

STAFF REPORT

SUBJECT: Measure K Strategic Plan Amendment to Increase Budget for Vanpool Incentive Program

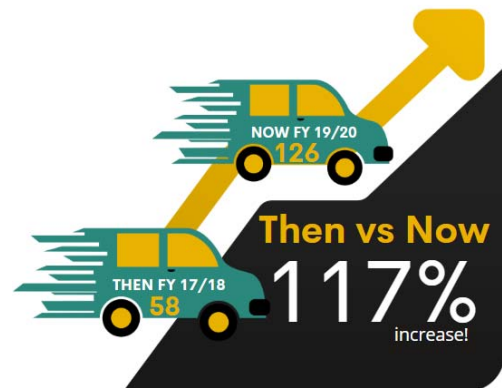
RECOMMENDED ACTION: Approve a Measure K Strategic Plan Amendment to increase the Measure K Budget by \$150,000 for dibs Vanpool Incentive Program for a total amount not to exceed \$400,000 for fiscal year 2019-2020.

DISCUSSION:

SUMMARY:



To strengthen a long-standing effective congestion and traffic mitigation strategy, in 2016 the SJCOG Board approved the action to increase the dibs vanpool subsidy from \$150 per van, per month to \$400 per van, per month starting in fiscal year 2017-2018 to 2020-2021. Complimentary to this, the action also authorized the implementation of a National Transit Database (NTD) Vanpool Reporting Program, providing the opportunity to increase Federal Transit Administration (FTA) 5307 Urbanized Area Formula funding for the region by reporting vanpool data. The subsidy increase was funded through Measure K for a total budget of \$250,000 annually starting in fiscal year 2017-2018. Since the launch of the new program, the demand for vanpools has increased by **117%**. Due to the success and anticipated continued growth, dibs staff is requesting to amend the MK Strategic Plan to increase the total not to exceed the amount by \$150,000 to \$400,000 for fiscal year 2019-2020.



RECOMMENDATION:

For the SJCOG Board to authorize an amendment to the Measure K Strategic Plan to increase the budget for the Vanpool Incentive Program from \$250,000 to \$400,000 for fiscal year 2019-2020.

FISCAL IMPACT:

An additional amount of \$150,000 of Measure K Funds for a total amount of \$400,000 for fiscal year 2019-20 would be programmed in the Measure K Strategic Plan for Travel Demand Management as shown in Tables 1 and 2. Sufficient unprogrammed funding is available in the Measure K Bus Transit Category. These changes would not affect the amounts or timing of disbursements to any other Measure K recipients. Any additional funding needs for future fiscal years will be determined in the 2019 Measure K Strategic Plan Update.

Table 1: Existing 2017 Measure K Strategic Plan Programming

Fiscal Year	Transit 95%	Bus Transit 39%	Travel Demand Management Program
2017/2018	14,470,865	7,090,724	250,000
2018/2019	15,122,054	7,409,806	250,000
2019/2020	15,805,592	7,744,740	250,000
2020/2021	16,516,843	8,093,253	250,000

Table 2: Proposed 2017 Measure K Strategic Plan Programming

Fiscal Year	Transit 95%	Bus Transit 39%	Travel Demand Management Program
2017/2018	14,470,865	7,090,724	250,000
2018/2019	15,122,054	7,409,806	250,000
2019/2020	15,805,592	7,744,740	400,000
2020/2021	16,516,843	8,093,253	250,000

BACKGROUND:

dibs is the regional Transportation Demand Management (TDM) program serving the counties of San Joaquin, Stanislaus, and Merced. The program was established by the San Joaquin Council of Governments with the primary role to reduce reliance on single-occupancy vehicles (SOV) within the region; thereby reducing congestion and improving air quality. The *dibs* team coordinates services, outreach and marketing to increase awareness and educate the public. The program is also a Transportation Control Measure (TCM) and helps with air quality conformity and meeting Sustainable Communities Transportation (SCS) goals.

Starting in FY 2017-18, *dibs*/SJCOG partnered with RTD and vanpool providers to implement and market a new vanpool incentive program to increase the number of vanpools and begin reporting vanpool data to the FTA's National Transit Database (NTD)—the nation's primary source for information and statistics on the transit systems in the U.S. The FTA considers vanpool a public transportation mode when a vanpool is subsidized on an ongoing basis and meets certain FTA public transit requirements. Each year, NTD performance data are used to apportion FTA funds to transit agencies in U.S. Census-designated Urbanized Areas (UZAs). The UZAs in San Joaquin County are Stockton, Lodi, Manteca and Tracy.

The Results and Impact:

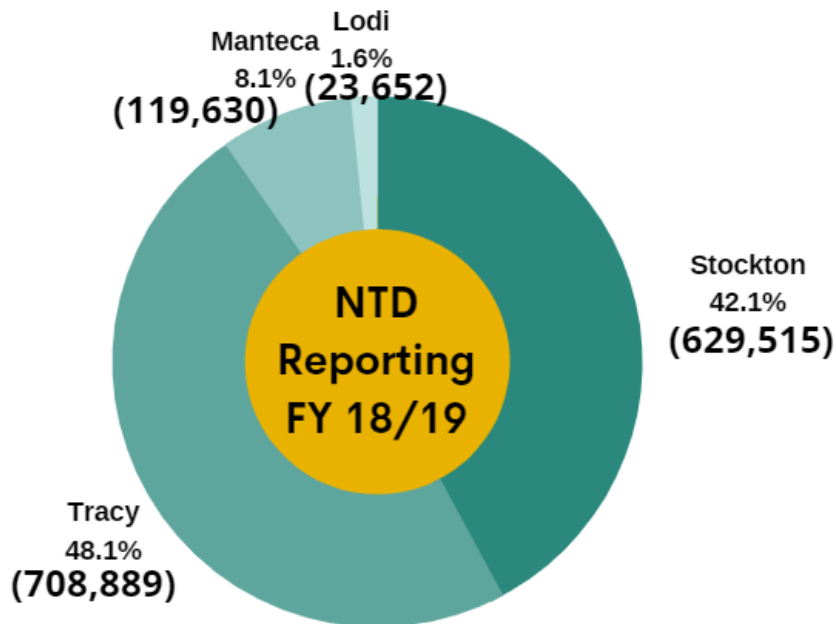


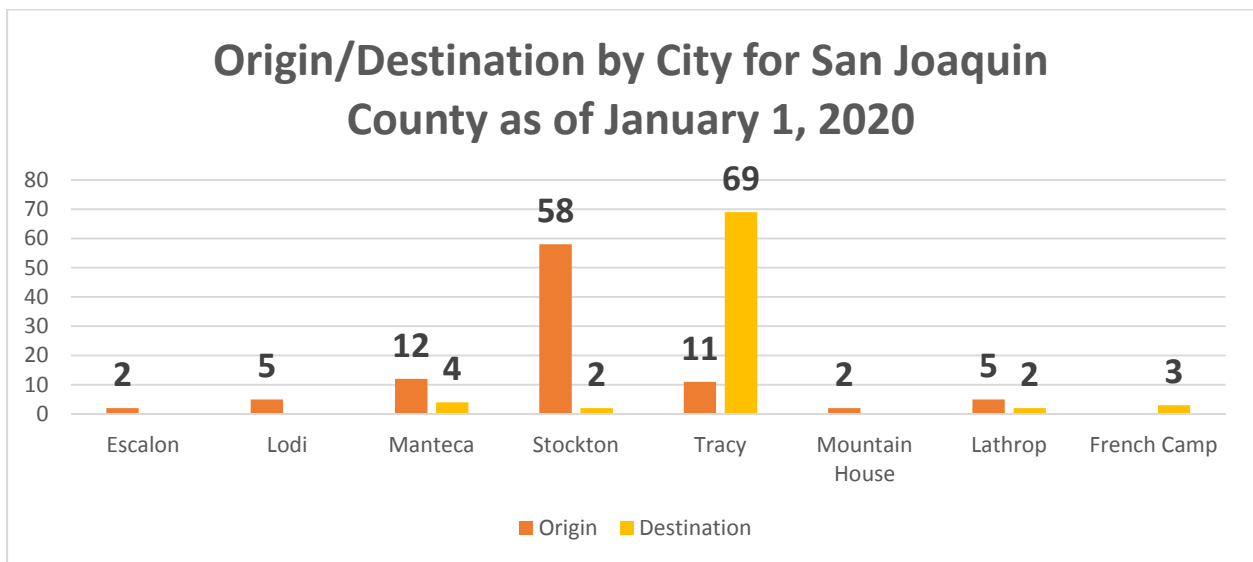
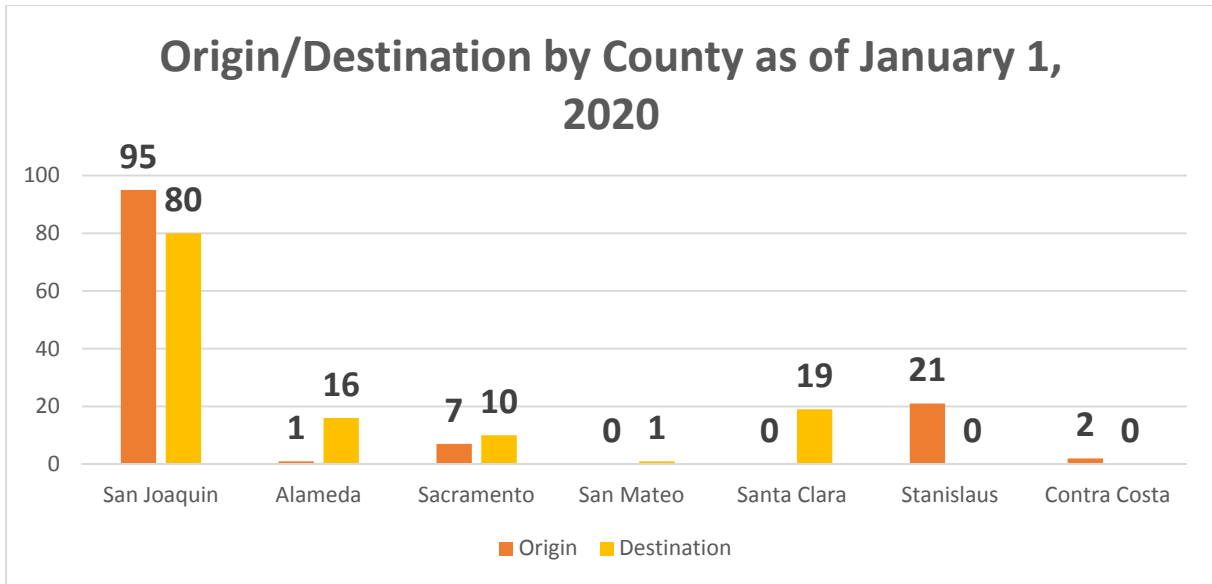
The increased subsidy of \$250 per van, per month, was added to the initial subsidy of \$150 per month, per van for a total of \$400 to incentivize vanpool participants to assist with data collection and reporting in recognition of the time, effort and commitment that would be required by the vanpool driver. From this effort, nearly **1.5 million**

vehicle miles traveled (VMT's) from vanpool travel were reported in 2018-2019 representing **98 vans**. This translates to **81,340 annual auto trips reduced**. Charts below provide an overview of the NTD reporting results and origin/destination of vanpools.

The FTA apportionments funds using NTD data from two years before apportionment year. SJCOG will expect to have resulted from reporting data during federal FY 2021 (October 2020 – September 2021).

FY 2018-2019 Vanpool VMT's Allocation by UZA San Joaquin County





NEXT STEPS:

The Measure K Strategic Plan will be updated to include the vanpool subsidy increase for FY 2019-2020 if approved by the SJCOG Board.

Prepared by: Yvette Davis, Sr. Program Specialist