



SAN JOAQUIN COUNCIL OF GOVERNMENTS
555 E. Weber Avenue
Stockton, CA 95202

SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE
and
INTERAGENCY TRANSIT COMMITTEE

Monday, October 24, 2016 at 3:00 PM

Board Conference Room

Call-in Number: 1-650-479-3208

Access Code: 809 270 190

Mute the Call Unless Speaking

AGENDA

- I. Call Meeting to Order/Introductions **3:00pm**
- II. Approve April 6, 2016 Minutes **Action**
- III. Public Comments

STAFF ITEMS

- IV. Developing Recommendations for the Regional Transit Systems Plan **Discussion**
- V. 2016 Congestion Mitigation and Air Quality (CMAQ) Call for Projects **Action**
- VI. Transit Memorandum of Understanding Updates **Info/No Staff Report**
- VII. FY 16/17 Unmet Transit Needs Kickoff **Info/No Staff Report**
- VIII. Non-Emergency Medical Transportation out of Region **Info/No Staff Report**
- IX. Reports/Updates from Committee Members **Info/No Staff Report**
- X. Reports/Updates from Transit Providers **Info/No Staff Report**
- XI. Access Advisory Committee Update **Info/No Staff Report**
- XII. Adjourn Meeting – **Next Meeting Scheduled for November 14, 2016 @ 3:00 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 Council of Governments
555 E Weber Avenue, Stockton, CA 95202
Wednesday, April 6, 2016

MINUTES

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

The SSTAC meeting was called to order at 2:42 p.m. by Ms. Julia Tyack. Introductions were made.

Committee Members Present:

Daniela Romero	SJRTD
Denoris Motley	SJRTD
Nate Knodt	SJRTD
Melissa Ogren	Human Services Agency- Department of Aging
Julia Tyack	City of Lodi
Joni Bauer	Community Center for the Blind
Richard Demonte	UCP
Georgia Lantsberger	City of Manteca
Deborah Gurley	Transit user 60 years or older

Committee Members Not Present:

Nick Phan	Caltrans
John Andoh	City of Escalon
Jayne Pramod	City of Tracy
DeAnna Nava	UCP
Mary Bailey	UCP
Ann Fisler	San Joaquin ARC
Joga Singh	Community Center for the Blind
Robert Balderama	State Council on Development Disabilities
George Lewis	State Council on Development Disabilities
Joshua Swearigen	Caltrans
Vacant	Human Services Agency –Department of Aging

SJCOG Staff Present:

Daniel Meza	Associate Regional Planner
Rosemary Romero	Administrative Clerk II
Jonathan Spencer	Assistant Regional Planner
Kari McNickle	Assistant Regional Planner

2. **Approval of Minutes from June 3, 2015:**

It was moved/seconded (Bauer/Demonte) to approve the minutes of June 3, 2015. Motion passed unanimously by voice vote.

3. **Public Comment:**

None.

4. **FY 16/17 Unmet Transit Needs Final Report:**

Mr. Spencer provided information to the members in regard to the Unmet Transit needs for Fiscal Year 2016/2017. Mr. Spencer stated that SJCOG had completed the Final Analysis and briefed the members on the findings of the report by going through the report by the outcome of each city. A discussion ensued between the members of the committee, with Mr. Nate Knodt providing general information on certain transportation methods and systems.

It was moved/seconded (Bauer/Knodt) to Approve the Finding that there are no Unmet Transit Needs that are Reasonable to Meet in San Joaquin County for Fiscal Year 2016-2017, and (2) Adopt and Approve the Analysis and Determination of Unmet Transit Needs for Fiscal Year 2016-2017 Draft Report.. Motion passed unanimously by voice vote.

5. **Bike / Walk to Work Month 2016:**

Ms. Kari McNickle of Commute Connection (SJCOG staff) presented on the Bike / Walk to work Month and provided the members with the upcoming dates for various cities within San Joaquin County. Ms. McNickle told the members that Bike Month is to motivate and support commuters in making the transition from driving alone to a viable alternative such as biking or walking. This is accomplished through the partnerships and relationships established with local businesses, organizations and jurisdictions to offer events, incentives and prizes to encourage participation and action. Ms. McNickle shared various ways of participating in Bike Month other than riding a bike, and confirmed that the events are going on in both San Joaquin and Stanislaus Counties. Ms. McNickle invited the committee members to participate and to help spread the word.

This item was for information only, no action was taken.

6. **Reports/ Updates from Committee Members:**

Ms. Bauer shared with the members that on May 7, 2016, the Stockton Lions Club is putting on a Hawaiian and all you can eat breakfast for \$8.00, and also shared that the Health and Human Services and San Joaquin Public Health have formed a “Senior Walkability Committee” and invited the members to participate. Ms. Tyack provided the members with updates from the City of Lodi and shared that they are working on a real-time application for transit riders, including an ADA compliance automatic announcements and said she will update all when they are near completion. Ms. Tyack said once the summer season is in full force, and school is out, express routes will be reduced to one route and there will be extended services for Farmers Market.

This item was for information only, no action was taken.

7. **Reports/Updates from Transit Providers:**

Mr. Knodt told the committee that RTD will be running extra services for the Asparagus Festival and shared the routes with the members.

This item was for information only, no action was taken.

8. **Access Advisory Committee Update:**

None.

9. **Adjourn:**

There being no further business to discuss, the meeting was adjourned at 3:21 p.m. to reconvene on June 3, 2016.

STAFF REPORT

SUBJECT: Developing Recommendations for the
Regional Transit Systems Plan

RECOMMENDED ACTION: Discussion

DISCUSSION:

SUMMARY:

The Regional Transit Systems Plan (Systems Plan) is the long-range transit plan that looks at bus and rail transit needs, their related costs, and details a financial forecast of anticipated funding through year 2024. The Plan outlines a regional transit vision and six “action areas” that define various strategies and calls for a collaborative process with transit operators, the general public, and city/county governments to develop solutions.

In September, SJCOG staff offered more detail on potential recommendations to be incorporated within the Systems Plan. At the time of this report, SJCOG staff is continuing one-on-one discussions with agencies on the potential recommendations. SJCOG will summarize input and present some refined recommendations in October for further discussion and feedback by COG member agencies and committees.

SJCOG staff is looking for more input on this “second round” of developing recommendations before bringing back a final draft of the Systems Plan in November.

RECOMMENDATION:

Discussion and input on transit policy to build recommendations within the Regional Transit Systems Plan.

FISCAL IMPACT:

None at this time. Any policy development that results in funding policy will ultimately have a direct fiscal impacts on the allocation and expenditure of state, federal, and local funds in the San Joaquin region.

Prepared by: Diane Nguyen, Deputy Director

STAFF REPORT

SUBJECT: 2016 Congestion Mitigation and Air Quality (CMAQ) Call for Projects

RECOMMENDED ACTION: Recommend the SJCOG Board of Directors:

- 1) Authorize CMAQ Call for Projects for FYs 2018/19, 2019/20, and partial year FY 20/21 with revised CMAQ application form and scoring system.
- 2) Continue CMAQ Programming Policy allocating funds to SJCOG Ridesharing Program to ensure ongoing annual operations in San Joaquin County

SUMMARY:

SJCOG staff is seeking to initiate a Call for Projects in October 2016. The Call for Projects will result in the programming of new CMAQ projects in FYs 2018/19, 2019/20 and half of FY 20/21, for which apportioned funds have yet to be assigned. An estimated \$26.5 million will be available in CMAQ revenue in this funding period. An existing CMAQ Board Policy provides an annual CMAQ allocation to fund the operations of a required Transportation Control Measure (TCM) in San Joaquin—the ridesharing program (Commute Connection). In previous cycles, \$950,000 has been allocated to the ridesharing program in San Joaquin per year, and that annual amount is proposed to remain the same for the 3-year period (i.e., \$2.85 million over three years).

In advance of the Call for Projects, SJCOG convened two meetings of an ad-hoc CMAQ scoring committee review group, comprised of volunteers from the Technical Advisory Committee. This group reviewed the existing CMAQ scoring system, and made modifications to refine and improve the scoring based on experience in previous CMAQ funding cycles.

BACKGROUND:

CMAQ Funding Availability

With the adoption of the 2017 FTIP comes new CMAQ funds for programming in the two new (outer) years of the 4-year FTIP period (FYs 2018/19 and 2019/20). Based on apportionment estimates received from Caltrans, there will be approximately \$26.5 million available to conduct a Call for Projects for the 2016 CMAQ funding cycle. It is important to note that these are the initial estimates provided by Caltrans based on current appropriations. The apportionments are

subject to change every year as the end of each fiscal year approaches. These apportionments can also increase or decrease based on future legislation or extensions to the current legislation. For this reason, SJCOG is recommending a half-year programming for FY 20/21 so projects can be programmed in case of fluctuating apportionments. It will also maximize the ability for the region to advance projects if a shelf list is identified in FY 20/21.

Current CMAQ Scoring Criteria

SJCOG, in its designated federal role as the Metropolitan Planning Organization for the San Joaquin County region, is responsible for establishing a process to select and program CMAQ projects. The SJCOG Board of Directors adopted the current CMAQ scoring criteria and procedures in 2009. The current CMAQ scoring criteria were approved again by the SJCOG Board in 2013 as part the 2014 CMAQ Call for Projects.

Ahead of the 2016 CMAQ Call for Projects, SJCOG convened two meetings of an ad-hoc CMAQ scoring committee review group, comprised of volunteers from the Technical Advisory Committee. This group reviewed the existing CMAQ scoring system, and made modifications to refine and improve the scoring based on experience in previous CMAQ funding cycles. These revisions included:

- Minor text modifications to clarify the intent of scoring categories;
- Removal of redundant text;
- Removal of scoring elements that were outdated or did not offer air quality benefit;
- Expand the “Air Quality Benefits” scoring category to allow a wider range of project to record points, while still offering bonus points for those projects that achieve the \$30/lb threshold. The SJCOG Board adopted the Cost-Effectiveness Threshold Policy July 2007 that states that SJCOG will program at least 20 percent of its CMAQ funds for an FTIP period to projects that meet a \$30/lb cost effectiveness criteria.

SJCOG staff also proposes that the ridesharing program funding be allocated to ensure ongoing operations of the required TCM for the San Joaquin region. Operating budgets have been held constant at \$950,000 annually and this is the same proposal for the 3-year CMAQ period. The Board policy has funded the TCM first, with the remaining funds being made available for the competitive applications through both SAFETEA-LU and MAP-21. The program has always achieved \$35/lb or better cost-effectiveness.

FISCAL IMPACT:

Based on the Caltrans CMAQ apportionment estimates, approval of the recommended action will program \$2.85 Million for 3-years for ridesharing program operations and approximately \$23.6 million in CMAQ funding for the CMAQ Call for Projects.

RECOMMENDED ACTION:

- 1) Authorize CMAQ Call for Projects for FYs 2018/19, 2019/20, and partial year FY 20/21 with revised CMAQ application form and scoring system.

- 2) Continue CMAQ Programming Policy allocating funds to SJCOG ridesharing program to ensure ongoing annual operations in San Joaquin county.

ATTACHMENTS:

1. 2016 CMAQ Call for Projects Schedule
2. 2016 CMAQ Scoring Criteria

Prepared by: Ryan Cordero Niblock, Senior Regional Planner

ATTACHMENT 1:

2016 CMAQ Call for Projects / Funding Cycle Schedule

October 27, 2016:	SJCOG Board Authorization
October 28, 2016:	Release 2016 CMAQ Call for Projects
January 13, 2017:	Applications Due
January 19, 2017:	CMAQ Scoring Committee to Review Applications / Project Sponsor Presentations
January 26, 2017:	CMAQ Scoring Committee to Review Applications / Project Sponsor Presentations
February 9, 2017:	Present Scoring Committee Funding Recommendations to Technical Advisory Committee for Approval
February 23, 2017:	Present Scoring Committee Funding Recommendations to SJCOG Board of Directors for Approval

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

CATEGORY A: AIR QUALITY BENEFITS
Maximum 60 Points

Transportation projects that improve air quality will receive points under this category. Applicants will submit data and calculations verifying the cost-effectiveness using the model developed by the California Air Resources Board.

Air Quality Benefits	Points
Project is listed as a TCM in an applicable SIP <i>See the Timely Implementation Document in Appendix A</i>	10
CMAQ cost effectiveness is lower than \$150/lb <i>Projects will receive 1 point for each \$5/lb under \$150/lb. Formula: [30 points] – [Cost Effectiveness / 5] = Score Example: \$90/lb: [30 points] – [90 / 5] = 12 points</i>	1pt per \$5/lb <i>(30 point max)</i>
Project meets SJCOG cost effectiveness threshold of \$30/lb	30
<i>The cost-effectiveness of an Air Quality project is based on the amount of pollution it eliminates for each CMAQ dollar spent. The SJCOG Board adopted the Cost-Effectiveness Threshold Policy July 2007. The policy states that SJCOG will program at least 20% of its CMAQ funds for an FTIP period to projects that meet the \$30/lb criteria.</i>	

Applications are eligible for points under Category A, Bonus Points and one of the following categories (B, C, or D):

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

CATEGORY B: MAINTAIN /SUSTAIN THE EXISTING TRANSPORTATION SYSTEM
Maximum 25 Points

B-1 Transit Capital Replacements/Rehab/Diesel Retrofits Based on Short Range Transit Plan	Points
Urgent replacements (more than 20% beyond life cycle)	25
Normal replacements (Within 20% life cycle)	20
Rehabs that prolong life by at least 50%	25
Rehabs that prolong life by at least 40% (minimum 4 years)	15
<i>Please refer to ARB 2005 Methods Guidance, for On-Road Cleaner Vehicle Purchases on page 4 in the Comments section of the Inputs Table. Use the <u>life</u> of the project suggested defaults as the life cycle of the vehicle to be replaced.</i>	
Other CMAQ eligible projects	10
<i>Applicant must explain the project and what makes the project eligible for CMAQ funds. The explanation must not be covered under any other category of this criteria.</i>	

B-2 Non Transit Capital Replacements/Rehab/Diesel Retrofits	Points
Urgent replacements (more than 20% beyond life cycle)	20
Normal replacements (Within 20% life cycle)	15
Rehabs that prolong life by at least 50%	20
Rehabs that prolong life by at least 40% (minimum 4 years)	10
<i>Please refer to ARB 2005 Methods Guidance, for On-Road Cleaner Vehicle Purchases on page 4 in the Comments section of the Inputs Table. Use the <u>life</u> of project suggested defaults as the life cycle of the vehicle to be replaced.</i>	
Other CMAQ eligible projects	10
<i>Applicant must explain the project and what makes the project eligible for CMAQ funds. The explanation must not be covered under any other category of this criteria.</i>	

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

CATEGORY C: IMPROVE SYSTEM EFFICIENCY AND EFFECTIVENESS
Maximum 25 Points

Emphasis in this category is on relieving existing congestion by augmenting and/or better utilizing existing facilities (contrast with Category D System Expansion). Multimodal projects may score "add-on" points for the secondary modes; Any bicycle/pedestrian points calculated as "add-ons" under C-2 are NOT cut in half, but are treated just like any other add on (i.e., 1.5, 1.0, .5 as explained below).

For transit projects, this category is intended to address fleet capacity. For bus transit projects it implies replacing a smaller van or bus with a larger bus and for Rail projects it implies adding cars to existing trains.

C-1: CONGESTION RELIEF
Maximum 20 Points

C-1-a: ROADWAY PROJECTS	High Impact - 20 Points
<ul style="list-style-type: none"> • Signal interconnect of 8 or more signals • Change intersection to interchange • Traffic operations system and Transportation Systems Management (TSM) projects 	
C-1-a: ROADWAY PROJECTS	Medium Impact - 15 Points
<ul style="list-style-type: none"> • <u>New Traffic signal (not interconnected) or Roundabout</u> • Geometric improvements (left or right turn pockets or other intersection improvements) <u>on all intersection approaches</u> • Turn lanes or acceleration/decelerations lanes • Signal interconnect project of 3 to 7 signals • Grade separations that do not add through lanes 	
C-1-a: ROADWAY PROJECTS	Low Impact - 5 Points
<ul style="list-style-type: none"> • <u>Geometric improvements (left or right turn pockets or other intersection improvements)</u> • <u>Turn lanes or acceleration/decelerations lanes</u> • New Traffic signal (not interconnected) or Roundabout • Pave shoulders 	
C-1-b: TRANSIT PROJECTS	High Impact – 20 Points
<ul style="list-style-type: none"> • Substantially increase <u>rail</u> transit vehicle capacity. <u>Applicant to provide</u> 	

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

<ul style="list-style-type: none"> rationale. (by 20% or more) • Substantially improve headways. Applicant to provide rationale. • Significantly increase service reliability / on-time performance. Applicant to provide rationale. • Interconnection or fare coordination project • Intermodal facility (including park and ride lots) that accommodate major transfers. Applicant to provide rationale. • Significantly reduces travel/transfers time on existing route by 12% or more 	
C-1-b: TRANSIT PROJECTS	Medium Impact -15 Points
<ul style="list-style-type: none"> • Minor increase in service reliability / on-time performance. Applicant to provide rationale. • Minor interconnection or fare coordination project • Intermodal facility (including park and ride lots) that accommodates significant transfers. Applicant to provide rationale. • Reduces travel time somewhat on existing route by less than 12% • Medium increase in rail transit vehicle capacity. Applicant to provide rationale. • Medium improvement to headways. Applicant to provide rationale. • Bus turnouts/bulbs/bus pads 	
C-1-b: TRANSIT PROJECTS	Low Impact - <u>5</u>10 Points
<ul style="list-style-type: none"> • Increases passenger comfort or convenience, such as Bike Racks • Intermodal facility that accommodates an uncertain number of transfers • Minor increase in transit vehicle capacity. Applicant to provide rationale. • Minor improvement to headways. Applicant to provide rationale. Increase transit vehicle capacity from (1-9%) 	
C-1-c: PEDESTRIAN & BICYCLE PROJECTS	High Impact - 20 Points
<ul style="list-style-type: none"> • Bike Path/Lane or Sidewalk that primarily serves commuters • Class 1 Bicycle facility • Class 4 Bicycle facility • Sidewalks where none exist, to connect to transit serviceTransit Center • Project that interconnects to jurisdictional boundaries 	
C-1-c: PEDESTRIAN & BICYCLE PROJECTS	Medium Impact - 15 Points
<ul style="list-style-type: none"> • Bike Path/Lane or Sidewalk with mixed Commuters and other use • Class 2 Bicycle facility • Sidewalk segments, including upgrades and new installations, to connect to activity center • Bulbouts, flashing yellow lights, pedestrian signals, bicycle signals 	
C-1-c Other Non-Motorized	Low Impact – <u>5</u>10

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

Points
<ul style="list-style-type: none"> • Class 3 Bicycle facility • Other Eligible Non-motorized Project

All Projects under C-1 are subjected to a multiplier based on the congestion problem on the roadway or transit route or corridor in question. For transit projects use the LOS with the highest congestion on the Corridor.

Roadway Condition	Multiplier
High congestion (LOS E or F) multiply by	1.0
Medium congestion (LOS C or D)	0.6
Low congestion (LOS B)	0.2

C-2: FREIGHT MOVEMENT Maximum 10 Points
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C-2-a: Truck Routes	Points
Projects that improve freight movement on truck routes will be granted points at the rate of 1 point for each 2% daily truck traffic or 400 trucks present on the roadway (exclude pickups, use whichever measure gives the higher score).	10
Or C-2-b: Intermodal Freight Facilities	
Major facility that makes a major reduction on the amount of time required for a freight container to travel through the region	10
Minor facility that reduces the amount of time required for a freight container to travel the region	5
Or C-2-c: Truck Stop Electrification	
Project provides Truck Stop Electrification	8

SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

CATEGORY D: SYSTEM EXPANSION
Maximum 20 Points

Emphasis in this category is on relieving existing congestion by adding new capacity (compare with category C-1 Congestion Relief). Projects with multimodal aspects are scored as the primary mode of the project.

Projects are not additive across the Category D subsections with the following exception: D-2 points are additive within the D-2 subcategory. For example, if a project meets both of the criteria established under subcategory D-2, it may receive a total of 25 points (15 + 10).

All Projects under Category D are subjected to a multiplier based on the congestion problem on the roadway or transit route or corridor in question.

For Transit projects under this category, System Expansion implies adding a new bus for Bus Transit or adding an additional train to Rail Transit.

D-1: ROADWAY PROJECTS	Maximum Points 15
HOV Lanes	15

D-1: TRANSIT PROJECTS	Maximum Points 20
Significant expansion; including supporting features to implement regional or interregional service <u>Significant rail expansion. Applicant to provide rationale.</u>	20
Minor expansion; including supporting features to implement regional or interregional service <u>Minor rail expansion. Applicant to provide rationale.</u>	15
Significant expansion; including supporting features to implement local service <u>Significant interregional, intercity, or local bus expansion. Applicant to provide rationale.</u>	20 <u>15</u>
Minor expansion; including supporting features to implement local service <u>Minor interregional, intercity, or local bus expansion. Applicant to provide rationale.</u>	15 <u>10</u>

D-2: INTERMODAL FREIGHT FACILITIES	Maximum
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SJCOG 2014 CMAQ CALL FOR PROJECTS SCORING CRITERIA

EXPANSION	Points 25
Improve access to major freight distribution facilities (e.g; Port of Stockton and Stockton Airport)	15
Improves access to minor freight distribution facilities	10

D-4: BICYCLE/PEDESTRIAN COMMUTER EXPANSION	Maximum Points 20
Bike path/Lane or sidewalk that will primarily serve commuters (i.e., parallel reliever route)	20
Bike path/lane or sidewalk with mixed commuter and other use	15
Other Eligible Non-motorized Project	5

Roadway Condition	Multiplier
High Congestion (LOS E or F) multiply by	1.0
Medium Congestion (LOS C or D)	0.6
Low Congestion (LOS B)	0.2

BONUS POINTS FOR ENGINE REPLACEMENT PROJECTS USING CLEAN FUELS ABOVE CURRENT CARB STANDARDS	Maximum 10 Points
Project has Zero emissions	10
Or	
Project uses hybrid, compressed natural gas, or other alternative fuel	5
Or	
Project uses clean diesel above current CARB standard	4