SAN JOAQUIN COUNCIL OF GOVERNMENTS
Citizens Advisory Committee
San Joaquin Council of Governments
555 East Weber Avenue, Stockton, California

Wednesday, June 17, 2020
6:00 p.m.

https://sjcog.zoom.us/j/93786753508

Teleconference Number: 1-669-900-6833
Meeting ID: 937 8675 3508

Note: If you don’t have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID above.

Attention Callers: Please mute the call unless speaking

NOTICE
Coronavirus COVID-19

In accordance with Governor Newsom’s Executive Order N-33-20, The San Joaquin Council of Governments and staff will be participating in this meeting via teleconference. In the interest of maintaining appropriate social distancing, members of the public may participate in the meeting electronically using the Zoom link, and shall have the right to observe and offer public comment at the appropriate time during this meeting. To be recognized to speak, please use the “raise hand” or chat feature in Zoom.

We have also provided a call-in number, as identified on this Agenda, and encourage you to attend by telephone. To be recognized to speak, press *9 which will signal the moderator.

The San Joaquin Council of Governments is in compliance with the American with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at 235-0600 at least 24 hours prior to the meeting.

Note: All items are available for action by the committee. The right hand column identifies staff recommendations.

AGENDA

1. Call to Order

2. Minutes: Approve Minutes of May 20, 2020  

   ACTION
At this time the public may address the CAC on any non-agenda item that is within the subject matter of this agency. A five-minute maximum time limit will apply to all public comments.
AGENDA ITEM 2
1) Call to Order

Chair Plathe called the meeting to order at 6:00 p.m via Zoom teleconference.

Members Present via teleconference:

Paul Plathe (Chair), Sierra Club; Leonard Smith, Transit Advocate; Stephanie Hobbs, City of Ripon; Lauren Ah Tye, League of Women Voters; Gracie Marx, City of Escalon; Eleassia Davis, City of Tracy; Steve DeBrum, City of Manteca; Richard Blackston, City of Lodi; Jim Hilson, City of Lathrop; Bobby Bivens, San Joaquin County; Jessica Bilecki, University of the Pacific, LaCresica Hawkins, NAACP

SJCOG Staff Present via teleconference:
Andrew T. Chesley, Executive Director; Ryan Niblock, Senior Regional Planner; David Ripperda, Associate Regional Planner; Christine Corrales, Associate Regional Planner; Ashley Goldlist, Assistant Regional Planner; Melissa Ablang, Administrative Clerk II

Others present via teleconference:
D’Adrea Davie, NAACP

2) Minutes: Approve Minutes of March 18, 2020

A motion was made and seconded Davis/DeBrum) to approve the minutes of March 18, 2020. Motion Passed unanimously.

3) Public Comments

None.

4) Draft Measure K Strategic Plan

Mr. David Ripperda presented this item. He described the purpose of the Strategic Plan and noted that the SJCOG Board had adopted a revenue estimate in January 2020 of $2.6 billion. Mr. Ripperda stated that the potential impact of the COVID-19 crisis on the economy could reduce $2.6 billion sales tax to $1.5 billion. He stated that SJCOG staff prepared the Draft Strategic Plan using the previous estimate and that it would be revisited in Fiscal Year 2020/21 as better financial projections are developed. Mr. Ripperda described the available $74.5 million of funding capacity for new Regional Arterial projects and noted that many of the projects could be delayed if revenue is not available. In response to committee questions, Mr. Ripperda stated the SR 99/120 project should not be affected by any revenue shortfalls at this point. This item was for discussion only. No action was taken.
5) 2020 Measure K Ordinance and Expenditure Plan Amendment

Mr. Ripperda presented this item. He explained the purpose of the process and that SJCOG staff were initiating one proposal to amend the Congestion Management Plan language in the ordinance to reflect the changes in state law for traffic impact analysis, with the shift from Level of Service (LOS) to Vehicle Miles Traveled (VMT). Mr. Ripperda stated that the SJCOG Board would act at a public hearing on May 28th on the proposal.

A motion was made and seconded (Blackston/Bivens) to approve the staff recommendation. Motion Passed Unanimously

6) Draft Fiscal Year 20/21 Unmet Transit Needs Report

Mr. Ryan Niblock presented this item. He explained the Unmet Transit Needs process and described the outreach that had occurred and the comments that were received. Mr. Niblock noted that there were no Unmet Transit Needs that met the reasonable to meet criteria.

Committee discussion included how ridership was doing during the COVID-19 crisis, SSTAC membership for minority groups, and outreach efforts to minority groups.

This item was for discussion only. No action was taken.

7) 2022 RTP/SCS Briefing: Refining a Regional Approach to Housing

Ms. Christine Corrales presented this item. She provided an overview of recent statewide legislative efforts to address the housing and homelessness crisis and the current role of SJCOG and its programs and activities related to housing and homelessness in the region. Ms. Corrales discussed the AB 101 REAP program and opportunities to shape a regional approach to housing in San Joaquin County and across the Central Valley. She noted that the priorities being developed for the region included development of a Regional Housing Trust Fund, streamlining the development process, planning and coordination to develop a regional project pipeline, and supporting local jurisdictions impacted by COV-19

Committee discussion and questions from the public included, who ensures funding is used for affordable housing, discussion of housing trust funds, minority developers and financial institutions, whether housing would be a recurring topic at future meetings, and a suggestion that SJCOG should be involved in federal housing funds.

This item was for discussion only. No action was taken.

8) SJCOG Staff Update

Mr. Ripperda noted that the SJCOG office is projected to start to gradually reopen perhaps as early as June 1st. He stated that a limited number of staff would be in the office on any particular day, and many staff would continue working remotely. Mr. Ripperda stated that members of the public would only be allowed in the SJCOG Board Room. He noted that committee meetings will remain in a Zoom meeting format for the foreseeable future and that it may be a good practice going forward.
9) Committee Updates / Future Agenda Items

Committee members expressed that the Zoom meeting format works well, but they prefer in-person meetings.

10) Meeting Adjournment

The meeting was adjourned at 7:12 p.m.
STAFF REPORT

SUBJECT: Draft 2020 Federal Legislative Platform

RECOMMENDED ACTION: Adopt the Federal Legislative Platform and include these positions as part of the San Joaquin One Voice® Program

DISCUSSION:

SUMMARY:

SJCOG annually develops a set of principles and policy positions to support SJCOG’s work in linking transportation, housing, and air quality. This comes forwards as the Federal Legislative Platform. The platform represents a foundation for key issues that are anticipated to be considered during the course of the legislative session. Once formally adopted, the legislative platform will guide staff’s analysis and recommendations on pending legislative and regulatory items in the upcoming session and will be used in the SJCOG One Voice® effort.

Having these issues and priorities identified will further help SJCOG navigate the ever-changing political landscape in Washington and ensure the region continues to take advantage of opportunities for funding and engagement with our policymakers at the Federal level. It is particularly timely to have a Federal Legislative Platform due to the expiration of the FAST Act on September 30, 2020.
BACKGROUND:

Since 2000, SJCOG has retained a federal legislative advocacy firm to assist the agency in policy development and appropriations requests, including funding requests for several regional transportation projects as part of federal transportation reauthorization bills. The current legislative consultant, CJ Lake, has also kept SJCOG staff abreast of transportation, housing, energy, and air quality-related developments in Washington and has assisted in communicating SJCOG’s positions on different planning-related issues or specific legislation.

SJCOG has worked with CJ Lake to develop the draft legislative platform in Attachment A. This platform adds to last year’s platform. The draft platform highlights the position of SJCOG on important issues and provides general direction to staff and SJCOG’s legislative advocates as they prepare for a “virtual” San Joaquin One Voice® trip in September and when working with our partner agencies or SJCOG’s state association, CALCOG.

RECOMMENDATION:

Staff recommends approving these positions so they can be utilized to represent the region’s interests in Washington DC. This platform will be used in the San Joaquin One Voice® program which is anticipated in September 2020 as a smaller scale, virtual “trip”.

FISCAL IMPACT:

None.

Attachment A: Draft Federal Legislative Platform

Prepared by: Diane Nguyen, Deputy Director
Aviation

- Support flexibility with respect to the Airport Improvement Program (AIP), a federal grant program that provides funding to airports to help improve safety and efficiency.

- Support language that would address the 2014 FAA rule regarding voter approved general sales taxes. San Joaquin County, like many other self-help counties, has an airport and the County receives funds raised on the sales tax associated with the sale of aviation fuel. The 2014 FAA rule changed the definition of "local taxes on aviation fuel" to apply to all sales taxes rather than specific excise taxes on aviation fuel. This change diverts funding away from projects outlined in local sales tax measures.

Automated and Connected Vehicles

- Support local authority over the integration of AVs and Connected Vehicles into the nation's transportation system. Regional organizations (such as Councils of
Governments) should have the opportunity to guide the testing and adoption of AVs that makes the most sense for their community and region.

- Support regional organizations' leadership in facilitating the regional sharing, storage, and use of data.

Economic Incentives for Job Growth

- Promote the inclusion of transportation and other types of infrastructure funding in any federal proposal for an economic stimulus package.
- Support economic development incentives and jobs training for economically hard hit areas.
- Support local government authority to determine the types of development eligible for Opportunity Zone investments in any regulations implementing the program.
- Support the introduction of air quality empowerment zone legislation.

Transportation Funding

- Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds. Could include:
  - Support to increase and index the gas tax to inflation.
  - Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
  - Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  - Remove procedural obstacles that impede expenditure of authorized federal funding.
  - Support the return of directed federal funding for transportation priorities.

- Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) programs.
Expand the INFRA program to include both competitive and formula-based awards.

**Mobility**

- Engage on issues related to transit technology/clean corridor tracking/new technology/platooning
- Explore opportunities for Federal grants to fund various transportation priorities, including transit and bikeways

**Regional Transportation Plan**

- Support efforts to change the adoption cycle for the Regional Transportation Plan from the current four-year requirement to a flexible timeframe (6-10 years).

**Project Streamlining**

- Support legislation and/or administrative reforms to streamline the federal and state government’s project delivery process and to eliminate unnecessary and/or duplicative requirements (CEQA/NEPA)

**Potential Policy Additions to the Federal Legislative Platform**

**Infrastructure Package/Surface Transportation Reauthorization**

**Modifications to Federal Matching Funds/Share Requirements**

- *Local Match Modifications* - Request a waiver of local share/match for all ongoing transportation projects. Full federal participation eliminates the risk of uncertain locally-generated revenues subject to major reductions due to COVID-19, and will provide confidence to contractors that they will be paid, and to the
public that the project will be built. It will minimize the risk of projects being shelved, providing the stimulus vitally needed for economic recovery.

- **Increased FHWA Share** - Request Congress increase FHWA share to 90% due to COVID-19, authorizing the COVID-19/national pandemic emergency as an eligible reason for assistance, mirroring the 23 USC §125 Emergency Relief program for disaster response.

- **Local Share Delays** - Request a delay in requirements to provide local share for a certain time period, similar to the payroll tax provision in the CARES Act.

- **Project Reclassification** - Reclassify projects sources of federal funds (classify projects as Highway Safety Improvement Program (HSIP) or another program) to circumvent local share/match requirements.

**Modify Surface Transportation Block Grant Utilization**

- Utilize the Surface Transportation Block Grant Program (STBGP) (23 U.S.C. §133) under the federal-aid highway program and public transportation program for stimulus spending. Distribute this funding using existing formulas and sub-allocation procedures under 23 U.S.C. §133. Further, as part of STR, increase the STBGP set-aside for MPO up to 65% after five years.

- Remove local match requirements so federal funds can cover 100% of a project’s costs. Allow funds provided in a stimulus bill to be used as the local share funds for any program, including the Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality, and Metropolitan Planning. Allowing new funds to be used to match other program funds would help ensure speedier project delivery.

- Support expanded funding levels, as included in the House INVEST Act, responsive to the adverse impacts to Local Streets and Road budgets due to COVID-19 impacts. Public agencies are experienced significant reductions in Local Transportation Funds, Local Transportation Sales Tax Measures, and Local Development Impact Fees. Increased funding levels will be needed to continue the delivery of transportation projects.

**Air Quality and Sustainability Program**

- Support new CMAQ funding (and additional funds) to include no limitation on years of operations funding for Vanpools, Public-Private Partnerships on Employee Shuttles, and MicroTransit (first and last mile). Further, support Buy America requirements under FHWA that continue to promote domestic content
and manufacturing and that reduce unintended consequences with respect to the procurement of energy efficient and emission reducing technologies/component parts in vehicles to satisfy CMAQ program goals.

- Support robust funding for conversion of essential city fleets, such as garbage trucks and sewer trucks or light duty vehicles like police cars” which can demonstrate air pollution reductions with conversion.

**Trade Corridor/ Goods Movement**

- Support strategic investments to improve goods movement for agricultural supply chain and manufacturing logistics throughout San Joaquin County.
- Support additional funding opportunities for managed lanes, particularly in corridors which serve as gateways between regions.
- Support new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.
- Support funding specific to rehabilitation or operational improvements to STAA routes.
- Support funding focused specific to bridge rehabilitation and replacement in trade corridors.

**Work From Home/ Telework**

- Reduce impediments to non-contact or digital interactions with respect to MPO requirements to state transportation agencies. Further, standardize those requirements to incorporate virtual or electronic submission of documents.
- Support planning research & funding to MPOs for planning studies on regional teleworking policies, ordinances and measures to improve air quality.
- Support funding to capital programs for the development of telework and broadband network implementation strategies to reduce VMT.
AGENDA ITEM 5
STAFF REPORT

SUBJECT: COVID-19 Sales Tax Impact Update

RECOMMENDED ACTION: Information

SUMMARY:

Last month staff presented the PowerPoint presentation to the San Joaquin Council of Governments Board of Directors. This presentation displays the most current information available to us regarding the impacts of COVID-19 on the two sales tax programs for which SJCOG is responsible: Local Transportation Fund (LTF) and Measure K.

COVID-19 Sales Tax Impact Update 5-28-2020

The presentation provides the assumptions used to make a revenue forecast for both the LTF and Measure K. In terms of relevant data, it is very early to be able to make a more definitive forecast. The next piece of information will come June 19th when the California Department of Tax and Fee administration releases data on sales from the month of April. And, ultimately, it likely will not be until we receive information on May and June sales in July and August before a more definitive forecast can be provided.

If you have any questions regarding the presentation, please don't hesitate to contact me.

Prepared by: Steve Dial, Deputy Executive Director/CFO
STAFF REPORT

SUBJECT: Final 2019 Measure K Strategic Plan

RECOMMENDED ACTION: Recommend to the SJCOG Board that they adopt the 2019 Measure K Strategic Plan

SUMMARY:

The Measure K Strategic Plan serves as the guiding document for the delivery of Measure K (Renewal) projects and programs. In January 2020, the SJCOG Board approved keeping the Measure K Renewal revenue estimate at the level previously adopted in the 2017 Strategic Plan update, $2.6 billion.

While the COVID-19 crisis has had a drastic impact on sales tax revenues it is currently difficult to quantify the magnitude of the economic impacts. Therefore, SJCOG staff proceeded with the Draft 2019 Strategic Plan using the $2.6 billion estimate. This estimate will be reevaluated during Fiscal Year 2020/21 as part of the 2021 Strategic Plan update.

The Draft 2019 Strategic Plan document was provided for public review online on May 6. No comments on the draft plan were received from any members of the public, local agencies, or transit operators. The final document is available at https://www.sjcog.org/302/Plans-Publications.

RECOMMENDATION:

SJCOG staff recommends that the CAC recommend to the SJCOG Board that they adopt the 2019 Measure K Strategic Plan.

FISCAL IMPACT:

None at this time. There will be direct fiscal impacts from the adoption of the Measure K Strategic Plan which will set Measure K allocations for eligible projects through Fiscal Year 2030/31.

BACKGROUND:

Measure K is the half-cent sales tax dedicated to transportation projects in San Joaquin County. With its original passage in November 1990, Measure K began laying the groundwork for funding for a system of improved highways and local streets, new passenger rail service, regional and inter-regional bus routes, new bicycle facilities, and railroad crossings.
Measure K Renewal: On November 7, 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years.

The categorical allocations of Measure K Renewal (hereafter referred simply as Measure K) include Local Street Repairs and roadway Safety (35%), Congestion Relief projects (32.5%), Railroad Crossing Safety Projects (2.5%), and Passenger Rail, Bus, and Bicycles (30%), which includes subcategories for Rail Transit, Bus Transit, Bus Rapid Transit, and Bicycle, Pedestrian, and Safe Routes to Schools improvements.

The renewal of Measure K was initially estimated to generate $3 billion, but current estimates as of January 2020 are at $2.6 billion, representing a $370 million decrease.

The Measure K Strategic Plan serves as the guiding document for the delivery of Measure K (Renewal) projects and programs. The Strategic Plan functions as a Measure K capital improvement program (CIP) for all eligible categories approved by San Joaquin voters. Its financial plan describes the long-term revenue forecast, capital funding requirements, borrowing needs, and the associated debt service costs of the program. The current version of the Plan, the 2017 Measure K Strategic Plan, provides a twenty-year outlook of Measure K projects through Fiscal Year 2030/31. Pursuant to the Measure K Renewal Expenditure Plan, a Strategic Plan is to be updated every two years:

SJCOG will prepare a Strategic Plan every two years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as an annual budget

The San Joaquin Council of Governments (SJCOG) is the administrator of the Measure K half-cent sales tax program. Due to the decrease in revenue from the Great Recession and the COVID-19 crisis, not all Measure K projects identified in the Expenditure Plan can be funded in the 30-year life of the sales tax program. The region will need to delve into difficult policy decisions and make hard choices on what Measure K projects can be funded. This means Measure K expenditures, project priorities, and policies will be re-examined and possibly new policies developed to create a financially constrained plan that balances project delivery within funding limitations.
2019 Measure K Strategic Plan

Throughout spring 2020, SJCOG staff met with all local agencies and transit operators to discuss the implications of the Measure K financial picture and how to prioritize projects. Staff worked with project sponsors to finalize the scope, cost, and schedule of all Measure K projects. In January 2020, the SJCOG Board approved keeping the Measure K Renewal revenue estimate at the level previously adopted in the 2017 Strategic Plan update, $2.6 billion.

While the COVID-19 crisis has had a drastic impact on sales tax revenues it is currently difficult to quantify the magnitude of the economic impacts. Therefore, SJCOG staff proceeded with the Draft 2019 Strategic Plan using the $2.6 billion estimate. This estimate will be reevaluated during Fiscal Year 2020/21 as part of the 2021 Strategic Plan update.

In April 2020, SJCOG’s financial consultant PFM completed a cash flow analysis of the Measure K Capital Program based upon existing and future anticipated debt service and revenue as shown in Figure 1. The cash flow analysis indicated that only approximately $74.5 million would be available to program to new Congestion Relief projects between Fiscal Year 2020/21 and Fiscal Year 2030/31. SJCOG developed a Strategic Plan programming scenario based upon this cash flow analysis and several underlying policies and assumptions.

Prepared by: David Ripperda, Associate Regional Planner
AGENDA ITEM 7
STAFF REPORT

SUBJECT: Final FY 20/21 Unmet Transit Needs Report

RECOMMENDED ACTION: Approve Final FY 20/21 Unmet Transit Needs Report

SUMMARY:

Each year, pursuant to state law, the Transportation Development Act (TDA), as the Regional Transportation Planning Agency, the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. SJCOG must ensure that reasonable needs are met before TDA funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

- Ensure that several factors have been considered in the planning process, including:
  1. Size and location of groups likely to be dependent on transit,
  2. Adequacy of existing services and potential alternative services
  3. Service improvements that could meet all or part of the travel demand.
- Hold a public hearing to receive testimony on unmet needs.
- Determine definitions for "unmet transit needs" and "reasonable to meet."
- Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

This year’s assessment included nine public hearings, an online survey posted on SJCOG’s website, and paper submissions, producing a total of 107 comments on transit service from specific individuals. After review of all comments with the Social Services Transportation Advisory Committee, SJCOG found no unmet transit needs recommended be found reasonable to meet.

The report is available on SJCOG’s website: https://www.sjcog.org/UTN.

Comments on the report will be accepted through June 22, 2020. The SJCOG Board is expected to take action on the final report at its regularly scheduled June meeting.

RECOMMENDATION:

Vote to approve the Final FY 20/21 Unmet Transit Needs Report.
BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of “unmet transit need” and “reasonable to meet”. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:

- Shopping
- Medical
- Dental
- Employment
- Personal Business
- Education
- Recreation
- Social Services

Unmet Transit Needs are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations.
An unmet transit need that meets the definition above and meets all the following criteria shall be considered **reasonable to meet**: 

**Community Acceptance**
There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.).

**Equity**
The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on Title VI or other similar information where available.

**Potential Ridership**
The proposed transit service will meet new service ridership performance measures of the implementing agency or agencies, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (SSTAC).
Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.
Operational, Educational, and Non-Specific Comments on Transit Service

The annual Unmet Transit Needs process provides a broad opportunity for the public to provide input on transit services in San Joaquin County. As a result, comments are often submitted that do not meet the definition of unmet transit needs provided above. These comments generally fall in the following categories:

- **Operational Comments**: request an improvement to an existing transit service, such as increased frequencies, additional stops.
- **Educational Comments**: request transit service that already exists.
- **Non-Specific Comments**: do not provide enough information to identify an unmet transit need. Examples include comments that only describe the commenter's desired destination in general terms (e.g., "school" or "work") without providing a location.

Although these comments cannot be considered unmet transit needs and thus are not evaluated as to whether they are “reasonable to meet,” they still provide valuable input on transit service. SJCOG forwards all comments to the relevant transit operators, who consider them when developing service improvements or providing educational materials to the public.
DISCUSSION:

Public Input

This year’s Unmet Transit Needs process included an extended public outreach process using new techniques to gain public input. These efforts were intended to promote multiple opportunities for members of the public to communicate their unmet transit needs (e.g., SJCOG website, survey, social media, phone). Examples of this effort include:

- Nine public hearings held throughout San Joaquin County, including at least one hearing in each jurisdiction
- Attending community events and reaching out to local organizations
- An online survey was posted on the SJCOG website and e-blasted to interested parties

The various community outreach efforts produced a total of 107 comments on transit service.

Analysis of Comments Received

SJCOG convened a UTN Review Subcommittee consisting of seven members of the SSTAC (including RTD, other transit operators, and social service providers). Most comments were deemed to fall into the Operational, Educational, or Non-Specific categories defined above, and as such were not considered unmet transit needs. These comments will be forwarded to the appropriate transit operators for consideration in service planning.

Findings

Based on the analysis described above, SJCOG recommends the following Unmet Transit Needs Findings for FY 20/21:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Unmet Need, determined Not Reasonable to Meet</th>
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<tbody>
<tr>
<td>Lathrop</td>
<td>Loop route from Generations Center to City Hall</td>
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<tr>
<td>Lathrop/Manteca</td>
<td>Route connecting Lathrop and Manteca</td>
</tr>
<tr>
<td>Lodi</td>
<td>Service to/from City Council meetings</td>
</tr>
<tr>
<td>SJ County</td>
<td>Service to Micke Grove Park</td>
</tr>
<tr>
<td>SJ County</td>
<td>Transportation to Micke Grove on weekends</td>
</tr>
<tr>
<td>Stockton</td>
<td>Increased weekend service to San Joaquin RTC</td>
</tr>
<tr>
<td>Stockton</td>
<td>Increased weekend service to Sherwood Mall</td>
</tr>
<tr>
<td>Stockton</td>
<td>Service from Feather River Drive to Pacific and Alpine</td>
</tr>
<tr>
<td>Stockton/Lodi</td>
<td>Service from Feather River Drive to Pershing and Alpine</td>
</tr>
<tr>
<td>Stockton/SJ County</td>
<td>Service connecting 711 Cross St and 1400 Tenth St in Stockton</td>
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<tr>
<td>Stockton/SJ County</td>
<td>Increased service connecting Stockton and Lodi</td>
</tr>
<tr>
<td>Stockton/SJ County</td>
<td>Additional night service on Route 23, and other routes to Lodi at night.</td>
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<tr>
<td>Tracy/Manteca</td>
<td>Route connecting Tracy and Manteca</td>
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<tr>
<td>Tracy/SJ County</td>
<td>Mountain House to 11th Street Tracy</td>
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<tr>
<td>Tracy/SJ County</td>
<td>Service to Safeway Depo Area</td>
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<tr>
<td>Tracy/SJ County</td>
<td>Service at Morehead trailer park on Chrisman Road</td>
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<tr>
<td>Tracy/SJ County</td>
<td>Service from Mountain House to El Concilio in Tracy</td>
</tr>
<tr>
<td>Interregional</td>
<td>Service from Tracy to Blackhawk</td>
</tr>
</tbody>
</table>

*Note: Unmet transit needs requesting service between cities is assigned to RTD as an intercity need.
ATTACHMENTS

None.

*Report prepared by Ryan Niblock, Senior Regional Planner*
AGENDA ITEM 8
STAFF REPORT

SUBJECT:  Election of Chair and Vice-Chair for Fiscal Year 2020-21

RECOMMENDATION:  
1) Nominate and Elect a Chair for Fiscal Year 2019/20
2) Nominate and Elect a Vice-Chair for Fiscal Year 2019/20

SUMMARY:

Article VII of the Citizens Advisory Committee bylaws require electing a Chair and Vice-Chair annually. Table 1 below shows the members elected to the positions over the last ten fiscal years:

Table 1: Citizens Advisory Committee Chairs and Vice-Chairs

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Chair</th>
<th>Vice-Chair</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010/2011</td>
<td>Charles Manne, City of Tracy</td>
<td>Michael Ballot, Sierra Club</td>
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<tr>
<td>2011/2012</td>
<td>Michael Ballot, Sierra Club</td>
<td>Joseph Crist, City of Manteca</td>
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<tr>
<td>2012/2013</td>
<td>Joseph Crist, City of Manteca</td>
<td>Katrina Jaggears, League of Women Votes</td>
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<tr>
<td>2013/2014</td>
<td>Katrina Jaggears, League of Women Votes</td>
<td>Michael Carouba, Business Industry</td>
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<td>2014/2015</td>
<td>Bobby Bivens, San Joaquin County</td>
<td>Jim Hilson, City of Lathrop</td>
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<td>2015/2016</td>
<td>Jim Hilson, City of Lathrop</td>
<td>Stephanie Hobbs, City of Ripon</td>
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<tr>
<td>2016/2017</td>
<td>Michael Carouba, Business Industry</td>
<td>Richard Blackston, City of Lodi</td>
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<tr>
<td>2017/2018</td>
<td>Richard Blackston, City of Lodi</td>
<td>Stephanie Hobbs, City of Ripon</td>
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<tr>
<td>2018/2019</td>
<td>Leonard Smith, City of Manteca/Transit Advocate</td>
<td>Paul Plathe, Sierra Club</td>
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<tr>
<td>2019/2020</td>
<td>Paul Plathe, Sierra Club</td>
<td>Rick Grewal, City of Stockton</td>
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RECOMMENDATION:

SJCOG staff recommends the committee (1) nominate and elect a Chair for Fiscal Year 2020/21; and (2) nominate and elect a Vice-Chair for Fiscal Year 2020/21.

Prepared by: David Ripperda, Associate Regional Planner