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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

TUESDAY, MARCH 6, 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.

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 2/6/18

5. DISCUSSION/ACTION ITEMS

- A. Motion to Recommend Policy Board Approve by Resolution the Fiscal Year 2018/19 Unmet Transit Needs Identification and Analysis
- B. Motion to Recommend Policy Board Approve by Resolution the Low Carbon Transit Operations Program (LCTOP) Project Recommendation

6. TRANSIT MANAGER/MOVE REPORTS

7. CALTRANS REPORT

8. EXECUTIVE DIRECTOR REPORT

9. MEMBER REPORTS

10. ADJOURNMENT

Next Regularly Scheduled SSTAC Meeting:

April 3, 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 February 6, 2018 (Tuesday)
9:00 am

MEMBERS PRESENT: Adam Barth (City of Modesto); Lillian Castigliano (Commission on Aging); Stacie Morales (MOVE); Simona Rios (Catholic Charities – Arrived during Item 5A); George Sharp; Carla Strong (Howard Training Center)

ALSO PRESENT: Fred Cavanah (City of Ceres); Scott Medeiros (City of Turlock); Darla Moen (Stanislaus County); Stephen Hanamaikai, Karen Kincy, Stephanie Mora, Arthur Chen, Debbie Trujillo (StanCOG); Janet Jaramillo, Nick Fung (Caltrans District 10); Dan Leavitt (Altamont Corridor Express)

1. CALL TO ORDER

Chair Stacie Morales called the meeting to order at 9:05 a.m.

2. ROLL CALL

3. PUBLIC COMMENTS - None

4. CONSENT CALENDAR

A. Motion to Approve SSTAC Minutes of 1/3/18

***By Motion (Lillian Castigliano/Adam Barth)**, and unanimous vote, the Council approved the minutes of 1/3/18.

5. DISCUSSION/ACTION ITEMS

A. Motion to Recommend Policy Board Approve by Resolution the Supplemental Transportation Development Act Funds FY 2016/17 – City of Modesto Transit Claim

Karen Kincy provided information to members regarding the transit claim from the City of Modesto. She mentioned that the claim was for safety improvements and maintenance at the transit center. She then introduced Adam Barth and Dan Leavitt to provide further information. Adam Barth presented information regarding the transit center improvements, a cost summary, and the timeline of the project. Dan Leavitt presented the timeline for ACE services in Stanislaus County, located in Modesto and Ceres. He mentioned that funding was secured and that services would be available by 2023. He said that two new bridges would need to be built over the Stanislaus and Tuolumne rivers before services could be at full capacity, but the goal would be to have at least a train or two to Modesto by 2020. He reiterated the importance to have the transit center improvements be complete prior to the arrival of ACE.

***By Motion (George Sharp/Lillian Castigliano)**, and unanimous vote, the Council recommended that the Policy Board approve by Resolution the Supplemental Transportation Development Act Funds FY 2016/17 – City of Modesto Transit Claim.

B. Motion to Recommend Policy Board Authorize the Executive Director to Execute Agreement to Join the California Vanpool Authority (CalVans)

Stephen Hanamaikai provided a brief review of the CalVans program and noted that this would bring additional FTA 5307 funds to the region. He mentioned that this item had been presented to each of the StanCOG committees and Policy Board in January with support from all. He said that should StanCOG officially join the CalVans JPA, then the next step would be to solicit the Policy Board to select a member for the CalVans Board of Directors.

***By Motion (Adam Barth/Carla Strong)**, and unanimous vote, the Council recommended that the Policy Board authorize the Executive Director to Execute Agreement to Join the California Vanpool Authority (CalVans).

C. Motion to Recommend Policy Board Approve by Resolution the Amendment to the StanCOG Transit Cost Sharing Procedures

Karen Kincy provided an update to the amendment of the transit cost sharing procedures stating that the Management and Finance Committee had not approved the item at their January meeting. She said that more information was available pertaining to the necessary changes to the procedures and staff was bringing this item back for a recommended approval.

***By Motion (Simona Rios/Lil Castigliano)**, and unanimous vote, the Council recommended that the Policy Board approve by Resolution the Amendment to the Stanislaus Council of Governments Transit Cost Sharing Procedures.

D. Motion to Recommend Policy Board Adopt by Resolution the FY 2018/19 Local Transportation Fund (LTF) and State Transit Assistance (STA) Funds Apportionments

Karen Kincy provided members with an overview of the LTF and STA funds apportionments. She noted that the new transit stations in Modesto and Ceres were now considered regional projects so those funds would be taken off the top prior to distribution to transit operators.

***By Motion (Adam Barth/Simona Rios)**, and unanimous vote, the Council recommended that the Policy Board adopt by Resolution the FY 2018/19 Local Transportation Funds (LTF) and State Transit Assistance (STA) Funds Apportionments.

E. Unmet Transit Needs Update

Stephen Hanamaikai provided an update on the Unmet Transit Needs Assessment process. He mentioned that the majority of the public outreach was completed. He stated that there had been six meetings held with one more scheduled on Thursday, February 8th in Empire to address recent changes to MAX services. He said that the online survey would be available until February 8th, that it had been well received with 34 responses and he briefly reviewed them. He mentioned that a full report and data would be available in March for approval.

6. TRANSIT MANAGERS/MOVE REPORT

Adam Barth provided a report on MAX services. He mentioned that route and fare changes to MAX became effective February 1st and that route changes had been completed.

Darla Moen provided a report on StaRT services. She mentioned the recent service changes in Empire and that staff was assisting riders.

Fred Cavanah provided a report on CAT services. He mentioned that there were no changes since December 1, 2016 with a small increase in efficiency since then. He stated that currently there was one fixed route and one Dial-A-Ride bus.

Scott Medeiros provided a report on Turlock Transit services. He mentioned that the city was planning a limited service shuttle route which was kicked off last month with a public forum to receive input on where the service should be located. He said this was due to the recent service changes and hoped the shuttle service would begin in April or May. He mentioned that more buses would be purchased and a triennial review would be conducted in May.

Stacie Morales provided a brief update on MOVE. She mentioned that staff attended a meeting at the Office of Emergency Services (OES) to discuss development plans regarding transportation in case of an emergency. She said it would be a year-long process before the plan was complete. She also reported that the eligibility process was ongoing and that staff was working hard to confirm assessment locations and providing presentations to various groups regarding the process. She mentioned that interviews were taking place to hire more staff.

7. CALTRANS REPORT

Nick Fung and Janet Jaramillo introduced themselves to members and stated that Eduardo Fuentes had retired.

8. EXECUTIVE DIRECTOR'S REPORT

Karen Kincy, on behalf of Rosa De León Park, provided a quick report to members. She mentioned that the first Measure L payments had begun to be distributed to the jurisdictions.

9. MEMBER REPORTS

Simona Rios reported that Catholic Charities was busy in January. She stated that their Caltrans funds could now be spent on their computers, software, and drivers for their transportation program. She said the RSVP program would participate in the Love Modesto event again this year.

George Sharp noted that the trip planner for MAX service provides the wrong fare.

Carla Strong reported that the Howard Training Center should receive their first FTA 5310 vehicle by the end of the summer. She also said that the Center received a grant through Valley Mountain Regional Center (VMRC) to get two more FTA 5310 vans for their day program. She mentioned that their recent crab fest raised enough money for a down payment on a new truck.

Lillian Castigliano reported that the Commission on Aging would be holding their Senior Ball on May 11th at the Veteran Banquet Hall in Modesto located at Coffee and Sylvan from 5pm to 9pm. She said ticket sales would benefit the Senior Foundation. She also mentioned that a SEAPA forum would be held in Turlock in May and September.

Stephen Hanamaikai quickly mentioned that SSTAC was in need of three members and asked members to submit any suggestions to StanCOG.

11. ADJOURNMENT

Chair Stacie Morales adjourned the meeting at 9:50 a.m.

Next Regularly Scheduled SSTAC Meeting:

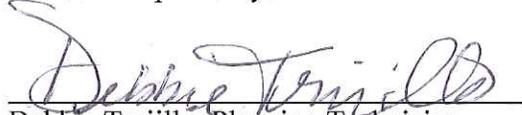
March 6, 2018 (Tuesday) @ 9:00 am

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA

Minutes Prepared By:


Debbie Trujillo, Planning Technician



StanCOG
Stanislaus Council of Governments

DISCUSSION & ACTION ITEMS



TO: Social Services Transportation Advisory Council

FROM: Elisabeth Hahn, Senior Planner
Stephen Hanamaikai, Associate Planner

DATE: February 28, 2018

SUBJECT: FY 2018/19 Unmet Transit Needs Identification and Analysis

Staff Report
Motion

Recommendation

By Motion:

Recommend the Policy Board approve by Resolution the Fiscal Year 2018/19 Unmet Transit Needs (UTN) Identification and Analysis with the finding that there are no unmet transit needs that are reasonable to meet for FY 2018/2019.

Background

In accordance with the Transportation Development Act (TDA), regional transportation planning agencies must complete an annual unmet transit needs assessment to identify potential transit needs within their region, which are not being met by existing public transit service. Any identified transit need is analyzed based upon definitions and guidelines adopted by the StanCOG Policy Board. If an unmet transit need is identified as reasonable to meet, Local Transportation Funds (LTF) must be budgeted for the service for the upcoming Fiscal Year prior to funds being allocated for non-transit purposes.

Discussion

Staff has completed extensive outreach for the FY 2018/19 UTN assessment, which is described below.

- The StanCOG Unmet Transit Needs Online Survey was available from December 5, 2017 through February 8, 2018, in both English and Spanish translations. The survey asked questions regarding general transit ridership characteristics and provided opportunity to comment on transit needs.

- In cooperation with StanCOG's consolidated transportation services agency (MOVE), Stanislaus Regional Transit (StaRT), Modesto Area Express (MAX), and Modesto Area Dial-a-Ride (MADAR), staff visited senior congregate meal sites, stakeholder agencies, and community groups throughout the region to provide members of the public with information about existing transit services, and solicit comments regarding potential unmet transit needs.
- A public hearing was held on Wednesday, January 17, 2018 at the StanCOG Policy Board Meeting to record comments regarding potential unmet transit needs.
- Notice of the public hearing was circulated in English and Spanish in the region's newspapers for general circulation.
- Flyers in English and Spanish announcing the public hearing and providing a link to the UTN online survey were circulated at senior assisted living sites, care homes, community based organizations, and local businesses, and were also posted on transit buses and in transit facilities.
- A web link to the UTN online survey was distributed via email to the StanCOG standing committee members, local agency partners, and other stakeholders.

Staff received a total of 34 completed UTN surveys and 20 comments during the FY 2018/19 assessment period. The analysis of these comments pursuant to the definitions adopted by the StanCOG Policy Board is presented as Attachment 1.

The Draft 2018/19 UTN Identification and Analysis Report will be posted to the StanCOG website prior to the meeting and local agencies and stakeholders will be apprised of its availability.

Comments considered unmet transit needs that are not reasonable to meet

Five (5) comments were received during the 2018-2019 UTN assessment period that meet the definition of an unmet transit need. These comments were analyzed, pursuant to the Policy Board's adopted definitions, and were found to be not reasonable to meet. The analysis of these comments is included as Attachment 1.

Service changes in the Empire community

On February 1, 2018, the City of Modesto implemented large scale changes to the MAX and MADAR service areas, routes, schedules, and fare rates in an effort to increase their operational efficiency to allow them to meet the State mandated 20% fare recovery ratio. StanCOG staff, in cooperation with MAX, MADAR, StaRT and MOVE, conducted two (2) outreach events on Monday, January 29th and Thursday, February 9th at Empire Elementary School to provide Empire residents with information regarding the MAX/MADAR service changes and the StaRT services that are available in their community. Spanish translation was available. No unmet transit needs comments were received.

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

Attachments:

1. Unmet Transit Need Comment Analysis
2. Draft Resolution

Analysis of the Comments Received During the 2018-2019 UTN Assessment

(Some of these comments have been edited for readability. The full unedited comments can be found in Attachment 2)

#	Comment/Service Requested	Is It an "Unmet Transit Need"?	If Identified as an "Unmet Transit Need", Is It "Reasonable to Meet"?
1	<p>Effective February 2018 the MAX has discontinued providing early morning service to people required to be at work and college classes by 7:00am; all early workers will not get to work until after 8:00am, effective February 2018. This is a city where people go to work at different times. Why should the early workers be excluded from public (MAX) transportation?</p>	<p>This is an unmet transit need</p> <p>Per the StanCOG Policy Board's adopted definitions, unmet transit needs include, but are not necessarily limited to, needs for traditional fixed-route transit, curb-to-curb or door-to-door paratransit service, and "door-through-door" service (trips that originate inside a building or residence and terminate inside a destination building or residence), as long as some portion of the trip is taken via a motorized vehicle having four or more wheels and operated by a professional or volunteer driver whose primary purpose is to transport individuals or groups of individuals over public rights of way.</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. On February 1, 2018, large scale changes were made to the MAX routes, service area, schedule, and fare rates in order to increase operational efficiency to ensure adherence to the State mandated fare ratio requirements (i.e. system-wide performance standards). All of the region's operators, including MAX, continually monitor their routes and service schedules and adjust route/schedules accordingly and at their own discretion. This comment has been relayed to MAX and is noted as part of the public record.</p>
2	<p>Sometimes I have to wait for 1 ½ hours to get a seat (for persons requiring the use of mobility devices) on MAX Route 32.</p>	<p>This is an unmet transit need</p> <p>Pursuant to the StanCOG Policy Board's adopted definition, unmet</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service</p>

	<p>Sometimes 3 buses go by that cannot accommodate a walker because the bus is too full. This route services Stanislaus County Health Clinics, Sutter Gould, Memorial Hospital, numerous doctors' offices, physical therapy offices, Ralston Towers, Marple Manor and one Senior Citizen Mobile Home Park</p>	<p>transit needs include "specialized services" that provide transportation tailored to the unique needs of the individual being served in a manner that exceeds the level of service described in the literature published by the city or county entity that provides traditional fixed-route or paratransit service to the area in which the unmet need is thought to exist.</p>	<p>developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. MAX provides service on Route 32 that ensures adherence to the State mandated fare ratio requirement. All of the region's operators, including MAX, continually monitor their route and service schedules and adjust route/schedules accordingly and at their own discretion. This comment has been relayed to MAX staff and is noted as part of the public record.</p>
3	<p>Sometimes I use the bus on Sundays to go to the mall, but it takes too long since (MAX) route 37 does not run on Sundays.</p>	<p>This is an unmet transit need</p> <p>In accordance with the StanCOG Policy Board's adopted definitions, unmet transit needs include, but are not necessarily limited to, needs for traditional fixed-route transit, curb-to-curb or door-to-door paratransit service, and "door-through-door" service (trips that originate inside a building or residence and terminate inside a destination building or residence), as long as some portion of the trip is taken via a motorized vehicle having four or more wheels and operated by a professional or volunteer driver whose primary purpose is to transport individuals or groups of individuals over public rights of way.</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. MAX provides service on Route 37 that ensures operational efficiency and adherence to the State mandated fare ratio requirement (i.e. system wide performance standards). All of the region's operators, including MAX, continually monitor their route and service schedules and adjust route/schedules accordingly and at their own discretion. This comment has been relayed to MAX staff and is noted as part of the public record.</p>

4	<p>The elimination of (MAX) Route 34 means that I will no longer be able to get to work on time. I will need to walk 20+ minutes to get to a bus stop, and 20+ minutes in bad weather is a big deal. Additionally, the elimination of (MAX) Route 34 means that students needing to get to Enochs (High School), Sylvan (Elementary School), and Elliott (Alternative Education Center) will no longer be serviced unless, once again, they walk 20+ minutes. Also, the women's crisis center on Bodem will no longer be serviced; many have small children in strollers. Finally, (MAX) Route 34 is how many get to Stanislaus Health Services from northeast Modesto. At the very least, the new (MAX) Route 24, which travels to Roselle and Sylvan, could continue to service students who attend zero period at Enochs if the first run of the day started at 6:30 a.m. instead of 7:00 a.m.; zero period starts at 7:00. There are more reasons not to eliminate (MAX) Route 34 completely, but the reasons listed here should give pause to those considering the changes.</p>	<p>This is an unmet transit need</p> <p>According to the StanCOG Policy Board's adopted definitions, unmet transit needs include, but are not necessarily limited to, needs for traditional fixed-route transit, curb-to-curb or door-to-door paratransit service, and "door-through-door" service (trips that originate inside a building or residence and terminate inside a destination building or residence), as long as some portion of the trip is taken via a motorized vehicle having four or more wheels and operated by a professional or volunteer driver whose primary purpose is to transport individuals or groups of individuals over public rights of way.</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. As part of the system wide changes implemented on February 1, 2018 by the City of Modesto, MAX Route 34 was eliminated due to poor performance and consolidated with a new MAX Route 24, which continues to provide service to Enochs High School at the intersection of Roselle and Sylvan on weekdays between the hours of 7:29 AM and 5:29 PM. MAX Routes 22 and 23 service a transit stop located near the intersection of McHenry Ave. and Orangeburg Ave. on weekdays between 6:12 AM and 8:15 PM. The transit stop at McHenry Ave. and Orangeburg Ave. is 0.6 miles from Robert Elliot Alternative Education Center. MAX Route 32 services a transit stop on Coffee Road between Floyd Avenue and Rumble Road, at the southwest corner of Sylvan Elementary School, every 30 minutes with weekday service between the hours of 6:36 AM and 7:36 PM. The Haven Women's Center (women's crisis center) can</p>
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			<p>be accessed from the Downtown Transit Center via MAX Route 25 and allows small children and strollers on the buses. Transit users travelling from northeast Modesto can access the Stanislaus County Health Services Agency (SCHSA) by taking MAX Route 24, which services a stop directly in front SCHSA. All of the region's operators, including MAX, continually monitor their routes and service schedules to ensure operational efficiency and adherence to the State mandated fare ratio requirement (i.e. system wide performance standards) and adjust route/schedules accordingly and at their own discretion. This comment has been relayed to MAX staff and is noted as part of the public record.</p>
<p>5</p>	<p>I have to walk a mile to the nearest bus stop. With arthritis that is not doable.</p>	<p>This is an unmet transit need</p> <p>Pursuant to the StanCOG Policy Board's adopted definition, unmet transit needs include "specialized services" that provide transportation tailored to the unique needs of the individual being served in a manner that exceeds the level of service described in the literature published by the city or county entity that provides traditional fixed-route or paratransit service to the area in which the unmet need is thought to</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. StaRT provides fixed route, shuttle, and ADA Paratransit service in and around the City of Riverbank (the commenter's point of origin) at a level that ensures adherence to the State mandated</p>

		exist.	fare ratio requirement. All of the region's operators, including StaRT, continually monitor their route and service schedules and adjust route/schedules accordingly and at their own discretion. Additionally, MOVE offers the BRIDGES volunteer driver program, which provides mileage reimbursement to individuals who are unable to use public transit. This comment has been relayed to StaRT staff and is noted as part of the public record.
6	MADAR does not provide service to my home near the intersection of Pauline Avenue and Paradise Road.	<p>This is an unmet transit need</p> <p>Pursuant to the StanCOG Policy Board's adopted definition, unmet transit needs include "specialized services" that provide transportation tailored to the unique needs of the individual being served in a manner that exceeds the level of service described in the literature published by the city or county entity that provides traditional fixed-route or paratransit service to the area in which the unmet need is thought to exist.</p>	<p>It is not reasonable to meet</p> <p>Per the StanCOG Policy Board's adopted definition, any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the system wide performance standards. MADAR provides service at a level that will ensure adherence to the State mandated fare ratio requirements (i.e. system-wide performance standards). All of the region's operators, including MADAR, continually monitor their service area schedules and adjust it accordingly and their own discretion. This comment has been relayed to MADAR staff and is noted as part of the public record.</p>
7	Bus passes should be cheaper	Not an unmet transit need	N/A

		<p>This comment pertains to a general transit service issue and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. All of the region’s operators continually monitor transit fare rates and adjust the rates as needed while ensuring adherence to the State mandated fare recovery ratios. This comment is noted as part of the public record.</p>	
8	<p>If elementary students are being accompanied by an adult, fares should be discounted more than the "student" fare</p>	<p>Not an unmet transit need</p> <p>This comment pertains to a general transit service issue and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. All of the region’s operators continually monitor transit fare rates and adjust the rates as needed while ensuring adherence to the State mandated fare recovery ratios. Discounted fares are provided solely at the operator’s discretion. This comment is noted as part of the public record.</p>	N/A
9	<p>It would be very helpful if there was funding or a low income housing/homeless waiver or discount available to families in need of a monthly pass or general everyday tickets but cannot afford the regular fee for purchase.</p>	<p>Not an unmet transit need</p> <p>This comment pertains to a general transit service issue and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. All of the region’s operators continually monitor transit fare rates and adjust the rates as needed</p>	N/A

		while ensuring adherence to the State mandated fare recovery ratios. Discounted fares are provided solely at the operator's discretion. This comment is noted as part of the public record.	
10	I am blind and have limited funds for transportation.	<p>Not an unmet transit need</p> <p>This comment pertains to a general service issue and is not an "unmet transit need" pursuant to the Policy Board's adopted definitions. All of the region's operators continually monitor transit fare rates and adjust the rates as needed while ensuring adherence to the State mandated fare recovery ratios. This comment is noted as part of the public record.</p>	N/A
11	I need to be able to get on and off the bus on Panama Drive Modesto at the very least once a week, but possibly all week and can no longer do this with the current changes taking place in February. I now have to be on the bus longer and further away from my home.	<p>Not an unmet transit need</p> <p>This is a request for transit service that would duplicate an existing service and is not an "unmet transit need" pursuant to the Policy Board's adopted definitions. Based on additional information provided through the UTN online survey, the commenter requires transit service from Panama Drive and California Avenue in Modesto to the Downtown Transit Center on Wednesdays at 11:30 AM. On weekdays, MAX Route 21 provides fixed-route service between Panama Drive at California Avenue</p>	N/A

		and the Downtown Transit Center every 15 minutes from 6:15 AM to 7:55 PM. This comment has been relayed to MAX and is noted as part of the public record.	
12	You are making it harder to get to work! Stop taking out convenient and easier to get to bus stops on the routes I take. I'm sorry if you're bored with your job, but these changes are only helping yourself!	<p>Not an unmet transit need</p> <p>This comment is noted as part of the public record.</p>	N/A
13	I cannot sign up for some late classes due to there not being safe transportation late. Most routes end at 8 pm but my last time to catch my bus is at 6:15 which makes it difficult and walking from route 21 to home is not safe at night.	<p>Not an unmet transit need</p> <p>This is a request for transit service that would duplicate an existing service and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. Based on additional information provided through the UTN online survey, the commenter requests transit service from the Downtown Transit Center to the intersection of Rosedale Avenue and Tuolumne Boulevard in Modesto on weekdays between the hours of 7 and 8 PM. MAX Route 21 provides service from the Downtown Transit Center to the intersection of Sutter Avenue and Rouse Avenue, which is 0.7 miles from the intersection of Rosedale Avenue and Tuolumne Boulevard, with buses leaving at 7 and 7:15 PM and arriving at Sutter Avenue</p>	N/A

		and Rouse Avenue at 7:11 and 7:26 PM. MAX Route 26 provides weekday service from the Downtown Transit Center to the intersection Paradise Road and Sutter Avenue, which is 0.4 miles from the intersection of Rosedale Avenue and Tuolumne Boulevard, with buses leaving the TC at 7 PM and arriving at Paradise Road and Sutter Avenue at 7:07 PM. This comment has been relayed to MAX and is noted as part of the public record.	
14	In my town Empire, there is a need of three additional bus stops. One would be best on the crossing of Santa Fe Avenue and Yosemite Avenue, another on Yosemite Avenue and South Abbey Street, and lastly on Yosemite Avenue and B Street. All these locations are where the majority of pedestrians are waiting and crossing, (and are located near a) nursing home, and a public recreation area.	<p>Not an unmet transit need</p> <p>This comment pertains to a general transit amenity issue and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. All of the region’s operators continually monitor the provision of transit stop amenities and adjust accordingly and at their own discretion. Transit service is provided in Empire by StaRT. This comment has been relayed to StaRT staff and is noted as part of the public record.</p>	N/A
15	When Storer took over they passed up people, one person in general, Dennis, he was the road supervisor. When he got the position he helped a lot in effort to pull things together with the drivers and many other	<p>Not an unmet transit need</p> <p>This comment is noted as part of the public record.</p>	N/A

	things and he also drove cause drivers always called out or whatever happened he was there to pick up slack but other drivers got picked up who in plain sight got into heated altercations (face to face almost fist fight) at the main transit hub just thought it should be known.		
16	Get ACE to Modesto	<p>Not an unmet transit need</p> <p>This comment is noted as part of the public record.</p>	N/A
17	Some sort of seating (is needed) at Turlock Transit bus stops. I have back and knee issues and standing is extremely painful.	<p>Not an unmet transit need</p> <p>This comment pertains to a general transit amenity issue and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. All of the region’s operators continually monitor the provision of transit stop amenities and adjust accordingly and at their own discretion. This comment has been relayed to Turlock transit staff and is noted as part of the public record.</p>	N/A
18	(I need) help (to) get to (the) doctor	<p>Not an unmet transit need</p> <p>This is a request for transit service that would duplicate an existing service and is not an “unmet transit need” pursuant to the Policy Board’s adopted definitions. Based on additional information provided through the UTN online survey, the</p>	N/A

		<p>commenter's trips originate near the intersection of Brenner Way and Conant Avenue in Modesto. MAX Route 30 provides service from the intersection of Rumble Road and Conant Avenue, which is 0.1 miles from the intersection of Brenner Way and Conant Avenue, to the Downtown Transit Center, where the commenter can transfer to the appropriate MAX Route to complete their trip. This comment has been relayed to MAX staff and is noted as part of the public record.</p>	
19	<p>I'm pregnant (and) need to (get to my) doctor appointments</p>	<p>Not an unmet transit need</p> <p>This is a request for transit service that would duplicate an existing service and is not an "unmet transit need" pursuant to the Policy Board's adopted definitions. Based on additional information provided through the UTN online survey, the commenter's trips originate near the intersection of Brenner Way and Conant Avenue in Modesto. MAX Route 30 provides service from the intersection of Rumble Road and Conant Avenue, which is 0.1 miles from the intersection of Brenner Way and Conant Avenue, to the Downtown Transit Center, where the commenter can transfer to the appropriate MAX Route to complete their trip. This comment has been relayed to MAX staff and is noted</p>	<p>N/A</p>

		as part of the public record.	
20	MAX and MADAR service changes in Empire will make it difficult for clients to get to appointments.	<p>Not an unmet transit need</p> <p>This comment pertains to a general service issue and is not an “unmet transit need” according to the Policy Board’s adopted definitions. All of the region’s operators, including MAX and MADAR, continually monitor their bus route and service schedules and adjust routes/schedules accordingly. This comment has been relayed to MAX/MADAR staff and is noted as part of the public record.</p>	

**STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION
APPROVING THE FISCAL YEAR 2018/19 UNMET TRANSIT NEEDS
IDENTIFICATION AND ANALYSIS WITH THE FINDING THAT THERE ARE NO
UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET FOR THE FISCAL
YEAR 2018/19**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, with the responsibility of administering the Transportation Development Act (TDA); and

WHEREAS, StanCOG has a Social Services Transportation Advisory Council (SSTAC), established pursuant to Section 99238 of the TDA; and

WHEREAS, the SSTAC meets on a monthly basis during the year to obtain public input on unmet transit needs; and

WHEREAS, StanCOG has identified the transit needs in the jurisdiction through an annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged; an analysis of the adequacy of existing public transportation services and specialized transportation services; an analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand; and an analysis of the need for farmworker vans or related equipment; and

WHEREAS, StanCOG has adopted definitions for “unmet transit needs” and “reasonable to meet” via Resolution 14-21; and

WHEREAS, the comments received during the FY 2018/19 Unmet Transit Needs assessment have been analyzed pursuant to the adopted definitions; and

WHEREAS, StanCOG held a formally noticed public hearing on January 17, 2018 to solicit comments on potential unmet transit needs per Section 99238.5 of the TDA.

NOW, THEREFORE BE IT RESOLVED that after reviewing documentation and analyzing public comments, the Policy Board adopts the Fiscal Year 2018/19 Unmet Transit Needs Identification and Analysis Report and finds that: There are no unmet transit needs that are reasonable to meet for the Fiscal Year 2018/19.

NOW, THEREFORE BE IT FURTHER RESOLVED that StanCOG will process claims and allocate TDA funds consistent with the above findings and with TDA Section 99401.5(e).

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.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 29th day of March, 2018. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: March 29, 2018

BILL ZOSLOCKI, CHAIR

ATTEST:

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

DRAFT



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

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

DATE: February 28, 2018

SUBJECT: FY 2017/2018 Low Carbon Transit Operations Program (LCTOP)

Recommendation

By Motion:

Recommend the Policy Board approve by Resolution the contribution of the FY 2017/2018 Low Carbon Transit Operations Program (LCTOP) regional allocation to the projects contained in Exhibit A of Attachment 1.

Background

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established in 2014 by Senate Bill 862. The LCTOP was created as a statewide program to provide operating and capital assistance to transit agencies for projects that reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP is funded by the California Air Resource Board's Cap-and-Trade auction proceeds deposited into the Greenhouse Gas Reduction Fund. LCTOP funds are allocated by the State Controller's Office (SCO) to eligible regional planning agencies and transit agencies through population-based and revenue-based formulas, pursuant to Public Utility Codes (PUC) 99313 and 99314.

StanCOG is the designated recipient of regional LCTOP funds allocated per PUC 99313; the FY 2017/18 allocation is \$672,378. Separate allocations are made directly to Stanislaus County (StaRT), and the Cities of Modesto (MAX), Ceres (CAT) and Turlock (Turlock Transit) pursuant to PUC 99314.

The SCO notified all eligible recipients of their 2017/18 allocations on February 7, 2018 and Caltrans implemented a deadline of March 30, 2018 to submit project allocation requests. At the Transit Managers Meeting held on February 8, 2018, staff met with the eligible recipients in the region (Stanislaus County, and the Cities of Modesto, Turlock and Ceres) to discuss project

funding requests for the PUC 99313 regional allocation.

Discussion

At the Transit Managers Meeting, three project funding requests were discussed. The City of Turlock requested funding for the bus parking expansion project, which includes alternative fueling infrastructure, solar panels, and other improvements. Stanislaus County has requested funding for two projects: 1) the purchase and installation of Intelligent Transportation System (ITS) equipment, including Automatic Vehicle Locators (AVL), Automatic Voice Annunciation (AVA) systems and Automatic Passenger Counters (APC) on its buses; and 2) the Fare Reduction Program, which encourages transit ridership by reducing or eliminating transit fare costs. Staff reviewed the three funding requests and determined that the projects meet the eligibility criteria as stated in the adopted LCTOP program guidelines. No other funding requests were received.

Further discussions were held between Stanislaus County and the City of Turlock regarding their funding requests and the consensus was to provide the full regional allocation of FY 2017/18 LCTOP funds to Stanislaus County for the ITS project and Fare Reduction Program. The benefits of these projects are summarized in Exhibit A of Attachment 1. Staff will work with the transit managers to identify funding from residual 2018 State of Good Repair Program funds or future LCTOP allocations to the City of Turlock to allow for the completion of the bus parking expansion project.

StanCOG staff recommends that the full regional LCTOP allocation be contributed to Stanislaus County to support implementation of the ITS Project and the Fare Reduction Program. As a transit agency that serves disadvantaged communities (DAC), as identified in Section 39711 of the Health and Safety Code (CalEnviroScreen), Stanislaus County is required to expend at least 50% of the total LCTOP funds received on projects within a DAC that provide benefit to individuals that live in the DAC.

Should you have any questions regarding this report, please contact Stephen Hanamaikai, Associate Planner, by phone at 209-525-4600 or via e-mail at shanamaikai@stancog.org.

Attachment:

1. Draft Resolution with Attachment

STANISLAUS COUNCIL OF GOVERNMENTS

RESOLUTION

APPROVING THE CONTRIBUTION OF THE FISCAL YEAR 2017-2018 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) REGIONAL ALLOCATION TO THE PROJECTS CONTAINED IN EXHIBIT A

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and the designated recipient and contributing project sponsor for LCTOP regional funding allocated pursuant to Public Utility Code (PUC) 99313; and

WHEREAS, the LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities; and

WHEREAS, eligible recipients were given the opportunity to submit project funding requests for the LCTOP regional allocation pursuant to the Caltrans LCTOP Guidelines; and

WHEREAS, the consensus of the eligible LCTOP recipients is to contribute the LCTOP regional allocation to the projects contained in the attached Exhibit A; and

WHEREAS, staff has reviewed the projects contained in Exhibit A and finds them to be consistent with the project eligibility requirements, goals, and purpose of the LCTOP.

NOW, THEREFORE BE IT RESOLVED that the StanCOG Policy Board approves the contribution of the FY 2017/18 LCTOP regional allocation in the amount of \$672,378 to the projects contained 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.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 29th day of March, 2018. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: **March 29, 2018**

BILL ZOSLOCKI, CHAIR

ATTEST:

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

Attachment

1. Exhibit A

Project Funding Recommendations for the StanCOG Fiscal Year 2017-2018 LCTOP Regional Allocation

Lead Agency	Project Title and Description	Disadvantaged Community Benefit	Estimated Reductions	Funding Request
Stanislaus County/Stanislaus Regional Transit (StaRT)	Intelligent Transportation System Project: purchase and installation of Intelligent Transportation System equipment on StaRT buses, including Automatic Vehicle Locators, Automatic Passenger Counters and Automatic Voice Annunciation Systems.	These capital improvements will provide ridership data that will inform changes to the transit system to improve route efficiency and reliability, including routes that serve disadvantaged communities.	Vehicle Miles Travelled (VMT): 487,873	\$637,378
			Greenhouse Gas (GHG): 214.47 metric tons of carbon dioxide (mtco ₂)	
Stanislaus County/Stanislaus Regional Transit (StaRT)	Fare Reduction Program: reduce or eliminate transit fare costs to encourage and increase ridership.	Increases the mobility of residents in disadvantaged communities by reducing or eliminating transit fare costs.	VMT: 138,624	\$35,000
			GHG: 70.7 mtco ₂	

Total Funding Requests: \$672,378
Total Regional Allocation (PUC 99313): \$672,378