SAN JOAQUIN COUNCIL
OF GOVERNMENTS

TECHNICAL ADVISORY COMMITTEE
SJCOG Conference Room
555 E. Weber Avenue, Stockton, CA 95202

Thursday, August 13, 2020
10:00 A.M.

https://sjcog.zoom.us/j/91728480029

Teleconference Number: 1-669-900-6833
Meeting ID: 917 2848 0029

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.

AGENDA

1. Call to Order / Introductions / Roll Call
2. Minutes: June 11, 2020
3. Public Presentation
   At this time, the public may address the Technical Advisory Committee on any non-agendized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item he or she is invited to address the Technical Advisory Committee at the time the item is up for consideration. A five-minute maximum time limit for a speaker will apply to all “items from the audience”. The determination
of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.

4. Technical Items: B through H are available for action by the committee. The left hand column identifies only recommendations from staff.

Information  A. Consent Calendar Items: I through J

Action       B. Revised Fiscal Year 2020-2021 State Transit Assistance Revenue and Apportionment Schedule (Dial)

Info/Disc.   C. Local Transportation Fund (Verbal Report) - (Dial)

Info/Disc.   D. dibs Annual Report (Haruta)

Info/Disc.   E. Refining a Regional Approach to Housing 2.0: Draft REAP Priorities (Corrales)

Discussion   F. Proposal for Jobs Balancing Investment Fund (JBIF) Project in the City of Tracy (Lang)

Information  G. COVID-19 Impacts to San Joaquin County (Kohaya)

Information  H. VanGo Service and Intercity Transit Service Provided by San Joaquin Regional Transit District (SJRTD) and SJCOG Funding of Service (Verbal Report) (Niblock)

CONSENT CALENDAR

Information  I. Update on Public Outreach Activities for the 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Lang)

Information  J. Sustainable Transportation Equity Project (STEP) Grant Proposal (Nguyen)

5. Other Matters of Business

6. Meeting Adjourned to Thursday, September 10, 2020, at 10:00 a.m.
TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments ● 555 E. Weber Avenue ● Stockton, CA 95202

Thursday, June 11, 2020

MINUTES

Present
Member Name
Jurisdiction
Present
Member Name
Jurisdiction
Alex Chetley
SJC
X
John Ando
City of Escalon
Najee Zarif
SJC
X
George Lorente
SJRTD
Eric Alvarez
City of Stockton
Juan G. Villanueva
Port of Stockton
Wes Johnson
City of Stockton
Steven Martinez
Caltrans D-10
Miguel Mendoza
City of Stockton
Josh Swearingen
Caltrans D-10
Georgia Graham
City of Lodi
Nicholas Fung
Caltrans D-10
Charles Swimley
City of Lodi
Jordan Peterson
SJRRC
Juan Portillo
City of Manteca
John Cadrett
SJVAPCD
Koosun Kim
City of Manteca
Russell Stark
Stk. Metro Airport
Zabih Zaca
City of Tracy
Ed Lovell
City of Tracy
Elizabeth Quilici
City of Ripon
Michael King
City of Lathrop

Alternates/Others: Kimberly Gayle, RTD; Lyman Chang, City of Lodi; Ray Deyto, City of Stockton; James Oliver, City of Stockton; Dylan Casper, SJRRC; Kevin Sheridan, SJRRC; Anju Pillai, City of Tracy; Jay Davidson, City of Lathrop; Dodgie Vidad, City of Stockton; Nader Shareghi, Mountain House.

SJC OG Staff: Andrew Chesley, Executive Director; Steve Dial, CFO/Deputy Executive Director; Diane Nguyen, Deputy Director; Kim Kloeb, Senior Regional Planner; Ryan Niblock, Senior Regional Planner; Tim Kohaya, Senior Regional Planner; Travis Yokoyama, Associate Regional Planner; David Ripperda, Associate Regional Planner; Ashley Goldlist, Assistant Regional Planner; Shyla Solis; Intern; Katy Castro, Administrative Clerk II.

1. Call Meeting to Order/Introductions:
   George Lorente called the meeting to order at 10:02 a.m. and roll was called.

2. Meeting Minutes from May 14, 2020:
   It was moved/seconded (Lovell/Graham) to approve the meeting minutes from May 14, 2020. Motion passed unanimously by voice vote.

3. Public Presentation:
   None.

4. Technical Items for Discussion and Action: B through E

   A. Consent Calendar:

   F. Final FY 20/21 Unmet Transit Needs Report
   G. Final 2019 Measure K Strategic Plan
H. 2020 Regional Congestion Mitigation Program (RCMP) Monitoring and Conformance Report

I. 2020 MAP-21 Performance Report

J. Regional Transportation Impact Fee (RTIF) Capital Project List Amendments

It was moved/seconded (Lorente/Zarif) to approve the consent calendar. Motion passed unanimously by voice vote.

B. FY 2020-21 Election of Chair and Vice-Chair:

It was moved/seconded (Lovell/Chang) to nominate John Andoh for the chair. It was moved/seconded (Chang/Lovell) to nominate Najee Zarif for vice-chair. Motion passed unanimously by voice vote.

C. COV-19 Sales Tax Impact Update:

Steve Dial stated that at this time he has no update. He continues to state that it is too early to be able to make a more definitive forecast. The next piece of information will come on June 19th when the California Department of Tax and Fee administration releases data on sales from the month of April. Once SJCOG receives May and June sales in July and August a more definitive forecast can be provided.

George Lorente asked if the 75 percent that is being held back until August and will it be distributed at that time. Steve Dial stated whatever funds SJCOG has at the end of August SJCOG will be distributed to the claimants.

Najee Zarif asked how the FY 19/20 revenue projection compares to original projections for FY 19/20. Steve Dial stated that SJCOG was seeing that MRK was not coming at the level SJCOG had anticipated. Mr. Dial continued to state all SJCOG can do with MRK is to distribute the funds that we get; the immediate impact is going to be on the distribution of local streets repair.

This item was for information only.

D. Draft 2020 Federal Legislative Platform:

Diane Nguyen reported that SJCOG plans to have a One Voice® virtual trip in September 2020. Ms. Nguyen gave an overview of the potential policy additions to the Federal Legislative Platform.

Najee Zarif commented on local highway bridge program and asked if funding for local highway bridge program can be added to the priority list to increase the funding and not limit to trade corridor.

George Lorente commented on Congestion Management and Air Quality Program. He stated RTD supports having the program remain focused on the transit vehicles. Diane Nguyen stated bus transit was not a focus for CMAQ because SJCOG’s understanding is that there will be new programs for bus transit. She stated the TAC can add language specific to bus transit.
Dodgie Vidad asked if the STAA improvement recommendation will be tied to STAA truck study that SJCOG performed previously. Diane Nguyen stated SJCOG will look at existing study but it will be the beginning point and not necessary to tie it as part of the legislative platform.

It was moved/seconded (Zarif/Chang) to adopt the Federal Legislative Platform and include these positions as part of the San Joaquin One Voice® Program and to include the bus transit and local bridge rehabilitation (on non-trade corridor routes) language in the draft.

Motion passed unanimously by voice vote.

**E. Coronavirus Aid, Relief, and Economic Security (CARES) Act Transit Funding:**
Ryan Niblock announced that public transit will receive $25 billion through the Coronavirus Aid, Relief, and Economic Security Act (CARES). 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 COVID-19.

Nader Shareghi asked how Mountain House can qualify for the CARES funding. Ryan Niblock stated the funds are for communities within urbanized areas, and because of the Mountain House’s boundaries, it would not be eligible. Diane Nguyen state that it goes back to how was the boundaries for urbanized areas were formed. Ms. Nguyen continued to state the boundaries were not set by SJCOG; they are federal urbanized boundaries developed by the US census.

This item was for discussion only.

**5. Other Matters of Business:**
Zabih Zaca announced he is going to retire at the end of June. Mr. Zaca stated that Anju Pillai will take his place.

Najee Zarif asked for the status of Jobs Balance Impact Fee Program (JBIF). Tim Kohaya stated SJCOG has been in contact with Economic Development agencies and several cities. Mr. Kohaya continues to state that in the meeting SJCOG staff shared ideas and possible projects that are eligible for the funds.

Najee Zarif asked if SJCOG staff will come back to the committees with the JBIF criteria. Diane Nguyen stated that SJCOG staff is trying to revamp the program and might end up funding a project from the program and reframing the program to make it work and open the floor for additional projects. Ms. Nguyen continues to state when that happens staff will bring it back to the TAC for input.

**6. Adjournment:**
There being no further business to discuss, the meeting was adjourned at 11:04 a.m. to Thursday, August 13, 2020, at 10:00 a.m.
STAFF REPORT

SUBJECT: Revised Fiscal Year 2020-2021 State Transit Assistance Revenue and Apportionment Schedule

RECOMMENDED ACTION: Recommend the Board adopt the Revised FY20-21 STA Estimated Revenue and Apportionment Schedule

DISCUSSION:

Background

In March of 2020, the SJCOG Board adopted a State Transit Assistance (STA) revenue estimate for Fiscal Year 2020-2021 based on the State Controller’s estimate issued in January of 2020. The original estimate was $1,730,556 of 99314 funds and $6,678,402 of 99313 funds. The State Controller’s Office has issued a revised revenue estimate for San Joaquin County-based on new revenue estimates included in the California state budget. The State Transit Assistance Fund receives revenue from the sales tax on diesel fuel. Due to the COVID-19 pandemic, diesel fuel sales are down 20%. In addition, operator revenue basis was recalculated using the most recent State Controller’s reports causing some transit systems to be disproportionately affected.

The new estimate is $937,115 of 99314 funds and $4,022,431 of 99313 funds. The revised estimate overall is -41.02% lower than the original estimate. The 99314 funds decreased by -45.85% while the 99313 funds decreased by -39.77%.

The regional allocation of 99313 funds is based upon the ratio of population of San Joaquin County to the total population of the state while the allocation of 99314 funds is based on qualifying revenue amounts for each STA-eligible operator, determined from annual reports submitted to the Controller pursuant to PUC section 99243.

State Transit Assistance is funded through the California budget process. The state originally budgeted $692,253,000 for STA. The revised STA Funds budget is $413,695,000. The SCO anticipates the first quarter’s allocation will be paid by November 30, 2020.
Attached are tables detailing the Revised FY 2020-21 STA Revenue Estimate and apportionments. A revenue comparison table is provided for information. In addition, Table I identifies total funds available by allocation purposes. The specific apportionments for each claimant are detailed in Table II.

RECOMMENDATION:

The TAC Committee recommends to the Board adoption of the Revised FY20/21 STA Revenue Estimate and apportionments.

FISCAL IMPACT:

These funds are a primary component in transit service delivery throughout the County. Adoption of this apportionment schedule allows the funds to be claimed by eligible recipients. This action will provide a more accurate allocation estimate for claiming purposes in FY20-21.

<table>
<thead>
<tr>
<th>Regional Entity/Operator(s)</th>
<th>January 31, 2020</th>
<th>August 1, 2020</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escalon</td>
<td>52,972</td>
<td>51,911</td>
<td>-1,061.00</td>
</tr>
<tr>
<td>Lodi</td>
<td>785,357</td>
<td>887,825</td>
<td>102,468.00</td>
</tr>
<tr>
<td>Manteca</td>
<td>52,410</td>
<td>77,826</td>
<td>25,416.00</td>
</tr>
<tr>
<td>Ripon</td>
<td>27,647</td>
<td>44,345</td>
<td>16,698.00</td>
</tr>
<tr>
<td>Tracy</td>
<td>161,202</td>
<td>194,489</td>
<td>33,287.00</td>
</tr>
<tr>
<td>San Joaquin Joint Powers Authority</td>
<td>0</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>San Joaquin Regional Transit District</td>
<td>11,407,376</td>
<td>10,156,807</td>
<td>-1,250,569.00</td>
</tr>
<tr>
<td>San Joaquin Regional Rail Commission</td>
<td>21,244,873</td>
<td>21,420,132</td>
<td>175,259.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>33,731,837</strong></td>
<td><strong>32,833,335</strong></td>
<td><strong>-898,502.00</strong></td>
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</tbody>
</table>
### TABLE 1
STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS
FISCAL YEAR: 2020-2021 (8-01-20)

<table>
<thead>
<tr>
<th>STA Apportionment Estimate</th>
<th>Original FY20-21 Estimate</th>
<th>Change</th>
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</thead>
<tbody>
<tr>
<td>REVISED ESTIMATED REVENUE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTA 99313</td>
<td>4,022,431</td>
<td>-2,655,971</td>
</tr>
<tr>
<td>PTA 99314</td>
<td>937,115</td>
<td>-793,441</td>
</tr>
<tr>
<td>Total</td>
<td>4,959,546</td>
<td>-3,449,412</td>
</tr>
</tbody>
</table>

**RECOMMENDATIONS**

I. LESS PUC 99314 ALLOCATIONS

<table>
<thead>
<tr>
<th>PTA</th>
<th>PUC 99314</th>
<th>PUC 99314</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Original 20-21</td>
<td>Change</td>
</tr>
<tr>
<td>Escalon</td>
<td>1,885</td>
<td>3,509.00</td>
</tr>
<tr>
<td>Lodi</td>
<td>32,238</td>
<td>52,020.00</td>
</tr>
<tr>
<td>Manteca</td>
<td>2,826</td>
<td>3,471.00</td>
</tr>
<tr>
<td>Ripon</td>
<td>1,610</td>
<td>1,831.00</td>
</tr>
<tr>
<td>Tracy</td>
<td>7,062</td>
<td>10,678.00</td>
</tr>
<tr>
<td>San Joaquin Joint Powers Authority</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>San Joaquin Regional Transit District</td>
<td>368,811</td>
<td>755,607.00</td>
</tr>
<tr>
<td>San Joaquin Regional Rail Commission</td>
<td>522,683</td>
<td>903,440.00</td>
</tr>
</tbody>
</table>

II. BALANCE AVAILABLE FOR APPORTIONMENT
BY AREA - PUC 99313

| 99313 Regional Transit Systems Apportionment | 3,941,982 | 6,544,833.96 | -2,602,852 |

Note: STA allocation estimate based on State Controller's Office apportionment letter dated August 01, 2020.
<table>
<thead>
<tr>
<th>CLAIMANTS</th>
<th>Ridership FY 17/18</th>
<th>Ridership % FY 17/18</th>
<th>Transit Appt. PUC 99313</th>
<th>Area Appt. PUC 99314</th>
<th>TOTAL AGENCY APPTORTIONMENT</th>
<th>FY20-21 Original Estimate</th>
<th>Total</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJRTD</td>
<td>3,403,527</td>
<td>70.87%</td>
<td>$2,793,690</td>
<td>368,811</td>
<td>3,162,501</td>
<td>5,393,943</td>
<td>-2,231,442</td>
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<tr>
<td>LODI</td>
<td>301,666</td>
<td>-$</td>
<td>$-</td>
<td>32,238</td>
<td>32,238</td>
<td>52,020</td>
<td>-19,782</td>
<td></td>
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<tr>
<td>MANTECA</td>
<td>61,679</td>
<td>-$</td>
<td>$-</td>
<td>2,826</td>
<td>2,826</td>
<td>3,471</td>
<td>-645</td>
<td></td>
</tr>
<tr>
<td>TRACY</td>
<td>167,702</td>
<td>-$</td>
<td>$-</td>
<td>7,062</td>
<td>7,062</td>
<td>10,678</td>
<td>-3,616</td>
<td></td>
</tr>
<tr>
<td>RIPON</td>
<td>1,685</td>
<td>-$</td>
<td>$-</td>
<td>1,610</td>
<td>1,610</td>
<td>1,831</td>
<td>-221</td>
<td></td>
</tr>
<tr>
<td>ESCALON</td>
<td>3,262</td>
<td>-$</td>
<td>$-</td>
<td>1,885</td>
<td>1,885</td>
<td>3,509</td>
<td>-1,624</td>
<td></td>
</tr>
<tr>
<td>SJRRRC</td>
<td>1,398,954</td>
<td>29.13%</td>
<td>$1,148,292</td>
<td>522,683</td>
<td>1,670,975</td>
<td>2,809,938</td>
<td>-1,138,963</td>
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<tr>
<td>SUBTOTAL</td>
<td>5,338,475</td>
<td>100.00%</td>
<td>3,941,982</td>
<td>937,115</td>
<td>4,879,097</td>
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<td></td>
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<tr>
<td>SJCOG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRANSIT PLANNING</td>
<td>80,449.00</td>
<td>80,449</td>
<td>133,568</td>
<td>-53,119</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,022,431</td>
<td>937,115</td>
<td>4,959,546</td>
<td>8,408,958</td>
<td>-3,449,412</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ¹ Audited FY 17/18 ridership figures
AGENDA ITEM 4D
STAFF REPORT

SUBJECT: dibs Annual Report

RECOMMENDED ACTION: Information/Discussion

DISCUSSION:

SUMMARY:

*Return of the dibs.* This report represents highlights of activities and accomplishments achieved in partnership with member agencies, community partners and commuters to promote smart travel as a strategy to reduce congestion and improve air quality. This year the report’s theme is “Star Wars”—the battle of the evil CO2 (bad air) and will focus on fiscal years’ 18-19 and 19-20. A presentation will be conducted to SJCOG Committees and Board of Directors.

**Highlights:**
The dibs advanced trip planning system tracks members activities and impact through logging of trips from events and daily routine using smart travel options. Member registrations increased by 16% and vanpools continue to be strong increasing by 55%
San Joaquin Impact

864 crew members added to their fleet activated for a total of 5,345

93 vanpool ships added to the fleet for a total of 165

161 tons of emissions were taken from the air star

Employer Outreach & Events

Through worksite events, meetings and presentations, **dibs** works closely with jurisdictions and employers to educate employees on the benefits and resources available for smart travel. Over **125** meetings and events were conducted to introduce and engage employers, educate employees and encourage behavior change.

Each year **dibs** partners with jurisdictions and employers to coordinate events to encourage the use of smart travel and promote newly developed infrastructure and amenities. Bike month is a great way to build awareness that cycling is a viable transportation option. Rideshare Week rewards commuters who utilize any smart travel method of carpooling, vanpooling or riding transit.
In Response to COVID-19
As transportation options have been impacted by the pandemic, during the presentations **dibs** will share highlights of results from a “Return to Work” work survey and how it’s impacted vanpools, events and **dibs**’ response to a changed environment.

BACKGROUND:

The **dibs** program began providing Transportation Demand Management (TDM) services in 1978. These services were expanded to include Stanislaus County in 1987 and Merced County in 2011. The goal of the program is to shift single occupancy vehicle (SOV) use to a higher occupancy scenario through carpooling, vanpooling and transit. The program also promotes biking to work as an efficient, cleaner transportation option. To support these efforts, **dibs** works with partner agencies and develops and offers tools and services to commuters, employers, stakeholders and community organizations. This program plays an essential role in each region’s plans to comply with air quality conformity requirements.

*Prepared by: Christine Haruta, Associate Program Specialist*
AGENDA ITEM 4E
STAFF REPORT

SUBJECT: Refining a Regional Approach to Housing 2.0: Draft REAP Priorities

RECOMMENDED ACTION: Discussion

SUMMARY:

In May 2020, staff presented the first iteration of the housing policy briefing document to all COG committees as well as the Board of Directors. Based on initial feedback, staff has begun a second round of comments as they relate to the four priorities for AB 101 REAP (Regional Action Planning) funds. SJCOG will receive $843,321 in REAP funds in order to carry out the identified priorities. The priorities in more detail below:

1. **Development of a Regional Housing Trust Fund:** A housing trust fund can be established to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes. REAP funds may be used to develop the framework for a housing trust fund which may entail a rigorous planning process to define the parameters of the program, including goals, administration, fund distribution, as well as funding sources.

2. **Streamlining the Development Process:** While each jurisdiction in the region may be at varying stages of identifying and implementing streamlining in their own departments, REAP funds may be used to support these activities. These may include the preparation of Specific Plans with an accompanying Environmental Impact Report, objective design
and/or development standards to comply with SB 35 and provide more certainty for applicants, and other strategies intended to reduce the time for application approval.

3. **Planning and Coordination to Develop a Regional Project Pipeline:** HCD has identified best practices which may elevate regional planning and coordination to support housing development. These best practices include feasibility studies to determine the most efficient locations to site housing, the development of regional toolkits on a variety of housing-specific topics, establishing consulting benches or circuit rider programs to provide targeted technical assistance in housing policy areas, and developing a regional peer-to-peer learning exchange.

4. **Supporting Local Jurisdictions Impacted by COVID-19:** To the extent that REAP funds can be used to support the ongoing activities of local jurisdictions regarding the production of housing, this may be an opportunity to offset any negative impacts introduced by COVID-19.

To review stakeholder feedback from the first round of comments, please refer to the table titled, “Summary Sheet of Preliminary Round of Feedback from Stakeholders” on page 11 of the policy document.

**RECOMMENDATION:**

This item is for information/discussion; no action is requested at this time.

**BACKGROUND:**

In response to the State’s housing crisis, the overarching goals of the AB 101 REAP Program are to (1) accelerate housing production; and (2) facilitate compliance to implement the sixth cycle of the regional housing needs allocation. The 2019-20 Budget Act provides a spectrum of support, incentives, resources, and accountability to meet California’s housing goals. Some specific elements include:

- Local and regional planning grants (LEAP\(^1\) and REAP)
- Pro-housing preference on funding applications
- Additional funding resources
- Accountability (penalties for noncompliant housing plans)
- Reform (collaborative processes to reform regional housing needs)

\(^1\) On January 27, 2020, HCD released a NOFA for $119,040,000 as part of the Local Early Action Planning Grants Program (LEAP). The grants will be available to local governments, i.e., cities and counties, on a non-competitive, Over-the-Counter basis. For more info, please visit: [https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml](https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml)
REAP Allocation for San Joaquin County

The San Joaquin Valley will receive a total allocation of $18,975,323. HCD has approved San Joaquin Valley MPOs initial grant application for 25 percent, $4,743,830.75, of the region’s total allocation. Utilizing a population approach to determine share, SJCOG will receive $843,311.59.

According to HCD guidelines, a council of governments that receives an allocation of funds shall establish priorities and use those moneys consistent with priorities. Funds must be used for housing planning activities and demonstrate a nexus to increasing housing planning and accelerating housing production. The San Joaquin Valley REAP Committee for Housing recommended that each MPO receiving its share of the Initial Funding Application use funds to conduct the following:

1. Allocate funds to its RHNA (regional housing needs allocation) process
2. Sub-allocate funds to its County and Cities
3. Allocate up to $500,000 overall for:
   b. Fresno COG administration costs as the fiscal agent for the Valley
   c. Other activities that are “Valley wide” in scope

NEXT STEPS:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Discussion</td>
<td>February 2020</td>
</tr>
<tr>
<td>Housing Policy Briefing</td>
<td>May 2020</td>
</tr>
<tr>
<td>Draft REAP Priorities – Discussion</td>
<td>August 2020</td>
</tr>
<tr>
<td>Final REAP Priorities – Action</td>
<td>September 2020</td>
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</tbody>
</table>

ATTACHMENTS:

1. Refining a Regional Approach to Housing 2.0 policy document

Prepared by Christine Corrales, Senior Regional Planner and Hailey Lang, Associate Regional Planner, Ashley Goldlist, Assistant Regional Planner
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I. SUMMARY

The purpose of this document is to refine SJCOG’s regional role in housing and homelessness issues. A May 2020 briefing overviewed statewide legislative efforts to address housing and the homelessness crisis as well as the current role of SJCOG and its programs and activities related to housing and homelessness in the region. Additionally, the briefing highlighted regional data on the state of housing affordability and homeless in San Joaquin County. Lastly, the briefing initiated a preliminary discussion of the AB 101 Regional Early Action Planning (REAP) REAP program and opportunities to shape a regional approach to housing in San Joaquin County and across the Central Valley.

The AB 101 REAP Program presents new opportunities to address housing and homelessness issues as a region. Below are four key priorities to explore, fully described in Section II., Emerging Regional Role in Housing:

1. **Development of a Regional Housing Trust Fund:** A housing trust fund can be established to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes. REAP funds may be used to develop the framework for a housing trust fund which may entail a rigorous planning process to define the parameters of the program, including goals, administration, fund distribution, as well as funding sources.

2. **Streamlining the Development Process:** While each jurisdiction in the region may be at varying stages of identifying and implementing streamlining in their own departments, REAP funds may be used to support these activities. These may include the preparation of Specific Plans with an accompanying Environmental Impact Report, objective design and/or development standards to comply with SB 35 and provide more certainty for applicants, and other strategies intended to reduce the time for application approval.

3. **Planning and Coordination to Develop a Regional Project Pipeline:** HCD has identified best practices which may elevate regional planning and coordination to support housing development. These best practices include feasibility studies to determine the most efficient locations to site housing, the development of regional toolkits on a variety of housing-specific topics, establishing consulting benches or circuit rider programs to provide targeted technical assistance in housing policy areas, and developing a regional peer-to-peer learning exchange.

4. **Supporting Local Jurisdictions Impacted by COVID-19:** To the extent that REAP funds can be used to support the ongoing activities of local jurisdictions regarding the production of housing, this may be an opportunity to offset any negative impacts introduced by COVID-19.
II. EMERGING REGIONAL ROLE IN HOUSING

As housing affordability and availability issues grow regionally, SJCOG is becoming increasingly involved in housing discussions, which have normally been kept at the local level. With the advent of AB 101 and the Regional Early Action Planning (REAP) Program\(^1\), regional agencies like SJCOG will, for the first time, be receiving planning grants to accelerate housing production as well as facilitate compliance to implement the sixth cycle of the Regional Housing Needs Allocation (RHNA).

Administered through HCD, the San Joaquin Valley will receive a total allocation of $18,975,323 in REAP funds. Of the total allocation, $6 million was set aside in statute for Valley wide collaborative projects. AB 101 requires the eight San Joaquin Valley RTPAs to form a working group of not less than three representatives per county to direct how REAP funds should be apportioned and spent. The SJV REAP Committee held its first meeting in January 2020 and approved an initial grant application to HCD for 25 percent of the REAP allocation to the San Joaquin Valley, approximately $4.7 million. SJCOG will receive approximately $843,312, its population share of the $4.7 million approved by HCD in April 2020. According to HCD guidelines, a council of governments that receives an allocation of REAP funds shall establish priorities and use those moneys consistent with priorities. Funds must be used for housing planning activities and demonstrate a nexus to increasing housing planning and accelerating housing production.

The San Joaquin Valley REAP Committee for Housing recommended that each MPO receiving its share of the Initial Funding Application use funds to conduct the following:

1. Allocate funds to its RHNA (regional housing needs allocation) process
2. Sub-allocate funds to its County and Cities
3. Allocate up to $500,000 overall for:

---

\(^1\) California Department of Housing and Community Development. Regional Early Action Planning (REAP) Grant Program Details. Link to access: [https://www.hcd.ca.gov/grants-funding/active-funding/reap.shtml#activities](https://www.hcd.ca.gov/grants-funding/active-funding/reap.shtml#activities)
b. Fresno COG administration costs as the fiscal agent for the Valley

c. Other activities that are “Valley wide” in scope.

Therefore, to receive the allocation of $843,312 in REA funds, the SJCOG Board shall establish priorities and use those monies consistent with priorities. With direction and guidance from the Board, SJCOG staff will develop a program budget in accordance with the San Joaquin Valley REAP Committee recommendations above and establish SJCOG Board priorities as guidelines for use of funds by the Region and its local jurisdictions.

Three preliminary priorities have already been informed directly by regional leaders to accelerate housing production in the region. A fourth priority was added by SJCOG staff in light of potential COVID-19 impacts to local jurisdictions. These priorities are outlined in this section and are intended to provide a starting point for discussion with the Board.

Development of a Regional Housing Trust Fund

Funding for affordable housing has significantly declined since 2007 making it extremely difficult to build. Affordable housing developers in the region have consistently expressed the need to enhance and expand local programs to close the gap in financing projects and provide much-needed leverage to compete for other funds. A housing trust fund can be established to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes. While ineligible to seed a housing trust fund, REAP funds may be used to develop the framework for a housing trust fund which may entail a rigorous planning process to define the parameters of the program, including goals, administration, fund distribution, as well as funding sources. Additionally, housing trust funds are distinct funds established by city, county or state governments that receive on-going dedicated sources of public funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.

Streamlining the Development Process

HCD has emphasized the need for improving development processes through streamlining as an important strategy for reducing the cost of development. While each jurisdiction in the region may be at varying stages of identifying and implementing streamlining in their own departments, REAP funds may be used to support these activities. These may include the preparation of Specific Plans with an accompanying Environmental Impact Report, objective design and/or development standards to comply with SB 35 and provide more certainty for applicants, and other strategies intended to reduce the time for application approval.
Planning and Coordination to Develop a Regional Project Pipeline

In regional transportation planning, a list of projects is developed with the help of various stakeholders in order to coordinate and facilitate the process of funding each project through planning, environmental review, design and engineering, and finally, construction. Analogous to transportation planning, programming, and project delivery, the development of an affordable housing project pipeline may facilitate the project finance process. While there are no precedents for this type of activity in staff’s research, HCD has identified other best practices which may elevate regional planning and coordination to support housing development. These best practices include feasibility studies to determine the most efficient locations to site housing, the development of regional toolkits on a variety of housing-specific topics, establishing consulting benches or circuit rider programs to provide targeted technical assistance in housing policy areas, and developing a regional peer-to-peer learning exchange.

Supporting Local Jurisdictions Impacted by COVID-19

In addition to the three priorities outlined here, a fourth priority was identified by SJCOG staff in response to the impact COVID-19 may have on local jurisdiction budgets and staffing levels. To the extent that REAP funds can be used to support the ongoing activities of local jurisdictions regarding the production of housing, this may be an opportunity to offset any negative impacts introduced by COVID-19.

III. SUMMARY OF STAKEHOLDER FEEDBACK

After the first iteration of this document was brought through all of SJCOG’s committees and the Board of Directors, staff compiled stakeholder input. Below is a summary of the overall feedback on the identified priorities:

Priority 1: Establish a Regional Trust Fund
- Housing developers and advocacy groups indicated support for a regional housing trust fund.
- Interest was expressed from City of Stockton in a regional trust fund where they are planning to also explore a local trust fund. City of Stockton Economic Development specifically identified a gap in funding for transitional housing project types. The Economic Development Department is applying to receive $2 million a year for five years to help plan and seed a local trust fund through SB 2 planning funds.

Priority 2: Streamlining
- Housing developers and advocacy groups indicated support for streamlining of housing projects and permits.
- County of San Joaquin and City of Manteca shared their interest in streamlining activities, particularly around ADUs. City of Stockton is pursuing an ambitious list of streamlining activities with its SB 2 and LEAP awards and is looking to explore additional and innovative
tools to streamline and ease infrastructure updates. The infrastructure piece is a common thread across all local jurisdictions and has been cited as an impediment to infill development in areas where infill is desired.

Priority 3: Regional Project Pipeline
- Housing developers and advocacy groups indicated support for a regional project pipeline and shared feedback to suggest that regional pipeline planning should be coupled with a regional trust fund. Project criteria should focus on encouraging Transit Oriented Development (TOD) and supporting affordable housing development.
- Cities and county staff have not commented on this priority.

Priority 4: COVID-19 Relief
- Advocacy groups indicated support for COVID-19 relief.
- Cities and county staff have not commented on this priority

SJCOG Committees and Board Summary Notes

Technical Advisory Committee (TAC): May 20, 2020
- AB 101 requires that the San Joaquin Valley Regional Transportation Planning Agency (RTPA) have a working group to direct how REAP funds are used. Andy Chelsey commented on the Valley link meeting and the state’s shortfall on housing.
- No other comments were received.

Management and Finance Committee: May 20, 2020
- No comments received.

Citizens Advisory Committee (CAC): May 20, 2020
- Committee discussion and questions from the public included, who ensures funding is used for affordable housing, discussion of housing trust funds and project criteria should encourage sustainability (energy efficiency, etc.), considerations for partnership with local minority developers and smaller financial institutions, whether housing would be a recurring topic at future meetings, and a suggestion that SJCOG should be involved in federal housing funds.

Board of Directors: May 28, 2020
- Chair Kuehne asked in regard to the next steps if there anything this board should be anticipating. Andy said Fresno COG is leading the valley effort around this. The first monies we are receiving is the $800,000 and can work on over the next few months to invest that, but the agenda for the remainder of $19 million will be set by the Valley Wide REAP Committee. Board member Wright, said because of the Bay Area, our needs are
completely different and none of the southern Valley areas are impacted by the Bay Area migration.

RTP/SCS Working Group: June 9, 2020

- The group discussed how realistic is it to have a regional housing trust fund. Members mentioned that we, as a region, need to identify where the gap is in our RHNA numbers and what housing types are needed. The working group discussed that we need clear goals and objectives, as well as knowledge of what the local agencies are doing to implement housing.
- The group discussed the need to differentiate between what is needed, what type of market rate units do we need vs. what type of affordable housing units do we need? Goals need to be created so we can track our progress.
- The lack of funding is a key component to the overall housing shortage, there needs to be a focus on what funding to secure.
- The group generally agreed that we need money to subsidize operation costs of development (related to homeless/transitional housing).
- There was further discussion surrounding pre-development (design/site development) fees and funding and how applicant’s struggle with those requirements.
- Design guidelines were discussed and their feasibility to implement as they relate to ADUs, garage conversions, prefabricated units, and managed rentals.
- Housing advocates stressed a need to incorporate social services into these discussions.

Additional Outreach Summary Notes

South Stockton Promise Zone: June 1, 2020

- Participants included: Peter Ragsdale, Carol Ornelas, Darryl Rutherford, Kristine Williams, Adam Cheshire and 10+ other partners.
- There was consensus around the concept of a regional housing trust fund.
  - Additional feedback from the group on this priority gives us an idea of what housing advocates would like to see in this regard: strong buy-in from the jurisdictions, transparent process, setting up the fund to address a wide range of housing needs such as homelessness, preservation of affordable units, etc.,
  - Some participants also shared ideas about potential funding sources:
    - Community Revitalization and Investment Authority (CRIA) which is a Tax Increment Funding (TIF)-like funding mechanism.
    - Permanent Local Housing Allocation (PLHA) which is a HCD program that provides matching funds for a regional housing trust fund.
- The discussion also linked a trust fund with the regional pipeline concept. The housing advocates would like to see some strategic planning to create a pipeline of projects that the trust fund could invest in.
  - Some of the strategic planning ideas coming from the discussion:
Not wanting to concentrate affordable housing in South Stockton, the group raised the challenge of shifting affordable housing throughout the region. Developer recognize that affordable housing needs to be folded in with transit access – so assistance may be needed to determine efficient sites for this purpose. This point is not part of the priorities; however, a sites analysis is one of HCD’s best practices.

- There was general concern that CDD staff throughout the region just do not have capacity to engage in a regional housing effort.
- A question was raised if there would be a formal comment period on the AB 101 priorities.

**Climate Plan: June 18, 2020**

- Questions from Climate Plan included:
  - Where will housing be located?
  - What is the impact of in-migration, particularly from the Bay Area, on the affordability of housing?
  - As affordable housing is built in the region – what is considered “affordable”?
  - How do we see RHNA efforts supporting the goal of affirmatively furthering fair housing?
- Around the four REAP priorities, Climate Plans thoughts included:
  - Regional Housing Trust Fund – support
  - Streamlining – support
  - Regional Project Pipeline – support with the caveat that any type of regional planning work in San Joaquin County should be focused on affordable housing.
  - COVID-19 Relief – support with the caveat that Climate Plan hopes this won’t turn into a long-term situation.
- Climate Plan will be circling back with advocates in San Joaquin County to get their take on these priorities.

**City of Stockton – Community Development & Economic Development Staff: June 18, 2020**

- The discussion largely was an exchange of information between the departments and our staff about their efforts regarding housing; with goal of finding alignment on work and resources.
  - Community Development Department: Currently working on zoning code updates for the remainder of the calendar year, addressing the low hanging fruit immediately (e.g. administrative tasks for consistency with state). They also discussed their goal to gain designation by HCD as a “pro-housing” city – which includes a number of housing policy measures that encourage production and mitigate displacement impacts. They are going to be tackling TOD overlay in downtown and up-zoning in the winter of this year, anticipating that this conversation may be challenging with their commissioners and council members. They want to be thinking forward on how these land use changes will intersect with mobility.
  - Economic Development Department: Recently developed a Regional Homeless Housing Strategy, which is essentially a plan for utilizing their HAPPs allocation of $6m to address homelessness and that include strategies such as low barrier housing, eviction prevention, rental assistance, rapid rehousing, and developing a coordinated homeless services system. With all the resources coming from the
Refining a Regional Housing Approach to Housing

state, Economic Development is observing a gap in funds to support transitional housing. The department is preparing an SB 2 grant application for capital dollars that will assist in developing affordable housing, home ownership development, and a local housing trust fund. Staff reported a pipeline of at least 500 units.

- Around the four REAP priorities, it seems the strongest alignment for City of Stockton are the regional housing trust fund and the streamlining.
  - On the trust fund, Economic Development expressed interest in joining forces on a regional effort, recognizing that this conversation will also require buy in from other jurisdictions around how to seed, fund, and allocate trust funds into the future.
  - On streamlining, Community Development expressed that there has been considerable effort by the department to streamline the approval process – along the lines of HCD’s best practices, but it won’t necessarily lead to accelerated development if the city doesn’t address the elephant in the room for infill – which is outdated infrastructure.

City of Ripon – Community Development Staff: August 3, 2020

- Generally supported all priorities
- Biggest issue for housing is infrastructure/utility costs.
- Where will housing be located? Will the community support an affordable housing project?

IV. Next Steps

This iteration of the housing policy document will be going through all of COG’s committees for a second round of comments with a goal of Board adoption in September. COG staff is also currently reaching out to all of the local agency community development departments to gain additional feedback and comments. By adopting this document, SJCOG representatives will be able to advocate housing priorities on behalf of the region in forthcoming conversations with the San Joaquin Valley REAP Committee which acts as the decision-making body overseeing the total $18.9 million allocation from the state via AB 101 to the San Joaquin Valley. SJCOG’s initial allocation of $843,312 will be used to fund the priorities identified in this document.
Summary Sheet of Preliminary Round of Feedback from Stakeholders

<table>
<thead>
<tr>
<th>Committees</th>
<th>Priority</th>
<th>Technical Advisory Committee (TAC)</th>
<th>Management &amp; Finance</th>
<th>Citizens Advisory Committee (CAC)</th>
<th>Executive</th>
<th>Board of Directors</th>
<th>RTP/SCS Working Group</th>
<th>South Stockton Promise Zone</th>
<th>Climate Plan</th>
<th>City of Stockton</th>
<th>City of Ripon</th>
<th>City of Lodi</th>
<th>City of Lathrop</th>
<th>City of Tracy</th>
<th>City of Escalon</th>
<th>San Joaquin County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regional Housing Trust Fund</td>
<td>--</td>
<td>Support; How is funding ensured? Consider partnership with local minority developers and smaller financial institutions.</td>
<td>--</td>
<td>--</td>
<td>Support; How realistic is this We need funding to subsidize operation costs of development.</td>
<td>Support; housing advocates would like to see strong buy-in from the local jurisdictions.</td>
<td>Support; where will housing be located?</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>TBD. Currently discussing priorities with local jurisdictions.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2. Streamlining</td>
<td>--</td>
<td>Support</td>
<td>--</td>
<td>--</td>
<td>Support, but most of cities are already working to streamline process.</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td></td>
<td></td>
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<tr>
<td>3. Regional Project Pipeline</td>
<td>--</td>
<td>What would the project criteria be?</td>
<td>--</td>
<td>--</td>
<td>Support; need to incorporate social services into discussions.</td>
<td>Support; shifting affordable housing throughout the region.</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td></td>
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</tr>
<tr>
<td>4. COVID-19 Relief</td>
<td>--</td>
<td>Support</td>
<td>--</td>
<td>--</td>
<td>Support; CDD staff do not have enough capacity.</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
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</tbody>
</table>

Notes: Asked about next steps. We need clear regional goals and objectives. What are local agencies doing to implement housing? Is there a formal comment period for AB 101 priorities? What is the impact of in-migration (from the bay Area) on the affordability of housing?
AGENDA ITEM 4F
STAFF REPORT

SUBJECT: Proposal for Jobs Balancing Investment Fund (JBIF) Project in the City of Tracy

RECOMMENDED ACTION: Find that the project meets all eligibility requirements and approve the project for JBIF funding in the amount of $500,000

SUMMARY:

In April 2015 the SJCOG Board approved the creation of the RTIF Jobs Balancing Investment Fund (JBIF). The fund was envisioned as a tool for local economic development professionals to, as part of a package of incentives, fund the transportation improvements needed to attract job-creating firms to San Joaquin County. Over the last five years, SJCOG staff have proactively promoted the funding with regional economic development and jurisdictional staff. While there have been inquiries over the last five years, only a handful of projects have gone beyond the proposal phase.

Most currently, staff reengaged with economic development staff from the cities of Tracy and Stockton. During this reengagement process, City of Tracy staff notified SJCOG of a project that meets the eligibility requirements.

The potential project includes an automotive service station, electric vehicle charging stations, and a convenience store. The project is proposed to create 175 total jobs. Onsite and offsite transportation improvements include construction of driveways, sidewalk, curb and gutter, a left-turn lane, roadway widening, and median reconstruction. The project is located on the RITF network.
More detailed information on the project can be found in Attachment 1.

**RECOMMENDATION:**

Find that the project meets all eligibility requirements and approve the project for JBIF funding in the amount of $500,000.

**Project Eligibility:**

The projects proposed meets the following criteria:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>Meets Requirement?</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The project is on or supports (within a half-mile buffer) the adopted Regional Transportation Network.</td>
<td>Yes</td>
</tr>
<tr>
<td>B</td>
<td>The project is scheduled for delivery within the time frame evaluated in the RTIF Technical Report.</td>
<td>Yes</td>
</tr>
<tr>
<td>C</td>
<td>If the project does not meet the criteria in the Operating Agreement for Highway, Interchange, and Regional Roadway Improvements or Public Transit Improvements, it must be screened against the additional specific criteria for the Jobs Balancing Investment Fund in the attached addendum to the 2011 RTIF Update and an appropriate finding made;</td>
<td>Yes</td>
</tr>
<tr>
<td>D</td>
<td>The project has been reviewed and recommended for funding by the RTIF Project Selection Committee.</td>
<td>In progress.</td>
</tr>
<tr>
<td>E</td>
<td>The project is being funded by the SJCOG 15% regional share available to be programmed to eligible projects by the SJCOG Board of Directors.</td>
<td>Yes.</td>
</tr>
</tbody>
</table>
Additionally, the project’s ability to use funds in a timely fashion and the level of local City approval secured makes this project viable for JBIF funds. Lastly, if JBIF funding was not secured, both the developer and the City indicate that the project would not be able to move forward or be completed.

**FISCAL IMPACT:**

If approved, the project would utilize the maximum eligible amount per project of $500,000. Any projects recommended for funding through the Jobs Balancing Investment Fund would draw from the 15% regional share of the RTIF program. These projects are taken from the transit (5%) or regional roadway (10%) as appropriate given the type of project proposed.

Since the inception of the RTIF program, $83 million has been generated. As of FY 18/19, $12,298,260 has been retained by SJCOG for allocation to regional projects. $8,198,840 is available for highway and interchange-related projects and $4,099,420 is available for transit related projects. Of these totals, $5,957,615 has already been committed to highway projects and $2,067,902 has been committed to transit projects.

**BACKGROUND:**

**Overview of Initial Program Goals**

The purpose of the JBIF program is to support high-priority non-residential development projects to meet economic development policy objectives (job creation and growth) through funding of transportation related improvements that benefit the RTIF roadway network.

The program was designed to be both flexible (depending on the type of transportation improvements needed) and nimble (so that the incentive could be offered quickly once a potential project was identified), but still meeting the legal requirements imposed on development fee programs. With no formal “call for projects,” the funding could be timely and made available early in the development process for maximum effectiveness. The project cap is no more than $500,000 per project and no more than $1 million in any given year.
Potential JBIF Project

The proposed project is located in Tracy on a parcel of approximately 10.92 acres at the southeast corner of Corral Hollow Road and Middlefield Drive. Corral Hollow Road is part of the RTIF roadway network and connects Interstates 205 and 580. The project itself is approximately 2.44 acres of the property located in the northwestern portion of the parcel.

Approved on July 27, 2020 by the City of Tracy City Council, the project will include an automotive service station, electric vehicle charging station, and convenience store. A car wash and retail multi-tenant building may be constructed on site at a later time. The applicant estimates that the project will support about fifteen jobs in Phase 1 and about 175 total jobs at full project buildout. The jobs supported by this project will be new jobs, not jobs that have been relocated from another location in the region. Thus, this project will result in a net gain in jobs for the region. The project applicant is Bodal Properties LLC, a two-brother leadership team. They are Tracy locals and started working for Shell Company where they operated and managed gas stations. In 2006, they started their own gas station in Tracy and subsequently been successful in operating their business. Bodal Properties LLC has been involved in the gas and retail industry for about 20 years and have two additional convenience stores in Tracy.

Benefits to the RTIF Roadway Network and Other Transportation Infrastructure Improvements

The project is required to construct offsite transportation improvements to Corral Hollow Road which is part of the RTIF roadway network. These improvements include the construction of a right-turn pocket from Corral Hollow Road onto Middlefield Drive, the addition of a bike lane segment, as well as restoration of the sidewalk, curb, gutter, and right-of-way landscaping. A median on Corral Hollow Road will be constructed to restrict left-turn movements. The project will also be required to lengthen the left-turn lane on westbound Middlefield Drive and reconstruct the existing median.
The proposed project will also allow for connectivity to future development on the remainder of the parcel where the project is located. Two driveways are proposed to serve the site. There will be a full access driveway on Middlefield Drive, which aligns with the opening in the medians and with an apartment complex driveway on the north side of Middlefield Drive, and a partial access driveway on Corral Hollow Road.

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>Total</th>
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<tbody>
<tr>
<td>Land Basis</td>
<td>$275,000</td>
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<tr>
<td>Construction Cost</td>
<td>$3,500,000</td>
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<td>A&amp;E</td>
<td>$250,000</td>
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<tr>
<td>Offsite Improvement Requirements</td>
<td>$875,000</td>
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<tr>
<td>Tenant Improvements</td>
<td>$200,000</td>
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<td>Sitework and Landscaping</td>
<td>$390,000</td>
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<td>Development Impact Fees</td>
<td>$495,000</td>
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<td>Other Soft Costs</td>
<td>10% $521,500</td>
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<td>Contingency</td>
<td>7.5% $467,363</td>
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<tr>
<td>Financing</td>
<td>6% $373,890</td>
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<td>Developer Return</td>
<td>9% $661,298</td>
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<tr>
<td>Total Cost</td>
<td>$8,009,050</td>
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<tr>
<td>Project Valuation</td>
<td>$7,500,000</td>
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<tr>
<td>Funding Gap</td>
<td>$(509,050.23)</td>
</tr>
</tbody>
</table>

### Project Funding

The table shows the estimated funding of the project for Phase 1. Currently, there is a funding deficit of $509,050.23. If JBIF funding is secured, the project would only have a funding deficit of approximately $9,000. Should they be funded by JBIF, the developers have indicated they can address the funding deficit and comply with prevailing wage requirements.

### Program Inception

The RTIF Jobs Balancing Investment Fund was created to provide an essential strategic funding mechanism to assist in attracting employers to the region and provide additional opportunities for San Joaquin County residents to both live and work in the same region. This is consistent with the policies and strategies in SJCOG’s long-range transportation planning document, the Regional Transportation Plan.

The Jobs Balancing Investment Fund program was formally approved by the SJCOG Board in April 2015 and subsequently amended into the RTIF program and operating agreement. The program was fully incorporated into the more recent 2017 RTIF update. The project consideration approval process is summarized in the graphic below.
Program Overview:

**Purpose:** The purpose of the program is to provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. The economic incentive program provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure are made from this fund to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

**Annual Program Maximum:** $1 million

**Individual Project Maximum:** $500,000

**Eligible Projects:** A variety of projects meeting the specific criteria indicated in the Jobs Balancing Fund Interim Implementation Addendum may be funded. Examples include Intersection/Traffic Control Devices, Turn Lanes, STAA Truck Routes, Transit Facilities, Biking or Walking Facilities on or supporting congestion relief on the RTIF network.

**Program Funding:** SJCOG oversees a “regional share” component of the RTIF funding. The “regional share” is further divided between transit and highway projects. Of the total 15%, 5% is designated for transit and 10% for highway, interchange, and regional roadway projects. The type of project proposed will dictate which category of funding is used. The San Joaquin COG Board has full discretion over the investment of these dollars in transportation projects based upon the adopted RTIF Operating Agreement among all member jurisdictions.

The maximum funding for any single project is $500,000, up to $1 million annually. Any funding not utilized during the year will remain in the regional share pool and be available for funding other projects meeting the inclusion criteria as designated in the RTIF Technical Report and the RTIF Operating Agreement.
Selecting Employment Opportunities:

A committee of three professionals with economic development responsibilities and/or experience staffed by a COG staff member will review opportunities for investments brought forward for consideration. The committee chair is the CEO of the San Joaquin Partnership. The other two members of the committee were to be mutually agreed upon by SJCOG staff and the committee chair and confirmed by the SJCOG Board. The two additional members, as confirmed by the SJCOG Board, are Dr. Jeff Michael of the University of the Pacific Center for Business and Policy Research and former City of Tracy Mayor, Brent Ives. The committee is known as the Jobs Balancing Investment Fund Project Selection Committee. Currently, two out of the three JBIF committee members have recommended to approve this project for funding. The third committee member’s recommendation is forthcoming.

NEXT STEPS:

SJCOG staff will be convening the project selection committee to review the current proposed project for JBIF funding and attain their recommendation prior to the SJCOG Board of Directors hearing on August 27, 2020. SJCOG staff is concurrently working this project proposal through SJCOG Committees for input in the development of a final staff recommendation.

ATTACHMENTS:

1. Site Plans and Detailed Project Information

prepared by: Hailey Lang, Associate Regional Planner
AGENDA ITEM 4G
STAFF REPORT

SUBJECT: COVID-19 Impacts to San Joaquin County

RECOMMENDED ACTION: Information

SUMMARY:

Like the rest of the country, the COVID-19 pandemic has impacted San Joaquin County residents and businesses in terms of sicknesses, hospitalizations and deaths from the pandemic and the loss of jobs and income. Since March 2020, there has been an increase in identified cases, hospitalizations and deaths. Public health officials have asked people to practice social distancing, wear masks and to shelter at home. In addition to restrictions on people’s movements, there has been restrictions placed on businesses such as restaurants, retail stores and fitness centers that has resulted in reductions in staff and in some cases, permanent closing of businesses.

The many effects of COVID-19 on the region are not equally distributed among the residents and businesses of the County. It is generally known that COVID-19 has affected the elderly and the leisure/hospitality employment sector the most. However, COVID-19 has affected or could potentially affect other demographic groups and employment sectors as well. The following are the findings of this staff report:

- Areas with higher rates of identified COVID-19 cases have more low-income residents than areas with lower rates of COVID-19 cases.
- Areas with higher rates of identified COVID cases have higher percentages of Hispanic residents and lower percentages of White and Asian residents than areas with lower rates.
- Areas with higher rates of identified COVID cases generally have higher rates of COVID deaths.
- Employment sectors that have seen the highest percentage reduction in their workforce due to COVID-19 are the Leisure/Hospitality (includes waiters/waitresses, fitness center workers) and Other Services (includes hairstylists and automotive technicians) sectors. Because these sectors comprise mostly of low-paying jobs, many low-income people have been laid off.
- The racial/ethnic groups that are overrepresented in high COVID-19 exposure industries are Asians and African-Americans. These groups also have a large portion of their workers in high COVID-19 exposure industries.

The overall conclusion is that a higher percentage of lower income and minority residents are affected (or potentially be affected) by COVID 19 than higher income and White residents.
RECOMMENDATION:

Information

FISCAL IMPACT:

None

BACKGROUND:

The following will identify demographic groups (income and race/ethnicity) and employment sectors that have been most affected or potentially be affected by COVID-19.

Areas with Higher Rates of COVID-19 Cases – Median Income and Racial/Ethnic Composition

Figure 1 identifies zip code areas that have higher rates of COVID-19 cases per 1,000 residents (orange areas) than that of the entire County. Figure 1 also identifies zip code areas that have lower rates (purple areas) than that of the entire County. The rate for the entire County as of July 21, 2020, was 11 cases per 1,000 residents.
Zip code areas with higher rates of COVID-19 cases have a higher percentage of low-income residents than areas with lower rates. Figure 2 compares the median annual household income of the orange areas shown in Figure 1 with that of the purple areas. Zip code areas with higher rates have together about 60 percent of the median annual household income of zip code areas with lower rates ($44,389 versus $77,055 in 2017 dollars).

**Figure 2**

In addition to having a higher percentage of lower income residents, zip code areas with higher rates of COVID-19 cases have together a much higher percentage of Hispanic residents. Figure 2 shows that Hispanics comprise 51.1 percent of the population in zip code areas with higher rates and 32.7 percent of the population in zip code areas with lower rates. Conversely, Whites comprise only 26 percent of the population in zip codes with higher rates and 38.7 percent of the population in zip codes with lower rates.
**Figure 3**

![Racial/Ethnic Composition - Zip Codes Areas](chart)


**High Rates of COVID-19 Cases = High Rates of COVID-19 Deaths?**

Zip code areas with higher rates of COVID-19 cases generally have higher rates of COVID-19 deaths. Table 1 shows that of the seven zip code areas with the highest rates of COVID-19 cases and where death count information was available, six have higher rates of deaths (2.4 to 4.3 deaths per 10,000 residents) than that of the entire County (2.0 deaths per 10,000 residents). Four of the zip codes have the highest death rates in the County.

**Table 1**

<table>
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<th>Zip Code Area</th>
<th>Cases Per 1,000 Residents</th>
<th>Deaths Per 10,000 Residents (1)</th>
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<td>95205</td>
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<td>11.2</td>
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</tr>
<tr>
<td>95210</td>
<td>11.0</td>
<td>4.3</td>
</tr>
</tbody>
</table>

(1) Death rate for County is 2.0 deaths per 10,000 residents as of July 31, 2020.
Source: San Joaquin County Public Health Services, 2020
Decrease in Employment Sector Workforce Due to COVID-19

Besides directly impacting the health of people, COVID-19 also impacts employment sectors due to restrictions placed on households and businesses to slow the spread of the disease. These restrictions often negatively affect business operations which lead to temporary or permanent layoffs. As shown in Figure 4, all employment sectors have seen reductions in jobs due to COVID-19 compared to a year ago, but some employment sectors have been affected much more than others.

**Figure 4**

The Leisure/Hospitality employment sector (includes waiters/waitresses and fitness center workers) has experienced an almost 50 percent reduction of its workforce while the Other Services (includes hair stylists and automotive technicians) and Information (includes librarians and computer programmers) sectors have also experienced major job loss (25% and 17%). The Farm sector has experienced a large percent reduction in jobs (35%) but because of the seasonal nature of its work, there may be other factors besides COVID-19 that are the causes for this reduction. The Government and the Financial Activities employment sectors have seen the least percentage reduction in jobs (4% and 5%).

Many low-income workers, those who can least afford not to work, have lost their jobs due to COVID-19. The Leisure/Hospitality and Other Services sectors, which have seen the largest percent reduction in jobs due to COVID-19, have mostly low-paying jobs. This job sector has the lowest wages of all sectors (according to the U.S. Bureau of Labor Statistics) and its workforce has been reduced from 23,000 to 12,000 for a loss of 11,000 jobs in San Joaquin County. The Other Services job sector also has relatively low wages compared to other sectors and its workforce has been reduced from 7,900 to 5,200 for a reduction of 2,000 jobs. Another job sector with relatively low wages is the Trade, Transportation and Utilities sector which have seen its workforce reduced by 4,200 workers. In contrast, the employment sectors that experienced the least percent reduction in jobs (Government, Financial Activities) have lot higher wages than the employment sectors that experienced the most percent reduction in jobs (U.S. Bureau of Labor Statistics).

**High COVID-19 Exposure Industries**

Some employment sectors are more vulnerable to COVID-19 exposure than others because of the nature of tasks performed in those sectors. Figure 5 shows San Joaquin County’s industry composition divided into low-COVID-19 exposure industries (dark blue) and high-COVID-19 exposure industries (lighter blue). The high-COVID 19 exposure industries are further divided into employment categories. According to Figure 5, 41 percent of the workers in San Joaquin County work in high-COVID-19 exposure industries. The largest employment categories that have high COVID-19 exposure are Retail, Healthcare and Community Services, and Transportation and Material Moving.

**Figure 5**

Asian and African-American workers are over-represented in high COVID19 exposure industries while Whites are under-represented. Figure 6 compares the racial/ethnic composition of high-COVID-19 exposure industries with that of the entire labor force. Asians and African-Americans comprise 18.3 percent and 6.3 percent of the workers who work in high exposure industries while comprising 14 percent and 5.8 percent of the total labor force. In contrast, Whites comprise 31.8 percent of workers in high exposure industries but comprise 35.7 percent of the labor force. The percentage of workers in high exposure industries that are Hispanic is similar to that of the entire labor force.

**Figure 6**

![Racial/Ethnic Representation in High COVID Exposure Industries and in All Industries](image)


Figure 7 shows the percentage of workers within a racial/ethnic group that work in high COVID-19 exposure industries. Compared to the percent of the total workforce that work in high exposure industries (41.3 percent), the racial/ethnic groups that have a higher percentage of their workers in high exposure industries are Asian (54.1 percent), Native Hawaiian/Pacific Islanders (48.6) and African-American (45.3 percent). The Whites racial/ethnic group has a much lower percentage (36.9 percent).
Figure 7

Source: "Workforce Metrics", BurningGlass Technologies.

Summary

A higher percentage of lower income and minority residents are affected (or potentially be affected) by COVID 19 than higher income and White residents. Zip code areas with higher rates of COVID-19 cases have a household median income that is lower than that of zip code areas with lower rates. Zip code areas with higher rates of COVID-19 cases also have a higher percentage of Hispanic residents and a lower percentage of White residents than zip code areas with lower rates. Most zip code areas that have higher rates of COVID-19 cases have higher rates of COVID-19 deaths.

Employment sectors that experienced the most percent reduction in jobs due to COVID-19 are those sectors that employ lower income residents (the Information sector is an exception). In contrast, employment sectors that experienced the least reductions in jobs are those sectors that employ higher income residents. Some employment sectors are considered high COVID-19 exposure industries and Asians and African-Americans are over-represented in these industries while Whites are underrepresented. Asians and African-Americans also have higher percentages of workers within their group that are in high COVID-19 exposure industries than Whites.

Prepared by: Tim Kohaya, Senior Regional Planner

Reference:

SUBJECT: Update on Public Outreach Activities for the 2022 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

RECOMMENDED ACTION: Information

SUMMARY:
Staff has been working to engage with the public during the Phase 1 outreach for the forthcoming 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Below highlight staff’s efforts as well as next steps into Phase 2 outreach. A comprehensive public involvement program is an important component for the RTP/SCS process. As SJCOG undertakes the development of the 2022 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences to ensure that environmental justice issues are identified and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the planning process. Community feedback will ultimately shape the Plan and act as a roadmap for future rounds of public outreach.

FISCAL IMPACT: This task is ongoing and budgeted in the Overall Work Program (OWP). These efforts are related to WE 601.01 Regional Transportation Plan.

RECOMMENDATION: Information only.

BACKGROUND:

Phase I Public Outreach Overview
At the beginning of 2020 staff coordinated outreach events across the County and developed web and print materials for distribution. Due to growing public health concerns surrounding COVID-19 all physical outreach efforts were halted indefinitely. Staff aimed to adapt the civic engagement plan to be solely virtual. This included
dissemination of an online survey, heavier social media presence, digital press releases, email blasts, and webinars.

**Envision 2050 Metro Quest Survey**
Guided by the RTP/SCS Working Group, staff created an online interactive survey in English and Spanish through Metro Quest. The survey was compatible on tablet and smartphone interfaces. A major objective of the survey was to assess public opinion on regional transportation issues, as well as identify current and future transportation needs of residents across the region. A video tutorial was created to guide users on how to take the survey. In the wake of COVID-19, the survey was one of the best tools to capture the community’s input, since staff was not able to conduct outreach in-person. The main objective of the survey was to obtain input on how the community prioritized investments that will later feed into the scenario development process. The priorities in the survey covered the following topics: Jobs & Economy, Housing, Vibrant Neighborhoods, Climate, Community, and Technology.

The English version of the survey was launched May 8, 2020 and comments were collected until June 30, 2020. While the Spanish version of the survey was launched June 9, 2020 and comments were collected until August 1, 2020.

**Social Media**
A variety of social platforms were utilized to distribute information on the RTP/SCS. To better extend reach to the community some posts were ‘boosted’ on the SJCOG Facebook page. ‘Boosting’ a post is a form of paid advertisement. A key feature of ‘boosting’ is its ability to target specific demographics. By doing this, posts could be pushed outside of the current followers list and onto more San Joaquin residents’ feeds. It also aided in directing our Spanish translated graphics to more of the Spanish speaking community members in San Joaquin County. Posts were brief, educational, and graphically engaging. See below for some examples.
Press Releases and Email Blasts
Staff updated and expanded SJCOG’s current English and Spanish media contacts. Press releases were then sent out via email in both English and Spanish. The outreach team wanted to enhance engagement by forwarding information outside of just our media outlets and the RTP/SCS Working Group. After assessing where residents gather, we expanded our email list to include San Joaquin commuters who were registered in the dibs program, more community organizations than what is on SJCOG’s current list, and places of worship.

Webinars
Two webinars were held via Zoom for the public to learn more about the RTP/SCS process and how it impacts their communities. Webinar event information was sent via email and social media. Recordings of each webinar are available on the SJCOG YouTube page and on the SJCOG website.

The first was held April 30th, titled “Envision 2050 webinar,” covered the following topics:
- Who is the San Joaquin Council of Governments?
- What is a Regional Transportation Plan?
- When there are opportunities to get involved?

Topics covered in the second webinar, “The RTP/SCS’ Community Impact,” held June 23rd, were:
- About the RTP/SCS;
- Regional studies currently underway; and
- How to get involved as a community member.

NEXT STEPS:
Phase 2 outreach will begin January 2021 and end August 2021.

Prepared by: Hailey Lang, Associate Regional Planner, Michelle Prince, Assistant Regional Planner, and Isaiah Anderson, Assistant Regional Planner
MetroQuest Visual Data Report

At the close of the survey, the San Joaquin Council of Governments (SJCOG) received a total of 120 responses. This section summarizes the demographic profile of survey participants who provided input during the first round of public outreach for the Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS).

Community Representation

Overall, responses to the survey came from mainly Stockton residents. The regional sample does not proportionately represent the population of each jurisdiction evenly. A good number of respondents chose not to share their zip code when filling out the “Tell Us about Yourself” proportion of the survey. While Stockton is well represented, residents in and especially in Tracy, in Ripon, in Escalon, in Linden, and in Mountain House are severely underrepresented.

Figure 1

ABOUT YOU: Zip code

n= 120
After excluding respondents from outside of the San Joaquin region, representation from each city changes. Still, most respondents come from Stockton, making up 47% of the responses. Severely unrepresented residents are in Lathrop, in Escalon, in Linden, and in Mountain House.

**Figure 2**

ABOUT YOU: Zip code (Modified)

n= 110
Household Characteristics of Survey Respondents

Survey respondents reflected a wide range of income levels in the San Joaquin County region. Most respondents indicated household incomes between $100,000 and $200,000.

Figure 3

Q: What is your approximate annual household income?

N= 110
Demographic Profile

At least 36% of survey respondents identified as female, while 23% identified as male, and the remaining indicated “other” or declined to state their gender. Survey respondents also reflected the full age spectrum.

Figure 4

Q: What is your gender?

n = 110
Q: What is your Age?

n = 110

Include information about ethnic groups
IV. PRIORITY OVERVIEW

Perception of Regional Priorities

Envision 2050 will consider a range of factors that will shape the future of transportation in San Joaquin County.

A sizeable share of respondents in the SJCOG region ranked “Jobs & Economy” as one of their top two priorities (53%). Respondents said their number 1 top priority is “Jobs & Economy” (28%), while another large proportion of respondents said their number 2 priority is “Jobs & Economy” (25%). A significant number of respondents ranked “Technology” in the bottom 4th and 5th (45%).

Figure 7

Q: Envision 2050 will consider a range of factors that will shape the future of transportation in San Joaquin County. Please rank the top 3 to 5 that are most important to you. Ordering the top 5 items:

n = 658
### Proportion by Category

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<td>8%</td>
<td>14%</td>
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<td>14%</td>
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### Proportion by Rank

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</table>
Note: The following figure includes data from outside our region (10 participants).
AGENDA ITEM 4J
STAFF REPORT

SUBJECT: Sustainable Transportation Equity Project (STEP) Grant Proposal

RECOMMENDED ACTION: Information

SUMMARY:

The California Air Resources Board created the Sustainable Transportation Equity Project (STEP) to address transportation inequity in California’s most disadvantaged communities. STEP is a California Climate Investment, funded from cap-and-trade dollars to reduce greenhouse gas emissions. The STEP grant provides funding for clean transportation projects that increase resident’s mobility to employment opportunities, healthcare, and groceries while reducing greenhouse gas emissions. Projects must demonstrate how the funding will address transportation needs and assist communities in overcoming barriers to clean transportation.

SJCOG is in the process of applying for a STEP grant to benefit the South Stockton community and uplift the community via enhanced mobility and clean transportation. There are many project partners who are involved in the grant scope of work which includes electric bike share, electric car share, mobile ticketing options, and workforce development.

RECOMMENDATION:
FISCAL IMPACT:
The grant is still being developed and the grant is amount is proposed for $6-7 million.

BACKGROUND:

In response to extreme weather events and changing climate conditions, California passed SB 375 calling for the coordination of transportation, housing, and land use planning efforts to reduce greenhouse gas emissions. As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency, SJCOG is responsible for developing the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP is a long-range transportation planning document that promotes sustainable development and strengthens the connection between land use and transportation. SJCOG’s Sustainable Communities Strategies (SCS) help San Joaquin county meet its climate and air quality goals as well as support community goals of accessibility, equity, health, and the economy.

To support SCS goals and reduce greenhouse gas emissions, the San Joaquin Valley has received awards to fund clean transportation projects. Caltrans awarded the San Joaquin Valley MPOs a $500K grant planning to assess the travel access needs of rural residents and new transit services. Additionally, the San Joaquin Valley Air Pollution Control District was also rewarded 2.25 million dollars to fund car-sharing and clean mobility pilot projects in the San Joaquin Valley. While SJCOG has benefited through some funds for the development of the transit trip planner called VAMOS, other funds went to pilot projects in other counties.

The STEP grant represents a significant opportunity (for this region) to increase affordable, sustainable, and permanent transportation solutions in Stockton. It also has the potential to change the quality of life, mobility, and opportunities for the disadvantaged areas in the South Stockton community. (The grant requirement is to have the project area cover disadvantaged communities).

STEP funding is offered through two types of grants, the Planning and Capacity Building and Implementation Grants. The total of both grants is $19 million, revised from $22 million in consideration of COVID-19 budget impacts. The Planning & Capacity Building Grants fund projects up to $2 million that identify community transportation needs and prepares the applicant to implement clean technology. Eligible projects include community transportation needs assessments, feasibility studies, and community engagement events. SJCOG and the City of Stockton have previously conducted similar transportation studies such as the City of Stockton Bike Master Plan, the Greater Downtown Active Transportation Plan, and the Sustainable Communities Strategy/South Stockton Mobility Assessment. These projects identify transportation barriers and provide direction for the cost-effective and equitable implementation of transportation infrastructure.
SJCOG’s Grant Proposal
As there is a shared vision of projects and priority locations to enhance mobility in South Stockton, SJCOG is applying for the Implementation Grant to advance transportation infrastructure recommendations. The Implementation Grant, due on August 31st, provides funding up to $18 million for one to three clean transportation projects that are “shovel-ready” and will assist residents in low-income communities to get around without a personal vehicle. Eligible projects include, but are not limited to, low emission buses, vanpool service, bicycle, and pedestrian infrastructure. Projects require partnerships with community partners in the public, private, or nonprofit sectors. SJCOG’s proposal for a $6-7 million grant will feature SJCOG as the leading applicant with the support of several sub applicants. The sub applicants and/or project partners involved are the San Joaquin Regional Transit District, Housing Authority of the County of San Joaquin, Mobility Development, UC Davis, SIGALA, Institute for Local Governments, Third City Coalition, and the City of Stockton. The sub applicants are responsible for implementing projects and conducting outreach while the lead applicant is in charge of overseeing the fund disbursement and project progress.
Projects Proposed in the Grant

The projects are rural and city-based electric vehicle car-sharing, electric bike-sharing, workforce development programs, and integrated ticketing. Centralizing payment for transit, electric cars, and electric vehicles.

The San Joaquin Housing Authority, Miocar will deploy 30 cars and electric chargers around affordable housing locations and ACE/Amtrak stations. The Miocar puts clean technology into the hands of communities less likely to access electric vehicles and reduces the need for personal vehicles.
The Shared Mobility team will build on existing studies such as RTD’s bike share feasibility study and deploy 100 bicycles in Stockton based on community feedback regarding equipment type and locations.
EZHub is the integration of Miocar, ebike services, and VAMOS on one application through API development to give users multiple options of travel.

SJCOG and its transit partners in San Joaquin will be deploying the EZHub mobile ticketing app within the VAMOS trip planner this Fall 2020. The STEP grant will be an opportunity to fund the app beyond its demonstration period (of 18 months). It will also establish partnerships with Sacramento, East Bay Counties, and Sacramento to expand the footprint of the mobile ticketing and/or trip planner. The STEP grant will also examine partnerships with private businesses to link the app to ride-hailing services such as Uber and Lyft.

Another project within the SJCOG STEP proposal is the development of a Workforce Development program of education and future career training for residents. Partnerships will be created with regional and local workforce development boards, non-profits, trade schools, and community colleges that ensure the training will provide-industry recognized credentials and career advancement.
Next Steps

The grant timeline is shown in the exhibit below.