



SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE (SSTAC)

**SJRTD Downtown Transit Center
421 E. Weber, Stockton, CA
Board of Directors Meeting Room**

February 6, 2013

AGENDA

1. Call Meeting to Order/Introductions 3:00 PM
2. Approve December 5th, 2012 Minutes Action
3. Public Comments

STAFF ITEMS

4. FY 13/14 Unmet Transit Needs Process – Update Info/Staff Rpt
5. FY 13/14 Unmet Transit Needs Subcommittee Findings Action /Staff Rpt
6. FY 2013/14 Caltrans Transportation Planning Grant Opportunities Info/ Staff
7. FTA 5310, 5316, 5317 Grants - Update Info/Staff Rpt
8. 2013 Meeting Dates and Times Info/No StaffRpt
9. Reports/Updates from Committee Members Info/No Staff Rpt
10. Reports/Updates from Transit Providers Info/No Staff Rpt
11. Access Advisory Committee Update Info/No Staff Rpt

12. Adjourn – Next Meeting Scheduled for April 3rd, 2013 @ 2:30 PM

SPECIAL ACCOMODATIONS - The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for persons with disabilities to participate in employment, programs, and access facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Montes at 209-235-0600 at least 24 hours prior to the meeting.

SJCOG Parking: Parking in SJCOG Parking Lot is limited to “Visitor” parking spaces. If these parking spots are full, on street parking is available as well as public parking lots K and L. Public Parking Lot K is located on the west side of American Street, just south of Weber Avenue and Public Parking Lot L is located on American Street directly across from Parking Lot K. Parking charges will be the responsibility of the attendees and/or the meeting organizer. SJCOG does not validate parking tickets. Participants should be made aware of parking information before the day of the meeting. Absolutely no “double” parking in the COG parking lot. Cars parked in unauthorized areas will be towed away at owners expense.

SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE (SSTAC)

SAN JOAQUIN RTD
DOWNTOWN TRANSIT CENTER
421 E. Weber Avenue, Stockton, CA 95202
Wednesday, December 5, 2012

MINUTES

1. **Call Meeting to Order/Introductions:**

The SSTAC meeting was called to order at 3:00 p.m. by Ms. Julia Tyack. Introductions were made.

Committee Members Present:

Nathan Atherstone	RTD
Ashish John	RTD
Melissa Ogren	Human Services Agency – Department of Aging
Julia Tyack	City of Lodi
Joni Bauer	Community Center for the Blind
Mary Bailey	UCP
Sara Hunter	UCP
Barbara Hempstead	Caltrans
Joga Singh	Transit User-Community Center for the Blind

Committee Members Not Present:

Robert Balderama	State Council Development Disabilities – Area Board VI
Wilma Murray	Valley Mountain Regional Center
Jayne Pramod	City of Tracy
Mary Houlihan	City of Lathrop
John Andoh	City of Escalon
Johanna Ferriera	City of Manteca
Ann Fisler	San Joaquin ARC
Kevin Werner	City of Ripon
Deborah Gurley	Transit user 60 years or older

SJCOG Staff Present:

Anthony Zepeda	Associate Regional Planner
Kimberly Juarez	Office Assistant I

2. **Approval of Minutes from October 3, 2012:**

Mr. Atherstone stated that he attended the October 3, 2012 SSTAC meeting this was not reflected in the meeting minutes. This correction will be made by staff. Ms. Tyack stated in Agenda Item 8 that the Stuff the Bus food drive was held in Escalon not in Tracy, while Mr. Atherstone noted that the minutes should state Escalon, Manteca, Lodi and Stockton (through RTD). The appropriate corrections will be made by staff. It was moved/seconded (**Atherstone/Singh**) to approve the minutes of October 3, 2012 with changes.

3. **Public Comment:**

Mr. Singh commented that he attended the RTD Accessory Advisory Committee meeting in January and expressed his need for improved route planning as the current route does not give him safe street-crossing accessibility in the area he lives in order to get from home to work. He has made a request several times but it has not yet been resolved. Mr. Atherstone stated it would be good to add Mr. Singh's comments to the Unmet Transit Needs process. Transit user Sonia Mendez commented the RTD bus route 66 does not run often enough. This comment will be included in the Unmet Transit Needs.

4. **Fiscal Year 2013-2014 Unmet Transit Needs Public Hearing:**

The public hearing was opened. Mr. Singh asked to be briefed on the Unmet Transit Needs process and Mr. Zepeda explained it. It was also noted the two public comments from Agenda Item 3 will be included in this public hearing. Ms. Bailey commented on behalf of two customers with UCP; they would like to see more transit services in the city of Stockton after 5:00 p.m. for those individuals who are involved in activities during evening hours. Ms. Bauer also commented that there is a need for improved transit connectivity between Manteca transit and San Joaquin RTD. The public hearing was closed.

5. **FY 13/14 Unmet Transit Needs (UTN) Public Outreach Update:**

Mr. Zepeda gave a brief overview of the FY 13/14 Unmet Transit Needs outreach process. He stated it began in August of this year and included 14 public hearings with today's meeting being the final public hearing. He also stated public comments will be extended and accepted through December 28, 2012. Ms. Tyack asked Mr. Zepeda if he wouldn't mind reading the definition of the Unmet Transit Needs and Reasonable to Meet Criteria for the visually impaired committee members. He agreed.

6. **Fiscal Year 13/14 UTN Advisory Subcommittee Formation:**

Mr. Zepeda stated that as per state statute, the SSTAC is required to review the public comments from the Unmet Transit Needs outreach process and to determine if they are Unmet Transit Needs. There are six criteria which must be met (included in the committee staff report) in order to determine if an unmet need exists or not. After reviewing all of the public comments for FY 13/14, the SSTAC UTN Advisory Committee will make a final determination on unmet transit needs in the SJC region. As per TDA statute, the Advisory Committee will make one of the three following determinations:

- 1) There are no unmet transit needs
- 2) There are no unmet transit needs that are reasonable to meet
- 3) There are unmet transit needs including needs that are reasonable to meet

Mr. Zepeda invited any member who would like to take part in the UTN Advisory Subcommittee to contact as soon as possible. The meeting of the Advisory Committee is tentatively set for Wednesday, January 23, 2013, 1:30-3:30 p.m.

7. **FTA 5310, 5316, 5317 Call for Projects:**

Mr. Zepeda stated Caltrans has announced an upcoming Call For Projects for remaining FFY 2012 funds for three FTA programs:

- Section 5310-Elderly and Disabled Specialized Transit
- Section 5316-Job Access Reverse Commute
- Section 5317-New Freedom

He also stated applications for these grant programs will be very competitive and Caltrans will hold grant workshops scheduled for late January 2013. Mr. Zepeda offered his assistance for

those who would like help putting a grant together and possibly holding a local workshop. More information will be provided at the February SSTAC meeting.

8. Interregional Multi-Modal Commute Trip Planning Study:

Mr. Zepeda announced SJCOG received a planning grant from the California Department of Transportation to put together a study for Interregional Multi-Modal Commute Trip Planning. The goal is to develop a transit trip planning system that benefits the end user. He stated SJCOG has received proposals and interviewed three consultants. The process should start within the next couple weeks.

Mr. Zepeda stated that staff is working to make SSTAC meetings more beneficial to the committee members. The intent will be to include staff reports that are more user-friendly for the average person (while also including staff reports geared to professional transportation planners) and to place more emphasis on the important role the SSTAC plays in local transit and transportation planning. Ms. Bauer asked Mr. Singh if it is easier for the visually-impaired to read a Word document or PDF file. Mr. Singh replied that because of technology both formats are easily accessible, but in his experience most visually-impaired prefer Word documents because they are easier to open.

9. Reports/Updates from Transit Providers:

No updates provided by the committee members.

10. Access Advisory Committee Update:

Ms. Bauer announced the Community Center for the Blind will hold their annual crab feed on January 19, 2013 at the Waterloo Gun & Bocci club in Stockton. Tickets are on sale for \$45 each.

Mr. Singh suggested that the SSTAC meeting start time be changed from 3:00pm to either 2:30pm or 3:30pm as this would benefit those committee members that are dependent upon transit to get to the meetings. Staff acknowledged this suggestion and will take it under advisement for the February 2013 SSTAC meeting.

11. Adjournment:

There being no further business to discuss, the meeting was adjourned at 4:12 p.m. to reconvene on February 6, 2013 at 3:00 p.m.

STAFF REPORT

SUBJECT: Fiscal Year 2013/14 Unmet Transit Needs
Public Outreach and Process Update

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

The Fiscal Year (FY) 2013/2014 Unmet Transit Needs (UTN) process began in August 2012. San Joaquin Council of Governments (SJCOG) staff coordinated with local jurisdictions and partner agencies to schedule public hearings to receive public comments on the existing transit needs. Fourteen public hearings were held throughout the region for the FY 2013/14 UTN process. In addition, flyers and surveys were distributed to community organizations, local jurisdictions, and partner agencies. The public outreach process resulted in 143 individual comments. Of those comments, 73 represented potential unmet transit needs.

In January 2013, staff met with the SSTAC UTN Advisory Subcommittee to review the public comments and to determine if the comments were consistent with the SJCOG Board-approved definition and criteria. The findings of the subcommittee will be presented to the Social Services Transportation Advisory Committee for approval at the February, 6th, 2013 meeting. If approved, the findings will be incorporated into the draft FY 2013/14 UTN report, which then will be released for a 30-day public comment period on February 15, 2013. The schedule for the remaining FY 2013-14 UTN process is as follows:

Date	Milestone/Deliverable
February 15, 2013	Release Draft UTN Report for Public Comment
March 18, 2013	Hold Public Hearing to Receive Comments on Draft UTN Report
March 20, 2013	Revise Draft UTN Report as Necessary
March 27, 2013	Present Final UTN Report to SSTAC for Approval
April 24, 2013	Present Final UTN Report to SJCOG Board for Approval
May 5, 2013	Submit Approved FY 2013/14UTN Report to Caltrans

BACKGROUND:

In 1978, the Transportation Development Act (TDA) was amended to require an Unmet Transit Needs analysis be undertaken before the allocation of local TDA funds for non-transit purposes could be administered.

As the Regional Transportation Agency, SJCOG must annually identify any unmet transit needs that exist in the county. If any unmet needs are found, further deliberations must be made to determine whether or not these needs are reasonable to meet. As part of this process, SJCOG is required to perform the following:

- Ensure that several factors have been considered in the planning process, including: size and location of groups likely to be dependent on transit, adequacy of existing services, and potential alternative services and service improvements that could meet all or part of the travel demand.
- Hold a public hearing to receive testimony on unmet needs.
- Determine definitions for “unmet transit needs” and “reasonable to meet.”
- Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

STAFF REPORT

SUBJECT: Fiscal Year 2013/14 Unmet Transit Needs
SSTAC Subcommittee Draft Findings

RECOMMENDED ACTION: Motion to Approve Fiscal Year 2013/14
Unmet Transit Needs SSTAC Subcommittee
Draft Findings

DISCUSSION:

SUMMARY:

In 1978, the Transportation Development Act (TDA) was amended to require an Unmet Transit Needs analysis be undertaken before the allocation of local TDA funds for non-transit purposes could be administered.

As the Regional Transportation Agency, the San Joaquin Council of Governments (SJCOG) must annually identify any Unmet Transit Needs that exist in the county. If any unmet needs are found, further deliberations must be made to determine whether or not these needs are reasonable to meet. As part of this process, SJCOG is required to perform the following:

- Ensure that several factors have been considered in the planning process, including: size and location of groups likely to be dependent on transit, adequacy of existing services, and potential alternative services and service improvements that could meet all or part of the travel demand.
- Hold a public hearing to receive testimony on unmet needs.
- Determine definitions for “unmet transit needs” and “reasonable to meet.”
- Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

The definition of an unmet transit need and the reasonableness criteria, as adopted by the SJCOG Board of Directors, are included in Attachment 1, Definition of Unmet Transit Need and Reasonable to Meet Criteria.

SJCOG staff met with the Social Services Transportation Advisory Committee (SSTAC) UTN advisory subcommittee on January 29, 2013 to review and evaluate the public comments received for the Fiscal Year (FY) unmet transit needs in the region. This year’s outreach efforts produced input from 143 individuals, which resulted in 73 comments for review. The comments were received through a combination of sources: public hearings, email, phone calls, and surveys.

The committee reviewed each of the 73 comments to determine the following:

- Whether a comment met definition of an unmet transit need (Attachment 1)
- Whether a comment could be served by the existing transportation system
- Whether a comment met the reasonableness criteria

Based on the above, the committee further identified which of the following categories the comment was applicable to:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet; or,
3. There are unmet transit needs, including needs that are reasonable to meet.

At the conclusion of the review and evaluation process, the committee determined that while there are unmet transit needs in the region, there are no unmet transit needs that are reasonable to meet for the FY 2013/14 UTN cycle.

RECOMMENDATION:

Staff recommends the SSTAC approve a motion to accept the FY 2013/14 UTN subcommittee draft findings.

FISCAL IMPACT:

None.

BACKGROUND:

This year’s outreach efforts produced input from 143 individuals through 14 public meetings and distribution of survey forms. Of the 143 comments, 73 indicated a potential unmet transit need and the remaining 70 comments did not identify a deficiency within the existing transit system. The unmet transit need findings for each jurisdiction for FY 2013/14 are summarized below.

City of Escalon:	<i>There is an unmet transit need that is not reasonable to meet.</i>
City of Lathrop:	<i>There are no unmet transit needs.</i>
City of Lodi:	<i>There are no unmet transit needs.</i>
City of Manteca:	<i>There are unmet transit needs that are not reasonable to meet.</i>
City of Ripon:	<i>There are no unmet transit needs.</i>
City of Tracy:	<i>There are no unmet transit needs.</i>

City of Escalon

There is an unmet need for weekend service in the City of Escalon. However, the unmet need is not reasonable to meet at this time due to insufficient ridership needed to support the service and cost effectiveness criteria (Attachment 1). The City of Escalon will explore the idea of adding weekend service if the service becomes cost-feasible.

City of Manteca

There are unmet needs in the City of Manteca for weekend fixed route service and for transit service to the Juniper Apartments in the far southwest area of the city. Both unmet needs are not reasonable to meet at this time due to lack of potential ridership to support the service and/or cost effectiveness criteria. The City of Manteca will explore adding transit service on weekends and to the Juniper Apartments area in their upcoming Short Range Transit Plan study.

San Joaquin Regional Transit District (SJRTD):

In addition to providing transit service to the Stockton urbanized area, the San Joaquin Regional Transit District (RTD) is responsible for providing intercity, regional, and interregional transportation. The examination of unmet transit needs is correlated with the specific RTD service as listed below. The FY 2013/14 findings are summarized below.

Stockton Metropolitan Area (SMA) Fixed Route Service:	<i>There are unmet transit needs that are not reasonable to meet.</i>
SMA Dial-A-Ride Services:	<i>There are no unmet transit needs.</i>
Intercity Services/Hopper (Regional):	<i>There are no unmet transit needs.</i>
Non-Taxi Paratransit Services (Regional):	<i>There are no unmet transit needs.</i>
County-Wide General Public Dial-A-Ride (GP/DAR):	<i>There are no unmet transit needs.</i>
Interregional Services:	<i>There are no unmet transit needs.</i>
Other Transit Services	<i>There are no unmet transit needs.</i>

Stockton Metropolitan Area (SMA) Fixed Route Service:

There are unmet needs for extending weekend and evening service hours during this UTN cycle. However, these unmet needs are not reasonable to meet during this cycle because ridership is insufficient to support the ridership and cost effectiveness criteria. SJRTD will continue to explore adding or extending weekend and evening services to determine potential ridership and cost feasibility.

There is an unmet transit need for reinstating SJRTD services that were reduced as part of a service restructuring in 2011. However, this unmet need is not reasonable to meet at this time due to insufficient ridership and cost effectiveness criteria. SJRTD reassess service routes on an ongoing basis and will continue to explore extending and expanding transit services.

ATTACHMENTS:

1. Unmet Transit Needs Definition and Criteria
2. FY 2013/14 Public Comment Matrix

ATTACHMENT 1: UTN Definition and Criteria

The definition of an unmet transit need, as adopted by the SJCOG Board, is as follows:

- ❖ UNMET TRANSIT NEEDS are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.

An unmet transit need that meets the definition above and meets all of the following criteria shall be considered reasonable to meet:

1. Community Acceptance - There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.)
2. Equity - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.
3. Potential Ridership - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).
4. Cost Effectiveness - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable Transit Systems Performance Objectives or state farebox ratio requirement after exemption period, if the service is eligible for the exemption. The Transit Systems Performance Objectives are defined as 1) operating cost per revenue hour, 2) passengers per revenue hour, and 3) subsidy per passenger. If the exemption is not used, the service must meet minimum applicable Transit Systems Performance Objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.
5. Operational Feasibility - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
6. Funding - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

Unmet transit need findings are described in one of three ways:

4. There are no unmet transit needs;
5. There are no unmet transit needs that are reasonable to meet; or,
6. There are unmet transit needs, including needs that are reasonable to meet.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
1	City of Ripon	The current bus system schedule does not provide enough service. It does not run on weekends or holidays.			x	Operational in nature and does not represent an Unmet Transit Need
4	Escalon	Issues with connections in Modesto, drivers not stopping at bus stops and website is inaccurate			x	Operational in nature and does not represent an Unmet Transit Need
5	Escalon	Add some Saturday hours		x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness.
6	Escalon	Etrans to stop at Modesto Junior College			x	Existing route change. Operational in nature and does not represent an Unmet Need. City staff will reseach changing existing route to add MJC.
4	Lodi	Dial-a-Ride or transit bus does not go out to elderly parents mobile home park - Armstrong Road, Bear Creek Road, Live Oak Area			x	SJRTD Dial-A-Ride serves this area. Not an Unment Need
5	Lodi	Request DAR service to 12098 N. West Lane on weekends				SJRTD Dial-A-Ride serves this area. Not an Unment Need
6	Lodi	You need limited service on holidays		x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
7	Manteca	There is no bus service in my neighborhood (14103 Avon Avenue) and I can't get to doctors office on Norman Drive			x	The address is served by RTD Route 90. Transfer to RTD Route 91 and Manteca Transit Route 1.
8	Manteca	It would be nice to have benches with shade cover at all bus stops whether it's raining or sunny			x	Operational in nature and does not represent an Unmet Transit Need.
9	Manteca	We need transportation for the poor, elderly, kids, and their mothers			x	Not specific enough to represent an Unmet Transit Need
10	Manteca	We need RT bus service for a growing Manteca			x	Not specific enough to represent an Unmet Transit Need
11	Manteca	Bus service that will transport to nearby communities			x	Existing transit services provide transport to nearby communities. Not an Unmet Transit Need
12	Manteca	Add more buses and drivers			x	Not specific enough to represent an Unmet Transit Need
13	Manteca	Advertise more to increase ridership			x	Operational in nature and does not represent an Unmet Transit Need
14	Manteca	Add weekend service (not DAR)	x	x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service on the weekends.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
15	Manteca	Monthly price ticket reduction			x	Operational in nature and does not represent an Unmet Transit Need
16	Manteca	Change route times from every hour to every thirty minutes			x	Operational in nature and does not represent an Unmet Transit Need
17	Manteca	Drivers need uniforms and ID badges to look more professional			x	Operational in nature and does not represent an Unmet Transit Need
18	Manteca	Improve advanced reservations days/times process			x	Operational in nature and does not represent an Unmet Transit Need
19	Manteca	Add more routes			x	Operational in nature and does not represent an Unmet Transit Need
20	Manteca	Add safety bars on DAR doors			x	Operational in nature and does not represent an Unmet Transit Need
21	Manteca	Add fixed route service on weekends	x	x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service on the weekends.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
22	Manteca	DAR service on Sundays		x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service on the weekends.
23	Manteca	Route bus for south Manteca area			x	Current transit service provides regular service to South Manteca area. Not an Unmet Transit Need
24	Manteca	Fixed route deviation if deemed safe by the driver for drop off point along fixed route at passenger request			x	Operational in nature and does not represent an Unmet Transit Need
25	Manteca	Benches at bus stops			x	Operational in nature and does not represent an Unmet Transit Need
26	Manteca	Buses equipped with capability to carry more than two wheelchairs			x	Operational in nature and does not represent an Unmet Transit Need
27	Manteca	DAR service on Sundays	x	x		Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service on the weekends.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
28	Manteca	Service from 412 N Walnut Avenue to 1201 E. Atherton Drive	x			Service is not offered and, thus, represents an Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need and costs for extending service to this area.
29	Manteca	Transit bus to Juniper Apartments in Manteca	x			Service is not offered and, thus, represents an Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need and costs for extending service to this area.
30	Manteca	Transit bus to Juniper Apartments in Manteca	x			Service is not offered and, thus, represents an Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need and costs for extending service to this area.
31	Manteca	Transit service to 1201 E. Atherton Drive	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service on the weekends.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
32	Manteca	General transport to 1201 E. Atherton Drive (Juniper Apartments), grocery stores, mall, and church			x	Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
33	Manteca	Service to apartments at 1201 E. Atherton Drive, no sidewalks	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
34	Manteca	Service to Juniper Apartments for shopping and grocery stores	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
35	Manteca	Service to Juniper Apartments	x			Service is not offered and, thus, represents an Unmet Need. Not reasonable to meet at this time: Potential Ridership and Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need and costs for extending service to this area.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
36	Manteca	Service to Juniper Apartments	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
37	Manteca	Service to Juniper Apartments	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
38	Manteca	Service to Juniper Apartments	x			Service is not offered and, thus, represents a potential Unmet Need. Not reasonable to meet at this time: Cost Effectiveness. The City will be updating its Short Range Transit Plan this year, the plan will analyze the need for service to this area.
39	RTD - Interregional / City of Manteca	There is a need for improved transit connectivity between RTD and the City of Manteca			x	Operational in nature and does not represent an Unmet Transit Need. Comment has been forwarded to RTD

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
40	Tracy	Request additional RTD & Tracer bus stops near Golden Corral Restaurant and Chevron gas station at the interseciton of Grantline and Naglee roads			x	Tracy Tracer Routes A and B and RTD Route 90 currently serve this area with bus stops within a 1/4 mile of proposed location. Not an Unmet Transit Need.
41	Tracy	Request a bus shelter be installed at the Tracer bus stop at Eaton and Bessie.			x	Operational in nature and does not represent an Unmet Transit Need
42	Tracy	Request addition Tracer bus service on Saturdays			x	Tracy Tracer provides hourly from 9am to 5pm on Saturday . SJCRTD provides hourly service with Route 91 on Saturdays. Not an Unmet Transit Need.
43	Tracy	M-F public transportation from Tracy to Modesto			x	RTD route 97 to Downtown Transit Center. Connect to RTD route 91 to Ripon. Take Ripon Transit to Vintage Faire Mall Transit Center in Modesto.
44	Tracy	Would like cheaper, more frequent transportation throughout the day from Modesto to Tracy			x	Service from Modesto to Tracy is currently provided by Greyhound. City of Modesto MAXX provides service to City of Manteca ACE Station with connections to Manteca Transit. Manteca Transit Route 1 to SJRTD Route 91 to SJRTD Route 90 to Tracy.
45	Tracy	Express bus from Tracy Mall to Brentwood Park and Ride when BART extends to Livermore			x	BART has not yet extended to Livermore. Not an Unmet Transit Need
46	Tracy/RTD	Request additional RTD bus stops at MacArthur and Pombo Square			x	Operational in nature and does not represent an Unmet Transit Need
47	RTD/Tracy	RTD route 90 to provide service to Tracy Transit Station			x	Operational in nature and does not represent an Unmet Transit Need. SJRTD Route 90 to Tracy Wal Mart . Transer to Tracy Tracer to Tracy Transit Station.

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
51	RTD	It is too dark to walk to bus stop at Sherwood Mall for the 6:30am bus. Can something be worked out with Sherwood Mall so that passengers can wait inside until bus arrives?			x	Operational in nature and does not represent an Unmet Transit Need
52	RTD	Reinstate Route 63 or add trolley route that would serve Webertown Mall as early as 5:40am		x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness
53	RTD	Reinstate early morning RTD bus service from DTC to Manteca to accommodate high school student's needs.		x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness
54	RTD	Why is there no bus commute from Weston Ranch or Stockton to Tracy Depot?			x	Operational in nature and does not represent an Unmet Transit Need
55	RTD	Request service from Lockford to DT Stockton 7:00am Monday through Friday			x	SJRTD General Public Dial-A-Ride offers service from Lockeford to DT Stockon Monday through Friday

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
56	RTD	Request service from Pershing and Brookside to March and Quail Lakes after 5:00pm Monday through Friday	x	x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness
57	RTD	Cheney Circle, Stockton to South B Street, Stockton at 8:00am on weekends			x	There is no Cheney Circle in Stockton, California.
58	RTD	Need more evening service out of North Stockton after 5:00pm and more weekend service as well	x	x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness
59	RTD	Our street to school			x	Not specific enough to represent an Unmet Transit Need
60	RTD	More bus stops in French Camp			x	Operational in nature and does not represent an Unmet Transit Need
61	RTD	Request school bus service from Lathrop residential areas to Lathrop High School			x	Public transit is not able to provide school bus service. School bus service is under the jurisdiction of the school district.
62	RTD	Improved route planning for RTD as current route does not provide safe street-crossing accessibility			x	Operational in nature and does not represent an Unmet Transit Need

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
63	RTD	RTD Route 55 does not run often enough			x	Operational in nature and does not represent an Unmet Transit Need. SJRTD Route 55 currently runs every hour.
64	RTD	Request more transit service in the City of Stockton after 5:00pm for evening activities	x	x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness
65	RTD	Request Stockton to Tracy service at 6:30am seven days a week		x		This represents a potential Unmet Need. SJRTD reduced and restructured service in 2011 as a result of declining revenue and increasing operational costs. Not reasonable to meet: Cost Effectiveness and Potential Ridership
66	RTD	There are no routes in my Lathrop neighborhood			x	Not specific enough to represent an Unmet Transit Need
67	RTD?	Request service from Galt to Delicato Family Vineyards 8am to 8pm Monday through Friday			x	Requested service begin outside of San Joaquin County. This comment has been forwarded to the County of Sacramento Transit.
68	RTD - Interregional	Is it possible to add another service bus at 8:00am from Stockton to Sacramento to better serve the needs of Tri-Valley residents commuting to Sacramento?			x	Requested service is for commuters in an area outside of San Joaquin County. This comment has been forwarded to the City of Livermore.
69	RTD - Interregional	Request for new commuter bus to go from DT Stockton to new state building in Elk Grove			x	Not specific enough to represent an Unmet Transit Need

#	City / Agency	Comment	Duplicate?	Unmet Need?		Comments
				Yes	No	
70	RTD - Interregional	Request service from Highway 99 to downtown Sacramento at 7:00am seven days a week			x	Not specific enough to represent an Unmet Transit Need
71	RTD - Interregional	Request service from Stockton to midtown Sacramento. It is too far to walk from current RTD stop in downtown to midtown office			x	Operational in nature and does not represent an Unmet Need. SJRTD offers existing service from Stockton to downtown Sacramento. Midtown is less than a quarter mile from current SJRTD bus stop.
72	RTD - Interregional	There should be some sort of bus service between Lathrop and Pleasanton/Dublin BART station. Inadequate parking at BART station			x	SJRTD Route 150 provides service from Lathrop to the Pleasanton/Dublin Bart Station.
73	RTD - Interregional	Shuttle bus or some type of transportation from Lodi to Sacramento			x	SJRTD Route 163 currently provides service from Lodi to Sacramento

STAFF REPORT

SUBJECT: FY 2013/14 Caltrans Transportation Planning Grants Opportunities

RECOMMENDED ACTION: Information

DISCUSSION:

The California Department of Transportation (Caltrans), Division of Transportation Planning is now accepting applications for the Transportation Planning Grant Program. Caltrans will award approximately \$9 million in funding through six Grant Programs for Fiscal Year 2013/14. These programs provide monetary assistance for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region.

Applications are due via email by 5:00pm, Tuesday, April 2nd, 2013 (Hard copies will not be accepted). The grants are typically awarded in the fall (2013), amended into the SJCOG Overall Work Program, and generally available for expenditure around the beginning of the following calendar year (2014).

If an agency plans to file an application that was submitted last year but not selected, Caltrans, District 10 staff will be available to review and discuss the prior application with each agency. Also, District staff will be available to review new applications submitted in a timely manner prior to the April 2, 2013 deadline.

Please visit the following website to access additional Transportation Planning Grant information, an Application Guide, and a Grant Application.

<http://www.dot.ca.gov/hq/tpp/grants.html>

A brief summary of the six Transportation Planning Grant Programs is as follows:

- **Environmental Justice** - EJ Transportation Planning Grant Program funds are intended to promote the involvement of low-income and minority communities, and Native American Tribal governments in planning transportation projects that prevent or mitigate disproportionately negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.
- **Community-Based Transportation Planning Grants** - The CBTP Grant Program funds coordinated transportation and land-use planning projects that encourage community involvement and partnerships. Projects must support livable/sustainable community

concepts with a transportation or mobility objective, and promote community identity and quality of life.

- **Partnership Planning** - The Partnership Planning grant program is funded by the Federal Highway Administration (State Planning and Research, Part I). The Federal Highway Administration has authorized Caltrans to distribute these grant funds. The objective of the Partnership Planning program is to encourage or strengthen multi-agency and/or government-to-government partnerships. The projects must be jointly performed with Caltrans. The proposed Partnerships Planning projects must have a statewide and/or regional benefit. The anticipated benefits of the project must ultimately result in improvements to the statewide or regional transportation system.
- **Statewide or Urban Transit Planning Studies** - The objective of the Statewide or Urban Transit Planning Studies is to address transit planning issues of statewide or regional significance. The proposed planning studies are intended to improve transit services and to facilitate congestion relief by offering an alternative to the single occupant vehicle.
- **Rural or Small Urban Transit Planning Studies** - The objective of the Rural or Small Urban Planning Studies program is to help transit providers with technical planning for the operation and maintenance of the transit system. The intent is to support transit and/or intermodal planning studies that show benefit to rural or small urban service areas with a population of 100,000 or less.
- **Transit Planning Student Internships** - The objective of the Transit Planning Student Internship program is to provide student internships in transit planning at public transportation agencies. The intent is to foster the education of university and community college students with an interest in the field of transit planning. Internships are for students only.

STAFF REPORT

SUBJECT: Section 5310 Elderly and Disabled Specialized Transit, 5316 Job Access and Reverse Commute, and 5317 New Freedom Grants Call for Projects

RECOMMENDED ACTION: Information Only

DISCUSSION:

SUMMARY:

The California Department of Transportation (Caltrans) has announced a call for projects for remaining Federal Fiscal Year (FFY) 2012 funds for the following Federal Transit Administration (FTA) grant programs:

- Section 5310 - Elderly and Disable Specialized Transit
- Section 5316 - Job Access Reverse Commute (JARC)
- Section 5317 - New Freedom (NF)

Applications for these competitive grant programs will be due to Caltrans in early spring 2013. Information fact sheets with specific grant deadlines, estimated funding available, program timelines, and all grant requirements can be found in Attachment A: Program Fact Sheets and Timelines. In addition, Caltrans has announced that grant workshops are tentatively scheduled for late January 2013.

SJCOG staff will continue to monitor these programs and provide an update as more information becomes available. A brief summary of each program is provided below.

5310 Specialized Transit: Elderly and Disabled Specialized Transit

The FTA Section 5310 program funds capital projects to meet the transportation needs of elderly persons and persons with disabilities; in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. It allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.

- Eligible Recipients: The State of California with eligible sub-recipients as follows: private non-profit organization, if the public transportation service provided is unavailable, insufficient, or inappropriate; or a governmental authority that is approved by the State to coordinate services for elderly individuals and individuals with disabilities or certifies that there are not any non-profit organizations readily available in the area to provide the services
- Fund Distribution: Statewide Competitive
- Eligible Purposes: Purchase of buses, vans, radios and communication equipment, computer equipment, and other related equipment
- Match 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

5316 Job Access and Reverse Commute (JARC)

The 5316 JARC grant funding program's goal is to improve access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. 5316 JARC funds can be used for a variety of capital costs such as vehicle purchases; marketing activities; intelligent transportation systems (ITS); acquisition of IT technologies for coordinated systems; and planning studies. 5316 JARC funds can also be used for a variety of operating costs such as late night and weekend service; guaranteed ride home service; expanded fixed-route public transit routes; and voucher programs.

- Eligible Recipients: State and Designated recipients; eligible sub-recipients include: state or local governmental authority, non-profit organization, or operator of public transportation services that receives a grant under JARC indirectly through a recipient
- Fund Distribution: Competitive
- Eligible Purposes: Capital, planning, and operating assistance to support activities that are designed to meet the needs of individuals who are not effectively served by public transportation.
- Match 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

5317 New Freedom

The 5317 New Freedom grant funding program's goal is to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society while expanding the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990. 5317 NF funds can be used for a variety of capital costs such as acquisition of accessible equipment beyond ADA requirements; purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs; accessibility improvements to transit and intermodal stations not designated as key stations; and acquisition of IT technologies for coordinated systems; and planning studies. 5317 NF funds can also be used for a variety of operating costs such as expansion of paratransit service beyond the minimum requirements of

ADA; expansion of hours for paratransit service; enhancement of services; voucher programs; and volunteer driver programs.

- Eligible Recipients: State and Designated recipients; eligible sub-recipients include: state or local governmental authority, non-profit organization, or operator of public transportation services that receives a grant under JARC indirectly through a recipient
- Fund Distribution: Competitive
- Eligible Purposes: Project that provide new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must be targeted toward individuals with disabilities; and meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.
- Match 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

Additional information regarding these programs can be found on the Caltrans Division of Mass Transit's website. <http://www.dot.ca.gov/hq/MassTrans/index.html>

ATTACHMENTS:

1. Program Fact Sheets and Timelines



**SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE
(SSTAC)**

**SJRTD Downtown Transit Center
421 E. Weber, Stockton, CA
Board of Directors Meeting Room**

All Meetings will be held at **2:30pm (unless otherwise noted)**

Calendar Year 2013 Schedule of Meetings

February 6th

April 3rd

June 5th

August 7th

October 2nd

December 4th