



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Authorizing the City Manager to File the Claim for 2002/03 Transportation Development Act (TDA) Funds in the Amount of \$2,043,031 (Claiming \$279,284 in Unexpended Carryover for Transit Operations) from the Local Transportation Fund (LTF) and \$7,285 from State Transit Assistance (STA)

MEETING DATE: May 7, 2003

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution authorizing the City Manager to file the claim for 2002/03 TDA funds in the amount of \$2,043,031 (claiming \$279,284 in unexpended carryover for Transit operations) from the LTF and \$7,285 from STA.

BACKGROUND INFORMATION: Each year, the City of Lodi receives an apportionment of TDA funds to support Lodi's transit operations and pedestrian/bicycle costs. These are State transportation funds that are primarily for non-vehicular transportation but can be used on roads if those other needs are being met. They are channeled through the Council of Governments, our regional transportation planning agency. The claim for fiscal year 2002/03, including pedestrian/bike and 3% for San Joaquin Council of Governments planning, is \$2,043,031 from the LTF and \$7,285 from STA (see attached).

The City Council should be aware that our transit operations, Dial-A-Ride and GrapeLine, are fully funded with formula dollars from the Federal Transit Administration (FTA), TDA, and other competitive sources of funds. Transit is not dependent on any General Fund money. We intend to continue to use TDA funds for transit-, pedestrian-, and bicycle-related projects and maintenance as much as possible.

FUNDING: Not applicable.

Richard C. Prima, Jr.
Public Works Director

Prepared by Tiffani Fink, Transportation Manager

RCP/TF/pmf

Attachment

cc: Randy Hays, City Attorney
Ruby Paiste, Accounting Manager

APPROVED: _____

H. Dixon Elynn -- City Manager

LOCAL TRANSPORTATION FUND

TO: San Joaquin Council of Governments
6 South El Dorado Street, Suite 400
Stockton, CA 95202

FROM: City of Lodi, California
(applicant)

ADDRESS: 221 West Pine Street Lodi, California 95240
(city, zip)

CONTACT PERSON: Tiffani M. Fink PHONE: 209-333-6800 x2678

The City of Lodi hereby requests, in accordance with Chapter 1400, Statutes 1971 and applicable rules and regulations, that its annual transportation claim be approved in the amount of \$ 2,043,031.00 for fiscal year 2002/2003, to be drawn from the Local Transportation Fund.

When approved, please transmit this claim to the County Auditor for payment. Approval of the claim and payment by the County Auditor to this applicant is subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan.

The claimant certifies that this Local Transportation Fund claim and the financial information contained therein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the eligibility of this claimant for funds for the fiscal year of the application pursuant to CAC Section 6634 and 6734.

APPROVED:

San Joaquin Council
of Governments

By: JULIA E. GREENE
Executive Director

Date: 20

Applicant: _____

Signed: _____

Name: _____

Title: City Manager

Date: 20

TRANSPORTATION DEVELOPMENT ACT APPORTIONMENTS

I. Local Transportation Fund Available Apportionment

A.	Area Apportionment 2002/03	<u>\$1,727,102</u>
B.	Pedestrian/Bicycle Apportionment	<u>36,645</u>
C.	Previous Years' Unclaimed Apportionment	<u>0</u>
D.	Unexpended Carryover	<u>279,284</u>
E.	3% for COG Transit Planning	<u>54,968</u>
F.	Total Available for 2002-03 Claims (s)	<u>2,097,999</u>
G.	Less any LTF Already Claimed 2002-03	<u> </u>
H.	TOTAL AVAILABLE FOR THIS CLAIM (Also enter on page 9, 1st column)	<u>\$2,097,999</u>
I.	Actual net funds available (H-D-E=I)	<u><u>\$1,763,747</u></u>

II. State Transit Assistance Fund Available Apportionment

A.	Area Apportionment 2002/03	<u>\$0</u>
B.	Special Operator Apportionment 2002-03	<u>4,748</u>
C.	Previous Years' Unclaimed Apportionment	<u>2,537</u>
D.	Unexpended Carryover	<u>0</u>
E.	2% for COG Transit Planning	<u> </u>
F.	Total Available for 2002-03 Claims (s)	<u>7,285</u>
G.	Less any STA Already Claimed 2002-03	<u>0</u>
H.	TOTAL AVAILABLE FOR THIS CLAIM (Also enter on page 9, 2nd column)	<u>\$7,285</u>
I.	Actual net funds available (H-D-E=I)	<u><u>\$7,285</u></u>

TRANSPORTATION DEVELOPMENT ACT ALLOCATIONS

<u>Claim Purpose</u>	I. LTF	II. STA
I. PUBLIC TRANSPORTATION		
Article 4 (99260) - Operator ¹	\$0	
CCR Sec 6730(a) Public Transit		\$7,285
Article 8 (99400 (c))		
Contractor operating	1,951,418	
Article 8 (99400 (e))		
Contractor capital	0	0
Article 8 (99400 (b))		
Passenger Rail Service Operations & Capital		
TDA Administration	54,968	
II. PEDESTRIAN AND BICYCLE		
Article 3 (99234)	36,645	
III. ROADS AND STREETS		
Article 8 (99400 (a))	0	0
IV. OTHER		
Article 8 (99400 (b,c,d,e))	0	0
V. LOCAL TRANSPORTATION PLANNING		
Transportation Planning	54,968	0
<hr/>		
TOTAL THIS CLAIM	\$2,097,999	\$7,285
TOTAL AVAILABLE FOR THIS CLAIM (from page 8, I. H. and II. H.)	\$2,097,999	\$7,285
UNCLAIMED APPORTIONMENT (TOTAL AVAIL. Less TOTAL THIS CLAIM)	\$0	\$0

IMPORTANT: To avoid accidental overpayment, please identify and itemize in the space below any unexpended carryover included in the amounts being claimed above. Identify the amount of carryover and the purpose for which it is being reclaimed. Attach pages as necessary.

Unexpended Carryover in TDA Fund being reclaimed for Transit Operations: \$279,284

¹ Operators claiming STA funds must meet qualifying criteria (PUC Section 99314.6).

Page 17 of this form must be completed.

PART I - PUBLIC TRANSPORTATION

PLEASE CIRCLE EITHER:

Article 4 Operator

Article 8 Contractor

FINANCIAL INFORMATION

	2001-2002 Actual	2002-2003 Budget
401 Passenger Fares	\$234,200	\$240,000
402 Special Transit Fares		
405 Charter Service Revenue		
406 Auxiliary Transportation Revenues (includes advertising)		0
407 Non-transportation Revenues		
Property Tax		
408 Tax Revenue (Specify:)		
Property Tax		
Sales Tax - Measure K		93,405
409 Local Grants & Reimbursements	0	
Purchase of Service		
Local Transportation Fund (LTF)	1,750,242	2,043,031
410 Local Special Fare Assistance		
411 State Cash Grants and Reimbursements	23,874	
State Transit Assistance (STA)		
Other: Interest		
Other: Miscellaneous	39,991	
412 State Special Fare Assistance		
413 Federal Grants & Reimbursements (Specify) FTA Grants	360,039	0
430 Contributed Services (Not Cash)		
440 Subsidy from other Sector of Operations		
TOTAL	\$2,408,346	\$2,376,436
II. CAPITAL REVENUE		
464 Capital Grants & Subsidies		
Specify Fed, State, Local:		
<u>Federal</u>	2,609,479	892,949
<u>Air District</u>	317,000	0
<u>State</u>	0	0
<u>Measure K</u>	1,807,208	0
State Transit Assistance (STA)	0	0
Local Transportation Fund (LTF)	0	0
Other		0
TOTAL	\$4,733,687	\$892,949

III. OPERATING EXPENSES

	2001-2002 Actual	2002-2003 Budget
501 Labor		
Operators Salaries/Wages	\$0	\$0
Other Salaries/Wages	62,373	112,450
502 Fringe Benefits	8,711	9,150
503 Services	99,145	150,000
504 Materials/Supplies		
Fuels/Lubricants	176,830	160,000
Tires/Tubes		
Vehicle Maintenance	242,886	200,000
505 Utilities	27,065	40,000
506 Casualty/Liability Costs	98,790	100,000
507 Taxes	250	250
508 Purchased Transportation Service	1,528,907	1,857,751
509 Miscellaneous Expenses	0	0
510 Expense Transfers	0	
511 Interest Expense		
512 Leases and Rentals		
513 Depreciation/Amortization		
Operator Funds		
Grant Funds	189,104	425,000
TOTAL	\$ 2,434,061	\$ 3,054,601

IV. CAPITAL EXPENSES*

Debt Service		
Land Property Acquisition	0	0
Vehicles	0	0
Construction	676,874	200,000
Other		
TOTAL	\$ 676,874	\$ 200,000

* Allowable capital expenses are limited for Article 8 claimants; see 99400 (e).

OPERATIONAL INFORMATION*

	Actual FY 2000-01	Actual FY 2001-02	Proposed FY 2002-03
1. <u>Patronage</u>			
a. Total Passengers (including elderly)	438,932	518,805	530,000
b. Revenue Passengers			
c. Youth Passengers			
d. Elderly and Handicapped Passengers	51,863	48,679	50,000
2. <u>Vehicle Miles</u>			
a. Total Vehicle Miles	0	0	0
b. Revenue Vehicle Miles	504,010	520,169	520,169
3. <u>Revenue Vehicle Hours</u>	45,535	45,127	45,500
4. <u>Revenue Vehicle Fuel Consumption</u>			
a. Diesel	0	0	0
b. Gasoline	0	0	0
c. CNG	0	0	0
5. <u>Fare Structure</u>	Fixed/D.A.R.	Fixed/D.A.R.	
a. Base	\$0.50/\$2.00	\$0.50/\$2.00	\$0.50/\$2.00
b. Zone			
c. Youth			
d. Senior	\$0.25/\$1.00	\$0.25/\$1.00	\$0.25/\$1.00
e. Handicapped	\$0.25/\$1.00	\$0.25/\$1.00	\$0.25/\$1.00
f. Monthly Pass	\$20-General, \$10-Senior/Disabled/Medicare		
g. Other			
h. Average Fare	\$0.29/\$1.07	\$0.3/\$1.36	\$0.3/\$1.35

*Attach additional pages as necessary to alter or complete description

THREE YEAR FISCAL PLAN

	2002-03	2003-04	2004-05
Operating Expenses	\$ 1,991,307	\$ 2,392,864	\$ 2,515,659
Operating Revenues:			
Sources: LTF	2,043,031	1,600,000	1,600,000
STA	7,258	8,500	8,500
Federal	300,000	1,000,000	1,000,000
Fares	240,000	250,000	261,000
General Fund			
Rent	6,020	26,642	26,642
Measure K	93,405	93,405	93,405
Total	\$ 2,689,714	\$ 2,978,547	\$ 2,989,547
Capital Expenses	\$ -	\$ -	\$ -
Capital Revenue:			
Sources: LTF	0	0	0
STA	0		
Federal	892,949	500,000	500,000
Air District	0		
Other	0		
Measure K	0		
Total	\$ 892,949	\$ 500,000	\$ 500,000

FLEET INVENTORY
(Transit Vehicle Owners Only)

Make & Model	Year	# of Vehicles	Fuel Type	Standard Seat Capacity	# Wheel-chair Positions	Ramp (y/n)	Lift (y/n)
Chevrolet Caprice	1994	1	UNL	5	0	n	n
Ford F 350	1993	2	DSL	18	4	n	y
Ford F 350	1994	2	CNG	16	4	n	y
Ford E 350	1995	5	CNG	16	10	n	y
Ford Senator	1996	3	UNL	66	6	n	y
Ford Senator	1996	2	UNL	44	10	n	y
Amtrans Senator	1991	1	CNG	33	2	n	y
NABI Low-Floor	2000	5	CNG	185	10	y	n
CNG DAR Buses	2001	6	CNG	48	24	n	y
TOTAL	N/A	27	N/A	431	70	N/A	N/A

Vehicles to be Purchased in FY 2002/03

		0					
		0					
TOTAL		0		0	0	N/A	N/A

ARTICLE 4 OPERATOR TDA REQUIREMENTS

N/A

1. Fare Ratio/Local Support Requirements

All Article 4 claimants are required to maintain a specified ratio of fare revenue to operating cost. In addition, SMART only is required to maintain a ratio of fare revenue plus local support to operating cost of 32%. See 99268.2 - 99268.19 for details and exemptions pertaining to ratios.

A. What is this system's required farebox recovery ratio?

B. Does the attached budget demonstrate that this system will meet its required farebox recovery and for SMART its farebox plus local support ratios? _____

C. Has this system utilized its grace year? _____

D. Has this system been in non-compliance with its required ratio? _____

If yes, identify the year or years _____

2. Extension of Service/New Service

N/A

An extension of service or new service is exempt from the required farebox and local support ratios if:

A. The extension of service or new service has been in operation for less than two full fiscal years. The two-year extension of services exclusion applies until two years after the end of the fiscal year in which the extension of services was put into operation.

B. The claimant submits a report on the extension of services to the COG within 90 days after the end of the fiscal year. (For details of the report, see 6633.8(b)).

Is an extension of service/new service being claimed? _____

If so, has the required report been submitted for the most recently completed full fiscal year? _____ If not, that report must accompany this claim.

3. Operator's STA Qualifying Criteria (99314.6) EXPLANATION N/A

A transit operator must meet one of two efficiency standards before STA funds may be allocated for operating purposes:

- A) The operator's operating cost per revenue vehicle hour, in the latest year for which audited data are available, must not exceed the sum of the preceding year's operating cost per revenue vehicle hour and an amount equal to the change in the Consumer Price Index (CPI)† multiplied by the preceding year's operating cost per revenue vehicle hour. The formula below accomplishes this exercise:

$$(\text{opcost}/\text{RVH})\text{FY01} \leq [(\text{opcost}/\text{RVH})\text{FY00}] * [1.0764] \quad \text{OR}$$

- B) The operator's average operating cost per revenue vehicle hour, in the latest three years for which audited data are available, must not exceed the sum of the average of the operating cost per revenue vehicle hour for the three years preceding the latest year for which audited data are available and an amount equal to the average change in the CPI for the same period. The formula below accomplishes this exercise:

$$\text{AVG}(\text{opcost}/\text{RVH})\text{FY99,00,01} \leq \{\text{AVG}(\text{opcost}/\text{RVH})\text{FY98,99,00}\} * \{1.0422\}$$

As used here, Operating Costs are defined by PUC Section 99247:

All costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class, and exclusive of all direct costs for providing charter services, and exclusive of all vehicle lease costs.

STA allows for other exclusions, to be granted by the COG, if deemed appropriate. These additional operating cost exclusions include:

- 1) Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance, or state and federal mandates.
- 2) Exclusion of start-up costs for new services for a period of not more than two years (refer to PUC Section 99268.8 for a definition of new service).

If you wish to claim these exclusions when calculating the operation cost per revenue vehicle hour, you must state the request and show calculations in support of the cost to be excluded.

† Percentage change across fiscal years using the California CPI.

Pursuant to PUC Section 99314.6 (c), funds withheld from allocation to an operator for failure to meet the STA efficiency criteria will be retained by COG for reallocation to that operator for two years following the year of ineligibility. Any STA funds not allocated before the commencement of the third year following the year of the eligibility shall be reallocated to cost effective, high priority regional transit activities, as determined by the COG.

The following documents pertain to the new STA efficiency standards and are available at your request:

PUC Section 99314.6, also known as Chapter 35 Statutes of 1991 (SB 3-Kopp).

The Uniform System of Accounts for Public Transit Operators.

Consumer Price Index Data for California, January, 1981 through July-August, 2001.

Transportation Development Act Audit Reports, FY 1992 through FY 2001.

Please complete the attached worksheet to determine if you fully qualify for your STA apportionment. TDA Audit reports will address this efficiency criteria.

3. Operator's STA Qualifying Criteria (99314.6) - WORKSHEET

N/A

FISCAL YEAR: (use audited data)	1999-00	2000-01	2001-02	2002-03
A. Operating Cost	_____	_____	_____	_____
B. Operating Cost Exclusions:				
1. _____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____
4. _____	_____	_____	_____	_____
C. Adjusted Operating Cost (A-B)	_____	_____	_____	_____
D. Revenue Vehicle Hours (RVH)	_____	_____	_____	_____
E. RVH Exclusions:				
1. _____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____
(if more, show on separate sheet)				
F. Adjusted RVH (D-E)	_____	_____	_____	_____
G. Operating Cost per RVH (C÷F)	W	X	Y	Z

Efficiency Standard 1:

Z must be less than or equal to $(Y) * (1.0198)$

Show calculation: _____

Efficiency Standard 2:

$[(X+Y+Z) \div 3]$ must be less than or equal to $\langle (W+X+Y) \div 3 \rangle * (1.0201)$

Show calculation: _____

=====**For COG use only**=====

Operator qualifies under: Standard 1 Yes _____ No _____

 Standard 2 Yes _____ No _____

=====

4. Fifteen Percent Expenditure Increase (6632)

If any of the line items on the attached budget exceed by more than 15% the expenditure for that same item in the previous year's budget, then an explanation for that increase must be given below. Attach an extra page if necessary.

The costs associated with services and utilities increased more than 15% last year due to additional costs for security and power at the Lodi Station Parking Structure.

5. Narrative Description (6632)

N/A

Please describe in the space below any changes in service characteristics from the previous fiscal year. This should specifically include any substantial increase or decrease in the geographic area served, major changes to the scope of operations, or addition of major new fixed facilities. Please attach an additional page if necessary.

6. Certification by the California Highway Patrol (6632) N/A

Please attach a certification from the CHP verifying that the operator is in compliance with Section 1808.1 of the California Vehicle Code. This section concerns the "Driver's Pull Notice participation"

Is a Certificate Attached? Yes _____ No _____

SPECIAL NOTES FOR RATIO CALCULATIONS

SMART - Exclude certain costs and fares as specified in the most recent Compliance Audit Report.

Article 8 Contractor TDA Requirements

For contracted transportation service providers, the San Joaquin Council of Governments' Executive Board has waived the farebox and local support ratios as it is empowered to do by 99405(c). The COG Board has established a two-step process.

NOTE: Contributing claimants should proceed to page 23.

1. Match Requirement

For any Article 8 transit claim, no more than 90% of the total operating funds (minus depreciation) in the budget may be TDA (LTF and STA) derived. The ten percent or more matching funds may come from any other source available to the claimant besides TDA.

2. Operating Cost Per Passenger Objective

To receive an amount of TDA operating funds (LTF and STA combined) in excess of what was claimed the previous fiscal year, the claimant must establish an operating cost per passenger objective for the fiscal year of the claim. "Operating cost" is defined as in the TDA statutes and regulations. The objective should be a realistic one based on current and past system performance, but should be low enough to represent an "improvement" when warranted. The COG Board will adopt the system-wide operating cost per passenger objective for the fiscal year of the claim. Operating cost per passenger objectives must be established by November of each fiscal year.

If the system failed to meet its operating cost per passenger objective in the fiscal year prior to the fiscal year of the claim, then the claimant is only eligible to file a claim for the level of TDA operating funding received in that prior fiscal year. In the case of a unified transit system, each claimant would be limited to the prior year's level of TDA operating funding. If a system wishes to be eligible for increased TDA operating funding in a future fiscal year, then the claimant should identify an operating cost per passenger objective.

a. What was the level of TDA operating funding received in the previous fiscal year for this system by this claimant (LTF plus STA)? \$ 1,062,272

b. Does the attached budget information demonstrate at least a 10% match of non-TDA funds in FY 2001-02? yes

Does the FY 2002-2003 budget demonstrate a 10% match of non-TDA funds? yes

- c. Is this claim requesting more TDA operating funds than were received for this system by this claimant in the previous fiscal year? yes
- d. If yes, did the system meet its operating cost per passenger objective in the previous fiscal year? yes
(An affirmative answer should be documented in Part "e".)
- e. What was the last year's Operating Cost per Passenger Objective? \$7.89

What was the actual operating cost per passenger?

i.	FY 2001-2002 Operating Cost	\$ <u>2,306,403.65</u>
ii.	Total Passengers	<u>518,805</u>
iii.	Operating Cost Per Passenger (i /ii)	\$ <u>4.45</u>

- f. What is the Operating Cost per Passenger Objective for this claim?

iv.	Budgeted Operating Cost	\$ <u>2,381,117</u>
v.	Estimated Total Passengers	<u>530,000</u>
vi.	Projected Operating Cost per Passenger (iv/v)	\$ <u>4.49</u>
vii.	FY 2002-2003 OPERATING COST PER PASSENGER OBJECTIVE	\$ <u>6.50</u>

THE PROJECTED 02-03 OPERATING COST PER PASSENGER (vi) MUST BE LESS THAN OR EQUAL TO THE 02-03 OPERATING COST PER PASSENGER OBJECTIVE (vii)!

- viii. If this claim is for a unified transit system², has the contributing claimant been appraised of the planned system-wide objective set in vii. above?

² If this claim is for a unified transit system (definition page 23), all calculations and numbers for operating costs per passenger must include system totals.

3. Fifteen Percent Expenditure Increase (6632)

N/A

If any of the line items on the attached budget exceed by more than 15% the expenditure for that same item in the previous year's budget, then an explanation for that increase must be given below. Attach an additional page if necessary.

4. Narrative Description (6632)

N/A

Please describe below any changes in service characteristics from the previous fiscal year. This should specifically include any substantial increase or decrease in the geographic area served, major changes to the scope of operations, or addition of major new fixed facilities.

ARTICLE 8 CONTRACTOR TDA REQUIREMENTS (CONTRIBUTING CLAIMANTS) N/A

In the case of a "unified transit system," this page is to be used by the "contributing claimant" rather than pages 20 through 22. A "unified transit system" is defined as one that has the same fare structure throughout the service area, but whose TDA expenses are claimed separately by two different TDA claimants. Additionally, to qualify as a unified transit system, all system TDA funding must be claimed under Article 8 (both claimants). "Contributing claimant" is defined as the claimant contributing a minority of the unified transit system's TDA funds. The claimant furnishing the majority of TDA funds is defined as the "primary claimant."

Currently, the following local transit services qualify as unified transit systems:

FY 2001-002 Unified Transit Systems This Page Used by:

Tracy Trans	SMART
Tracy Taxi	SMART
Escalon Public Transit System	SMART
Manteca Dial a Ride	SMART
Lathrop	SMART

"Contributing claimants" need to answer the following questions:

1. Systemwide operating cost per passenger objective for FY 2002-2003 identified in primary claimant's adopted transit claim
(from that claim, page 21, (2) f. vii.) _____
2. Date of primary claimant's adopted transit claim (or anticipated future date, if not yet adopted)

IMPORTANT:

The operating cost per passenger objective identified above (page 21, (2) f. vii) will be applied uniformly to the total of City and SMART TDA funds used by the unified transit system, to determine eligibility for increased TDA funding as explained on page 20. Separate calculations will not be done for City and SMART.

PART II - PEDESTRIAN AND BICYCLE PROJECTS

LOCAL TRANSPORTATION FUND

Project Title & Description	Project Listing	<u>LTF Cost</u> Total Cost
Various Bike Projects		20,000
	LTF COST:	\$20,000
	TOTAL COST:	\$0

(Use additional pages if necessary)

RESOLUTION NO. 2003-78

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING
THE CITY MANAGER TO FILE THE 2002-03 CLAIM FOR
TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS
ON BEHALF OF THE CITY OF LODI

=====

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the City 2002-03 Transportation Development Act (TDA) claim for Local Transportation Funds (LTF) in the following amounts:

\$2,097,999.00 (of which \$279,284.00 is unexpended carryover)

\$ 7,285.00 State Transit Assistance (STA)

BE IT FURTHER RESOLVED that the Lodi City Council does hereby authorize the City Manager to execute the claim on behalf of the City of Lodi.

Dated: May 7, 2003

=====

I hereby certify that Resolution No. 2003-78 was passed and adopted by the Lodi City Council in a regular meeting held May 7, 2003, by the following vote:

AYES: COUNCIL MEMBERS – Beckman, Hansen, Howard, Land, and
Mayor Hitchcock

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk

**SUPPLEMENTAL INFORMATION
FOR
ITEM E-14**

The enclosed revisions to the Transportation Development Act Claim reflect minor changes the City received last minute from the San Joaquin Council of Governments, which acts as the administrator of the claim. The increase to the Local Transportation Fund amount reflects the addition of COG's administrative costs into the claim amount. The actual amount that the City will receive remains unchanged from the original Council Communication.

LOCAL TRANSPORTATION FUND

TO: San Joaquin Council of Governments
6 South El Dorado Street, Suite 400
Stockton, CA 95202

FROM: City of Lodi, California
(applicant)

ADDRESS: 221 West Pine Street Lodi, California 95240
(city, zip)

CONTACT PERSON: Tiffani M. Fink PHONE: 209-333-6800 x2678

The City of Lodi hereby requests, in accordance with Chapter 1400, Statutes 1971 and applicable rules and regulations, that its annual transportation claim be approved in the amount of \$ 2,097,999 for fiscal year 2002/2003, to be drawn from the Local Transportation Fund.

When approved, please transmit this claim to the County Auditor for payment. Approval of the claim and payment by the County Auditor to this applicant is subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan.

The claimant certifies that this Local Transportation Fund claim and the financial information contained therein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the eligibility of this claimant for funds for the fiscal year of the application pursuant to CAC Section 6634 and 6734.

APPROVED:

San Joaquin Council
of Governments

By: _____
JULIA E. GREENE
Executive Director

Date: _____ 20 _____

Applicant: _____

Signed: _____

Name: _____

Title: City Manager

Date: _____ 20 _____

PART I - PUBLIC TRANSPORTATION

PLEASE CIRCLE EITHER:

FINANCIAL INFORMATION

Article 4 Operator

Article 8 Contractor

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Other: Miscellaneous	39,991	
412 State Special Fare Assistance		
413 Federal Grants & Reimbursements (Specify) FTA Grants	360,039	0
430 Contributed Services (Not Cash)		
440 Subsidy from other Sector of Operations		
TOTAL	\$2,408,346	\$2,376,436

II. CAPITAL REVENUE

464 Capital Grants & Subsidies

Specify Fed, State, Local:

<u>Federal</u>	2,609,479	892,949
<u>Air District</u>	317,000	0
<u>State</u>	0	0
<u>Measure K</u>	1,807,208	0
State Transit Assistance (STA)	0	0
Local Transportation Fund (LTF)	0	0
Other		0
TOTAL	\$4,733,687	\$892,949

III. OPERATING EXPENSES

	2001-2002	2002-2003
	Actual	Budget
501 Labor		
Operators Salaries/Wages	\$0	\$0
Other Salaries/Wages	62,373	112,450
502 Fringe Benefits	8,711	9,150
503 Services	99,145	150,000
504 Materials/Supplies		
Fuels/Lubricants	176,830	160,000
Tires/Tubes		
Vehicle Maintenance	242,886	200,000
505 Utilities	27,065	40,000
506 Casualty/Liability Costs	98,790	90,000
507 Taxes	250	250
508 Purchased Transportation Service	1,528,907	1,500,000
509 Miscellaneous Expenses	0	0
510 Expense Transfers	0	
511 Interest Expense		
512 Leases and Rentals		
513 Depreciation/Amortization		
Operator Funds		
Grant Funds	189,104	
TOTAL	<u>\$ 2,434,061</u>	<u>\$ 2,261,850</u>

IV. CAPITAL EXPENSES*

Debt Service		
Land Property Acquisition	0	0
Vehicles	0	0
Construction	676,874	200,000
Other		
TOTAL	<u>\$ 676,874</u>	<u>\$ 200,000</u>

* Allowable capital expenses are limited for Article 8 claimants; see 99400 (e).

THREE YEAR FISCAL PLAN

	2002-03	2003-04	2004-05
Operating Expenses	\$ 1,991,307	\$ 2,392,864	\$ 2,515,659
Operating Revenues:			
Sources: LTF	1,951,418	1,600,000	1,600,000
STA	7,285	8,500	8,500
Federal	300,000	1,000,000	1,000,000
Fares	240,000	250,000	261,000
General Fund			
Rent	6,020	26642	26642
Measure K	93,405	93,405	93,405
Total	\$ 2,598,128	\$ 2,978,547	\$ 2,989,547
Capital Expenses	\$ -	\$ -	\$ -
Capital Revenue:			
Sources: LTF	0	0	0
STA	0		
Federal	892,949	500,000	500,000
Air District	0		
Other	0		
Measure K	0		
Total	\$ 892,949	\$ 500,000	\$ 500,000

- c. Is this claim requesting more TDA operating funds than were received for this system by this claimant in the previous fiscal year? yes
- d. If yes, did the system meet its operating cost per passenger objective in the previous fiscal year? yes
(An affirmative answer should be documented in Part "e".)
- e. What was the last year's Operating Cost per Passenger Objective? \$7.89

What was the actual operating cost per passenger?

i.	FY 2001-2002 Operating Cost	\$ 2,345,280
ii.	Total Passengers	<u>518,805</u>
iii.	Operating Cost Per Passenger (i /ii)	\$ <u>4.52</u>

- f. What is the Operating Cost per Passenger Objective for this claim?

iv.	Budgeted Operating Cost	\$ <u>2,381,117</u>
v.	Estimated Total Passengers	<u>530,000</u>
vi.	Projected Operating Cost per Passenger (iv/v)	\$ <u>4.49</u>
vii.	FY 2002-2003 OPERATING COST PER PASSENGER OBJECTIVE	\$ <u>6.50</u>

THE PROJECTED 02-03 OPERATING COST PER PASSENGER (vi) MUST BE LESS THAN OR EQUAL TO THE 02-03 OPERATING COST PER PASSENGER OBJECTIVE (vii)!

- viii. If this claim is for a unified transit system², has the contributing claimant been appraised of the planned system-wide objective set in vii. above?
- _____

² If this claim is for a unified transit system (definition page 23), all calculations and numbers for operating costs per passenger must include system totals.

PART II - PEDESTRIAN AND BICYCLE PROJECTS

LOCAL TRANSPORTATION FUND

Project Title & Description	Project Listing	<u>LTF Cost</u> Total Cost
Various Bike Projects		36,645
	LTF COST:	\$36,645
	TOTAL COST:	\$0

(Use additional pages if necessary)