

Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA)

Final Project Report

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . ." Please provide the following information:

Fiscal Year : 2007/2008
 PTMISEA Cycle : 2
 Project Sponsor : San Joaquin Council of Governments
 Contributing PTMISEA Sponsor :
 Project Name : Escalon Transit Cutaway Bus Purchase

Project Scope

Funding

Schedule Date

**Performance Outcomes
 Description/Improvement
 Percentages**

Original Application	Final Project
The City of Escalon intends to purchase a 25 foot transit cutaway bus from the Caltrans bus procurement program to use for its transit operation called ETRANS. The City presently relies on its contractors to provide buses for the transit operation. The cutaway bus purchased will last at least seven years or 150,000 miles, which ever comes first. The bus will be 25 feet long, Large Bus Type III - Ford Starcraft All Star, seat 18 passengers and lift equipped to hold up to four mobility devices.	The City of Escalon purchased a 25 foot transit cutaway bus from the Caltrans bus procurement program to use for its transit operation called ETRANS. The City presently relies on its contractors to provide buses for the transit operation. The cutaway bus purchased will last at least seven years or 150,000 miles, which ever comes first. The bus will be 25 feet long, Large Bus Type III - Ford Starcraft All Star, seat 18 passengers and lift equipped to hold up to four mobility devices.
Original Approved Project Cost	Final Project Cost
99313 : \$68,363	\$66,830
99314 :	
PTMISEA Interest :	\$1,384 (Request to use remaining 99313 balance and interest on a new project)
Other Funds	
Federal :	
State :	
Local :	\$1,500
Total Project Cost : \$68,363	\$69,714
Original Project Schedule	Final Project Schedule
Begin Environmental :	
End Environmental :	
Begin Design :	
End Design :	
Begin Right of Way :	
End Right of Way :	
Begin Construction :	
End Construction :	
Begin Vehicle/Equipment Order : 7/1/08	10/1/08
End Vehicle/Equipment Order : 12/1/08	6/15/09
Begin Closeout Phase : 12/2/08	3/1/10
End Closeout Phase : 12/31/08	4/1/10
Anticipated Performance Outcome	Actual Performance Outcome
The major benefit and outcomes to this project is that the City will be able to own and control its own bus fleet for the purposes of providing public transit services within the City of Escalon and to the City of Modesto. Presently, the City relies on its contractors to provide buses for its operations. This inflates the cost of transit operations to the City.	The major benefit and outcomes to this project is that the City will be able to own and control its own bus fleet for the purposes of providing public transit services within the City of Escalon and to the City of Modesto. Presently, the City relies on its contractors to provide buses for its operations. This inflates the cost of transit operations to the City.

Signature:

Name and Title

Date

Note: The same authority that signed the Allocation Request must sign here.



NOTE 12 – PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) (Continued)

SJCOG is the recipient agency of PTMISEA funds for the cities of Escalon, Manteca, and Tracy. During the fiscal years ended June 30, 2009 and 2008, SJCOG received \$0 and \$751,870, respectively, from the State's PTMISEA account for disbursement to the above mentioned cities. As of June 30, 2009 and 2008, PTMISEA funds received and claims paid to cities were verified in the course of our audit as follows:

	2009	2008
PTMISEA balance designated for future claims, beginning	\$ 751,870	\$ -
PTMISEA funds received	-	751,870
Interest earned on PTMISEA deposits	15,333	-
Claims paid to cities	(652,689)	-
PTMISEA balance designated for future claims, ending	<u>\$ 114,514</u>	<u>\$ 751,870</u>

RECONCILIATION TO FINANCIAL STATEMENT

Designated for PTMISEA claims	\$ 114,514	\$ 751,870
Designated for other STA claims	<u>753,923</u>	<u>377,613</u>
Designated for future Claims	<u>\$ 868,437</u>	<u>\$ 1,129,483</u>

NOTE 13 – RESTATEMENT

Restatement of Fund Balance – Measure K

A prior period adjustment in the amount of \$16,190,916 was made to the Measure K Fund. This adjustment was a result of inaccurate reporting on Local Street and Road advance issued to City of Stockton and San Joaquin County Public Works.

	Measure K Fund
Fund Balance at June 30, 2008 - as previously reported	\$ 341,619,574
Prior Period Adjustments	<u>16,190,916</u>
Fund Balance at June 30, 2008 - as restated	<u>\$ 357,810,490</u>

NOTE 14 – SUBSEQUENT EVENT

On July 23, 2009, the San Joaquin Council of Governments extended a line of credit for \$10,000,000 to assist San Joaquin Regional Transit District with cash flow challenges. In accordance with the line of credit agreement, SJRTD agrees the immediate availability amount of the Line of Credit is limited to \$7.6 million unless SJRTD makes an additional request substantiated by additional sources of funds; and whereas, SJRTD will fully pay any balance of the borrowed monies, principal and accrued interest, no later than December 31, 2011, however, early repayment is allowed and encouraged.

The interest accrued through March 30, 2011 will be paid at 3.852% per annum, comprising the Net Interest Cost of the 2008 Bond Anticipation Notes (3.402%) and, pursuant to the MK Loan Policy, an administration charge of 45 basis points (0.450%). The rate is subject to change after this time as SJCOG's cost of borrowing will change when the BANs are taken out in 2011.

NOTE 9 – OTHER INFORMATION (Continued)

Plan provisions and contribution requirements for both retirement plans are established and may be amended by the Council's Board of Directors. The Council's total salaries, including vacation and termination pay, for the year ended June 30, 2009 was \$2,425,303. The Council's total contributions to the retirement plans on behalf of employees were \$412,574 for the year ended June 30, 2009.

NOTE 10 – EXCESS EXPENDITURES OVER APPROPRIATIONS

For the fiscal year ended June 30, 2009, general fund expenditures exceeded appropriations in the salaries – vacation sales, communications, rents and leases – equipment, debt service – principal, allocated service cost, and maintenance – building and grounds categories by \$38,893, \$4,287, \$1,792, \$901, \$843 and \$4,338, respectively. A provision for vacation sales and related fringe benefit costs was not made in the 2008-2009 budget. The excess expenditures not covered by private party reimbursement were funded by other local revenues in the General Fund.

The following special revenue funds had excess expenditures over appropriations at June 30, 2009:

	Measure K Fund	Measure K Renewal	Local Transportation Fund	State Transit Assistance	Regional Transport- ation Impact Fund	SJCOG Inc.
General Administration	\$ -	\$ -	\$ -	\$ -	\$ (3,128)	\$ -
RTIF Program Updates	-	-	-	-	-	-
Transit	(10,276,147)	-	(1,230,856)	-	-	-
Congestion Relief	(29,197,950)	(9,689,115)	-	-	-	(3,343,844)
Habitat Plan	-	-	-	-	-	-
PTMISEA	-	-	-	(652,689)	-	-
Smart Growth	-	(75,804)	-	-	-	-
Investment Expense	(748,954)	-	-	-	-	-
Interest Expense	(13,441,673)	-	-	-	-	-

NOTE 11 – FUND DEFICITS

The General Fund has a fund balance deficit of \$(2,686,636) at June 30, 2009. See Note 5. Once this advance has been repaid, the negative unreserved fund balance is expected to be corrected.

The Measure K Renewal fund has a fund balance deficit of \$(18,363,360) at June 30, 2009. The deficit is due to the fact that project expenses have been incurred, however, sales tax revenues for the renewal will not begin to be collected until April 1, 2011.

NOTE 12 – PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 billion was set aside by the State as instructed by the statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.