripon	6	0	17,973	18,905	62,245	\$127,282	\$1,218	\$128,500	\$12,850	\$19,093	\$319	\$0	\$19,412	\$553	\$1,927	\$0	\$94,076
City of Stockton	1,323	71	291,431	283,930	6,617,548	\$9,818,611	\$60,388	\$9,879,000	\$987,900	\$1,467,162	\$25,144	(\$35,970)	\$1,492,306	\$84,325	\$106,060	\$5,788,533	\$1,445,021
City of Tracy	4	0	192,355	59,587	2,629,335	\$2,466,311	\$25,272	\$2,491,583	\$249,158	\$370,013	\$7,763	\$0	\$377,776	\$12,442	\$34,521	\$150,403	\$1,675,046
SJ County	395	341	120,572	287,957	1,528,788	\$3,523,983	\$32,987	\$3,556,970	\$0	\$528,673	\$8,629	\$11,514	\$537,302	\$48,692	\$81,381	\$0	\$5,387,684
SJCOG	0	0	0	0	0	n/a	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,132	\$74,516	\$800,000	\$3,365,839
<b>Totals</b>	<b>4,402</b>	<b>694</b>	<b>2,004,193</b>	<b>1,633,126</b>	<b>12,562,043</b>	<b>\$28,029,035</b>	<b>\$307,392</b>	<b>\$28,336,427</b>	<b>\$2,477,946</b>	<b>\$4,200,313</b>	<b>\$88,174</b>	<b>\$87,892</b>	<b>\$4,288,487</b>	<b>\$318,921</b>	<b>\$466,164</b>	<b>\$7,393,562</b>	<b>\$20,257,469</b>

**RTIF Program Summary: Program Inception ~ June 30, 2012**

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	3rd Party Cost	2% Admin. Cost	Project Costs	
<b>Totals</b>	<b>4,877</b>	<b>729</b>	<b>2,178,602</b>	<b>1,695,784</b>	<b>12,809,292</b>	<b>\$30,958,553</b>	<b>\$326,716</b>	<b>\$31,285,268</b>	<b>\$2,652,239</b>	<b>\$4,651,981</b>	<b>\$109,140</b>	<b>\$229,521</b>	<b>\$4,757,216</b>	<b>\$318,921</b>	<b>\$521,732</b>	<b>\$9,580,368</b>	<b>\$22,980,353</b>

## STAFF REPORT

**SUBJECT:** Freeway Service Patrol (FSP) Annual Report  
FY 2011/12

**RECOMMENDED ACTION:** Information

### DISSCUSSION:

Attached to this staff report is the FSP Annual Report for FY 2011/12. Printed in a newsletter format, the main objective of this report is to continue the annual reporting process to the general public and the SJCOG's Board of Directors. This newsletter will be published in SJCOG's website. FSP operators will also be asked to carry the newsletters and distribute to assisted motorists in addition to the performance survey cards.

Please see the FY 2011/12 Annual Report and Statistics in the attached newsletter.

## STAFF REPORT

**SUBJECT:** Freeway Service Patrol (FSP) Annual Report  
FY 2011/12

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