

# STAFF REPORT

**SUBJECT:** Regional Transportation Impact Fee (RTIF) Regional Share Funding for Ripon Multi-Modal Station

**RECOMMENDED ACTION(s):** Approve \$750,000 in RTIF Regional Share Funds for the Ripon Multi-Modal Station (conditional on approval to the RTIF Capital Project List)

## SUMMARY:

At the time of this staff report, the Ripon Multi-Modal Station is proposed for inclusion in the Regional Transportation Impact Fee (RTIF) Capital Project List as part of the 2017 RTIF Five-Year Update to be considered by the SJCOG Board in April, 2017. Conditioned, upon approval of the overall RTIF update, this item proposes to utilize \$750,000 in regional share RTIF funding as part of a total funding package for the Ripon Multi-Modal Station totaling approximately \$5.8 million.

## DISCUSSION:

The City of Ripon is proposing to construct a 7,000 square foot multi-modal station near downtown Ripon. On and off-site improvements for the 4-acre project area include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE train. The Ripon bikeway network will also be incorporated into the project.

The San Joaquin Regional Rail Commission (SJRRRC) is planning a major expansion of its Altamont Commuter Express (ACE) train service. This expansion, which has been termed “ACE Forward”, includes extending train service to Modesto by 2018, and to Merced by 2022. Should expansion plans be realized, this new service extension would include a stop in Ripon that would be integrated as part of Ripon’s planned multi-modal station. And if these plans are not realized, the multimodal station still proposes other numerous benefits to the region and to the City of Ripon residents as described below:

- The Ripon Multi-Modal Station will serve as a regional hub for access to alternative modes of transportation, including bike, bus, and train.
- The possible extension of ACE train service to Ripon provides a connection for San Joaquin

County and Stanislaus County residents to various Bay Area destinations, including the Bay Area Rapid Transit (BART) system, Caltrain, Levi Stadium, Santa Clara University, and various business centers.

- The station will be an important component of the region's effort to reduce traffic congestion, improve air quality, and enhance economic vitality.
- The station is expected to experience 100,000 "on & offs" by 2020, with ridership projected to double by 2025.
- Locating Ripon's Multi-Modal Station near its downtown will increase pedestrian traffic and provide an economic benefit to nearby businesses.
- The station would interconnect regional and local bus transit routes, similar to what is structured at the Manteca and Lodi Multimodal Stations (which also do not currently serve ACE).
- The station fulfills a commitment to the Measure K Program made in 1990 in the first Measure K and continued in the Measure K Renewal.



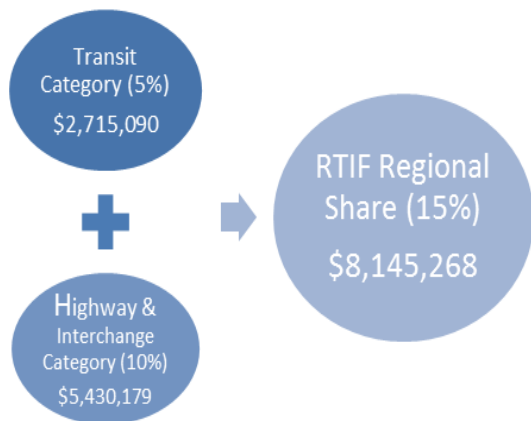
Finally, the City of Ripon has an opportunity to utilize the funds to purchase the property, otherwise, the property may be entered into a long-term lease and making it completely unavailable as a site for the station.

## **RECOMMENDATION:**

SJCOG staff recommends a motion to: approve \$750,000 in RTIF Regional Share Funds for the Ripon Multi-Modal Station. This approval would result in SJCOG entering into an RTIF Cooperative Agreement with the City of Ripon.

## **FISCAL IMPACT:**

The funding to be utilized is part of the "Regional Share" component of RTIF funding. Of the RTIF collected by participating agencies, 15% is distributed to SJCOG to manage and program on RTIF eligible projects at the regional level. Of this total, 10% is to be expended on highway, interchange, or regional roadway projects and the remaining 5% is to be expended on public transit projects. The program also allows up to \$1 million to be expended on Jobs Balancing Investment Fund (JBIF) projects. The \$750,000 proposed RTIF regional share funds would come from the Transit Category, and if approved, leaves \$641,680 in RTIF regional share funds for other transit projects.



As of the FY 15-16 Annual Report, approximately \$8.1 million has been distributed to SJCOG for regional share projects, of which approximately \$3.3 million has been programmed/expended and \$4.8 million is available for future projects. The expenditures from the \$8.1 million available for programming to projects over the life of the program is detailed below. The charts below contain two projects being considered for funding, the Ripon Multi-Modal Station in this staff report, and a JBIF project in Tracy that is the subject of a separate staff report.

*Highway, Interchange and Regional Roadway Regional Share Projects:*

<i>Project</i>	<i>Project Sponsor</i>	<i>Funding Amount</i>
Navy Drive/BNSF Undercrossing Project (Completed/Expended)	Port of Stockton	\$1,673,000
SR 99/Austin Road Interchange Improvements (Allocated, Not Expended/Completed)	Manteca	\$ 350,000
<b><i>Remaining Highway, Interchange, Regional Roadway Share Unprogrammed</i></b>		<b><i>\$3,407,179</i></b>
Proposed Tracy Jobs Balancing Investment Fund Project	Tracy	\$ 92,000
<b><i>Remaining Highway, Interchange, Regional Roadway Share Unprogrammed After Project Approval</i></b>		<b><i>\$3,315,179</i></b>

*Transit Regional Share Projects:*

<i>Project</i>	<i>Project Sponsor</i>	<i>Funding Amount</i>
Bus Rapid Transit (BRT) Hammer Triangle Project (Completed/Expended)	SJRTD	\$ 800,000
Cabral Station Improvement Project (Allocated, Not Expended/Completed)	ACE	\$ 173,410
Regional Transit Center (Completed/Expended)	SJRTD	\$ 350,000
<b><i>Remaining Transit Share Unprogrammed</i></b>		<b><i>\$1,391,680</i></b>
Proposed Ripon Multi-Modal Station Project	Ripon	\$ 750,000
<b><i>Remaining Transit Share Unprogrammed After Project Approval</i></b>		<b><i>\$ 641,680</i></b>