SAN JOAQUIN COUNCIL OF GOVERNMENTS
Executive Committee
555 East Weber Avenue
Stockton 95202

Friday, June 19, 2020

https://sjcog.zoom.us/j/97390997521

**Teleconference Number: 1-669-900-6833**
**Meeting ID: 973 9099 7521**

**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 Americans 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 (209) 235-0600 at least 24 hours prior to the meeting.

**A G E N D A**

1. **Roll Call and Introductions:**

2. **Public Comments:**

3. **Approve Minutes of May 15, 2020:**
   Additional Material: Minutes of May 15, 2020
   Recommended Action: Action

4. **Regional Transportation Impact Fee (RTIF) Capital Projects List Amendments**
   Additional Material: Staff Report
   Recommended Action: Action

5. **Draft 2020 Federal Legislative Platform**
   Additional Material: Staff Report
   Recommended Action: Action
6. COVID-19 Sales Tax Impact Update:
   Additional Material: No Staff Report
   Recommended Action: Information

7. Coronavirus Aid, Relief and Economic Security (CARES) Act Transit Funding:
   Additional Material: Staff Report
   Recommended Action: Discussion

8. SB 743:
   Additional Material: No Staff Report
   Recommended Action: Discussion

9. Election of Officers for 2020-21:
   Additional Material: Staff Report
   Recommended Action: Action

10. Executive Director’s Report:

11. Open Session Disclosure of Closed Session Agenda
    (Government Code Section 54957.7)

12. Closed Session:
    1. Public Employee Appointment: (Pursuant to Government Code Section 54957(b)(1).)
       Title: Executive Director

13. Return to Open Session; Report on Closed Session:
    (Government Code Section 54957.1)

14. Adjournment
    Adjourn the meeting to Friday, August 21, 2020.

“SJCOC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint see http://www.sjcog.org or call (209) 235-0600.”
AGENDA ITEM 3
1. The meeting was called to order by Chair Kuehne at 12:02 p.m.

Present

Attendance via Conference Call:
Councilmember Sol Jobrack, Stockton; Mayor Doug Kuehne, Lodi; Supervisor Kathy Miller, SJ County; Mayor Robert Rickman, Tracy; Councilmember Leo Zuber, Ripon.

Attendance via Conference Call
Andrew Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director; Diane Nguyen, SJCOG Deputy Director, Rod Attebery, Counsel; Rosie Gutierrez, SJCOG Office Administrator.

Others Present
Emily Bacque; Lynn Jacquez; Andrew Lund.

2. Public Comments
None.

3. Approve Minutes of March 20, 2020
It was moved/seconded (Zuber/Miller) to approve the Minutes of March 20, 2020. Motion passed with one abstention from City of Tracy.

4. Annual Adjustment of the Regional Transportation Impact Fee
Diane Nguyen stated based on the Regional Transportation Impact Fee (RTIF) Operating Agreement it requires the fee schedule to be adjusted through SJCOG and each participating agency annually. The adjustment of the fees will be approved by the SJCOG Board and adjusted in FY July 1, 2020. Ms. Nguyen explained the methodology which is based on a three-year rolling average of the California Construction Cost Index (CCCI). Based on this methodology, the resulting adjustment of fees is 2.49%. Table 1 in the staff report is a result of the new fees based on the 2.49% increase.

Ms. Nguyen said this item went to TAC and staff was asked whether the process can be delayed or not enacted since the region’s economy is uncertain. Ms. Nguyen said she informed that TAC there is a legally binding operating agreement which identifies what COG needs to do. There is not a provision to waive this process.

Staff’s recommendation is to approve the new RTIF fee schedule of 2.49% to go into effect July 1, 2020.
Executive Committee discussions included: (1) can the Operating Agreement be changed; (2) can the fee adjustment be delayed past July 1? (3) can a lower fee adjustment--as low as zero percent—be approved? (4) Is there a requirement between all the jurisdictions implementing the RTIF to collect fees at the time of the building permit?

Mr. Dial added SJCOG needs to be able to receive these fees in a timely period. Staff is to audit all these fees annually and the basis of these fees.

Mr. Attebery stated in terms of mitigation measures each city has the same requirement.

Chair Kuehne asked if the Building Industry Association (BIA) commented on this item. Mr. Chesley said no, however, this is a public process.

Rod Attebery stated the BIA, or any other interested party, have the right to participate in these meetings and make comments.

Chair Kuehne said if John Beckman from BIA did not comment on this item he is in favor of moving forward.

It was moved/seconded (Zuber/Jobrack) to recommend Board approval of the new RTIF fee schedule resulting from the annual administrative adjustment to go into effect July 1, 2020 with the suggestion that SJCOG staff follow up with the concerns raised during the discussion. Motion passed with one abstention from City of Tracy.

5. One Voice® Options

Andrew Chesley reported on the discussion with Lynn Jaquez, Emily Baque, and Andrew Lund. One is the movement to reauthorize the FAST Act before the deadline of October 1, 2020. There is a bill that has been developed in the senate and going to the House. Staff was asked to draft up some language around this based upon what staff has done in past years and challenges with the requirement of meeting local matches secondly, with the Congestion Mitigation Air Quality related efforts. There is still work to be done on the draft, research and edits.

Mr. Chesley gave an update on the One Voice® trip stating the trip will not happen before the end of the calendar year due to the concerns over COVID-19. However, another option would be to have a virtual One Voice effort.

Councilmember Jobrack asked regarding the ridesharing revenue losses due to COVID-19, does it qualify for reimbursement through the CARES program. Mr. Chesley said no, not that he is aware of for public agencies.

Lynn Jacquez spoke about virtual fly-ins and said it proved to be very effective. The next several weeks are a trying time and we do expect to have a minimal advocacy campaign around a virtual One Voice® and appreciate the opportunity to talk about it.

Emily Baque noted the FAST Act expires on September 30, 2020 and we want to be prepared. Ms. Baque gave an update on the FAST Act reauthorization.
Andrew Lund gave an update on several of the policy recommendations, with the general course that there will be less revenue coming into the cities and county.

Ms. Jacquez commented on the recommendations on the House side and stated the transportation reauthorization is a broader infrastructure bill. She said the goods movement clean corridor build out grant program is going to be a significant piece of this. There will also be a ramped up CMAQ piece with lower emission trucking for goods movement and, obviously, your typical bridge, highway interchange and other kinds of activity. Whether it’s moving forward in regular order, whether it’s going to a bigger infrastructure package, or whether it gets broken off in the next couple of months as a COVID-19 recovery kind of system, whichever vehicle it is we are going to comment on it and be prepared.

Mr. Chesley asked committee members for direction and comment regarding the three One Voice options.

A few members agreed that a Virtual One Voice® effort was a good idea.

Chair Kuehne thanked Lynn Jacquez, Emily Bacque and Andrew Lund for joining the meeting.

This item was for discussion only.

6. Executive Search Firm Process and Schedule
Andrew Chesley thanked the Executive Committee members for being available on May 26, 2020 to attend a Special Executive Committee meeting to provide a recommendation to the Board for an Executive search firm. He said he has not provided a retirement date; however, it will be within the next 12 months. Although, the special meeting is just a recommendation to the board, it will be a closed session. The firm to hire recommendation will be taken to the board on May 28.

Rod Attebery commented on the format and language of the Special Executive Committee agenda.

The meeting time was discussed and changed from 4:00 p.m. to 12:00 p.m. on Tuesday, May 26, 2020.

This item was for discussion only.

7. Update on Sales Tax
Steve Dial discussed the COVID-19 impacts on the economy. It’s hard to predict how bad the impacts are going to be because we do not know how long it’s going to last. Mr. Dial said staff does not have current feedback on sale tax because the sales tax is received from the California Department of Tax and Fee Administration (CDTFA) and makes payments to COG two months in the arrears. Mr. Dial presented a Power Point and explained his modeling for the current fiscal year and moving forward through FY 2040-41.
Mr. Dial stated the two recessions have reduced the Measures’ revenue from over $5 billion down to an estimated $1.6 billion.

Mr. Dial reviewed the Local Transportation Fund original estimate adopted in September 2019 and reduced apportionments. Moving forward into FY 2020-21 if the decreased revenue is around $30 million there is a 24% decreased and another $7 million lost in revenue.

Staff will come back in July or August with a recommendation for the COG budget and Measure K Strategic plan or for the Local Transportation Fund when staff has numbers that are more solid.

This item was for discussion only.

8. **2020 Measure K Ordinance and Expenditure Plan Amendment**
Diane Nguyen informed the committee this is an action item. In the Measure K Ordinance, it outlines an annual process for interested parties to submit proposals to amend the ordinance language or amend the expenditure plan. Ms. Nguyen explained the Board approved opting-out of the state Congestion Management Program (CMP) in December 2019. To complete the opt-out process, it is now necessary to amend the Measure K Renewal Ordinance to revise the Regional Congestion Management Plan language as shown in Attachment B, Section 7.03 related to the state congestion plan. The proposal is outlined in Attachment B and staff has not received any requests from interested parties requiring any other amendments at this time. Should the Board approve this language, this is not the final step for the Measure K process. Jurisdictions will have 45 days from the date the Board adopts to appeal this process. There has not been an action in the past to overrule the COG Board’s action.

Rod Attebery stated for the record Sol Jobrack has voted yes via chat, he had technical difficulties.

It was moved/seconded (Jobrack/Zuber) to recommend to the SJCOG Board that they amend the Measure K Ordinance to revise the Regional Congestion Management Plan language as shown in attachment B. Motion passed unanimously.

9. **Draft 2019 Measure K Strategic Plan**
Diane Nguyen presented this report stating staff feels it is important to move forward even though it is based on Measure K revenue from January 2020. This document serves as a guiding document for the Measure K projects and programs. The Strategic Plan is to be updated every two years. In January 2020 the Board approved keeping the Measure K Renewal revenue estimate at $2.6 billion. Due to the COVID-19 crisis it is currently difficult to quantify the magnitude of the economic impacts. This estimate will be reevaluated during FY 2020/21 as part of the 2021 Strategic Plan update. Between now and 2030 the emphasis is on the Regional Arterial program, in addition to public transit and bike and ped. Ms. Nguyen reviewed the 20 Regional Arterial projects that the board approved for existing services. Ms. Nguyen said beyond these 20 projects staff has conservatively identified beginning work on Regional Arterial new programming listed in the staff report. These projects will be at risk due to uncertain cash flow availability. Other projects starting in FY 2025/26 at risk are identified in the staff report. Staff will
also be conservative for Passenger Rail, Bus and BRT subcategories. Currently, staff’s focus is to ensure there is Measure K funding for continued operations of existing services.

This item was for discussion only.

10. Executive Director’s Report:
Andrew Chesley informed the committee that Diane Nguyen will be presenting at the board this month with an agreement for Masabi, a ticketing firm to integrate ticketing with all the transit providers in San Joaquin County.

Mr. Chesley reported on the developed guidelines for returning to the office June 1. Mr. Chesley said staff will continue to schedule Zoom meetings for all advisory committees and possibly continue scheduling Zoom meetings into the future.

Mr. Chesley reported on his conference call regarding the Governor’s announcement on the budget and revenue shortfall.

Mr. Chesley announced staff is working on SJCOG budget with modifications and changes already put in place.

Mr. Chesley reported on the Mega Region meeting and recommendation on the set of policies.

Mr. Chesley thanked Rosie Gutierrez and her staff for their continued support to assist staff working remotely. He thanked Vik Sharma for making sure our systems are shared and have the ability to work remotely.

The office will open up with the guidance of Public Health and the Governor and not open up prematurely.

Chair Kuehne thanked Andrew Chesley for his reports and for his staff moving projects forward.

Councilmember Jobrack gave kudos to Andrew Chesley for looking out for his staff. Councilmember Jobrack commented on the working environment and the anxiety and stress due to the COVID-19.

11. Adjournment:
There being no further business to discuss, the meeting was adjourned at 1:20 p.m. to Friday, June 19, 2020.
AGENDA ITEM 4
STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF) Capital Project List Amendments

RECOMMENDED ACTION: Approve Amendments to 2017 RTIF

SUMMARY:

The Regional Transportation Impact Fee (RTIF) is a countywide, multi-jurisdictional capital improvement funding program. SJCOG has received a request from the City of Tracy for an amendment to the RTIF Program that will revise the project costs for the following two interchange projects that are on the Project List.

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Sponsor</th>
<th>Gross Project Cost</th>
<th>RTIF Eligible Cost</th>
<th>Type of Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-205 @ International Parkway</td>
<td>City of Tracy</td>
<td>$52,900,000</td>
<td>$3,395,051</td>
<td>Update Cost</td>
</tr>
<tr>
<td>I-580 @ International Parkway/Patterson Pass Road</td>
<td>City of Tracy</td>
<td>$48,150,000</td>
<td>$7,951,697</td>
<td>Update Cost</td>
</tr>
</tbody>
</table>

Amendments to the RTIF are routine because the next major update will not be until 2022. The project costs of the interchanges are much higher since the plan adoption three years ago. This necessitated a recalculation to determine the maximum RTIF eligible costs for the two interchanges which could be eligible for RTIF collected by City of Tracy for projects within City of Tracy. The program’s objective is to offset the effects of development on the regional transportation network through an impact fee. These funds can be used with federal, state, and other local funding to make transportation improvements that increase regional mobility and reduce congestion.

The proposed amendments are described in greater detail below.

RECOMMENDATION:

SJCOG staff recommends approval of the amendment to the 2017 RTIF.

FISCAL IMPACT:
This action will increase the RTIF-eligible project cost of the I-205/Mountain House Parkway interchange from $256,715 to $3,395,051, and the I-580/International Parkway/Patterson Road interchange from $1,486,298 to $7,951,697 allowing the City of Tracy to expend additional RTIF on those projects.

This action will not affect the ongoing costs of administering the RTIF nor will it affect the fee rates assessed by member agencies on development projects.

BACKGROUND:

RTF Program Background

2. Revised Operating Agreement was adopted April 2015 and fully executed during FY 2015-2016.
3. Each jurisdiction contributes via residential and non-residential development permit fees.
4. The region-wide RTIF structure is annually adjusted by each Participating Agency each fiscal year.
5. RTIF program fee structure is set according to a nexus analysis.
6. Transportation impacts of new development projects are linked to a "fair share" (e.g., percentage) of the cost of transportation projects that mitigate those impacts.
7. The RTIF Capital Project List includes projects that are eligible for expenditure of RTIF funds collected by cities, the county, and SJCOG. The Capital Project List was comprehensively updated as part of the 2017 RTIF update.
DISCUSSION

Update to I-205/Mountain House Parkway Interchange and I-580/International Parkway/Patterson Pass Road Interchange Project Costs

The City of Tracy submitted a letter to SJCOG on April 18, 2019, requesting an amendment to the Regional Transportation Impact Fee (RTIF) program to update the Gross Project Cost for the following two interchange projects.

<table>
<thead>
<tr>
<th>RTIF ID</th>
<th>Project</th>
<th>EXISTING RTIF Gross Project Cost</th>
<th>EXISTING RTIF Eligible Cost</th>
<th>REQUESTED UPDATE RTIF Gross Project Cost</th>
<th>UPDATED RTIF Eligible Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>I-205 @ Mountain House Parkway</td>
<td>$4,000,000</td>
<td>$256,715</td>
<td>$52,900,000</td>
<td>$3,395,051 (pending*)</td>
</tr>
<tr>
<td>24</td>
<td>I-580 @ International Parkway/Patterson Pass Road</td>
<td>$9,000,000</td>
<td>$1,486,298</td>
<td>$48,150,000</td>
<td>$7,951,697 (pending*)</td>
</tr>
</tbody>
</table>

*Denotes the figure is subject to approval by SJCOG Board at its June 2020 meeting.

Since the last RTIF update, the projects have been better defined and updated cost estimates have been prepared. The requested update to the Gross Project Cost will also update the RTIF Eligible Cost (defined as a percentage of the Gross Project Cost), allowing Tracy to commit additional funds on the projects and be better positioned to fulfill local match requirements for state and federal grant opportunities.

Based on the information provided, SJCOG completed a minor revision to the RTIF Nexus Analysis to increase the combined gross project cost for the two projects from $13,000,000 to $101,050,000, resulting in an increase in the RTIF-eligible project cost from $1,743,013 to $11,346,748.

As of December 31, 2019, the City of Tracy had an RTIF Fund Balance of $11,243,471.74 as reported in their Fiscal Year 2019/2020 Semi-Annual Report #1. In this report, the City of Tracy did not commit any RTIF funding to their projects. At their discretion, the City can commit their RTIF Fund Balance toward the RTIF Eligible Maximum Contribution of the two interchange projects.

Prepared by: Tim Kohaya, Senior Regional Planner
AGENDA ITEM 5
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 forward 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
ATTACHMENT A:

DRAFT 2020 SJCOG FEDERAL LEGISLATIVE PLATFORM

(CONTINUANCE OF 2019 POLICY POSITIONS AND POTENTIAL POSITIONS FOR 2020)

DATED: June 10, 2020

DRAFT 2020 SJCOG FEDERAL LEGISLATIVE PLATFORM

(CONTINUANCE OF 2019 POLICY POSITIONS AND POTENTIAL POSITIONS FOR 2020)

2019 Federal Legislative Platform – continue the following positions:

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 experiencing 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 7
STAFF REPORT

SUBJECT: Coronavirus Aid, Relief, and Economic Security (CARES) Act Transit Funding

RECOMMENDED ACTION: Discussion

SUMMARY:

The Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed on March 27, 2020, provides $2 trillion in federal funding through a number of programs to address issues as a result of the COVID-19 pandemic. Public transit will receive $25 billion through the CARES Act. Specifically, within San Joaquin County, the following has been made available to urbanized areas (UZA):

- Stockton UZA – $33,734,638
- Lodi UZA – $5,532,640
- Manteca UZA – $6,830,739
- Tracy UZA – $7,101,511
- California has been apportioned $94,976,667 for rural transit providers. Caltrans is responsible for distributing these funds to regions.

Funding will be provided at a 100-percent federal share, with no local match required – to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. FTA will permit Urbanized Area Formula Program or Formula Grants for Rural Areas Program funding to be used for COVID-19-related public transportation capital or operating expenses at an 80 percent federal share, regardless of whether operating expenses generally are an eligible expense for a recipient. Eligible activities include emergency protective measures to eliminate or lessen threats to public health and safety, such as performing enhanced cleaning/sanitizing of rolling stock, stations, bus shelters, etc.; placing hand sanitizer dispensers in high traffic areas; and providing personal protective equipment as appropriate. Operating expenses incurred beginning on January 20, 2020 for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency. Funds are available until expended. There is no lapse date to obligate funds available under the CARES Act.

Split and/or sub allocation letters must be updated to include funds made available under the CARES Act. SJCOG staff held meetings with transit operators to discuss needs and priority criteria, and to seek agreement on strategy to split funds. SJCOG staff has worked with RTD, ACE, Lodi, Manteca, Tracy, and Ripon to identify appropriate split of Stockton UZA, Lodi UZA, Manteca UZA, and Tracy UZA funds. Specifically, the split of funding is as follows:
• RTD – $16,257,304 from the Stockton UZA
• ACE – $17,477,334 from the Stockton UZA
• Lodi – $5,532,640 from the Lodi UZA
• Manteca – $6,830,739 from the Manteca UZA
• Tracy – $7,101,511 from the Tracy UZA

**RECOMMENDATION:**

Discussion.

**FISCAL IMPACT:**

None at this time.

**ATTACHMENTS:**

None.

*Prepared by Ryan Niblock, Senior Regional Planner*
AGENDA ITEM 9
STAFF REPORT

SUBJECT: Election of Officers for 2020-21

RECOMMENDED ACTION: Motion to Nominate Officers

DISCUSSION:

By policy, the San Joaquin Council of Governments has adopted a rotation of its officers. That rotation looks like this for the coming fiscal year. Those in bold sit on the Executive Committee:

1. City of Tracy
2. City of Lodi
3. City of Stockton—Chair
4. City of Ripon—Vice Chair
5. County of San Joaquin
6. City of Escalon
7. City of Lathrop
8. City of Stockton
9. City of Manteca
10. County of San Joaquin

This rotation has occasionally had to be adjusted to account for term limits and election results, but the procedure has remained in place for 14 years.

The Executive Committee for 2020-21 would look like the following:

Tracy: Mayor Robert Rickman
Lodi: Mayor Doug Kuehne
Stockton: Councilmember Sol Jobrack
Ripon: Councilmember Leo Zuber
San Joaquin County: Supervisor Kathy Miller
Alternate: Councilmember Murken from Escalon

RECOMMENDATION:

By policy nominate Councilmember Jobrack to serve as Chair for 2020-21 and Councilmember Zuber as Vice Chair.

Prepared by: Andrew Chesley, Executive Director