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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  
JANUARY 31, 2012 (TUESDAY)  
8:30 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.stanocog.org/committees.shtm](http://www.stanocog.org/committees.shtm).

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.

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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**

*The public may comment on each item on the agenda as it arises.*

### **4. PRESENTATIONS**

### **5. DISCUSSION/ACTION ITEMS**

#### **A. Motion to Approve SSTAC’s Minutes of 1/3/12**

**B.** Motion to Recommend Policy Board Adopt Resolution 11-40 to Support Changing Transportation Development Act (TDA) Requirements Regarding Farebox Revenues Supplementation

**C.** Motion to Select Two Members from the SSTAC to Serve on a Subcommittee that will Review and Modify the Current Adopted Definitions for “Unmet Transit Need” and “Reasonable to Meet” (*no staff report*)

**D.** FY 2012/13 Unmet Transit Needs Assessment Outreach (*no staff report*)

**6. INFORMATION**

**A.** Caltrans Announcement of Call for Projects for FY 2011/12 Job Access Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) Small Urbanized and Rural Grant Programs

**7. TRANSIT MANAGER’S/CTSA REPORT**

**8. CALTRANS REPORT**

**9. EXECUTIVE DIRECTOR’S REPORT**

**10. COMMENTS FROM COUNCIL MEMBERS**

**11. ADJOURNMENT**

***Next Regularly Scheduled SSTAC Meeting:***

**March 6, 2012** (Tuesday) @ 8:30 am

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA**



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**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING  
StanCOG Board Room  
1111 I Street, Suite 308  
Modesto, CA**

**Minutes of January 3, 2012 (Tuesday)  
8:30 am**

**MEMBERS PRESENT:** Bertha Burrell-Greene (COA); Brad Christian (Stanislaus County); Jean Foletta (CTSA); Monica Ramos (Catholic Charities); George Sharp (DRAIL); Tom Truax (DMC Foundation)

**ALSO PRESENT:** Donna Bridges (ROTA); Fred Cavanah, Bill Latham (City of Modesto); Kay Dunkel (City of Ceres); Scott Medeiros (City of Turlock); Mike Costa, Vince Harris, Rosa Park, Robin Whitehead (StanCOG); Jenny Kenoyer; Christina Ulloa (DMC Foundation)

**1. CALL TO ORDER**

Chair Monica Ramos called the meeting to order at approximately 8:30 AM.

**2. ROLL CALL**

**3. PUBLIC COMMENTS - None**

**4. PRESENTATIONS - None**

**5. DISCUSSION/ACTION ITEMS**

**A. Motion to Approve SSTAC Minutes of 11-29-11**

**By Motion (Brad Christian/Tom Truax)**, and unanimous vote, the Council approved the minutes of 11-29-11.

**B. Motion to Approve Revised Meeting Schedule for Calendar Year 2012**

Vince Harris briefly discussed the changes to the schedule for the months of July and August.

**By Motion (Jean Foletta/Brad Christian)**, and unanimous vote, the Council approved the revised Meeting Schedule for Calendar Year 2012.

**C. Discussion Follow-up of November Board Direction Regarding the Transit Assessment of Three Scenarios for the Stanislaus Region**

Mike Costa gave a brief overview regarding staff's response to questions that were posed by the Policy Board at their November 2011 meeting regarding the Merced County Association of Governments (MCAG)'s use of Local Transportation Funds (LTF), and whether or not some of the region's smaller transit agencies were currently willing to consolidate their systems with the other larger transit agencies in the region.

**6. INFORMATION – None**

**7. TRANSIT MANAGER'S/CTSA REPORT**

Brad Christian reported that ridership was up 16.72% from December 2010. He mentioned that seven routes were up double digits and two other routes almost over 9%. Security cameras are almost completely installed on buses. The eastside shuttle service has not shown any change in riders, so notification to discontinue the service most likely will go out the month of January.

Fred Cavanah reported that ridership continues to increase. In addition, it was reported that construction of the bus maintenance facility is anticipated to be completed in May 2012.

Kay Dunkel reported that ridership was up the first five months of this fiscal year compared to last year. However, revenue is not advancing the same as ridership due to less sales of bus passes.

Scott Medeiros reported that ridership for BLAST has dropped 10% during the month of November. He also mentioned that Dial a Ride was up a little. The transit center hopes to open the middle to late February 2012. He said that some changes were being made to the passenger loading areas.

Jean Foletta reported that the volunteer driver program, Bridges, is going well and a lot of individuals have shown interest and are applying for the program. She commented that coordination between other programs has gone well.

**8. CALTRANS REPORT**

Barbara Hempstead was not in attendance; however, she asked StanCOG staff to remind SSTAC members that the applications for the Transportation Planning grants are due April 2, 2012. A link to the website was provided for those that were interested.

**9. EXECUTIVE DIRECTOR'S REPORT**

Vince Harris reiterated the importance of continued visibility of transit in the region as more discussion regarding the need for transit funding begins. He mentioned the interface of transit funding with the development of the next Regional Transportation Plan (RTP) and the requirements under AB32 and SB375 with developing a Sustainable Communities Strategy (SCS). Presentations have taken place at several City Council Meetings to educate them on the SCS and the importance of transit within the SCS. These presentations will continue with all nine cities and the Board of Supervisors.

**10. COMMENTS FROM COUNCIL MEMBERS**

George Sharp reported on discussions with Assembly Member Kristin Olsen's office regarding changing the Public Utilities Code (PUC) to allow advertising revenue to assist with fare box. He mentioned that through recent e-mail contact with Assembly Member Olsen's office that she had decided not to author a

piece of legislation due to concern that it would recalculate the revenue stream for farebox recovery. Discussion among the members took place regarding what StanCOG staff could do to assist in this matter.

Tom Truax introduced Christina Ulloa, Director of RSVP at DMC Foundation to members and asked them to consider her as his replacement when he terms out. He also thanked Jean Foletta and the partnership between DMC Foundation and the CTSA.

#### **11. ADJOURNMENT**

The meeting was adjourned at 9:42 AM.

**Next Regularly Scheduled SSTAC Meeting:**

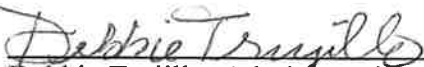
**January 31, 2012 (Tuesday) @ 8:30 am**

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA**

Minutes Prepared By:



Debbie Trujillo, Administrative Technician



Item 5B

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

**THROUGH:** Vince Harris, Executive Director

**FROM:** Rosa De León Park, Transit/Programming Manager  
Mike Costa, Associate Transit/Programming Planner

**DATE:** January 20, 2011

**SUBJECT:** Changing Transportation Development Act Requirements Regarding Farebox Revenues Supplementation

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### **Recommendation**

#### **By Motion:**

Recommend the Policy Board adopt Resolution 11-40, to support any legislative effort to change Section 99268.19 of the Transportation Development Act (TDA) to allow any revenues generated by transit operators, such as advertising revenues, to be considered "local funds" per the TDA and to be able to use these revenues to supplement fare revenues as a means to achieving the farebox recovery requirements established in the TDA.

### **Background**

On January 3, 2012, at a regularly scheduled meeting of the Social Services Transportation Advisory Council (SSTAC), Member Sharp presented information to the SSTAC regarding discussions he had undertaken with Assembly Member Kristin Olsen's office to propose legislation that would modify the current statutes pertaining to farebox revenue supplementation, established in the California Transportation Development Act (TDA). These discussions, which had begun in 2010, were generated from related discussions with some of the region's transit operators who were struggling to meet the TDA's current farebox recovery requirements. Specifically, those operators who were unable to meet the TDA's current farebox recovery requirements expressed a desire to modify the TDA regulations pertaining to the use of "local funds" to supplement farebox revenues.

Section 99268.19 of the TDA provides the existing language regarding farebox revenue supplementation:

"If fare revenues are insufficient to meet the applicable ratio of fare revenues to operation cost required by this article, an operator may satisfy that requirement by supplementing

its fare revenues with **local funds**. "Local funds" means **revenues derived from taxes imposed by the operator or by a county transportation commission** created pursuant to Division 12 (commencing with Section 130000) of the [California] Public Utilities Code."

Pursuant to this regulation, transit agencies may use "local funds" to supplement their fare revenues, which could help struggling agencies meet the TDA's current farebox recovery requirements. However, as seen in bold above, local funds are defined as "revenues derived from taxes by the operator or by a county transportation commission". An example of this revenue type could be a countywide sales tax, which Stanislaus County currently does not have.

### **Discussion**

At the request of the SSTAC, staff is bringing this item to the Committees and Policy Board for discussion and a determination regarding whether or not StanCOG supports changing the current legislation to allow for the supplementation of fare revenues with **other** local funds, not restricted to only revenues derived from taxes imposed by the operator or county transportation commission. Other local funds used to supplement farebox revenue could include advertising revenues. For most of the region's current transit operators who are currently unable to meet the TDA's farebox recovery ratios, the use of advertising revenues to supplement farebox revenue would allow those agencies to meet the required farebox recovery ratio. Subsequently, this would ensure that a majority of the region's public transit operators would be able to maintain their services at current operational levels.

Maintaining public transit services at current levels is very important for the Stanislaus region. The SSTAC has expressed a strong desire to support efforts that would help the transit agencies supplement their farebox recovery with other local funds, so that those agencies who are unable to meet the TDA's current farebox requirements would not have to increase fares or reduce their services. StanCOG staff also recognizes the importance of maintaining public transit services in the region so that all transit needs can be met. Furthermore, the Sustainable Communities Strategy (SCS), which is currently being formulated by the region, will focus on enhancing transit, along with establishing new land-use goals and principals, in order to reduce vehicle miles traveled and ultimately greenhouse gas emissions in the region.

More information regarding this item can be obtained by contacting Vince Harris at (209) 525-4600 or:

Attachment:

1. Draft Resolution 11-40: Resolution to Support any Legislative Effort to Change Section 99268.19 of the Transportation Development Act (TDA) in Order to Allow Other Revenues by Transit Operators, Such As Advertising Revenues, to be Considered Local Funds to Supplement Fare Revenues as a Means to Achieving the Farebox Recovery Requirements Established in the TDA

[mcosta@stancog.org](mailto:mcosta@stancog.org)

STANISLAUS COUNCIL OF GOVERNMENTS

RESOLUTION 11-40

**RESOLUTION TO SUPPORT ANY LEGISLATIVE EFFORT TO CHANGE SECTION 99268.19 OF THE TRANSPORTATION DEVELOPMENT ACT (TDA) IN ORDER TO ALLOW OTHER REVENUES BY TRANSIT OPERATORS, SUCH AS ADVERTISING REVENUES, TO BE CONSIDERED LOCAL FUNDS TO SUPPLEMENT FARE REVENUES AS A MEANS TO ACHIEVING THE FAREBOX RECOVERY REQUIREMENTS ESTABLISHED IN THE TDA**

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 Section 99268.19 of the Transportation Development Act (TDA), transit operators may use "local funds", revenues derived from taxes imposed by the operator or by a county transportation commission created pursuant to Division 12 (commencing with Section 130000) of the [California] Public Utilities Code, to supplement fare revenues in order to meet the TDA's established farebox recovery requirements

WHEREAS, changing TDA legislation to allow other revenues generated by the transit operators, such as advertising revenues, to be considered "local funds" per the TDA, and to be able to use these revenues to supplement fare revenues, would assist local transit agencies that are currently unable to meet the TDA's current farebox recovery requirements; and

WHEREAS, transit agencies that cannot currently achieve the TDA's farebox requirements may have to either increase fares or reduce transit services in to meet the required farebox recovery ratio; and

WHEREAS, maintaining public transit services at current levels is very important in the Stanislaus region.

NOW, THEREFORE BE IT RESOLVED that the StanCOG Policy Board hereby supports any legislative efforts to change Section 99268.19 of the TDA in order to allow other revenues to be considered local funds, such as advertising revenues, to supplement fare revenues as a means to achieving the farebox recovery requirements established in the TDA.

BE IT FURTHER RESOLVED, that the StanCOG Executive Director is hereby authorized to take the action necessary for the purpose of providing further support for the legislative efforts identified in this resolution.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 15<sup>th</sup> day of February 2012. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: February 15, 2012

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WILLIAM O'BRIEN, CHAIRMAN

ATTEST

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VINCENT J. HARRIS, EXECUTIVE DIRECTOR

**DEPARTMENT OF TRANSPORTATION**  
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January 13, 2012

**CALL FOR PROJECTS**  
**FTA SECTION 5316 - JOB ACCESS REVERSE COMMUTE (JARC)**  
**FTA SECTION 5317 - NEW FREEDOM (NF)**

The California Department of Transportation's (Department) Division of Mass Transportation is pleased to announce a call for projects for federal fiscal year 2011 and 2012.

- Estimated federal funding is \$13.5 million for JARC-Small Urban and JARC-Non-Urban (Rural).
- Estimated federal funding of \$5.8 million for New Freedom-Small Urban and New Freedom-Non-Urban (Rural).
- Applicants in small urbanized areas that have local transportation planning agencies included in the Memorandum of Understanding (MOU) to conduct the first level application review and scoring should submit their application to the applicable Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) on or before Wednesday, February 22, 2012. Please refer to the enclosed Small Urbanized Areas Application Contact list for identification of MPOs and RTPAs who are included in the MOU.
- Applications from non-MOU small urbanized areas and rural areas are due to the Department on or before Friday, March 23, 2012.
- Application workshops will be held via video conferencing the last week of January.

Enclosed are program fact sheets, the listing MOUs with participating local planning agencies in small urbanized areas, the list of RTPAs, and a flyer for the upcoming application workshops. This information is available in alternate formats by request. Additional information is available at the Department's JARC and New Freedom websites below. We look forward to working with you in this application cycle.

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

Sincerely,

A handwritten signature in blue ink that reads "Michael Lange".

MICHAEL LANGE  
Acting Office Chief  
Federal Transit Grants Programs

Enclosures



## California Department of Transportation (Caltrans)

### Division of Mass Transportation (DMT)

### Federal Transit Administration (FTA) - Section 5316 Job Access and Reverse Commute Transit Program (JARC)

#### PROGRAM FACT SHEET AND TIMELINE

Federal Fiscal Year 2011/2012

#### PROGRAM PURPOSE

To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

#### FUNDS AVAILABLE:

Approximately \$10.5 million in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population.

Approximately \$3 million in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population.

#### ELIGIBLE APPLICANTS:

- Private non-profit organizations
- State or local government authority
- Operators of public transportation services, including private operators of public transportation services

#### LOCAL MATCHING REQUIREMENTS:

This grant cycle will not require a minimum local match, as 100% in federal funds will be made available upon FTA approval of Toll Credits to be used for local match requirement.

#### COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

#### PROJECT ELIGIBILITY:

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.

Applicants may apply for up to three (3) years of funding per project with a maximum of \$400,000 per year. Eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- Late-night weekend service
- Guaranteed ride home service
- Shuttle service
- Demand-responsive service
- Supporting the administration and expenses related to voucher programs
- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places
- Intelligent Transportation Systems (ITS)
- Transit vehicles
- Mobility management activities

#### PLANNING REQUIREMENTS:

To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State, and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

Department of Transportation  
Division of Mass Transportation  
FTA Section 5316  
Job Access and Reverse Commute (JARC)

JARC project applications will be evaluated in accordance with the scoring criteria published in the Application Instructions to determine the extent to which the proposed project meets the overall program goals and objectives. Applicants in small-urban areas which have an MPO/RTPA who are MOU participants, will submit their application to the Small Urban Area Local Agency (see Grant Application Instruction for list of MOU Participants.) Caltrans DMT will conduct the entire JARC/NF competitive selection process for non-MOU small urbanized areas and all rural (non-urban) areas.

### PROGRAM TIMELINE

January 13, 2012	Call for projects
January 23-27, 2012	Grant Application Workshop (Video Conference)
February 22, 2012	Applications due to Small Urban Area Local Agency (MOU participants only)
March 23, 2012	<b>ALL applications due to Caltrans DMT (must be postmarked by this date)</b>
May 2012	Completion of state review, evaluation, and program of projects selection
June 2012	Tentative award announcement Initiate transfers of small urban projects to Section 5307 Project programming
July 2012	Submission of FTA grant for approval Request approval from Department of Labor (JARC only)
September 2012	FTA grant approval
October 2012	Schedule successful applicant workshops
December 2012	Final award announcement Issuance of standard agreements to subrecipients

### CONTACT INFORMATION:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

**California Department of Transportation (Caltrans)**  
**Division of Mass Transportation (DMT)**  
**Federal Transit Administration (FTA)**  
**Section 5317 - New Freedom (NF)**  
**PROGRAM FACT SHEET AND TIMELINE**  
Federal Fiscal Year 2011/2012



**PROGRAM PURPOSE:**

To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

**FUNDS AVAILABLE:**

Approximately \$4.3 million in federal funds are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population.

Approximately \$1.5 million in federal funds are available for this cycle for non-urbanized areas less than 50,000 in population.

**ELIGIBLE APPLICANTS:**

- Private non-profit organizations
- State or local government authority
- Operators of public transportation services, including private operators of public transportation services

**LOCAL MATCHING REQUIREMENTS:**

This grant cycle will not require a minimum local match, as 100% in federal funds will be made available upon FTA approval of Toll Credits to be used for local match requirement.

**COORDINATED PLANNING:**

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

**PROJECT ELIGIBILITY:**

For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

Applicants may apply for up to three (3) years of funding per project with a maximum of \$200,000 per year. Eligible projects may include, but are not limited to, capital, planning, and operating assistance to support the following activities meeting the definition of new public transportation:

- Expansion of paratransit service parameters beyond the three-fourths (3/4) mile required by the ADA
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- Feeder service for intercity travel for which paratransit service is not required
- The incremental costs of providing same day service
- Supporting the administration and expenses related to voucher programs
- Acquisition of accessibility equipment beyond ADA requirements
- Accessibility improvement to non-key stations (Project engineers and/or sponsorship by a Governmental Lead Agency is required)
- Accessible vehicles to support taxi, vanpooling, ridesharing
- Mobility management activities

**PLANNING REQUIREMENTS:**

To be eligible for funding, New Freedom projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

Department of Transportation  
Division of Mass Transportation  
FTA Section 5317  
New Freedom (NF)

New Freedom project applications will be evaluated in accordance with the scoring criteria published in the Application Instructions to determine the extent to which the proposed project meets the overall program goals and objectives. Applicants in small-urban areas which have an MPO/RTPA who are MOU participants, will submit their application to the Small Urban Area Local Agency (see Grant Application Instruction for list of MOU Participants.) Caltrans DMT will conduct the entire JARC/NF competitive selection process for non-MOU small urbanized areas and all rural (non-urban) areas.

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