



City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson  
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

---

## **SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING**

**STANCOG BOARD ROOM**

**1111 I STREET, SUITE 308**

**MODESTO, CA**

**WEDNESDAY, JANUARY 3, 2018**

**9:00 AM**

Committee Agendas and Minutes: Committee agendas, minutes and copies of items to be considered by the StanCOG Committee are available at least 72 hours prior to the meeting at the StanCOG offices located at 1111 "I" Street, Suite 308, Modesto, CA during normal business hours. The documents are also available on StanCOG's website at [www.stancog.org](http://www.stancog.org).

Materials related to an item on this Agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the address listed above during normal business hours. These documents are also available on StanCOG's website, subject to staff's ability to post the documents before the meeting.

Public Comment Period: Matters under the jurisdiction of the Committee, and not on the posted agenda, may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits the Committee from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee during the "Public Comment" period will be limited to 5 minutes unless the Chair of the Committee grants a longer period of time. At a Special Meeting, members of the public may address the Board on any item on the Agenda at the time the item is considered by the Board.

Public Participation on a Matter on the Agenda: Please step to the podium at the time the agenda item is announced by the Chairperson. In order to ensure that interested parties have an opportunity to speak, any person addressing the Committee will be limited to a maximum of 5 minutes unless the Chair of the Committee grants a longer period of time.

Reasonable Accommodations: This Agenda shall be made available upon request in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting to enable StanCOG to make reasonable arrangements to ensure accessibility to this meeting.

Notice Regarding Non-English Speakers: StanCOG Committee meetings are conducted in English and translations to other languages is not provided. Anyone wishing to address the Committee is advised to have an interpreter or to contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting so that StanCOG can provide an interpreter.

Aviso con Respecto a Personas que no Hablan el Idioma de Inglés: Las reuniones del los Comités del Consejo de Gobiernos de Stanislaus son conducidas en Inglés y traducciones a otros idiomas no son disponibles. Cualquier persona que desea dirigirse al Comité se le aconseja que traiga su propio intérprete o llame a Cindy Malekos al (209) 525-4600 durante horas de oficina regulares o a lo menos 72 horas antes de la reunión del Consejo de Gobiernos de Stanislaus, para proporcionarle con un intérprete.

## **AGENDA**

- 1. CALL TO ORDER**
- 2. ROLL CALL**

**3. PUBLIC COMMENTS**

*These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes or at the discretion of the Chair.*

**4. CONSENT CALENDAR**

- A. Motion to Approve Social Services Transportation Advisory Council (SSTAC) Minutes of 11/28/17

**5. PRESENTATION**

- A. CalVans Joint Powers Authority

**6. DISCUSSION/ACTION ITEMS**

- A. Motion to Recommend Policy Board Approve by Resolution the Amendment to the Stanislaus Council of Governments Transit Cost Sharing Procedures
- B. Motion to Recommend Policy Board Authorize by Resolution the Execution of the Certifications and Assurances for the California State of Good Repair Program and Approve the FY 2017/2018 State Transit Assistance State of Good Repair Program Project List
- C. Transmittal of FY 2018/19 Local Transportation Fund (LTF) Estimate to the Auditor-Controller
- D. Unmet Transit Needs Assessment Update

**7. TRANSIT MANAGER/MOVE REPORTS**

**8. CALTRANS REPORT**

**9. EXECUTIVE DIRECTOR REPORT**

**10. MEMBER REPORTS**

**11. ADJOURNMENT**

**Next Regularly Scheduled SSTAC Meeting:**

**February 6, 2018 (Tuesday) @ 9:00 am**

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA 95354**



**StanCOG**  
Stanislaus Council of Governments

# CONSENT CALENDAR

---

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING**  
**StanCOG Board Room**  
**1111 I Street, Suite 308**  
**Modesto, CA**  
**Minutes of November 28, 2017 (Tuesday)**  
**9:00 am**

**MEMBERS PRESENT:** Adam Barth (City of Modesto); Lillian Castigliano (Commission on Aging); Lisa Hensley (DRAIL); Stacie Morales (MOVE); Simona Rios (Catholic Charities); George Sharp

**ALSO PRESENT:** Scott Medeiros (City of Turlock); Melissa Molina (City of Modesto); Annette Borelli (Stanislaus County); Stephen Hanamaikai, Karen Kincy, Cindy Malekos, Isael Ojeda, Arthur Chen (StanCOG);

**1. CALL TO ORDER**

Chair Stacie Morales called the meeting to order at 9:02 a.m. Chair Morales introduced Lisa Hensley with DRAIL as a new member of the SSTAC and asked for introductions.

**2. ROLL CALL**

**3. PUBLIC COMMENTS - None**

**4. CONSENT CALENDAR**

**A. Motion to Approve SSTAC Minutes of 9-5-17**

**\*By Motion (Lillian Castigliano/George Sharp)**, and unanimous vote, the Council approved the minutes of 9-5-17.

**5. PRESENTATIONS**

**A. 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**  
Isael Ojeda provided an update regarding the RTP/SCS process. He mentioned that staff had been working with the local agencies in the Stanislaus Region regarding their project lists and land use plans. He stated that through this work, four scenarios had been developed and the next step would be for the preferred scenario to be selected and

recommended to the Policy Board for adoption. He presented the four scenarios and provided a brief overview of each. He provided the upcoming timeline of the process and mentioned to members to please take the public 2018 RTP/SCS survey located on the homepage of the StanCOG website.

## **6. DISCUSSION/ACTION ITEMS**

### **A. Motion to Recommend Policy Board Approve the Meeting Schedule for Calendar Year 2018**

Cindy Malekos provided the updated meeting schedule for calendar year 2018.

**\*By Motion (Adam Barth/Lillian Castigliano)**, and unanimous vote, the Council recommended that the Policy Board approve the Meeting Schedule for Calendar Year 2018.

### **B. FY 2018/19 Unmet Transit Needs Assessment**

Stephen Hanamaikai provided an update on the upcoming Unmet Transit Needs Assessment process. He mentioned there would be a public hearing on January 17, 2018 and multiple outreach meetings to targeted populations as well as seniors throughout Stanislaus County.

### **C. Transportation Development Act (TDA) Amendment Update**

Stephen Hanamaikai provided an update regarding a proposed TDA amendment. He mentioned that Gus Khouri, State Lobbyist, was working with StanCOG regarding this effort.

### **D. Consolidated Transportation Services Agency (CTSA) Update**

Karen Kincy reported that the Policy Board in September had approved severing the contract with Paratransit, Inc. as the designated CTSA. She said that the Policy Board designated MOVE, a non-profit organization, as the new CTSA for the Stanislaus region, and that Stacie Morales was serving as its CEO.

## **7. TRANSIT MANAGERS/MOVE REPORT**

Adam Barth provided a report on MAX services. He mentioned that route and fare changes to MAX were scheduled to be effective February 1, 2018. He handed out information and provided a brief overview of the route and fare changes.

Melissa Molina provided a report on MADAR services. She mentioned that the discount rate for buying a ticket book had been eliminated. She said there are some adjustments made to the Dial-A-Ride service boundaries that would affect the Empire area. She reported that a new consumer guide was being developed and that the non-ADA disabled ridership category would be eliminated.

Scott Medeiros provided a report on the Turlock Transit system. He mentioned that Storer Transit was operating Turlock Transit services. He said there would be a major service change beginning in January and they would now have six buses running instead of five. He

also said a new shuttle route would be introduced in the summer. He stated there would be some public meetings held possibly in March regarding the shuttle route.

Annette Borelli provided a report on StaRT services. She said that BART commuter bus ridership had been increasing. She mentioned that StaRT was working on a facility in Oakdale where buses would be housed and would benefit StaRT. She said that county-wide bus stop signs would be updated and replaced.

Stacie Morales provide a brief update on MOVE. She mentioned that the new Volunteer Coordinator had recruited nine volunteers since September with two pending. She said that MOVE was working with transit operators regarding ADA-eligibility. She reported that she would be working with Stephen Hanamaikai with outreach in Empire for those individuals regarding any unmet needs.

**8. CALTRANS REPORT - NONE**

**9. EXECUTIVE DIRECTOR'S REPORT - None**

**10. MEMBER REPORTS**

Lillian Castigliano reported that recent SEAPA events held in Turlock and Modesto were a great success. She said that the California Highway Patrol (CHP) holds senior driving classes periodically and that they are posted in the Modesto Bee.

Lisa Hensley reported that DRAIL was focusing on curb cuts for seniors and disability members as well as the J Street project.

Simona Rios reported that Catholic Charities had been very busy. She mentioned that pick up locations to take seniors on errands had increased and had been working well. She announced that Catholic Charities would be holding an Open House on Wednesday, December 6<sup>th</sup> from 11:30 am to 1:30 pm and invited all to come.

**11. ADJOURNMENT**

Chair Stacie Morales adjourned the meeting at 10:15 a.m.

**Next Regularly Scheduled SSTAC Meeting:**

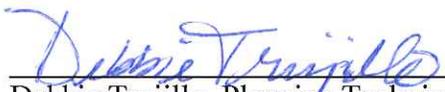
**January 3, 2018 (Tuesday) @ 9:00 am**

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA**

Minutes Prepared By:

  
Debbie Trujillo, Planning Technician



**StanCOG**  
Stanislaus Council of Governments

# PRESENTATION



**TO:** Social Services Transportation Advisory Council

**Staff Report**  
Presentation

**FROM:** Elisabeth Hahn, Principal Planner  
Stephen Hanamaikai, Associate Planner

**DATE:** December 20, 2017

**SUBJECT:** CalVans Joint Powers Authority

---

**Recommendation**

Consider information presented.

**Background**

CalVans, established in 2011, is a Public Transit Agency providing commuter and farm worker vanpool services. The agency is formed through a joint powers agreement (JPA) between the councils of governments in Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Sacramento, San Benito, San Joaquin, Santa Barbara, Santa Cruz, Sutter, Tulare, and Ventura counties. By joining the JPA, CalVans is authorized to own, operate and administer a vanpool transportation system in these counties.

StanCOG staff has researched CalVans for considering execution of a possible future joint powers agreement with the California Vanpool Authority (CalVans) to provide vanpool services in Stanislaus County. The action would add another non-exclusive option to the current vanpool provider pool. Joining the CalVans JPA would provide residents and businesses in the Stanislaus region the use of two services: the Farmworker Vanpool Program and the General Public Vanpool program.

There is no cost to joining CalVans and members can opt out/leave at any time. There are also no on-going membership fees. CalVans Board of Director's is comprised of representatives from each of the member agencies. One voting member and an alternate shall be appointed by the member agency. All debts, liabilities, and obligations would be the sole responsibility of the Transit Authority (CalVans) and not its officers, employees, agents or Member Agencies.

One of the advantages that StanCOG's participation and membership in CalVans could offer is the immediate capacity to capture and report vanpool passenger miles into the National Transportation Database (NTD). The NTD provides the basis for the allocation of Federal

Transit Administration (FTA) Section 5307 funds that are available in urbanized areas. Based on the experience of CalVans' vanpool programs operated for agencies throughout the San Joaquin Valley, the average vanpool generates approximately \$18,000 per van, per year. Many of the San Joaquin Valley agencies provide a subsidy to CalVans similar to that offered by Dibs, the current Transportation Demand Management Program for StanCOG, which offers a \$150 subsidy per van pool for as long as the van pool is in operation. Given that the Dibs subsidies are \$1,800 per van, per year, and should the same subsidy be provided to CalVans, the estimated positive return on CalVans program is \$16,200 annually per van. These new FTA 5307 funds are then made available by FTA to transit operators to support regular transit programs, and in some areas, some portion of the funds are used to support further vanpool subsidies.

CalVans currently has 650 vanpools with 370 to serve farm workers and 280 to serve long distance commuters.

In addition to NTD reporting to increase 5307 funds, CalVans benefits also include:

- Bi-lingual Support
- GPS and Vehicle Monitoring
- No credit or background check
- Advance notice not required to discontinue a vanpool
- Congestion relief strategy
- Low cost job access
- Reduction of parking demand

Should you have any questions regarding this staff report, please contact Stephen Hanamaikai, Associate Planner, at 209-525-4646 or via e-mail at [shanamaikai@stancog.org](mailto:shanamaikai@stancog.org).



**StanCOG**  
Stanislaus Council of Governments

# DISCUSSION & ACTION ITEMS



# StanCOG

Stanislaus Council of Governments

---

**TO:** Social Services Transportation Advisory Council **Staff Report**  
**FROM:** Elisabeth Hahn, Principal Planner **Motion**  
Stephen Hanamaikai, Associate Planner  
**DATE:** December 14, 2017  
**SUBJECT:** Stanislaus Council of Governments Transit Cost Sharing Procedures

---

## **Recommendation**

### **By Motion:**

Recommend that the Policy Board approve by Resolution the amendment to the StanCOG Transit Cost Sharing Procedures document, as contained in Attachment 1, Exhibit 1.

## **Background**

When adopted in February 1998, the Transit Cost Sharing Procedures (TCSP) was intended to allow the transit operators the best use of Local Transportation Funds for transit costs in an equitable and effective manner. Under the TCSP, transit costs are determined and then the remaining LTF is made available to local jurisdictions for other eligible transportation purposes, typically for street and road projects. With the approval of Measure L, a stable funding source for local street and road projects was established, thus, eliminating the need for street and road projects to be funded with LTF, which is intended to be used primarily for transit operations and capital projects. On December 19, 2017, a subcommittee of the Management and Finance Committee (MFC) was convened to discuss proposed changes to the TCSP to eliminate the use of LTF for local street and road projects and to identify Measure L Transit Funds as an additional source of funding for transit.

## **Discussion**

Exhibit A of Attachment 1 (Draft Resolution) contains the amended Transit Cost Sharing Procedures document, which incorporates the language relevant to the changes suggested by the MFC subcommittee. The following briefly summarizes the specific changes that have been incorporated into the Transit Cost Sharing Procedures document for the Policy Board's approval:

1. Revision of Step 3 (p.12 of the TCSP) to exclude use of LTF for street and road projects and allow for the Policy Board to determine the use of remaining LTF, specifically for transit and rail projects;
2. Identification of Measure L Transit Funds as an additional source of transit funding (p.18 of TCSP); and
3. Identification of State Transit Assistance-State of Good Repair Funds, allocated per Public Utility Code 99314, as an additional source of transit funding (p.18 of TCSP).

There was further discussion regarding revisions to the Transit Percentage Ceiling Caps and the use of increased State Transit Assistance Funds made available through Senate Bill 1. However, staff recommends that these revisions be addressed later in 2018 once the annual operating and capital expenses for Altamont Corridor Express (ACE) service have been determined and funds made available via Senate Bill 1 become more stable.

If you have any questions regarding this staff report, please contact Rosa De León Park, Executive Director, at 209-525-4600 or via e-mail at [rpark@stancog.org](mailto:rpark@stancog.org).

Attachment:

1. Draft Resolution

**STANISLAUS COUNCIL OF GOVERNMENTS  
RESOLUTION AMENDING THE STANISLAUS COUNCIL OF GOVERNMENTS  
TRANSIT COST SHARING PROCEDURES**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency, a Metropolitan Planning Organization, and the designated Council of Governments for Stanislaus County; and

WHEREAS, pursuant to Senate Bill 344, Section 99233.11(d) of the California Public Utilities Code establishes authority for StanCOG to implement cost sharing procedures for the distribution of Transportation Development Act (TDA) funds to the region; and

WHEREAS, StanCOG originally adopted Transit Cost Sharing Procedures on February 18, 1998; and

WHEREAS, StanCOG amended the Transit Cost Sharing Procedures on April 18, 2012; and

WHEREAS, through the collaborative efforts made by a subcommittee of the Management and Finance Committee, additional amendments have been made and incorporated into StanCOG's Transit Cost Sharing Procedures document, as identified in Exhibit A.

NOW, THEREFORE BE IT RESOLVED that the StanCOG Policy Board amends the Transit Cost Sharing Procedures document, as identified in Exhibit A.

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes as needed, to ensure that the program is implemented in the most efficient and cost effective manner possible.

MEETING DATE: January 17<sup>th</sup>, 2018

---

BILL ZOSLOCKI, CHAIR

ATTEST:

---

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR



## **TRANSIT COST SHARING PROCEDURES**

Originally Adopted on February 18, 1998

Amended on February 20, 2013

Stanislaus Council of Governments (StanCOG)

1111 I Street, Suite 308, Modesto, CA 95354

Phone: (209) 525-4600

## TRANSIT COST SHARING PROCEDURES

1.	Background of the Transit Cost Sharing Effort .....	3
2.	Senate Bill 344 (1997) .....	4
3.	Role of the Transit Cost Sharing Committee .....	5
4.	Transit Cost Sharing Definitions and Criteria .....	9
5.	The TDA Process Under Transit Cost Sharing .....	13
6.	Handling Carryover Funds.....	18
7.	Treatment of Supplemental Apportionments.....	19
8.	What Happens if More or Less Money is Needed for Transit? .....	20
9.	Other Funding Sources Dedicated to Transit.....	21
10.	Integration/Treatment of Other Funding.....	22
11.	Revised Timeline .....	23

### *Appendices*

Appendix 1:	1997/98 Transportation Development Act Process (example of TDA process prior to Transit Cost Sharing)
Appendix 2:	Transit Revenues by System, FY 96-97
Appendix 3:	Transit Cost Sharing Example, FY 96-97
Appendix 4:	Description of Other Funding Sources
Appendix 5:	Transit Percentage Ceiling Caps

## **1. Background of the Transit Cost Sharing Effort**

In 1972, the Transportation Development Act (TDA) was passed by the California Legislature. This Act created in each county a Local Transportation Fund (LTF) for public transit and other specified transportation purposes. Revenues for the LTF are derived from the 1/4 cent of the retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

In 1980, the State Transit Assistance (STA) fund was created, adding a second funding source to the Transportation Development Act. Unlike the LTF, STA funds may only be used for transportation planning and mass transportation purposes.

Since their creation, TDA funds (LTF and STA) have been a stable and vital funding source for public transit and other transportation purposes in Stanislaus County and throughout the State. In recent years, transit service providers in Stanislaus County have been increasingly challenged by issues of coordination, and operational and funding responsibility for new transit services which have been demanded by local residents. These service demands have arisen both from ongoing input received by the transit providers themselves, and more formally through the Stanislaus Council of Governments (StanCOG) annual unmet transit needs process. By law, LTF may only be spent on roads and streets if the StanCOG Policy Board determines that there are no "unmet transit needs" that are "reasonable to meet".

The above concerns led to extensive discussions by the Transit Cost Sharing Committee. That Committee developed the initial concept, which was fine-tuned and discussed throughout the StanCOG process. In 1995, the transit cost sharing concept was approved by the StanCOG Policy Board. Next, it was endorsed by resolution from each local city council and the Stanislaus County Board of Supervisors. Finally, in 1997 it was authorized by a change to the Transportation Development Act, through SB 344 (Monteith).

In essence, transit cost sharing is intended to make the best use of Local Transportation Funds by allowing these funds to be pooled together and transit costs paid off the top.

Transit cost sharing will facilitate coordination and provision of needed transit services, while ensuring that transit systems within Stanislaus County are operated effectively and efficiently. Cost containment criteria for transit expenditures have been established to make the best use of available funds. .

Following the passage of SB 344 in 1997, the Transit Cost Sharing Committee reconvened to develop specific implementation procedures, which are summarized in this report, including subsequent amendments.

## 2. Senate Bill 344 (1997)

INTRODUCED BY Senator Monteith (principal coauthor: Assembly Member House)

An act to amend Section 99233 of, and to add Section 99233.11 to, the Public Utilities Code, relating to transportation.

SECTION 1. Section 99233 of the Public Utilities Code is amended to read:

99233. Except as provided in Section 99233.11, the fund shall be allocated by the designated transportation planning agency for the purposes specified in Sections 99233.1 to 99233.9, inclusive, in the sequence provided in those sections.

SECTION 2. Section 99233.11 is added to the Public Utilities Code, to read:

99233.11. Funds made available to the County of Stanislaus and the cities in that county shall be allocated in the following order:

(a) To the Stanislaus Area Association of Governments<sup>1</sup>, the County of Stanislaus, and the cities in that county, an amount deemed necessary for the administration of this chapter.

(b) To the Stanislaus Area Association of Governments<sup>1</sup>, an amount approved by that association, but not more than 3 percent of annual revenues, to conduct the transportation planning and programming process, unless a greater amount is approved by the Director<sup>2</sup>.

(c) To pedestrian and bicycle facilities, not more than 2 percent of the funds remaining, in accordance with Section 99233.3.

(d) To the Stanislaus Area Association of Governments<sup>1</sup>, an amount deemed necessary for intracity, intercity, and interregional transit services and rail passenger services, when a claim is filed under Section 99234.9, Article 4 (commencing with Section 99260), or Article 8 (commencing with Section 99400), consistent with the cost sharing criteria approved by the association. Apportionments and allocations from those funds made by the association to the county and the cities in the county also shall be in accordance with the cost sharing criteria approved by the association.

### Footnotes:

<sup>1</sup>. The Stanislaus Area Association of Governments has been re-designated as the Stanislaus Council of Governments (StanCOG), following the adoption of this legislation into the Public Utilities Code.

<sup>2</sup>. Section 99205.6 of the Public Utilities Code defines "Director" as the "Director of the California Department of Transportation.

### **3. Role of the Transit Cost Sharing Committee**

The Transit Cost Sharing Committee consists of a representative appointed from each local government in Stanislaus County. The Committee will meet annually to help implement the Transit Cost Sharing process.

Each year, the Transit Cost Sharing Committee will:

1. Review proposed transit expenditures (TDA claim submittals) for the upcoming fiscal year;
2. Review transit services to ensure compliance with the criteria for transit services in the "Transit Cost Sharing Definitions and Criteria";
3. Determine the status of any "probationary" services; and
4. Prepare a recommendation to the StanCOG Management and Finance Committee, the StanCOG Citizens Advisory Committee, and the StanCOG Policy Board of the total Local Transportation Funds needed for transit in the upcoming fiscal year.

#### **Scope of Review for Transportation Development Act Claims**

There are two primary criteria that the Transit Cost Sharing Committee will examine in reviewing TDA claim submittals:

1. The transit services' actual and projected performance as compared to the StanCOG Regional Transportation Plan (RTP) transit performance standards (see Table 1);
2. The level of transit funding requested by each jurisdiction and the Consolidated Transportation Services Agency (CTSA).

Based on these two criteria, there are eight potential scenarios:

SCENARIO 1:	Prior Year Current Year Proposed Year*	System complies with the RTP standard System complies with the RTP standard System requests the same level of funding
SCENARIO 2:	Prior Year Current Year Proposed Year*	System complies with the RTP standard System does NOT comply with the RTP standard System requests the same level of funding
SCENARIO 3:	Prior Year Current Year Proposed Year*	System does NOT comply with the RTP standard System complies with the RTP standard System requests the same level of funding
SCENARIO 4:	Prior Year Current Year	System does NOT comply with the RTP standard System does NOT comply with the RTP standard

	Proposed Year*	System requests the same level of funding
SCENARIO 5:	Prior Year	System complies with the RTP Standard
	Current Year	System complies with the RTP standard
	Proposed Year*	System requests an increased level of funding
SCENARIO 6:	Prior Year	System complies with the RTP standard
	Current Year	System does NOT comply <i>with</i> the RTP standard
	Proposed Year*	System requests an increased level of funding
SCENARIO 7:	Prior Year	System does NOT comply with the RTP standard
	Current Year	System does NOT comply with the RTP standard
	Proposed Year*	System requests an increased level of funding

Staff anticipates that the Committee will look most closely at Scenario 8 proposals and least closely at Scenario 1 proposals. All other proposals are anticipated to result in an intermediate level of review depending on the desires of the Committee and the specific transit proposal.

\* *Note: Each service is assumed to project compliance with the StanCOG Regional Transportation Plan transit performance standards for the proposed year.*

To assist in their review of TDA claims, StanCOG staff will provide to the Transit Cost Sharing Committee the following information:

1. Draft TDA transit claims from each transit claimant, filed pursuant to Article 4 and/or Article 8 as appropriate, and the draft Consolidated Transportation Services Agency (CTSA) claim filed pursuant to Article 4.5 of the TDA; and
2. Summary sheets that include items excerpted from the draft TDA claims and the Transit Cost Sharing Definitions and Criteria, as follows:
  - a. The population proportionate share of LTF funds, for each jurisdiction;
  - b. The type of transit service to be funded (existing service, extension of service, or new service);
  - c. The transit services' expenditures for the prior year, current year, and proposed year;
  - d. The transit services' performance (farebox recovery ratio) for the prior year, current year, and proposed year; and
  - e. The required StanCOG Regional Transportation Plan transit performance (farebox recovery ratio) standards for the service for the prior year, current year, and proposed year.

**TABLE 1**  
**TRANSIT PERFORMANCE STANDARDS**

<u>TRANSIT OPERATORS</u>	Passenger Revenue/Operating Cost Ratio %
<b>City of Ceres</b>	
Ceres Area Transit (Urbanized Area Fixed Route)	20
Ceres Dial-A-Ride (Paratransit Dial-A-Ride)	10
<b>City of Modesto</b>	
Modesto Area Express (Urbanized Area Fixed Route)	20
Modesto Area Dial-A-Ride (Paratransit Dial-A-Ride)	10
<b>City of Turlock</b>	
Turlock Transit (Urbanized Area Fixed Route)	20
Dial-A-Ride Turlock (Paratransit Dial-A-Ride)	10
<b>Stanislaus County Regional Transit</b>	
Fixed Route/Demand Response Services	15

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA)**

Performance standards determined by the StanCOG Policy Board, pursuant to the implementation of the CTSA via Resolution #10-07, July 21, 2010

#### **4. Transit Cost Sharing Definitions and Criteria**

##### **I. DEFINITIONS**

1. New Service Startup

Transit services considered "new" shall be services started after July 1, 1994, by agencies that operated no transit service at any time during the three-year period prior to July 1, 1994.

2. Extension of Services

Transit services considered as "extensions" shall be services started after July 1, 1994, by agencies that operated established transit service during the three-year period prior to July 1, 1994.

An extension shall meet the following criteria:

- a. Service established on a fixed route, including route deviation service, if over 50% of the route mileage, excluding mileage along freeway or express bus routes where passengers are neither received nor discharged, is on streets or other rights-of-way that did not have such service provided and funded under the Act at any time during the three-year period before the service was established.
- b. Service established on a new portion of an older fixed route if the new portion is on streets or other rights-of-way that did not have such service provided and funded under the Act at any time during the three-year period before the service was established.
- c. Demand-responsive service established to, from, or within an area that did not have such service provided and funded under the Act at any time during the three-year period before the service was established.
- d. Extension of services shall include additional hours or days beyond the normal operating hours or days. "Normal" is defined as the usual advertised hours and days of service.
- e. An extension of service that does not increase the total vehicle service hours within the hours that service is currently being provided for the system by more than 5% or result in an increase of expenditures by more than \$125,000 shall be excluded from review under the criteria established in this section.
- f. Proposed changes in the type of service to be operated (i.e., conversion of a fixed route system into a Dial-a-Ride system) shall be evaluated on the same basis as an extension of the service.

3. Existing Service  
Transit services considered “existing” shall be services started prior to June 30, 1994, by agencies that operated established transit service during the three-year period prior to June 30, 1994.
4. Capital Costs  
Capital costs shall be defined as the expenses of purchasing vehicles, equipment, and facilities (including construction costs), as stated in TDA Section 6634(e), "Expenditures for the purchase of buses or vans include the expenditures for equipment, parts, and accessories for vehicles and for capitalized administrative and planning costs directly related to the purchase of vehicles."
5. System  
A system is defined as a specific Dial-a-Ride or fixed-route(s) serving a specific area.

## II. CRITERIA FOR COST CONTROL FOR NEW AND EXTENDED SERVICE

For new service startup and extensions of service, analysis must show that the new services will meet the following criteria. Analysis will be completed by operators for each new service and extension of service. Annual analysis will be completed by operators for each existing route in the operators' transit system(s).

1. Transit services (other than those in urbanized areas) shall achieve at least the fare revenue and passenger productivity standards established in the most recently adopted Regional Transportation Plan, or as established by statute.
2. (a) An extension of service shall not cause the system of which it is a part to fail to meet the system wide performance standards.  
  
(b) Considered separately, the extension shall achieve at least half the system wide performance standards, except in the case of an extension of service determined to be a necessary lifeline service for the transit dependent population.
3. New services or service extensions need to achieve at least 50% of the RTP standards by the first year, and 100% of the standards by the second year to be eligible for continued TDA funding (except as discussed under Section II 2(b)).
4. The new or extended service shall not require the expenditure of more than the implementing agency's fair share of TDA funds under the transit funding agreement in place at the time of implementation. (Fair share is defined as the agency's Transit Percentage Ceiling Cap as adopted by the Policy Board) Unless otherwise determined by the Policy Board, no jurisdiction shall receive more total TDA funding for transit than its Transit Percentage Ceiling Cap, as established in Appendix 5.

5. The cost calculations and performance ratios for new or extended services shall also include potential Americans with Disabilities Act (ADA) implications within that service area, including complementary paratransit services if required, and other allowable exemptions as defined by TDA.
6. Each proposed increase in service that is not the result of an unmet transit need found by the StanCOG Policy Board shall be reviewed by the Transit Cost Sharing Committee (comprised of one representative from each jurisdiction) to ensure that the increased services will comply with the criteria for extensions of service.

### III. NEW OR EXISTING SERVICES NOT MEETING CRITERIA

Existing services must continue to meet standards outlined in the most recently adopted Regional Transportation Plan. Each system shall be evaluated as a whole and each route within the system shall meet at least 50% of the RTP standards.

1. Each service is given two years to meet the applicable criteria. Service is considered to be "probationary" during the time that the service is operating below the established criteria.
2. If service is not meeting at least 50% of the RTP criteria after one year, a plan for compliance shall be prepared and implemented by the service provider, after review and approval by the Transit Cost-Sharing Committee.
3. If service does not meet the RTP standards after two years, TDA funding shall be discontinued. An exception to this is that if a service achieves 90% of the RTP standards after the second year, but shows increasing ridership trends, probationary service may be extended into a third year, at the discretion of the operator and with the concurrence of the Transit Cost-Sharing Committee.
4. In the event that TDA funding falls short of countywide transit expenditures, probationary services shall be the first services considered for funding cuts.
5. Rail expenditures shall be considered based on criteria established for those expenditures.
6. Every effort shall be made to obtain federal funds for capital-intensive expenditures. Such expenditures shall include, but not be limited to: park and ride lots, terminal facilities, bus waiting shelters, exclusive lanes for buses, and the acquisition of vehicles and rolling stock for replacement purposes.

Unless otherwise recommended by the Management and Finance Committee, no agency shall receive more than its Transit Percentage Ceiling Cap of TDA funds for transit services, which shall be that agency's spending cap as adopted by the Policy Board. The expenditures counting towards that agency's spending cap shall be those

expenditures required to provide transit services to its residents. It shall not include the cost to provide transit services to the residents of other agencies. *The cap shall not consider funds currently held in reserve for the City of Modesto Bus Maintenance Facility.*

#### IV. CAPITAL EXPENSES TO MAINTAIN OR EXPAND TRANSIT SERVICES

No agency shall receive more than its Transit Percentage Ceiling Cap of TDA funds for transit capital purchases, which shall be that agency's spending cap as adopted by the Policy Board unless otherwise recommended by the Management and Finance Committee.

For transit capital requests, analysis must show that the purchase of capital will meet the following criteria:

1. The agency requesting TDA funds above their percentage ceiling cap for transit capital shall demonstrate how any efforts were made to obtain available federal funds for transit capital expenditures.
2. The agency requesting transit capital shall demonstrate how that acquisition is necessary pursuant to all federal and state guidance.
3. The Management and Finance Committee shall consider how the transit capital request complies with the cost control standards for new or extended transit services.
4. Transit capital that is necessary to maintain existing services at their current level shall be considered a priority versus transit capital requested to expand transit services.

#### V. TIMELINE

*The original timeline has been superseded by that contained in Section 11 of this report.*

#### VI. AUTHORITY

*It is understood that the ultimate policy authority for the transit cost sharing effort is vested in the StanCOG Policy Board*

## 5. The TDA Process Under Transit Cost Sharing

The traditional TDA process consists of *apportionment*, *allocation*, and *payment*. The most recent apportionment process (from FY 1997/98) is included as Appendix 1. Under Transit Cost Sharing, *apportionment* and *allocation* are changed in several specific ways.

The new two-step process for apportionment and allocation is outlined below. Code references are to SB 344. By way of example, Appendix 2 illustrates the effect of Transit Cost Sharing, using actual figures from FY 96-97.

### Step 1: LTF and STA Apportionment

1. Total LTF estimate (furnished by County Auditor-Controller on or before February 1<sup>st</sup> of each year, pursuant to Title 21 CCR Section 6620) and total initial STA (furnished by State Controller on or before February 1<sup>st</sup> of each year) to be received in the upcoming fiscal year. The following identifies the LTF Estimate Protocol, as adopted by the Policy Board on November 16, 2011:
  - a. As a monthly informational item, StanCOG staff provides the actual value of current LTF receipts for the fiscal year to the Management and Finance Committee (MFC).
  - b. By January 1<sup>st</sup> of each year, StanCOG staff prepares a set of assumptions based on actual LTF receipts and establishes a draft apportionment estimate of LTF for approval by the MFC at the January meeting.
  - c. Based on approval from the MFC, StanCOG staff transmits the assumptions and the draft apportionment estimate of LTF to the Auditor Controller's office by January 15<sup>th</sup>. This transmittal will serve as input for the Auditor-Controller to furnish an estimate of LTF to be available for apportionment and allocation during the ensuing fiscal year.
  - d. StanCOG staff receives the Auditor-Controller's LTF estimate for the ensuing fiscal year by February 1<sup>st</sup>.
  - e. StanCOG staff and the MFC reviews the apportioned LTF value received from Auditor-Controller and transmits this figure to the StanCOG Policy Board for the February meeting.
  - f. Any additional requests for revised LTF estimates by the Auditor-Controller shall be at the direction of the Policy Board; and/or as a recommendation of the MFC and then approved by the StanCOG Policy Board.
2. Funds are identified and deducted for StanCOG and the County Auditor-Controller for TDA Administration, not to exceed 1% of total LTF estimate

provided by the County Auditor-Controller (99233.11 (a)). An exception to the 1% will be granted to StanCOG every 3<sup>rd</sup> fiscal year to conduct triennial performance audits, as required by TDA regulations (99246).

3. Funds are identified and deducted by StanCOG for general transportation planning purposes (not more than 3% of remaining LTF funds). The total will be deducted up front following StanCOG Policy Board approval of this initial apportionment (99233.11 (b)).
4. Not more than 2% of remaining LTF funds are identified and deducted for pedestrian and bicycle facilities (historically, the full 2% has been identified and distributed by population to each jurisdiction). These funds will continue to be apportioned by population to each local government (99233.11 (c)). Of this 2%, 5 percent thereof may be expended to supplement moneys from other sources to fund bicycle and pedestrian safety education programs, but shall not be used to fully fund the salary of any one person (99233.3).
5. From the remaining funds (99233.11 (d)), funds shall then be conditionally deducted for the CTSA, up to 5% (99233.7), and regional projects. Ultimately, these amounts shall require approval by the Management and Finance Committee and the StanCOG Policy Board.
6. Determine TDA funds (LTF and STA) remaining (add parts 2, 3, 4, and 5 subtract from 1). This remaining amount, applied to the most recently adopted Transit Percentage Ceiling Caps (refer to Appendix 5), will set the amount of TDA funds that each transit agency may claim. At this point, the amount is identified only as one lump sum, undivided into local government shares. These remaining funds will all eventually be used by our local governments for transit off the top. This total, which will be approved as part of the initial apportionment process, provides the input for Step 2 of the transit cost sharing process.
7. Transit Percentage Ceiling Caps are subject to review by the Management and Finance Committee at least every third fiscal year, starting from FY 2013-14.
8. Breakdown STA by jurisdiction. Under transit cost sharing, all STA is credited to the City of Modesto (see Section 8 for explanation). The only exception is the small amount of STA received under PUC 99314; by state law, these amounts must be returned to each transit operator in proportion to fare revenues generated.

#### Step 2: Determine LTF Needed for Transit

Once Step 1 is concluded and approved by the StanCOG Policy Board, Step 2 of the transit cost sharing process will begin. Up to 5% of the remaining LTF funds (off the top) shall be made available to the CTSA (99233.7). The key inputs are draft TDA transit claims submitted by each jurisdiction and the CTSA to the Transit Cost Sharing Committee. The key output is a determination of how much LTF is needed for transit, and for which system.

SB 344 refers to this step as an "allocation" of funds to StanCOG (Section 2(d) of 99233.11) for transit purposes.

To help determine Step 2, draft TDA claims are submitted and reviewed by StanCOG staff and the Transit Cost Sharing Committee. StanCOG will review the claims for accuracy and adherence to TDA statutes and regulations and work with the involved local government staff to clarify any problem areas. The Transit Cost Sharing Committee will review transit claims as explained in Section 3. TDA claims for each agency shall adhere to the most recently adopted Transit Percentage Ceiling Caps, established in Appendix 5.

In the event that remaining TDA funds are available due to every agency not claiming up to their Transit Percentage Ceiling Cap, the Policy Board may consider a transit claim, or unmet transit need, from an agency to exceed their percentage ceiling cap only if it can be determined that an unmet transit need would exist without remaining TDA funding being directed to that agency. In no circumstance shall remaining TDA funds available in Step 2 be distributed for other transit or rail purposes in Step 3 if there is determined to be an unmet transit need. To determine if an unmet transit need exists for an agency claiming TDA funds above their percentage ceiling cap, the Policy Board shall consider the criteria established in Section 4 (Transit Cost Sharing Definitions and Criteria) of the Transit Cost Sharing Procedures.

The final TDA transit claim figures which emerge from this process will be submitted to the StanCOG Policy Board for approval. This approval will conclude Step 2. StanCOG staff will then pay individual approved transit claims as soon as possible consistent with actual revenue received.

### Step 3: Determine the Distribution of the remaining LTF Funds

Once the amount of LTF needed for transit is known, the remaining funds will be held in reserve for other transit and rail needs as determined by the Policy Board.

## 6. Handling Carryover Funds

As used in this section, "carryover" is defined as the Transportation Development Act funds which were claimed by a jurisdiction during a prior fiscal year, but not spent.

1. Any transit carryover shall be reported on page 2 of the TDA transit claim forms. Lines D and L (LTF - Carryover) have been changed to read "LTF - Carryover from the last completed fiscal year". Note that since TDA claims will be filed prior to the start of the fiscal year, carryover will normally be reported on a two-year-lag basis. For example, claims for FY 1998-99 will include carryover accumulated through the end of FY 1996-97.
2. Any TDA transit carryover funds resulting from transit allocations made prior to the implementation of transit cost sharing (i.e., transit allocations made through FY 97-98), will be credited to, and may be reclaimed by, the jurisdiction experiencing the carryover.
3. As the converse of case 2 above, any TDA transit carryover funds resulting from transit allocations made under the transit cost sharing process (i.e., transit allocations made for FY 98-99 and later), may only be reclaimed for transit purposes. Conceptually, these funds belong to everyone since they were originally allocated off the top for transit purposes. In practice, these funds will normally stay with the reporting jurisdiction, but will serve to reduce the level of off-the-top new funds which that jurisdiction will need to claim for transit in the year of reporting.
4. In the event that grant funds are less than anticipated, those funds may be reported as a negative carryover and will be addressed during the subsequent TDA apportionment process.
5. Any TDA carryover funds should also routinely be acknowledged. This is a statutory requirement if this carryover is to be used for other than the originally allocated purpose as listed in the TDA claim form. These funds **always** belong to the reporting jurisdiction. In essence, they are not affected by transit cost sharing.

## **7. Treatment of Supplemental Apportionments**

Supplemental LTF apportionments occur when more funds are available than originally anticipated for the fiscal year. Typically, supplemental LTF apportionments are processed in August or September. These increase the level of funds previously apportioned for the fiscal year just ending, by the amount of surplus funds which were actually collected for that year.

Supplemental LTF apportionments shall be addressed in a manner similar to the initial apportionment estimates. Specifically, StanCOG will deduct for transportation planning and programming purposes, the same percent that was deducted for the initial LTF apportionment. Then deduct 2% of the remaining funds for non-motorized purposes.

For treatment of supplemental STA apportionments, see Section 9 of this report.

## **8. What Happens if More or Less Money is Needed for Transit?**

Under transit cost sharing, transit claims must be prepared and submitted prior to the start of the fiscal year (see Section 11 of this report). One concern is that information used to prepare the claims will be only an estimate. What happens if the budget estimate transit numbers are too high or too low?

### **Scenario 1: A Transit System Needs *More* LTF than Approved in Step 2**

Any additional transit funds which may be needed or desired must be approved by the StanCOG Policy Board.

### **Scenario 2: A Transit System Needs *Less* LTF than Approved in Step 2**

Under this scenario, the excess funds may NOT be utilized by that jurisdiction for other purposes. This is only fair since they came off the top at everyone's expense. Instead, any leftover LTF transit funds must be revealed at the annual spring transit cost sharing process. These would then be deducted from the new funds which would need to be apportioned, allocated, and paid to that system.

## **9. Other Funding Sources Dedicated to Transit**

State Transit Assistance (STA) Funds: The state allocates STA to the regional planning agencies based on population and operator fare revenues. The population portion is allocated under PUC 99313 and is the larger portion of STA funds received by StanCOG. To facilitate transit cost sharing, the City of Modesto will claim the PUC 99313 funds. Modesto will not benefit financially, as it will reduce their need for off-the-top LTF.

The operator revenue portion of STA funds are allocated based on operator revenues from the prior fiscal year. By law, the PUC 99314 funds must be allocated to the individual operators.

By August 1<sup>st</sup> of each year, the State Controller is scheduled to release a revised STA estimate, if needed. Should a revised estimate be received, those funds will be allocated in the subsequent TDA apportionment process the following spring.

FTA Section 5307 Funds: Section 5307 funds are made available for capital projects and operating assistance for transit systems in census-designated urbanized areas. In Stanislaus County, the Turlock and Modesto-Ceres urbanized areas are eligible. As eligible recipients, Turlock and Modesto will claim Section 5307 funds. The recipients will not benefit financially, as they will reduce their need for off-the-top LTF.

FTA Section 5311 Funds: Section 5311 funds are made available for capital projects and operating assistance for transit systems in non-urbanized areas. Those funds are committed through an annual Program of Projects approved by StanCOG. To facilitate the cost sharing process, the County will claim and program all Section 5311 funds for transit operating purposes. The County will not benefit financially, as it will reduce their need for off-the-top Local Transportation Funds.

Measure L- Transit Service Funds: Funds will be used for operations, maintenance and infrastructure improvements for public transit. They may also be used to supplement local, state and federal funds for cost of transit service. These funds will be allocated to public transit providers to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes and/or investment in ride sharing services.

State Transit Assistance-State of Good Repair Funds (PUC 99314): Pursuant to State Transit Assistance-State of Good Repair (SGR) Funding Guidelines, all funds allocated per PUC 99314 shall be sub-allocated to public transit operators, who have submitted the required project list, based on the amounts published annually by the State Controller's Office.

## **10. Integration/Treatment of Other Funding**

In addition to the dedicated funds described in the previous section, there are a number of transit funding opportunities from state, federal, and other sources. To maximize the amount of the LTF remaining for other purposes, every effort should be made to obtain funds from these and any other funding sources which may become available, particularly for capital purposes. Some possible candidate programs include:

Federal Transit Administration Section 5310  
Congestion Mitigation And Air Quality Program (CMAQ)  
Reduce Motor Vehicle Emissions (REMOVE II)

See Appendix 3 for further information on funding sources outlined in Sections 9 and 10.

## **11. Transit Cost Sharing Timeline**

### Step 1

Third Wednesday in February StanCOG Policy Board adopts the total LTF and STA Transportation Development Act apportionments, including TDA Administration, Planning, and 2% nonmotorized funds, for the upcoming fiscal year.

Fourth Wednesday in February StanCOG staff transmits TDA claim forms to the jurisdictions.

### Step 2 (begins)

\*First Week in March Unmet Transit Needs Assessment analysis and findings are reviewed by the Social Services Transportation Advisory Council (SSTAC), the Citizens Advisory Committee (CAC), and the Management and Finance Committee (MFC)

Policy Board Meeting in March StanCOG Policy Board makes its unmet transit needs determination and findings.

Fourth Wednesday in March TDA forms (bike/pedestrian and proposed transit portions) are due back to StanCOG.

On or Before April 30<sup>th</sup> Transit Cost-Sharing Committee meets to review proposed transit expenditures for the upcoming fiscal year, as shown on the draft transit claims and to determine the status of any "probationary" services.

First Thursday in June Transit claims presented to the Management and Finance Committee.

Third Wednesday in June Transit claims approved by the StanCOG Policy Board.

### Step 3

July-Remainder of the Year Claims for other transit and rail project funds completed, filed and approved by the StanCOG Policy Board.

\*Note: The Unmet Transit Needs Assessment public outreach and data collection process begins in August of the previous year



# StanCOG

Stanislaus Council of Governments

**TO:** Social Services Transportation Advisory Council **Staff Report**  
Motion

**FROM:** Stephen Hanamaikai, Associate Planner

**DATE:** 12/14/2017

**SUBJECT:** Certifications and Assurances for the California State of Good Repair Program and FY 2017/2018 State Transit Assistance State of Good Repair Program Project List

## **Recommendation**

### **By Motion:**

Recommend that the Policy Board Authorize by Resolution the Execution of the Certifications and Assurances for the California State of Good Repair Program and Approve the FY 2017/2018 State Transit Assistance State of Good Repair Program Project List.

## **Background**

Established by Senate Bill 1, the State Transit Assistance - State of Good Repair (STA-SGR) Program provides approximately \$105 million annually to eligible recipients for transit maintenance, rehabilitation and capital projects that keep the public transit system in a state of good repair. Eligible STA-SGR projects include:

- Transit capital projects or services to maintain or repair a transit operators transit vehicle fleet or transit facilities;
- The design, acquisition and construction of new vehicles or facilities that improve existing transit service; and
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

In order to receive STA-SGR funds, eligible recipients must submit an annual list of projects to Caltrans, which are due to Caltrans by January 31, 2018. Prior to receiving their first allocation, agencies must also submit executed Certification and Assurances and Authorized Agent Forms. The STA-SGR Guidelines, project list template, Certifications and Assurances, and Authorized Agents forms can be found at the following website: <http://www.dot.ca.gov/drmt/spstasgr.html>.

For FY 2017/2018, StanCOG will receive \$727,995 (PUC 99313) for allocation to projects in the

region. In addition to these regional funds, Stanislaus County (StaRT) and the cities of Modesto (MAX), Turlock (Turlock Transit), and Ceres (CAT) will receive direct allocations, via Public Utility Code 99314, detailed in the table below.

<b>FY 2017/2018 State Transit Assistance State of Good Repair Direct Allocations (PUC 99314)</b>	
Ceres (CAT)	\$912
Modesto (MAX)	\$34,928
Stanislaus County (StaRT)	\$6,544
Turlock (Turlock Transit)	\$1,899

Pursuant to STA-SGR Guidelines, funds allocated per PUC 99314 shall be sub-allocated to public transit operators who have submitted the required project list, based on the amounts above, as published by the State Controller’s Office.

**Discussion**

In November, staff met with the transit managers from Stanislaus County (StaRT) and the cities of Modesto (MAX), Turlock (Turlock Transit), and Ceres (CAT) to discuss the use of STA-SGR funds allocated to StanCOG via Public Utility Code (PUC) 99313. There was consensus among all transit operators in favor of expanding the existing regional transit shelter cleaning project to include the cleaning and maintenance of all transit shelters and bus stops in the region, as well as the Transit Centers in Modesto and Turlock. The expansion of the regional bus shelter cleaning project will help to attract and retain ridership by keeping transit facilities in a state of good repair and will reduce facility maintenance costs for all of the transit operators within the region.

It is anticipated that the full allocation of 2017/18 STA-SGR funds will be used for the regional transit shelter maintenance and cleaning project; however, if there are remaining funds this project list can be amended to include new projects. Staff will ensure the transit managers are kept aware of any remaining funds.

Should you have any questions regarding this staff report, please contact Stephen Hanamaikai, Associate Planner, at 209-525-4646 or via e-mail at [shanamaikai@stancog.org](mailto:shanamaikai@stancog.org).

Attachment:

1. Draft Resolution

**STANISLAUS COUNCIL OF GOVERNMENTS  
RESOLUTION AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND  
ASSURANCES FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM AND  
APPROVING THE FISCAL YEAR 2017/2018 STATE TRANSIT ASSISTANCE-STATE  
OF GOOD REPAIR PROGRAM PROJECT LIST**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors; and

WHEREAS, StanCOG wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director; and

WHEREAS, the Department requires that eligible project sponsors provide a project list on an annual basis.

NOW, THEREFORE, BE IT RESOLVED by the StanCOG Policy Board that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

BE IT FURTHER RESOLVED that the StanCOG Fiscal Year 2017/2018 State Transit Assistance - State of Good Repair Program project list, contained in Exhibit A, is hereby approved.

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes as needed, to ensure that the program is implemented in the most efficient and cost effective manner possible.

MEETING DATE: January 17<sup>th</sup>, 2018

---

BILL ZOSLOCKI, CHAIR

ATTEST:

---

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

DRAFT

Exhibit A

<b>FY 2017/2018 StanCOG State Transit Assistance-State of Good Repair Program Project List</b>				
<b>Recipient</b>	<b>Project Title</b>	<b>Description</b>	<b>Total STA- SGR (99313)</b>	<b>Total Project Cost</b>
StanCOG	Regional Transit Stop Cleaning and Maintenance Project	Cleaning and maintenance of all transit stops in the region to help attract and retain ridership by maintaining transit stop facilities in a state of good repair.	\$727,995	\$727,995



# StanCOG

Stanislaus Council of Governments

**TO:** Social Services Transportation Advisory Council **Staff Report**  
Discussion

**FROM:** Karen Kincy, Senior Financial Services Specialist

**DATE:** December 18, 2017

**SUBJECT:** Transmittal of FY 2018/19 Local Transportation Funds Estimate to the Auditor-Controller

## **Recommendation:**

Consider information presented.

## **Background**

Article 3 of the California Code of Regulations, contained within the Transportation Development Act (TDA), defines the “Responsibilities of the County Auditor.” Section 6620 of Article 3 states that, “Prior to February 1 of each year, each county auditor shall furnish to the transportation planning agency an estimate of moneys to be available for apportionment and allocation during the ensuing fiscal year.”

StanCOG staff has prepared a Local Transportation Funds (LTF) apportionment estimate for FY 2018/19 based on the Stanislaus Council of Governments Local Transportation Funds received from FY 2007/2008 through FY 2017/18.

## **Discussion**

### **Fiscal Year 2016/17**

For fiscal year 2016/17, StanCOG recorded \$22,048,705 in LTF sales tax receipts. That was an increase of 6.72% over the previous year’s LTF receipts of \$20,660,587.

### **Fiscal Year 2017/18**

For the current fiscal year, StanCOG has received \$10,180,689 in sales tax receipts through December. This exceeds last year’s receipts of \$9,646,650 for the same time period by \$534,039 or 5.54%. Using the FY 2017/18 estimate of \$20,900,000, this year’s sales tax revenue is 48.7111% collected through December (5/12 months or 41.67% of the year). A review of

StanCOG's collection rates through December of the past eleven years shows that the average collection rate is 45.12%. Applying a conservative collection rate at 45.12% would re-project total sales tax receipts to be \$22,564,993 by fiscal year-end. If that were to occur, it would represent a 2.34% increase over FY 2016/17.

#### Fiscal Year 2018/19

Using a 1% growth factor, applied to a revised FY 2017/18 sales tax projection of \$22,564,993 would result in a preliminary estimate of \$22,790,643 for FY 2018/19. Due to various factors that may affect the local economy, staff is recommending an LTF estimate of **\$22,700,000** for FY 2018/19.

Should you have any questions regarding this staff report, please contact Karen Kincy, Senior Financial Services Specialist, at 209-525-4640 or via e-mail at [kkincy@stancog.org](mailto:kkincy@stancog.org).

Attachment:

1. Local Transportation Funds (LTF) Received for FY 2018/19 Estimate

**STANISLAUS COUNCIL OF GOVERNMENTS  
LOCAL TRANSPORTATION FUNDS (LTF) RECEIVED  
FY 2007/08 - FY 2017/18**

LTF SALES TAX RECEIVED BY FISCAL YEAR																
Fiscal Year	Estimate	Advance Aug	Clean-up Sep	Advance Oct	Advance Nov	Clean-up Dec	% Coll thru Dec	Advance Jan	Advance Feb	Clean-up Mar	Advance Apr	Advance May	Clean-up June	Advance July	Total LTF Received	% Change
2007/08	\$16,000,000	1,701,600	1,707,927	1,361,300	1,815,000	1,356,688	45.285%	1,303,000	1,737,300	1,295,171	1,136,700	1,515,600	1,344,007	1,264,500	17,538,794	#REF!
2008/09	\$15,000,000	1,686,000	1,711,212	1,268,200	1,690,900	1,166,449	46.638%	1,215,500	1,333,000	1,452,324	967,200	1,289,600	1,273,262	1,076,600	16,130,248	-8.03%
2009/10	\$13,500,000	1,435,400	1,009,849	998,400	1,131,500	1,659,195	43.579%	1,089,900	1,453,200	1,143,321	889,400	1,299,800	1,266,391	929,600	14,305,957	-11.31%
2010/11	\$13,000,000	1,239,400	1,634,607	998,300	1,331,100	1,776,631	44.011%	1,101,900	1,469,200	1,251,144	922,200	1,352,500	1,703,725	1,079,000	15,859,708	10.86%
2011/12	\$14,300,000	1,438,700	1,662,889	1,080,700	1,440,900	1,801,506	43.247%	1,150,800	1,534,400	1,672,862	1,079,300	1,439,100	1,680,057	1,187,000	17,168,215	8.25%
2012/13	\$16,700,000	1,582,600	1,826,792	1,235,600	1,647,400	1,735,608	43.986%	1,255,800	1,674,400	1,462,514	1,139,000	1,518,600	1,860,351	1,312,700	18,251,366	6.31%
2013/14	\$18,500,000	1,750,300	1,784,630	1,335,900	1,781,200	1,759,828	43.409%	1,297,900	1,703,400	1,867,175	1,224,600	1,632,800	1,866,026	1,374,200	19,377,959	6.17%
2014/15	\$19,500,000	1,832,300	1,785,244	1,388,600	1,851,500	1,854,438	44.677%	1,404,300	1,872,400	1,734,177	1,276,100	1,701,400	1,850,954	1,394,900	19,946,313	2.93%
2015/16	\$19,900,000	1,859,900	1,947,287	1,442,600	1,923,400	1,872,955	45.458%	1,462,500	1,950,000	1,795,810	1,316,100	1,754,800	1,899,035	1,436,200	20,660,587	3.58%
2016/17	\$20,400,000	1,915,000	2,236,631	1,464,100	1,952,100	2,078,819	47.288%	1,480,500	1,974,000	2,413,213	1,464,800	1,953,000	1,684,942	1,431,600	22,048,705	6.72%
2017/18	\$20,900,000	1,908,800	2,463,826	1,527,800	2,037,000	2,243,263	48.711%								10,180,689	

Based on the FY 2017/18 estimate of \$20,900,000, LTF sales tax receipts are **48.71%** collected through 5 months

$\frac{5 \text{ Mos}}{12 \text{ Mos}} = 41.67\%$

Average % collected through December for the past 11 years = 45.12%

FY 2017/18 LTF RECEIVED COMPARED TO FY 2016/17 LTF RECEIVED																% Change
Fiscal Year	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	YTD LTF			
2016/17	1,915,000	2,236,631	1,464,100	1,952,100	2,078,819								\$9,646,650			
2017/18	1,908,800	2,463,826	1,527,800	2,037,000	2,243,263								\$10,180,689	5.54%		
Difference	(6,200)	227,195	63,700	84,900	164,444	0	0	0	0	0	0	0	\$534,039			

FY 17/18 LTF receipts through December	\$ 10,180,689	FY 17/18 LTF revised projection	22,564,993
Assumption on % Collected	<u>45.12%</u>	1% Growth rate projection	22,790,643
FY 17/18 LTF revised projection	<u>22,564,993</u>	<b>FY 18/19 Staff Recommendation</b>	<b><u>22,700,000</u></b>
FY 16/17 Actual	22,048,705		
% Increase estimate for FY 17/18 over FY 16/17	2.34%		



# StanCOG

Stanislaus Council of Governments

---

**TO:** Social Services Transportation Advisory Council

**FROM:** Elisabeth Hahn, Principal Planner  
Stephen Hanamaikai, Associate Planner

**DATE:** December 20, 2017

**SUBJECT:** FY 2018/19 Unmet Transit Needs Public Outreach Update

---

**Staff Report**  
Discussion

## **Recommendation**

Consider information presented.

## **Background**

Each year, pursuant to the California Transportation Development Act, the Stanislaus Council of Governments (StanCOG), as a Regional Transportation Planning Agency, identifies unmet transit needs that may exist in the Stanislaus region and presents the findings in an Unmet Transit Needs (UTN) Analysis Report.

The UTN assessment process requires that at least one public hearing be held for the purpose of soliciting comments on the unmet transit needs that may exist in the region and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. Input must also be solicited from transit disadvantaged and transit dependent populations. Any transit need identified during the assessment process will be reviewed per the Policy Board's adopted procedures and definitions for "unmet transit need" and "reasonable to meet."

## **Discussion**

Consistent with previous UTN assessments staff will conduct extensive public outreach to the transit dependent and transit disadvantaged populations, including the elderly, persons with disabilities and persons of limited means. To date, staff has provided a presentation to three senior center programs in the cities of Oakdale, Modesto, and Patterson. A public hearing will be held at the StanCOG Policy Board Meeting on January 17, 2018. The public outreach schedule is still in development and will be provided to the appropriate parties once finalized.

Additional information and UTN comment forms can be found at the following link

<http://www.StanCOG.org/Unmet-Transit-Needs.shtm>.

Should you have any questions regarding this staff report, please contact Stephen Hanamaikai, Associate Planner, at 209-525-4646 or via e-mail at [shanamaikai@stancog.org](mailto:shanamaikai@stancog.org).

Attachments:

1. Unmet Transit Needs Public Hearing Flyer in English
2. Unmet Transit Needs Public Hearing Flyer in Spanish

# PUBLIC TRANSIT HEARINGS

**Does public transit meet your needs?  
Share your transit ideas with us at the  
public hearing listed below!**

**WEDNESDAY, JANUARY 17, 2018  
6:00PM**

StanCOG Policy Board  
1111 I Street, Suite 308  
Modesto, CA, 95354

***Spanish translation services will be provided***

The StanCOG Unmet Transit Needs Survey (English and Spanish) is available at the following website:

<https://www.surveymonkey.com/r/StancogUTN>

**Submit questions to:**

Stephen Hanamaikai, Associate Planner  
shanamaikai@stancog.org  
1111 I Street, Suite 308  
Modesto, CA 95354  
(209) 525-4646



[www.StanCOG.org/Unmet-Transit-Needs.shtm](http://www.StanCOG.org/Unmet-Transit-Needs.shtm)

# AUDIENCIAS AL PÚBLICAS DE TRANSPORTE PÚBLICO

**¿Cubrimos sus necesidades de transporte?**  
¡Comparta sus ideas de transporte público con nosotros en una de  
nuestras audencias públicas!

**MIÉRCOLES, 17 DE ENERO DEL 2018  
6:00PM**

**El Consejo de Gobiernos de Stanislaus (StanCOG)  
1111 I Street, Suite 308  
Modesto, CA, 95354**

***Se ofrecerá servicio de traducción al español***

La Encuesta sobre Carencias de Transporte Público Sin Remediar del StanCOG está disponible en inglés y en español en el sitio:

<https://www.surveymonkey.com/r/StancogUTN>

**Háganos llegar sus preguntas a:**

Stephen Hanamaikai, Associate Planner  
shanamaikai@stancog.org  
1111 I Street, Suite 308  
Modesto, CA 95354  
(209) 525-4646



[www.StanCOG.org/Unmet-Transit-Needs.shtm](http://www.StanCOG.org/Unmet-Transit-Needs.shtm)