SPECIAL
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
STANCOG BOARD ROOM
1111 I STREET, SUITE 308
MODESTO, CA
WEDNESDAY, NOVEMBER 28, 2018
10:00 AM

Committee Agendas and Minutes: Committee agendas, minutes and copies of items to be considered by the StanCOG Committees 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 Committee on any item on the Agenda at the time the item is considered by the Committee.

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 to enable StanCOG to make reasonable arrangements to ensure accessibility to this meeting.

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 desee dirigirse al Comité se le aconseja que trae 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 de la Mesa Directiva del Consejo de Gobiernos de Stanislaus, para proporcionarle con un intérprete.

NOTICE, CALL AND 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 Bicycle/Pedestrian Advisory Committee Minutes of 8/1/18

5. PRESENTATIONS
   A. Dibs Annual Report FY 2017/18 (Kari McNickle)
   B. Measure L Website Update (Aric Barnett-Lynch)

6. DISCUSSION/ACTION ITEMS
   A. Motion to Recommend Policy Board Accept by Resolution the FY 2017/18 Measure L Annual Report (Ted Tasiopoulos)
   B. Motion to Recommend Policy Board Approve the Meeting Schedule for Calendar Year 2019 (Cindy Malekos)
   C. Bike to Work Month 2018 Results (Edith Robles)
   D. Affordable Housing and Sustainable Communities Final Guidelines and Notice of Funding Availability (Chris Jasper)
   E. FY 2019/20 Unmet Transit Needs Outreach Schedule (Edith Robles)

7. MANAGEMENT REPORT

8. MEMBER REPORTS

9. ADJOURNMENT

Next Regularly Scheduled BPAC Meeting:
February 6, 2019 (Wednesday) @ 10:00 am
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA 95354
CONSENT CALENDAR
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA

Minutes of August 1, 2018 (Wednesday)
10:00 am

MEMBERS PRESENT: Kari Casey, Jim Dosenbach, Kyle Fliflet, John Gerling, Minn Thein

ALSO PRESENT: Carla Alviso, Arthur Chen (StanCOG); Charles Carroll (Caltrans District 10)

1. CALL TO ORDER
Chair Kari Casey called the meeting to order at 10:01 a.m.

2. ROLL CALL

3. PUBLIC COMMENTS - None

4. CONSENT CALENDAR

   A. Motion to Approve Bicycle/Pedestrian Advisory Committee Minutes of 6/6/18

      *By Motion (Member John Gerling/Jim Dosenbach) and a unanimous vote, the Bicycle/Pedestrian Advisory Committee approved the Consent Calendar.

5. DISCUSSION/ACTION ITEMS

   A. 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Programmatic Environmental Impact Report (EIR)

      Arthur Chen provided an overview of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Programmatic Environmental Impact Report (EIR) process. He outlined the public workshops and public hearings that had been held to solicit public input. He stated that 16 public comments were received and responded to and that they would be included in the final document that would be brought to the Policy Board for adoption at their August 15th meeting. A discussion followed and members’ questions were answered.
B. 2019 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis (AQCA)

Arthur Chen reported that StanCOG released the Draft 2019 Federal Transportation Improvement Program (FTIP) and Corresponding Air Quality Conformity Analysis (AQCA) for a 30-day review and comment period from June 5th to July 5th, and that a public hearing was held at the June 20th Policy Board meeting to seek public comments. He stated that no public comments were received and that one comment was received from Caltrans, which was addressed. The recommendation for adoption was to be presented to the Policy Board at their August 15th meeting and the 2019 FTIP was set for final adoption by the Federal Highway Administration and the Federal Transit Administration on December 17th. A brief discussion followed and members’ questions followed.

6. MANAGEMENT REPORT - None

7. MEMBER REPORTS

Chair Casey reported on a tragic bicycle accident that occurred on Tim Bell Road in Waterford. She stated that area was a very dangerous section of road for bicyclists and pedestrians because there was no signage and very little shoulder space. She also said that she was trying to rally the community to address the problem with the City of Waterford.

8. ADJOURNMENT

Chair Kari Casey adjourned the meeting at 10:23 a.m.

Next Regularly Scheduled BPAC Meeting:
October 3, 2018 (Wednesday) @ 10:00 am
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA 95354

Minutes Prepared By:

Carla Alvisio, Administrative Assistant
TO: Bicycle/Pedestrian Advisory Committee (BPAC)  
FROM: Elisabeth Hann, Principal Planner  
       Edith Robles, Planning Technician  
DATE: October 31, 2018  
SUBJECT: Dibs Annual Report FY 2017-18

Background

Dibs has been the Transportation Demand Management (TDM) program for the Stanislaus Council of Governments (StanCOG) since 1987. The goal of the program is to encourage commuters to consider a shift to an alternative mode by promoting smart travel options such as carpooling, vanpooling, transit, biking, walking and telecommuting. Various tools and services are provided to the community such as a ride matching and trip planning system, emergency ride home program, transit information, park and ride facilities and mapping and vanpool subsidies.

Outreach and marketing services are provided directly to employers as well as the coordination of special events to increase engagement amongst all members of the community. Program staff also work with employers to implement San Joaquin Air Pollution Control District Rule 9410 which requires that certain large employers develop and implement an employee trip reduction program. Additionally, to be eligible for the approximately seven million dollars ($7,000,000) annually in federal Congestion Mitigation Air Quality (CMAQ) funds available to the Stanislaus region, transportation control measures must be in place with Dibs helping to fulfill this requirement.

Discussion

Dibs’ focus this year was to outreach to new commuters and increase participation in the Dibs program. In doing so, Dibs increased community outreach through promotions, community events and employers starting with the Inaugural Dibs Day Event held in the Fall of 2017. This event was held to encourage participants to try a new Smart Travel mode of their choice for one day. Riders who logged their trips were incentivized by being entered in a drawing for an Airbnb vacation. Dibs estimates that throughout this event, approximately 500,000 pounds of CO₂ were reduced from the atmosphere.
Transit connectivity has also been a key component in successful Smart Travel. Dibs launched a series of “Donut Days” in 2017 to encourage transit use. One event was hosted at the Vintage Faire Park and Ride Lot to promote the Modesto Area Express (MAX) Commuter Bus connection to the Lathrop/Manteca Altamont Corridor Express (ACE) Station. Also, in partnership with ACE, a new “ACEpool” incentive was developed. In order address parking shortages at the Lathrop/Manteca ACE Station, commuters who started a carpool to these stations were eligible to receive a $75 subsidy. Additionally, new carpools and new passengers on MAX or Manteca Transit who logged their trip with Dibs were also eligible to receive the $75 subsidy.

For the last two years, Dibs has teamed up with StanCOG’s local member agencies in Stanislaus County to encourage participation in National Bike Month. Starting in May of 2018, the cities of Modesto, Hughson, Newman, and Oakdale hosted community events and promoted participation. Also, the City of Hughson successfully hosted their second annual Bike to Work and School Day which doubled their Bike Month numbers to 80. Promotional items and educational information were also provided to four (4) Stanislaus County schools, Hughson High, Fox Road Elementary, Mae Hensley Jr. High and Turlock High, to support Bike to School Day efforts.

The Dibs team works with employers, vanpool providers such as Enterprise and CalVans, and commuters to promote vanpooling as an efficient transportation option. There are 142 Vanpools currently participating in the program, 36 of which start in Stanislaus County with destinations all over the bay area. Each van is eligible for a $150 per month subsidy from the Dibs program, and up to $400 per month if their trips start or end in Merced or San Joaquin counties. Carpool trips logged for FY 2017-2018 were just shy of 2,000 with 951 trips originating in San Joaquin County, 903 in Stanislaus County and 124 in Merced County. Emergency Ride Home Services were also greatly utilized with 422 riders enrolled this year between all three (3) counties, 40 from Stanislaus County.

As of FY 2017-2018, 9,274 riders are enrolled in Dibs, an increase of 420 from last fiscal year, and 2,532 of those Dibs riders come from Stanislaus County. Overall, Dibs riders have logged 8,131 Smart travel trips, reduced 56 tons of CO₂, saved $70,778 and burned 690,948 calories by bicycling and walking to work.

Should you have any questions regarding this staff report, please contact Edith Robles; Planning Technician, at 209-525-4891 or via e-mail at erobles@stancog.org.
DISCUSSION & ACTION ITEMS
Recommendation

By Motion:

Recommend that the Policy Board accept by Resolution the FY 2017-18 Measure L Annual Report.

Background

Measure L is a 25-year ½ cent sales tax that was approved by Stanislaus County voters by an overwhelming 71.95% in November of 2016. Measure L provides funding for local transportation improvements including, but not limited to: fixing potholes and maintaining streets; improving emergency response; providing safe routes to schools; providing senior, veterans and disabled shuttle services; and improving safety and reducing traffic congestion on major transportation corridors. The tax revenues are deposited in a special fund and used solely for the transportation projects, improvements and programs described in StanCOG’s adopted Expenditure Plan.

Per Measure L Ordinance #16-01, Section 25, and as the Local Transportation Authority for Measure L, StanCOG is required to prepare an annual report within 180 days of the end of the fiscal year (June 30, 2018) identifying the actions and accomplishments of the Authority in meeting the adopted Expenditure Plan. StanCOG’s adopted Expenditure Plan and Measure L Ordinance are accessible via the following links.


Discussion

For Fiscal Year 2017-18, Measure L funds were distributed to all jurisdictions for several projects. The majority of funds were allocated for Local Streets and Roads and one Regional Project: State Route 132 West Freeway/Expressway, Phase 1. The remaining funds were distributed for Traffic
Management, Bike and Pedestrian, and Transit projects. Measure L actions and accomplishments for all jurisdictions are presented in the Draft FY 2017-18 Measure L Annual Report. The Draft FY 2017-18 Measure L Annual Report will be provided at the meeting.

Per the requirements established by the Measure L Ordinance, this report is being presented for your review and recommended motion to the Policy Board to accept the FY 2017-18 Measure L Annual Report.

Should you have any questions regarding this staff report, please contact Ted Tasiopoulos, Associate Planner, at 209-525-4636 or via e-mail at ttasiopoulos@stancog.org.
Recommendation

By Motion:

Recommend that the Policy Board approve the BPAC Meeting Schedule for Calendar Year 2019 as shown on Attachment 1.

Background

The Policy Board has a regularly scheduled public meeting date and time on the third Wednesday of the month at 6:00 pm. The advisory committees meet two weeks prior to the Policy Board meeting, during the first week of the month. All meetings are held at the StanCOG Board Room.

Discussion

In 2018, BPAC meetings were scheduled for the first Wednesday of every other month at 10:00 am. It is proposed that the same meeting day and time be scheduled for BPAC meetings in 2019 as shown on Attachment 1.

Should you have any questions regarding this staff report, please contact Cindy Malekos at 209-525-4634 or cmalekos@stancog.org.

Attachment:

1. StanCOG Policy Board and Committees 2019 Meeting Schedule-Draft
## Policy Board and Committees
### 2019 Draft Meeting Schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Social Services Transportation Advisory Council</th>
<th>Technical Advisory Committee</th>
<th>Valley Vision Stanislaus Steering Committee</th>
<th>Measure L Oversight Committee</th>
<th>Bicycle Pedestrian Advisory Committee</th>
<th>Management and Finance Committee</th>
<th>Citizens Advisory Committee</th>
<th>Executive Committee</th>
<th>Policy Board</th>
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<tr>
<td>2019</td>
<td><em>(1st Tuesday of the month)</em> 9:00 a.m.</td>
<td><em>(1st Tuesday of the month)</em> 10:30 a.m.</td>
<td><em>(1st Tuesday of the month)</em> 1:00 p.m.</td>
<td><em>(Quarterly)</em> <em>(1st Wednesday of the month)</em> 5:30 p.m.</td>
<td><em>(1st Wednesday of the month)</em> 10:00 a.m.</td>
<td><em>(1st Wednesday of the month)</em> 3:00 p.m.</td>
<td><em>(1st Wednesday of the month)</em> 6:00 p.m.</td>
<td><em>(Monday of week prior to PB mtg.)</em> 12:00 p.m.</td>
<td><em>(3rd Wednesday of the month)</em> 6:00 p.m.</td>
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<th>1/9*</th>
<th>1/7</th>
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<td>5/7</td>
<td>5/8</td>
<td>5/20*</td>
<td>5/29*</td>
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<td>MTGS</td>
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<tr>
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<td>none scheduled at this time</td>
<td>none scheduled at this time</td>
<td>none scheduled at this time</td>
<td>MTGS</td>
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</tbody>
</table>

*Please note different dates due to holidays or calendar conflicts.
**Date/time subject to change

Unless otherwise noted, meetings are held in the StanCOG Board Room, located at 1111 "I' Street, Suite 308, Modesto, CA 95354
TO: Bicycle/ Pedestrian Advisory Committee

FROM: Elisabeth Hann, Principal Planner
       Edith Robles, Planning Technician

DATE: October 31, 2018

SUBJECT: Bike to Work Month 2018 Results

Recommendation

Consider information presented.

Background

Bike to Work Month is part of a nationally celebrated campaign established by the League of American Bicyclists in 1956 to “showcase the many benefits of bicycling and encourage more people to give bicycling a try.” Each year, Dibs promotes Bike to Work Month by partnering with local agencies and employers throughout the counties of San Joaquin, Stanislaus, and Merced to organize events intended to incentivize commuters to make the transition from driving alone to another viable alternative such as biking, walking or using transit. This year’s partnership with the San Joaquin Valley Air Pollution Control District as well as cities and other local businesses, proved to be another recipe for success. With the goal of improving air quality and alleviating traffic congestion throughout the region, Bike Month promoted a great alternative to driving alone.

Discussion

This year, over 1,800 trips were logged, 13,367 miles were trekked, and 688,027 calories were burned. With 116 more trips, 34% more miles, and almost double the calories from last year, Stanislaus riders really kicked it into high gear! Riders pledged to try bicycling or walking instead of driving and participated in events held throughout the Central Valley.

Dibs partnered with member agencies to organize community events in the cities of Hughson, Modesto, Newman, and Oakdale on May 12, 15, 17 and 22, respectively. In exchange for their trip logs, participants were entered in a prize drawing for a new bicycle and Fleet Feet gift card, bike lights, Amazon gift cards, or a music subscription package. Four schools; Hughson High, Fox Road Elementary, Mae Hensley Jr. High and Turlock High, in Stanislaus County participated in
the events and received Dibs gear.

Should you have any questions regarding this staff report, please contact Edith Robles at 209-525-4891 or via e-mail at erobles@stancog.org.

Attachment:

1. Bike Month Results Infographic
BIKE MONTH

Adventure, prizes, and crushing goals... Could Bike Month get any better?

1,825 TRIPS LOGGED DURING 2018’S BIKE MONTH
87% OF RIDERS HAVE KEPT BIKING & WALKING SINCE BIKE MONTH

Our Bike Month cyclers saved enough CO2 to remove 478 cars from the roads for one year!

WHAT DO YOU ENJOY MOST ABOUT BIKE MONTH?

"The freedom of riding"  - Jackie R.
"Getting to work with less stress"  - Anthony K.
"Seeing other riders on the trail"  - Dave M.
"Less smelly cars on the road, a little more fitness for me"  - Dana S.
"Activities around my city"

"Although I did not ride to work as many times, I decided to ride to other places (yoga classes) that I would normally drive to."  - Lisa C.

WHY BIKE?

45% HEALTH BENEFITS
29% THE ENVIRONMENT
26% SAVE MONEY
A Platinum Month

Our riders love a challenge! This year we upped the ante...

2018 UNVEILED AN ALL NEW "PLATINUM LEVEL" RESERVED FOR THOSE AMBITIOUS LOGGERS WHO PUT IN 10 OR MORE TRIPS DURING BIKE MONTH

61% 20% 14% 5%

10 4 2 1

2,635 lbs CO2 saved per trip $7,566 dollars in gas saved

13,367 miles of biking and walking average trip: 7.3 miles

17 events

4,919,031 pounds of CO2 saved from being released into the atmosphere that's the same savings as 2,628 acres of forest

CHANGING THE CYCLE

"BIKE MONTH IS VERY IMPORTANT TO ME. IT IS A TIME WHERE I BUST OUT MY BIKE MONTH T-SHIRTS AND WEAR THEM EVERY DAY TO WORK. THIS BIKE MONTH I WAS ABLE TO GET THREE COLLEAGUES TO GET ON THEIR BIKES. TWO OF THEM STARTED RIDING TO WORK AT LEAST TWICE A WEEK AND THE THIRD ONE HAS TAKEN HER BIKE IN TO GET IT INTO SHAPE FOR RIDING." -ANN S.

www.dibsmymway.com
TO: Bicycle Pedestrian Advisory Committee

FROM: Elisabeth Hahn, Principal Planner
       Chris Jasper, Assistant Planner

DATE: November 9, 2018

SUBJECT: Affordable Housing and Sustainable Communities Final Guidelines and Notice of Funding Availability

Recommendation

Consider information presented.

Background

The Affordable Housing and Sustainable Communities (AHSC) Program is a state-funded program that pays for capital costs and program costs of affordable housing, sustainable transportation infrastructure, and related amenities and programs. The AHSC Program is administered by the Strategic Growth Council (SGC) and implemented by the Department of Housing and Community Development (HCD). The main goal of this program is to support infill and compact housing development for low-income residents and to reduce greenhouse gas (GHG) emissions. The SGC coordinates with the Air Resources Board (ARB) to develop and incorporate consistent guidance for greenhouse gas reductions as specified in AB32 and SB375. The AHSC Program funding comes from the Greenhouse Gas Reduction Fund, which receives money from California Cap-and-Trade auction proceeds.

The AHSC program provides grants and/or loans to projects that maximize GHG reductions and benefit disadvantaged communities and low-income communities by increasing accessibility to affordable housing, employment centers, and key destinations via low-carbon transportation options. The program also seeks to reduce vehicle miles traveled by reducing trip length or shifting transportation modes from single occupancy vehicle use to transit, bicycling, or walking.

The AHSC Program is a competitive grant program. Eligible applicants for funding include any municipality, county, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local Transportation
Commissions, or Congestion Management Agencies, among others. In addition, a private developer or program operator can apply for AHSC funds if a public agency is a co-applicant.

AHSC Program grants are split into three project types:
1. Transit-oriented development projects;
2. Integrated connectivity projects;
3. Rural innovation projects, which must be developed in unincorporated areas

The application scoring criteria is divided into three categories:

1. GHG Quantification Methodology Scoring (30 Points)
2. Quantitative Policy Scoring (55 Points)
3. Narrative-Based Policy Scoring (15 Points)

Because the scoring criteria is weighted toward greenhouse gas emission reduction, projects that include dense housing, new active transportation infrastructure, “green” buildings, renewable energy, transit ridership programming, and air pollution education and mitigation programming receive a higher score. Projects also must be shovel-ready, which requires developers to complete environmental documentation, secure local permits and discretionary permissions, and identify and leverage funding sources beyond potential grant awards prior to the application deadline.

Discussion

On November 1, SGC announced that the AHSC Program will have $395 million available for the program’s fourth cycle, the largest funding pool available in its history. The maximum AHSC loan and/or grant award is $20 million; the minimum award is $1 million.

SGC finalized its Round 4 Guidelines in late October and released the program application November 7 (http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml). The application deadline is February 11, 2019.

Enterprise LLC established a team of technical assistance providers that includes StanCOG and other subject matter experts to scope their projects, guide developers through the application process, and improve their overall scores.

Should you have any questions regarding this staff report, please contact Chris Jasper, Assistant Planner, by phone at (209) 525-4646 or via e-mail at cjasper@stancog.org.

Attachments

TO: Bicycle/Pedestrian Advisory Committee (BPAC)
FROM: Elisabeth Hahn, Principal Planner
       Edith Robles, Planning Technician
DATE: November 14, 2018
SUBJECT: FY 2019/20 Unmet Transit Needs Outreach Schedule

Recommendation
Consider information presented.

Background
Each year, pursuant to the California Transportation Development Act (TDA), the Stanislaus Council of Governments (StanCOG), as the 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 in order to solicit comments on unmet transit needs that may exist in the region and may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation service or by expanding existing services. Input must also be solicited from transit-disadvantaged and transit-dependent populations. Any transit needs that are identified during this assessment process will be reviewed against the Policy Board’s adopted procedures and definitions for “unmet need” and “reasonable to meet.”

Discussion
StanCOG will conduct public outreach events and hold one public hearing as follows.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Place</th>
<th>Location</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outreach Event</td>
<td>Gladys Lemons Senior Center</td>
<td>450 East A St. Oakdale, CA</td>
<td>Monday Dec. 3, 2018</td>
<td>12:00 PM</td>
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<td>Outreach Event</td>
<td>Patterson Senior Center</td>
<td>1033 Las Palmas Ave. Patterson, CA</td>
<td>Tuesday, Dec. 11, 2018</td>
<td>11:30 AM</td>
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Spanish translation services will be available for the public hearing. Translation for outreach events can be provided upon request.

In addition to the public outreach events and public hearing, comments may also be made through the Unmet Transit Needs Survey, which is accessible in both English and Spanish languages via the following links.

Spanish- https://www.surveymonkey.com/r/StanCOG_SpanishUTN

The survey is posted on StanCOG’s website and Facebook page and will be made available on transit agency websites and/or social media accounts. Additionally, a public comment form is provided on the StanCOG website and can be accessed using the following link.

http://www.stancog.org/utn-comments.shtm

For additional information, visit http://www.stancog.org/unmet-transit-needs.shtm.

Should you have any questions regarding this staff report, please contact Edith Robles, Planning Technician, at 209-525-4891 or via e-mail at erobles@stancog.org.
Definition of “Unmet Transit Need” and “Reasonable to Meet”
Adopted by the StanCOG Policy Board on December 17, 2014

Definition of Unmet Transit Need

An “unmet transit need” is a need for transportation for an individual or group of individuals within any part of Stanislaus County, which has not been funded and implemented and which has been accurately documented on the Unmet Transit Need “Request for Transit Service” form. Unmet 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. 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. Potential transit needs may be identified by community members or through a local or regional planning process. Although some services may be restricted or give priority to traditionally transit-dependent populations (such as elderly, youths, persons with disabilities, or low-income persons), all eligible users should have equivalent access or opportunity to use the service. At a minimum, this may include requests for transportation services which are identified through the annual TDA Unmet Transit Needs hearings, by the SSTAC, in the Regional Transportation Plan, in the Short-Range Transit Plan of any transit operator, in any study of unmet transit needs prepared or formally accepted by the StanCOG Policy Board, or in a compliance plan for the Americans with Disabilities Act as prepared by any public or private entity. Unmet transit needs are not:

1. Trips, which would duplicate transportation services
2. A need for transportation service beyond the fiscal year under consideration

Definition of Reasonable to Meet

An identified unmet transit need will be determined to be “reasonable to meet” if it is demonstrated, to the satisfaction of the StanCOG Policy Board, that the transit need can be met within the following performance and financial standards:

1. Any new service developed to meet an unmet transit need shall achieve at least 50% of the system-wide performance standards, as found in the Transit Cost Sharing Procedures adopted by the StanCOG Policy Board, except in the case of an extension of service determined to be a necessary lifeline* service for transit dependent populations.

*Lifeline Service: A service necessary to access community services within Stanislaus County that are needed to sustain an individual’s physical and mental health, as determined by StanCOG Policy Board.
2. 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 systemwide performance standards.

3. Any new service developed to meet an unmet transit need will not require the expenditure of more Local Transportation Funds than are available to the jurisdiction for transit.

4. Any new specialized service would be required to meet TDA requirements and be eligible for LTF funding under article 4 “Claims for Funds”, Article 4.5 “Claims for Community Transit Services”, and Article 8 “Other Claims for Funds”.

5. An unmet transit need that requires specialized service will not reduce the amount of TDA funding needed by a City or County to continue to provide public transit services unless determined otherwise by the StanCOG Policy Board as demonstrated by their approval of claims submitted under article 4.5 “Claims for Community Transit Services” of the Transportation Development Act (TDA).

The determination of whether an unmet transit need is “reasonable to meet” shall take into account as appropriate:

1. If the time period needed to implement the required corrective action (e.g. major purchases, planning requirement) is greater than one year, an unmet transit need may be declared unreasonable to meet. However, the funding must be delegated for actions necessary during the ensuing fiscal year to meet the unmet transit need during the following fiscal year. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.

2. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.

3. StanCOG’s Policy Board determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.