



SAN JOAQUIN COUNCIL OF GOVERNMENTS

TECHNICAL ADVISORY COMMITTEE
SJCOG Conference Room
555 E. Avenue, Stockton, CA

Thursday, September 11, 2014
10:00 A.M.

Call-in Number: (650) 479-3208
Access code: 804 592 439

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PARKING:

For your convenience, parking is available at the COG Regional Center. There is additional parking available at Public Parking Lot K, located on American Street, just south of Weber Avenue. Additional meter parking is available on Weber Avenue.

A G E N D A

1. Call to Order / Introductions / Roll Call
2. Minutes: August 14, 2014
3. Public Presentation
At this time, the public may address the Technical Advisory Committee on any non-agendized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item he or she is invited to address the Technical Advisory Committee at the time the item is up for consideration. A five-minute maximum time limit for a speaker will apply to all "items from the audience". The determination of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.
4. Technical Items: through are **available for action by the committee**. The left hand column identifies only recommendations from staff.

Action A. Active Transportation Program Funding Recommendation - Anderson

Discussion B. Regional Transportation Impact Fee Program - Anderson

Information C. Rideshare Week - McNickle

CONSENT CALENDAR

Information D. Final Fiscal Year 2013-2014 State Transit Assistance Revenue and Apportionments Schedule

Information E. Revised Fiscal Year 2014-2015 State Transit Assistance Revenue and Apportionment Schedule

5. Other Matters of Business

6. Meeting Adjourned to Thursday, October 09, 2014 at 10:00 a.m.

TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments
555 E Weber Ave.
Stockton, CA 95202

Thursday, August 14, 2014

MINUTES

1. Call Meeting to Order/Introductions:

Zabih Zaca called the meeting to order at 10:05 a.m. and introductions were made.

Committee Members Present:

Josh Swearingen	Caltrans, District 10
Nicholas Fung	Caltrans, District 10
Eric Alvarez	City of Stockton
Cindy Erdman	City of Stockton
Robin Borre	City of Stockton
James Pease	City of Ripon
Patrick Flynn	City of Lathrop
Charles Swimley	City of Lodi
Zabih Zaca	City of Tracy
John Andoh	City of Escalon (Via Phone)
George Fink	Regional Rail Commission
Firoz Vohra	San Joaquin County
Dave Mendoza	San Joaquin County
Mike Selling	San Joaquin County
Nathaniel Atherstone	SJRTD
George Lorente	SJRTD
Ian Turner	Stockton Metropolitan Airport

Committee Members Not Present:

Dameon Flores	City of Lathrop
Todd Greenwood	City of Stockton
Mike McDowell	City of Stockton
David Stagnaro	City of Stockton
Wes Johnson	City of Stockton
James Wong	City of Stockton
Karla Cervantes	City of Stockton
Khoder Baydoun	City of Tracy
Ed Lovell	City of Tracy
Michael King	City of Lathrop
Paula Fernandez	City of Lodi
Johanna Ferriera	City of Manteca
Phil Govea	City of Manteca

Juan Villanueva	Port of Stockton
Nabil Hasan	Caltrans, District 10
Parminder Singh	Caltrans, District 10
Tom Dumas	Caltrans, District 10
Kevin Werner	City of Ripon
Harry Mavrogenes	Stockton Metropolitan Airport
Deffria Bass	SJRTD
Noel Canifax	SJRTD
Mahmoud Sagga	San Joaquin County
John Cadrett	SJVAPCD

SJCOG Staff Present:

Andrew Chesley	Executive Director
Diane Nguyen	Deputy Director
Tanisha Taylor	Senior Regional Planner
Kim Anderson	Senior Regional Planner
David Ripperda	Regional Planner
Phillip Brennan	Regional Planner
Ryan Niblock	Associate Regional Planner
Kristen Johnson	Regional Planner
Katy Castro	Office Assistant I

2. Meeting minutes from June 12, 2014

It was moved/seconded (**Atherstone/Flynn**) to approve minutes with changes from June 12, 2014. Motion passed unanimously by voice vote.

3. Public Presentation:

None.

4. Technical Items: A through C

A. Consent Calendar Item: D through E

E. San Joaquin County Regional Housing Needs Plan (RHNP) Release

F. Regional Transit Systems Plan

Mr. Selling asked how the Regional Transit System Plan will be funded. Ms. Nguyen stated is in SJCOG Overall Work Program budget. Ms. Nguyen continued to state that is funded by different resources MPO funding, Federal Planning funds and Measure K Funds.

It was moved/seconded (**Selling/Erdman**) to approve the consent calendar. Motion passed unanimously by voice vote.

B. Regional Transportation Impact Fee (RTIF) Formula Amendment:

Mr. Dial stated retaining the original intent of the three year rolling average to smooth out annual spikes, SJCOG staff recommends simplifying the adjusting formula by using the average change of the most recent three years of the Engineering New Record California Construction Code Index. Adopting of the amended formula will accomplish the goal of smoothing out changes and keep the fee moving in the proper direction as construction costs change.

Mr. Vohra suggested that the Board make the changes and put it back on track. Mr. Dial stated the implementation agreement states that the change would be effective July 1, 2015 for the FY 15/16 adjustment.

Mr. Selling asked for clarification and suggested that SJCOG staff get advice from counsel before proceeding. Mr. Dial stated that he will talk to counsel.

Mr. Zaca asked for clarification regarding the underlined sentence on page two of the staff report. Mr. Dial stated if you have a positive change on the index over three year period that should not make the fee go down.

Mr. Dial stated that staff recommendations are that the Board approve it effective immediately based on legal counsel's recommendation. Mr. Dial stated that once he obtains the information from the legal counsel he will communicate it to the TAC committee.

Mr. Flynn commented that City of Lathrop is in election season and it might be difficult taking the concerns to Council at this time.

It was moved/seconded (**Selling/Flynn**) to approve staff recommendations for SJCOG Board implement fee adjustment immediately pending legal counsel.

C. 2014 Active Transportation Program (ATP) Grant Process

Ms. Anderson commented that San Joaquin County submitted 29 applications. Caltrans has made recommendations to the California Transportation Commission. She stated that City of Stockton has being recommended for funding. Project scoring sessions are scheduled for September 2-3, 2014. SJCOG staff recommends increasing the total funding pool from \$2.9 million to \$4.4 million. The additional \$1.5 million in funding would be allocated from the 25% regional set-aside administered by SJCOG. Programming of the regional set-aside funds must be approved by the SJCOG Board.

Mr. Atherstone asked for clarification on the set-aside pool for the STP funds. Ms. Anderson stated it was kept as a reserve for future programming.

Mr. Vohra asked if there is an idea for the anticipated savings on the Transit Center and I-5 French Camp. Ms. Nguyen stated that for the Manteca Transit Center-- there are no savings from the \$1.5 million-- and for the I-5 French Camp, she indicated it is too early to know what the savings will be.

Mr. Selling asked if the same criteria will be use and if there is expectation that the scores are going to change. Ms. Nguyen stated that there is a grand (cumulative) total but staff doesn't have the individual category scoring. Ms. Nguyen stated that for the MPO process it will start with a clean slate. She stated individuals from the San Joaquin County will do the ranking for the projects.

Mr. Flynn asked what the timing of the selection of the projects is. Ms. Anderson stated that the committee will be meeting in early September and staff has to have funding recommendations to CTC by the end of September.

It was moved/seconded (**Selling/Flynn**) to approve an increase of \$1.5 million in funding to the Active Transportation Program from the SJCOG Regional Share-Surface Transportation Program (STP) funds.

D. Call for Amendments to the Regional Transportation Impact Fee (RTIF) Capital Project List.

Ms. Anderson stated that SJCOG Board is responsible for approving all modifications to the RTIF Capital Project List. Therefore, all recommended modification received by September 8, 2014 will be screened for consistency under the requirements of the Mitigation Fee Act. Additional recommended modifications will be forwarded to the appropriate standing committees and the SJCOG Board for the review and consideration of approval.

Mr. Flynn stated there are two changes for City of Lathrop projects. Ms. Anderson asked that any changes or if the members want to nominate a project forward it to her.

Mr. Vohra asked if the RTP Tier 1 projects are funded. Ms. Anderson stated it would be those projects that are included on the fiscal constrained project list within the Regional Transportation Plan.

This item was for information only, no action was taken.

5. Other Matters of Business:

Ms. Nguyen introduce the new SJCOG staff Ryan Niblock, Phillip Brennan, Kristen Johnson.

Mr. Niblock stated he sent an email to committee members and his looking forward to meeting with each agency to get information for the Federal and State funding projects.

Mr. Selling commented that Caltrans is creating a website to track every Federal Aid Project from start to finish. He stated it will be a great tool for everyone.

6. Adjournment:

There being no further business to discuss, the meeting was adjourned at 10:55 a.m. to Thursday, September 11, 2014 at 10:00 a.m.

STAFF REPORT

SUBJECT: 2014 Active Transportation Program (ATP)
Funding Recommendations for Fiscal Year
2014/2015 and 2015/16

RECOMMENDED ACTION: Approve the 2014 Active Transportation
Program (ATP) Project Funding
Recommendations

DISCUSSION:

OVERVIEW:

The San Joaquin Council of Governments (SJCOG) has completed the Active Transportation Program (ATP) Project Selection Process. An Active Transportation Multidisciplinary Committee was established, per state guidelines, which reviewed the projects and developed a programming recommendation for the \$4.47 million in available funds. Of that amount, \$1.5 million is from SJCOG's Regional Share of the Surface Transportation Program (STP) which served to augment the ATP funds in order to fund more project applications.

RECOMMENDATION:

Recommend that the SJCOG Board approve the Scoring Committee's 2014 ATP funding recommendations for Fiscal Years 2014/2015 and 2015/2016, as identified in Attachment A. Included in the funding recommendation is also a recommendation of priority projects in the event of cost savings or non-deliverable projects from the funded list.

FISCAL IMPACT:

Approval of the 2014 ATP funding will result in \$4.47 million in projects to be programmed in the Federal Transportation Improvement Program.

BACKGROUND:

What is the Active Transportation Program?

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking & walking.

The ATP consolidates funding from the federal Transportation Alternatives Program (TAP), the federal Safe Routes to School (SRTS) program, the state Safe Routes to School (SR2S) program, and the state Bicycle Transportation Account (BTA). Consistent with the federal TAP requirements, the ATP Guidelines distribute the total annual funding capacity between three separate programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded with the requirement that 25% of the funds in each program benefit disadvantaged communities.

Why are there two calls for projects in this program?

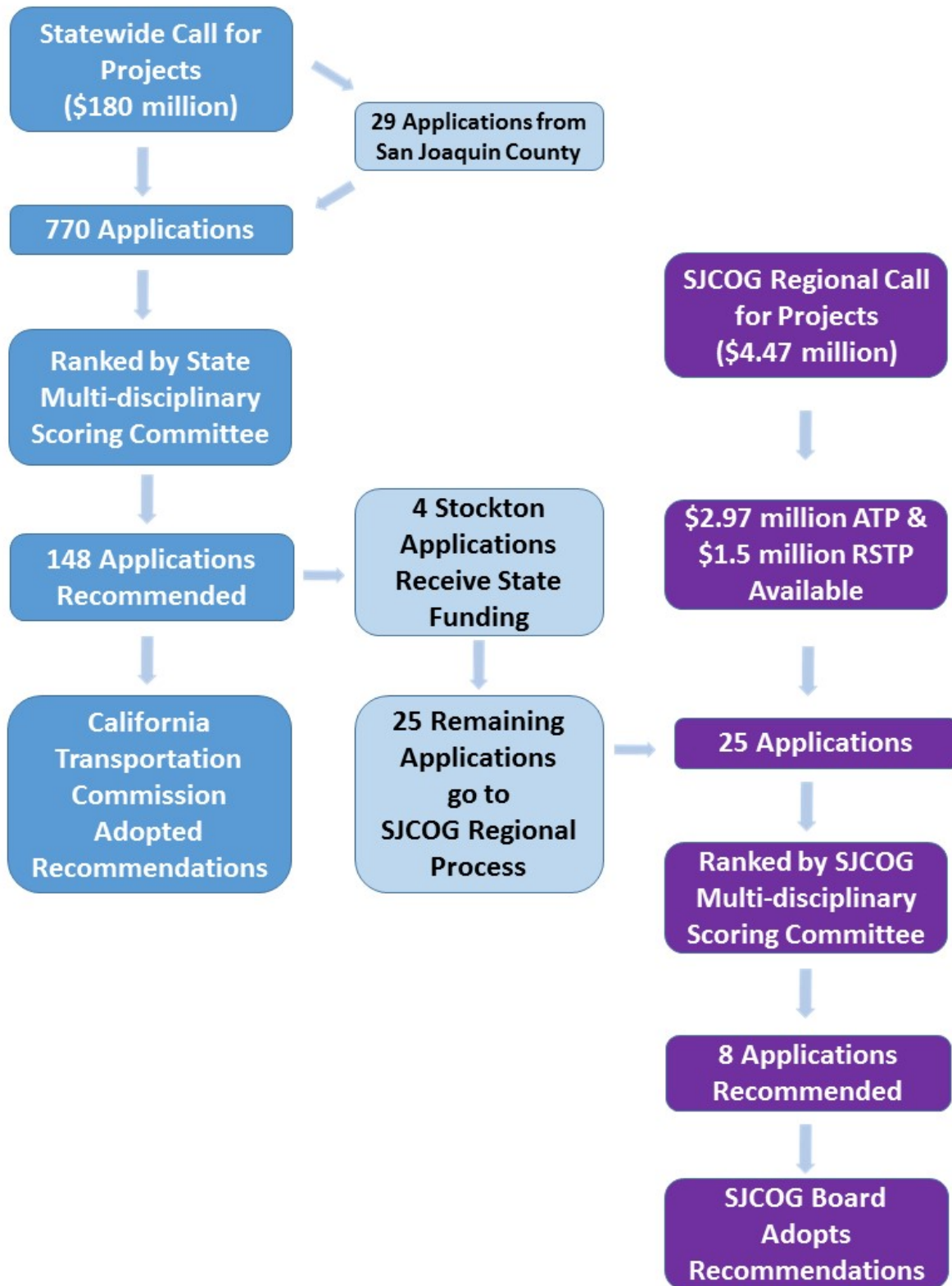
The ATP has two separate grant processes—one led by the State and the other led by the MPO.

As shown in Exhibit A, 29 applications from the region made up the approximately 770 applications statewide which competed for approximately \$180 million in statewide ATP funds.

On August 20th, the California Transportation Commission awarded \$3,022,000 in ATP funding for four projects from the City of Stockton, as shown in Attachment E.

The remaining 25 applications not funded in the State level competitive process were considered for the supplemental regional funding opportunity. SJCOG also held a supplemental call for projects for the regional funding pool of \$2.97 million in June 2014; no additional project applications (not previously submitted to the state process) were received.

Exhibit A: Active Transportation Program Process



Regional ATP Funding Recommendation

As required by the State ATP Guidelines, the remaining 25 projects were scored by a multi-disciplinary committee on Tuesday September 2nd to assist in the project selection process. The list of committee members is included in Attachment B. The committee evaluated projects in accordance with the State ATP Guidelines. The Scoring committee evaluated project merits by examining the following:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375;
- Enhance public health, including reduction of childhood obesity, through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding;
- Projects that are either in large urban, small urban, or rural areas.
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.
- Increase walking and bicycling through targeted strategies: increasing access to transit services, increasing access to schools, eliminating gaps or removing barriers in the bicycle/pedestrian network, and completing facilities
- Reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries
- Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders.
- Improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues
- Provides benefit to a disadvantaged community and includes project features that provide benefit for members of this community (one quarter of the region's ATP funds must be spent in a disadvantaged community).
- Use of the California Conservation Corps
- Applicant's performance on past grants

The Scoring Committee ranked the projects and then made a programming recommendation. Please refer to Attachment A for the details of the recommendation which includes a recommendation for a "back up" list of projects should cost savings or non-delivery issues arise.

The Scoring Committee used their discretion in emphasizing geographic equity and "bang for the buck" in making the programming recommendation. In doing so, eight projects were recommended for funding that enabled every jurisdiction who applied to get some funding. Strong considerations by the Scoring Committee also included projects which would be constructed in this grant cycle, projects which benefitted disadvantaged communities and/or provided safe routes to schools. There was recognition that several applications did not include construction funding requests and, in two cases, the Scoring Committee recommended funding to jumpstart the environmental phase of those projects as the project applicants sought funding from other future grant opportunities.

SJCOG staff supports the Multidisciplinary Scoring Committee's recommendations, including the contingency list, and recommends consideration for approval.

NEXT STEPS/SCHEDULE:

- CTC adopted statewide ATP projects August 20, 2014
- SJCOG Board approve RSTP Programming for ATP August 28, 2014
- ATP Advisory Committee determined funding recommendations September 2, 2014
- SJCOG Board considers adoption of regional ATP projects September 25, 2014
- SJCOG regional project recommendations due to CTC September 30, 2014
- CTC adopts MPO project recommendations December 10, 2014

ATTACHMENTS:

- A. Multidisciplinary Scoring Committee's Regional ATP Project Recommendations, including a Contingency Project List
- B. ATP Advisory Committee Membership
- C. Ranked list of ATP Project Scores (by Multidisciplinary Scoring Committee)
- D. State ATP Awards Project List

Prepared By: Kim Anderson, Senior Regional Planner; David Ripperda, Regional Planner

2014 Active Transportation Advisory Committee Membership

As required by the State ATP Guidelines, the remaining 25 projects were scored by a multi-disciplinary advisory committee on Tuesday September 2nd to assist in the project selection process.

Name	Organization	Title	Expertise
David Garcia	The Cort Group	Director of Community Development	Infill Development, Bike/Ped Advocacy
Katelyn Roedner Sutter	Catholic Charities	Environmental Justice Program Manager	Disadvantaged Communities
Nou Hendricks	San Joaquin County Office of Education	Research and Grant Development Program Manager	SRTS Grants
William Mitchell	San Joaquin County Public Health Services	Director	Public Health
Kristine Williams	San Joaquin County Bike Coalition	Executive Director	Bicycle Transportation/Advocacy

The Committee members were advised by SJCOG staff familiar with active transportation, land use, and project programming and delivery.

Diane Nguyen	SJCOG	Deputy Director for Planning, Programming, Project Delivery
Kim Anderson	SJCOG	Senior Regional Planner
David Ripperda	SJCOG	Regional Planner

The Advisory Committee was charged with developing a funding recommendation to SJCOG staff. The resulting recommendation includes a variety of active transportation projects totaling \$4.47 million. The committee's final funding recommendations are summarized in Attachment A.

ATP Multidisciplinary Scoring Committee Recommended Regional Funding

Jurisdiction	Project Name	Recommended	Request	Total Project Cost	Notes
Lathrop	5th Street Sidewalk Improvements	\$640,000	\$640,000	\$640,000	Project is fully funded through Construction
Lodi	Century Blvd/UPRR Pedestrian and Bicycle Overcrossing	\$186,000	\$1,062,360	\$7,761,000	Funding for E&P Phase. PS&E Phase not funded. Funds for Construction Phase not requested.
Ripon	River Road Sidewalk and Intersection Improvements	\$550,000	\$550,000	\$1,227,000	Project is fully funded through Construction
San Joaquin County	New Hope Elementary School LED Radar Speed Feedback Devices	\$93,000	\$93,000	\$93,000	Project is fully funded through Construction
Stockton	McKinley Elementary Safe Routes to School	\$453,000	\$453,000	\$453,000	Project is fully funded through Construction
Stockton	Miner Avenue Complete Street	\$861,000	\$2,811,000	\$21,492,000	Funding for E&P Phase. PS&E Phase not funded. Funds for Construction Phase not requested.
Stockton	Calaveras River Bicycle and Pedestrian Path Rehabilitation	\$720,000	\$720,000	\$720,000	Project is fully funded through Construction
Tracy	Mt Diablo/Mt Oso/ C St. Improvements	\$966,000	\$966,000	\$1,166,000	Project is fully funded through Construction
Total Recommended:		\$4,469,000			

ATP Multidisciplinary Scoring Committee Recommended ATP Contingency Project List (in priority order) in the event of cost savings or non-deliverable projects

Jurisdiction	Project Name	Recommended	Request	Total Project Cost	Notes
Stockton	Sidewalks to School Installation	-	\$1,368,000	\$1,368,000	Funding for costs related to only Washington Elementary improvements
Stockton	Ryde Bridge	-	\$599,000	\$629,000	

ATP Projects Ranked by Average Score

Jurisdiction	Name	Score	Rank	Request	Recommended
Stockton	McKinley Elementary Safe Routes to School	76.75	1	\$453,000	\$453,000
Stockton	Calaveras River Bicycle and Pedestrian Path Rehabilitation	74.60	2	\$720,000	\$720,000
Stockton	Miner Avenue Complete Street	74.60	3	\$2,811,000	\$861,000
Stockton	March Lane EBMUD Bicycle & Ped Path Rehabilitation	67.00	4	\$1,681,000	-
Stockton	El Dorado Street Pedestrian Access Rehabilitation	66.80	5	\$3,240,000	-
Stockton	Complete Streets Plan	66.40	6	\$396,000	-
Stockton	Ped Improvements at Five Downtown Crosswalks	66.00	7	\$914,000	-
Stockton	March Lane EBMUD Trail Greenscape Phase 2	65.00	8	\$2,288,000	-
Stockton	Pedestrian Master Plan & ADA Accessible Bridge Improvements	61.75	9	\$749,000	-
Stockton	Sidewalks to School Installation	61.25	10	\$1,368,000	-
Stockton	Robinhood Drive and Claremont Ave Bike Lane Installation	58.00	11	\$683,000	-
Stockton	Ryde Bridge	57.25	12	\$599,000	-

Jurisdiction	Name	Score	Rank	Request	Recommended
Lodi	Century Blvd/UPRR Pedestrian and Bicycle Overcrossing	56.00	13	\$1,062,360	\$186,000
Stockton	Bike Pushbutton	55.25	14	\$456,000	-
Tracy	Mt Diablo/Mt Oso/ C St. Improvements	55.00	15	\$966,000	\$966,000
Ripon	River Road Sidewalk and Intersection Improvements	54.25	16	\$550,000	\$550,000
San Joaquin County	New Hope Elementary School LED Radar Speed Feedback Devices	53.25	17	\$93,000	\$93,000
Lathrop	5th Street Sidewalk Improvements	52.25	18	\$640,000	\$640,000
Stockton	Pacific Avenue Sidewalk Gap Closure	51.25	19	\$400,000	-
San Joaquin County	Woodbridge School Access Improvements	49.00	20	\$266,000	-
Stockton	Neighborhood Traffic Management Program and Five Raised Crosswalks	49.00	21	\$548,000	-
San Joaquin County	Lincoln Elementary School LED Radar Speed Feedback Devices	47.50	22	\$93,000	-
San Joaquin County	Peltier Road Bike/Wine Trail	46.25	23	\$1,483,000	-

Jurisdiction	Name	Score	Rank	Request	Recommended
San Joaquin County	Colony Oak Elementary LED Radar Speed Feedback Devices	36.50	24	\$93,000	-
San Joaquin County	New Haven Elementary School LED Radar Speed Feedback Devices	36.50	25	\$93,000	-
Total Recommended:					\$4,469,000

Stockton ATP Projects awarded Statewide Funding

Jurisdiction	Project Name	Description	Awarded	Total Cost
Stockton	San Joaquin Trail	Rehab portions of existing bikeway, install in-ground bike racks, ADA accessibility improvements, install exercise equipment, drinking fountains, irrigation, landscaping	\$1,394,000	\$1,479,000
Stockton	Bicycle Master Plan Update	Perform public outreach and redesign the Stockton Bicycle Network. Rewrite the Bicycle Master Plan.	\$550,000	\$550,000
Stockton	Fremont Square Sidewalk Reconstruction	Remove 1,200 lineal feet of existing broken curb, gutter, and sidewalks. Replace with rubberized asphalt sidewalks and concrete curb ramps. Install bike racks.	\$728,000	\$728,000
Stockton	Safe Routes to School Plan	Coordinate with four school districts, perform public outreach, create a Safe Routes to School Plan for all schools within the city.	\$350,000	\$350,000
Totals:			\$3,022,000	\$3,107,000

Note: These projects are fully funded

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF)
Program

RECOMMENDATION: Discussion

SUMMARY:

OVERVIEW:

There are several administrative items that will be occurring with the Regional Transportation Impact Fee (RTIF) in the month of September. This staff report provides the status of the effort of the RTIF Nexus Study update and related Operating Agreement Amendment. Both of these steps are outcomes of previous TAC meetings regarding the formula for the RTIF annual adjustment. Separate from this effort are Third Party Cost calculations, detailed in this report, which is required to be done annually.

RECOMMENDATION:

SJCOG staff will transmit the update to the RTIF Nexus Study and related operating agreement for review.

FISCAL IMPACT:

The cost of the RTIF Next Study Update will result in \$3,500 in third party costs to the RTIF program during the 14/15 fiscal year. At the end of the 13/14 fiscal year, a balance of \$8,766 was available to offset to offset 3rd party costs for FY 14/15.

BACKGROUND:

Proposed Nexus Study Update and related Operating Agreement Amendment – Status

Following last month's Technical Advisory Committee recommendation to enact the "new formula" for the RTIF annual adjustment immediately, it was determined that an update to the RTIF Nexus Study and a related amendment to the Operating Agreement needed to occur. The Operating Agreement was last executed in 2005 and had not been amended. It requires re-circulation to all member agencies (signatories on the Operating Agreement). SJCOG also

determined this process would be an opportune time to include administrative clarifications/changes on a few other items. The Nexus Study update will include the following:

- Clarify language for the RTIF annual fee adjustment to specify use of a simple three-year rolling average based on the California Construction Cost Index (CCCI).
- Clarify the definition of the Warehouse and Industrial land-use categories.
- Add the previously approved Navy Drive / BNSF project to the RTIF capital project list, including the RTIF fair share analysis and amend the RTIF roadway network to include the segment of Navy Drive from SR 4 (Crosstown Freeway) to Washington Street.
- Review of the technical documentation and nexus analysis to insure conformity with the Mitigation Fee Act requirements and update of the analysis if indicated.

The above items that are underlined would be specific changes from the Nexus Study update that have to be reflected in the amendment to the Operating Agreement. Staff is also bringing forward the following items in the amendment to the Operating Agreement:

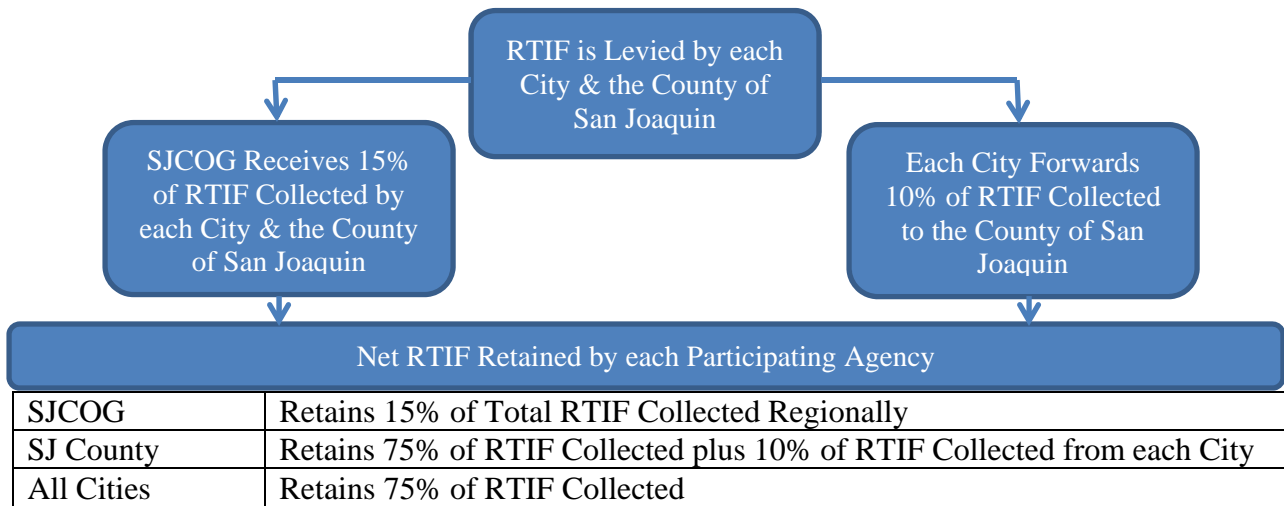
- Clarification of language related to consistency with Regional Transportation Plan (RTP) and the certified Environmental Impact Report (EIR).
- Change in timing of program fee payments from quarterly to semi-annual, to be accompanied by semi-annual reporting by April 15th and October 15th of each year.
- Change in required reporting to SJCOG Board from semi-annual to annual, by November 15th of every year.

If approved by the SJCOG Board, the amended operating agreement will be circulated to each member agency for review and potential adoption by the individual governing boards/city councils. Because this is an SJCOG effort, SJCOG staff will take the lead in reaching out to the local jurisdictions to get this calendared on the respective agendas and SJCOG staff will be presenting the item (if requested by the jurisdiction).

3rd Party Costs

Section 6 of the Regional Transportation Impact Fee (RTIF) Operating Agreement establishes the guidelines regarding the program's administrative costs. Per Section 6.4, each participating agency and SJCOG is responsible for the 3rd party costs to regionally implement the RTIF program which must be approved by the SJCOG Board of Directors. The 3rd party costs to implement the RTIF Program are paid to SJCOG by each Participating Agency and SJCOG.

The RTIF Operating agreement indicates that the amount of on-going 3rd party costs each participating agency and SJCOG shall pay is based on the percentage of the total county wide RTIF Program Fees "*retained*" by each participating agency and SJCOG. That which is retained is the amount of RTIF funds remaining after 10% of the RTIF funds are distributed by each city to San Joaquin County and 15% of the RTIF funds to SJCOG from each city and San Joaquin County. The following chart shows the process of collecting and forwarding RTIF between participating agencies in order to arrive at the net retained to calculate the percentage of the 3rd party cost each participating agency is required to offset:



During the first two years of the RTIF program implementation (FY 2006 and 2007), SJCOG member agencies were invoiced for third party costs based on estimates of those costs in order for SJCOG to avoid being in arrears. The total invoiced over those two years was \$155,362. Because actual costs have been less than the amount collected there has been no further invoicing of the member agencies for 3rd party costs.

Annually since Fiscal Year (FY) 2008, the actual amount of 3rd party costs has been deducted from that pool. The total expended through Fiscal Year 12/13 was \$123,596. In Fiscal Year 13/14, the 3rd party expenses totaled \$3,000; this was a single expenditure for the annual audit. The total available after actual expenses, \$28,766, is encumbered by \$20,000 to be used toward the next AB 1600 update to occur in 2016. Thus, \$8,766 is available to offset future 3rd party expenses.

The table below (Table 1) provides a summary of 3rd party costs incurred to the total amount of RTIF available to account for these costs since program inception through fiscal year 13/14.

Table 1: REMAINING BALANCE TO OFFSET 3rd PARTY COSTS

Total RTIF Received to Offset 3 rd Party Costs	\$ 155,362	
Cumulative 3 rd Party Costs through FY 12/13	(123,596)	
	<i>Balance Sub Total</i>	\$31,766
FY 13/14 3 rd Party Expenses:		
Annual Audit	(3,000)	
	<i>Balance Sub Total</i>	\$28,766
Reserve for Future AB 1600 Audit (2016)	(20,000)	
Balance Remaining to Offset Future 3rd Party Expenses		\$8,766

It is necessary to ensure that the RTIF collected during FY 2007 and 2008 and used to offset 3rd party costs for FY 13/14 are applied accordingly to each jurisdiction per the guidelines from the RTIF Operating Agreement. This is accomplished by using the average percentage of 3rd party billing invoiced for fiscal years 2007 and 2008 for each jurisdiction and applying the results to the FY 2013/14 3rd party costs.

Table 2 includes the results of the FY 2012 and 2013 3rd party cost distributions by participating agency:

Table 2: 3rd Party Costs by Jurisdiction

Jurisdiction	FY 07 & 08 Average Percentages	Cumulative 3rd Party Costs through FY 13/14	Future 3rd Party Costs Reserve	Total Cumulative & Future Reserve
City of Escalon	0.11%	\$139	\$22	\$161
City of Lathrop	10.23%	\$12,951	\$2,046	\$14,997
City of Lodi	2.80%	\$3,545	\$560	\$4,105
City of Manteca	20.49%	\$25,940	\$4,098	\$30,038
City of Ripon	0.17%	\$215	\$34	\$249
City of Stockton	26.47%	\$33,510	\$5,294	\$38,804
City of Tracy	3.25%	\$4,114	\$650	\$4,764
San Joaquin County	21.41%	\$27,104	\$4,282	\$31,386
SJCOG	15.07%	\$19,078	\$3,014	\$22,092
TOTALS	100%	\$126,596	\$20,000	\$146,596

NEXT STEPS:

1. The Amendment to the 2011 RTIF Update and the revised Operating Agreement had not been completed at the time this staff report was prepared. These items will be circulated prior the TAC meeting on September 11.
2. Following any input from committees on the operating agreement amendment, SJCOG will bring forward the proposed amendments to the Board of Directors for their review and consideration of approval.
3. Should the SJCOG Board approve the changes, the addendum to Nexus Study Update and related amendments to the RTIF Operating Agreement will be circulated to member agency governing boards/city councils for approval.
4. Upon approval by all member agencies, changes to the annual fee adjustment and operating agreement will take effect immediately.

Staff Report prepared by: Kim Anderson, Senior Regional Planner

STAFF REPORT

SUBJECT: Rideshare Week 2014: Save the Date!

RECOMMENDED ACTION: Information Only

DISCUSSION:

SUMMARY:

Join Commute Connection the week of October 6th -10th as we celebrate Rideshare Week! Commuters and employers across San Joaquin, Stanislaus & Merced counties are partnering with Commute Connection for the annual statewide campaign to promote carpooling, vanpooling or riding transit as sustainable alternatives to driving alone. Keeping with the mission of Commute Connection, the goal of Rideshare Week is to improve air quality and alleviate traffic congestion, by making it fun and rewarding for commuters to make a small change in their daily commute.

This year Commute Connection is sponsoring two Rideshare Week challenges, offered in partnership with the San Joaquin Valley Air Pollution Control District.

Commuter Challenge

Pledge to rideshare instead of driving alone one day during Rideshare Week, and you could win 2 tickets to a San Francisco 49ers game, with roundtrip transportation on ACE and spending cash for the game! Other prizes include a dinner and a movie package, and assorted gift cards.

Corporate Challenge

Join other outstanding organizations in our region promoting sustainable transportation alternatives. The company with the highest percentage of employee participation in each county will win a visit from The Cupcake Lady food truck, with sweet treats for all participants!

Support for Rideshare Week provided by Commute Connection includes on-site rideshare exhibits, commuter ride matching and trip planning, an Emergency Ride Home program, information on subsidies and incentives for commuters, customized promotional marketing materials, and free giveaways such as portable mugs and t-shirts to be provided at employer sites

Commute Connection looks forward to partnering with local agencies, jurisdictions and employers as we work to improve air quality and alleviate traffic congestion in the valley. Pledge forms, as well as additional resources for employers and commuters, are available online at www.CommuteConnection.com.

ATTACHMENTS:

1. Rideshare Week 2014 Flyer

Pledge to ride and win!

◀◀ **RIDESHARE** *2014* **WEEK** ▶▶
October 6-10



www.CommuteConnection.com // 1-800-52-Share



San Joaquin - Stanislaus - Merced

STAFF REPORT

SUBJECT: Final Fiscal Year 2013-2014 State Transit Assistance Revenue and Apportionment Schedule

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

In September of 2013, the SJCOG Board adopted a revised State Transit Assistance (STA) revenue estimate for Fiscal Year 2013-2014 of \$4,604,709 and an apportionment schedule that distributes the funds to STA recipients. Final revenues received from the State Controller's Office came in slightly lower than they originally estimated at \$4,561,824. The PUC99314 revenues decreased by \$174,922, while PUC99313 revenues increased by \$132,037 which resulted in an overall decrease of \$42,885.

TDA claims filed and the SJCOG Transit Planning allocation will be paid out based on the final revenues received by the State Controller's Office and the allocation percentages previously established.

The regional allocation of 99313 funds is based upon the ratio of population of San Joaquin County to the total population of the state while the allocation of 99314 funds is based on the ratio of Article 4 Claimants (SJRTD, SJRRC, Lodi, and Ripon) fare revenue to the total fare revenue of the state. The population estimates are issued from the Department of Finance.

The FY 2013/14 apportionment of Section 99313 funds to individual transit operators is based on the SJCOG Board STA Policy adopted on June 24, 2010. The STA policy serves as a five-year policy addressing the funding mechanisms of Assembly Bills (AB) X8-6 *Sale and Use Taxes: Motor Vehicle Fuel Tax: Diesel Fuel Tax* and ABX8-9 *Transportation Finance* approved by the Governor on March 22, 2010.

FINAL STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS			
FISCAL YEAR: 2013/2014 (8-14-14)			
Original Estimate vs. Final Revenues Received			
	Estimate	Final Revenues	Difference
PUC99314	983,122	808,200	-174,922
PUC99313	3,621,587	3,753,624	+132,037
TOTAL	4,604,709	4,561,824	-42,885
RECOMMENDATIONS			
PUC 99314 Allocations			
	PTA 99314	PTA 99314	
SJRTD	659,342	567,452	-91,890
LODI	42,401	36,029	-6,372
RIPON	79	62	-17
SJRRC	281,300	204,657	-76,643
TOTAL PUC99314	983,122	808,200	-174,922
PUC 99313 Allocations	3,621,587	3,753,624	+132,037
2% COG Transit Planning Allocation	72,432	75,072	+2,640
Regional Transit Systems Allocation	3,549,155	3,678,552	+129,397
TOTAL PUC99313	3,621,587	3,753,624	+132,037

Attached are tables detailing the final STA Revenues received by the State Controller's Office for FY 2013-14. Table I identifies total funds available by allocation purpose. The specific apportionments for each claimant are detailed in Table II.

RECOMMENDATION:

Information Only

FISCAL IMPACT:

The estimate given to the Board in September of 2013 has decreased by \$42,885. Tables 1 and 2 attached display the revised apportionments.

Fiscal Year 2013-14 STA claims were paid based on the final revenues received from the State Controller's Office as detailed in the tables.

STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS

FISCAL YEAR: 2013/2014 (8-14-14)

STA Final Apportionments

ESTIMATED REVENUE	FY 2013-14	PTA 99313	3,753,624
		PTA 99314	808,200
Total			4,561,824
RECOMMENDATIONS			
I. LESS PUC 99314 ALLOCATIONS			
		PTA 99314	
SJRTD		\$567,452.00	
LODI		\$36,029.00	
RIPON		\$62.00	
SJRRC		\$204,657.00	
	TOTAL 99314	808,200	
II. BALANCE AVAILABLE FOR APPORTIONMENT			
BY AREA - PUC 99313			
A. REGIONAL APPORTIONMENT			
2% COG TRANSIT PLANNING			
			-75,072
B. REGIONAL TRANSIT			
SYSTEM PURPOSES			
	TOTAL 99313		\$3,678,552

Note: STA allocation estimate based on State Controller's Office apportionment letter dated August 14, 2014.

TABLE 2
FINAL STA REVENUE Fiscal Year 2013-14

CLAIMANTS	Ridership Est. FY 12/13	Ridership % FY 12/13	Allocation % PUC 99313	Transit Appt. PUC 99313	Area Appt. PUC 99314	Claimant Appt.	Transit Png Appt. (PUC 99313)	Total
RTD	4,158,078	84.30%	84.204%	\$ 3,096,363	567,452	3,663,815	63,213	
LODI	208,769	4.23%	4.225%	\$ 155,350	36,029	191,379	3,172	
MANTECA	48,373	0.98%	0.979%	\$ 35,991	0	35,991	735	
TRACY	94,599	1.92%	1.918%	\$ 70,514	0	70,514	1,440	
RIPON	2,257	0.05%	0.118%	\$ 5,000	62	5,062	89	
ESCALON	3,879	0.08%	0.118%	\$ 5,000	0	5,000	89	
SJRRRC	416,646	8.45%	8.439%	\$ 310,333	204,657	514,990	6,336	
RIDERSHIP	4,932,601	100.00%	100.00%	3,678,552	808,200	4,486,752		4,486,752
SJCOG TRANSIT PLANNING							75,072	75,072
TOTAL			100.00%	3,678,552	808,200	4,486,752	75,072	4,561,824

STAFF REPORT

SUBJECT: Revised Fiscal Year 2014-2015 State Transit Assistance Revenue and Apportionment Schedule

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

In February 2014, the SJCOG Board adopted a State Transit Assistance (STA) revenue estimate for Fiscal Year 2014-2015 of \$4,277,111 and an apportionment schedule that distributes the funds to STA recipients. The office of the State Controller has revised this revenue estimate for San Joaquin County. The statewide estimate for FY 2014-15 remained the same at \$186,545,500 for each category, 99313 and 99314 totaling \$373,091,000 which is over \$20,000,000 less than the final estimate of \$393,746,000 in FY 2013-14. The new estimate for San Joaquin County is \$4,217,427 which is approximately \$59,684 (0.014%) lower than the original estimate. The revised estimate is comprised of \$3,458,096 per section 99313 and \$759,331 per section 99314 funds.

STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS			
FISCAL YEAR: 2014/2015 (8-12-14)			
Original Estimate vs. Revised Estimate			
	OLD Estimate	NEW Estimate	Difference
PUC99314	845,504	759,331	-86,173
PUC99313	3,431,607	3,458,096	26,489
TOTAL	4,277,111	4,217,427	-59,684
<u>RECOMMENDATIONS</u>			
PUC 99314 Allocations			
	PTA 99314	PTA 99314	
SJRTD	567,047	532,620	-34,427
LODI	36,465	33,826	-2,639
RIPON	68	58	-10
SJRRC	241,924	192,827	-49,097
TOTAL PUC99314	845,504	759,331	-86,173
PUC 99313 Allocations	3,431,607	3,458,096	26,489
2% COG Transit Planning Allocation	68,632	69,162	530
Regional Transit Systems Allocation	3,362,975	3,388,934	25,959.22
TOTAL PUC99313	3,431,607	3,458,096	26,489

The regional allocation of 99313 funds are based upon the ratio of population of San Joaquin County to the total population of the state. . Because there is a slight increase in the 99313 funds, this reflects San Joaquin County's ratio of population increased. The allocation of 99314 funds are based on the ratio of Article 4 Claimants (SJRTD, SJRRC, Lodi, and Ripon) fare revenue to the total fare revenue of the State. Because the 99314 funds decreased, this reflects the Article 4 operators in San Joaquin County fare ratio compared to the total state fare revenue decreased. The population estimates are issued from the Department of Finance.

The FY 2014/15 apportionment of Section 99313 funds to individual transit operators is based on the SJCOG Board STA Policy adopted on June 24, 2010. The STA policy serves as a five-year policy addressing the funding mechanisms of Assembly Bills (AB) X8-6 *Sale and Use Taxes: Motor Vehicle Fuel Tax: Diesel Fuel Tax* and ABX8-9 *Transportation Finance* approved by the Governor on March 22, 2010.

Attached are tables detailing the Revised FY 2014-15 STA Revenue Estimate and apportionments. Table I identifies total funds available by allocation purpose. The specific apportionments for each claimant are detailed in Table II.

RECOMMENDATION:

Information Only

FISCAL IMPACT:

These funds are a primary component in transit service delivery throughout the County. Adoption of this apportionment schedule allows the funds to be claimed by eligible recipients. This action will provide a revised estimate that is a decrease of \$59,684 in regional and local transit funding to San Joaquin County.

TABLE 1

STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS

FISCAL YEAR: 2014/2015 (8-12-14)

STA REVISED Apportionment Estimate

ESTIMATED REVENUE	FY 2014-15	PTA 99313	3,458,096
		PTA 99314	759,331
	Total		4,217,427
RECOMMENDATIONS			
I. LESS PUC 99314 ALLOCATIONS			
		PTA 99314	
SJRTD		\$532,620.00	
LODI		\$33,826.00	
RIPON		\$58.00	
SJRRC		\$192,827.00	
	TOTAL 99314	759,331	
II. BALANCE AVAILABLE FOR APPORTIONMENT			
BY AREA - PUC 99313			
			PTA 99313
			3,458,096
A. REGIONAL APPORTIONMENT			
2% COG TRANSIT PLANNING			
			-69,162
B. REGIONAL TRANSIT			
SYSTEM PURPOSES			
	TOTAL 99313		\$3,388,934

TABLE 2
 REVISED APPORTIONMENT FISCAL YEAR 2014/15 STA REVENUE

CLAIMANTS	Ridership Est. FY 12/13	Ridership % FY 12/13	Allocation % PUC 99313	Transit Appt. PUC 99313	Area Appt. PUC 99314	Claimant Appt.	Transit Plng Appt. (PUC 99313)	Total
RTD	4,300,272	82.05%	81.962%	\$ 2,775,477	532,620	3,308,097	56,687	
LODI	218,819	4.18%	4.171%	\$ 141,230	33,826	175,056	2,884	
MANTECA	60,873	1.16%	1.160%	\$ 39,289	0	39,289	802	
TRACY	109,645	2.09%	2.090%	\$ 70,767	0	70,767	1,445	
RIPON	2,555	0.05%	0.109%	\$ 5,000	58	5,058	75	
ESCALON	3,142	0.06%	0.109%	\$ 5,000	0	5,000	75	
SIRRC	545,649	10.41%	10.400%	\$ 352,172	192,827	544,999	7,193	
RIDERSHIP	5,240,955	100.00%	100.00%	3,388,934	759,331	4,148,265		4,148,265
SJCOG TRANSIT PLANNING							69,162	69,162
TOTAL			100.00%	3,388,934	759,331	4,148,265	69,162	4,217,427