SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee
San Joaquin Council of Governments
555 East Weber Avenue, Stockton, California

Wednesday, August 19, 2020
6:00 p.m.

https://sjcog.zoom.us/j/91181228351

Teleconference Number: 1-669-900-6833
Meeting ID: 911 8122 8351

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

Attention Callers: Please mute the call unless speaking

NOTICE
Coronavirus COVID-19

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

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

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

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

AGENDA

1. Call to Order

2. Minutes: Approve Minutes of June 17, 2020 ACTION
3. Public Comments

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


5. dibs Annual Report — INFORMATION

6. Sustainable Transportation Equity Project (STEP) Grant Proposal — INFORMATION

7. COVID-19 Impacts to San Joaquin County — INFORMATION

8. VanGo Service and Intercity Transit Service Provided by RTD and SJCOG Funding of Service (Verbal Report) — INFORMATION

9. Update on Activities with Institute for Local Government Affordable Housing and Homelessness — INFORMATION

10. Refining a Regional Approach to Housing 2.0: Draft REAP Priorities — DISCUSSION

11. Update on Public Outreach Activities for the 2022 Regional Transportation Plan / Sustainable Communities Strategy — INFORMATION

12. CAC Member Attendance and Appointment Status — INFORMATION

13. SJCOG Staff Update

14. Updates / Requests from the Committee

AGENDA ITEM 2
SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee
555 East Weber Ave. Stockton, CA 95202

Wednesday, June 17, 2020

ACTION MINUTES

1) Call to Order

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

Members Present via teleconference:

Paul Plathe (Chair), Sierra Club; Stephanie Hobbs, City of Ripon; Lauren Ah Tye, League of Women Votes; Gracie Marx, City of Escalon; Richard Blackston, City of Lodi; Jim Hilson, City of Lathrop; Bobby Bivens, San Joaquin County; Jessica Bilecki, University of the Pacific,

SJCOG Staff Present via teleconference:
Diane Nguyen, Deputy Director; Ryan Niblock, Senior Regional Planner; David Ripperda, Melissa Ablang, Administrative Clerk II

Others Present via teleconference:
Rene Gutierrez, SJRRC

2) Minutes: Approve Minutes of May 20, 2020

A motion was made and seconded (Blackston/Ah Tye) to approve the minutes of May 20, 2020. Motion Passed unanimously.

3) Public Comments

Rene Gutierrez introduced himself and spoke about the new Altamont Corridor Express means-based discount ticketing program.

4) Draft 2020 Federal Legislative Platform

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

Committee discussion included access to telecommuting and internet access, federal programs to extend broadband access in rural areas, air quality benefits of telecommuting, and the impact of transportation revenue loss from lack of driving.
A motion was made and seconded (Blackston/Marx) to approve the staff recommendation. Mr. Bivens requested an amendment to the motion to add a fourth bullet to the Work from Home/Telework section to include prioritizing low-income census tracts. The amendment to the motion was accepted. Motion passed unanimously.

5) COVID-19 Sales Tax Impact Update

Mr. Ripperda presented this item. He shared a PowerPoint presentation that showed the projected impacts from COVID-19 to Local Transportation Fund (LTF) and Measure K sales tax revenue for Fiscal Years 2019/20 and 2020/2021.

This item was for information only. No action was taken

6) Final 2019 Measure K Strategic Plan

Mr. David Ripperda presented this item. He described the purpose of the Strategic Plan and noted that the SJCOG Board had adopted a revenue estimate in January 2020 of $2.6 billion. Mr. Ripperda stated that the potential impact of the COVID-19 crisis on the economy could reduce $2.6 billion sales tax to $1.5 billion. He stated that SJCOG staff prepared the Strategic Plan using the previous estimate and that it would be revisited in Fiscal Year 2020/21 as better financial projections are developed. Mr. Ripperda described the available $74.5 million of funding capacity for new Regional Arterial projects and noted that many of the projects could be delayed if revenue is not available. In response to committee questions, Mr. Ryan Niblock spoke about the federal CARES Act transit funding.

A motion was made and seconded (Blackston/Marx) to approve the Final Strategic Plan. Motion passed unanimously.

7) Final Fiscal Year 20/21 Unmet Transit Needs Report

Mr. Ryan Niblock presented this item. He explained the Unmet Transit Needs process and described the outreach that had occurred and the comments that were received. Mr. Niblock noted that there were 19 comments but none of the Unmet Transit Needs met the reasonable to meet criteria. He noted that there were no additional comments received on the draft report.

A motion was made and seconded (Blackston/Hilson). Motion passed with Mr. Bivens opposed.

8) Election of Chair and Vice-Chair for Fiscal Year 2020/21

Mr. Blackston nominated Ms. Ah Tye as Chair, which she declined.

Mr. Bivens nominated Ms. Hobbs as Chair, which she declined.

Mr. Blackston nominated Mr. Bivens as Chair, which he accepted.

Chair Plathe nominated Ms. Ah Tye as Vice-Chair, which she accepted

A motion was made and seconded (Plathe/Hobbs) to approve the nominations. Motion passed unanimously.
9) SJCOG Staff Update

Mr. Ripperda noted that there was no meeting in July.

10) Committee Updates / Future Agenda Items

Mr. Hilson thanked Chair Plathe for his service and congratulated the new Chair and Vice-Chair.

Chair Plathe asked for an attendance report for the CAC in August.

11) Meeting Adjournment

The meeting was adjourned at 7:08 p.m.
AGENDA ITEM 4
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 re-engaged with economic development staff from the cities of Tracy and Stockton. During this re-engagement 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>Yes.</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 make 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 a 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 has 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>
</tr>
</thead>
<tbody>
<tr>
<td>Land Basis</td>
<td>$275,000</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>A&amp;E</td>
<td>$250,000</td>
</tr>
<tr>
<td>Offsite Improvement Requirements</td>
<td>$875,000</td>
</tr>
<tr>
<td>Tenant Improvements</td>
<td>$200,000</td>
</tr>
<tr>
<td>Sitework and Landscaping</td>
<td>$390,000</td>
</tr>
<tr>
<td>Development Impact Fees</td>
<td>$495,000</td>
</tr>
<tr>
<td>Other Soft Costs</td>
<td>$521,500</td>
</tr>
<tr>
<td>Contingency</td>
<td>7.5%</td>
</tr>
<tr>
<td>Financing</td>
<td>6%</td>
</tr>
<tr>
<td>Developer Return</td>
<td>9%</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$8,009,050</td>
</tr>
<tr>
<td>Project Valuation</td>
<td>$7,500,000</td>
</tr>
<tr>
<td><strong>Funding Gap</strong></td>
<td>$(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. The three JBIF committee members have recommended approving this project for funding.

NEXT STEPS:

SJCOG staff is concurrently working this project proposal through SJCOG Committees for input in the development of a final staff recommendation that will be presented at the Board of Directors hearing on August 27, 2020.

ATTACHMENTS:

1. Site Plans and Detailed Project Information

prepared by: Hailey Lang, Associate Regional Planner
Edgewood Commercial Center

Conceptual Site Plan | All Phases
AGENDA ITEM 5
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 member's activities and impacts 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 crewmembers 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 changing 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 6
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 have been restrictions placed on businesses such as restaurants, retail stores, and fitness centers that have resulted in reductions in staff and 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 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.

Figure 1
Zipcode 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. Zipcode 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**

<table>
<thead>
<tr>
<th>Median Household Income - Zip Code Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher Than Average Rate of COVID Cases</td>
</tr>
<tr>
<td>$44,389.52</td>
</tr>
</tbody>
</table>


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

Zipcode 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>
<thead>
<tr>
<th>Zip Code Area</th>
<th>Cases Per 1,000 Residents</th>
<th>Deaths Per 10,000 Residents (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>95205</td>
<td>19.9</td>
<td>3.8</td>
</tr>
<tr>
<td>95215</td>
<td>19.3</td>
<td>NA</td>
</tr>
<tr>
<td>95203</td>
<td>17.7</td>
<td>NA</td>
</tr>
<tr>
<td>95206</td>
<td>17.2</td>
<td>2.4</td>
</tr>
<tr>
<td>95236</td>
<td>16.0</td>
<td>NA</td>
</tr>
<tr>
<td>95202</td>
<td>13.3</td>
<td>1.6</td>
</tr>
<tr>
<td>95240</td>
<td>12.2</td>
<td>3.1</td>
</tr>
<tr>
<td>95207</td>
<td>11.8</td>
<td>4.1</td>
</tr>
<tr>
<td>95204</td>
<td>11.2</td>
<td>2.4</td>
</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 hairstylists 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](source: “Workforce Metrics”, BurningGlass Technologies.)
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 White's racial/ethnic group has a much lower percentage (36.9 percent).
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. Zipcode 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. Zipcode 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:

STAFF REPORT

SUBJECT: Update on Activities with Institute for Local Government Affordable Housing and Homelessness

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

The BOOST pilot program is a partnership between Institute of Local Government (ILG) and SJCOG to convene local jurisdictions to discuss the regional issue housing affordability and homelessness. The working group created to discuss this issue has been intermittently meeting throughout the calendar year. At the March CAC meeting, members requested that updates to this program would be brought forth to the committee, as needed.

FISCAL IMPACT:

None at this time. There will be no exchange of monies between both agencies. ILG staff time is funded by a grant through the California Strategic Growth Council. SJCOG will be participating in the collaboration through COG’s existing programmed activities for regional planning, interagency collaboration, and coordination. All of these activities are budgeted in the Overall Work Program.

RECOMMENDATION: Information only.

BACKGROUND:

ILG was selected by the California Strategic Growth Council (SGC) to administer the BOOST pilot program to ten cities and two regions in California. The BOOST pilot program, which is a year-long effort, is designed to help local agencies:

Build awareness of funding opportunities available to address climate action.
Organize projects to be best positioned to meet goals.
Optimize existing resources and build more capacity.
Strengthen relationships with key stakeholders and identify new opportunities for regional engagement and collaboration.
Transform their approach to addressing climate action.
ILG has started to reengage the BOOST Working Group to help find resources to bolster efforts around housing and homelessness. The coronavirus pandemic has left lasting effects on the economy and exacerbated existing housing and homelessness issues in all of our communities. In the wake of COVID, ILG is exploring other ways to provide value to the region. For example, a workshop was held on the Local Early Action Planning (LEAP) Grant opportunity for the COG’s member jurisdictions and the team is looking to hold additional workshops on other funding and technical assistance opportunities.

In that vein, the Working Group will discuss funding opportunities to support homelessness and affordable housing projects in the region.

The BOOST team will also explore ways to support the implementation of the San Joaquin Community Response to Homelessness Strategic Plan, the plan outlines three main goals:

1. Establish a Coordinated and Engaged Regional System.
2. Increase Access and Reduce Barriers to Homeless Crisis Response Services.
3. Ensure Households Experiencing Homelessness Have Access to Affordable and Sustainable Permanent Housing.

Based on initial Working Group conversations, there may be ways this group can support the plan and engage to help make progress towards these goals.

**NEXT STEPS:**
The group plans to discuss legislation and possible funding sources around affordable housing and homelessness.

*Prepared by: Hailey Lang, Associate Regional Planner*
AGENDA ITEM 10
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 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 that 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 the next page.

**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 for funding applications
- Additional funding resources
- Accountability (penalties for non-compliant housing plans)
- Reform (collaborative processes to reform regional housing needs)

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\(^1\) 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)
### Summary Sheet of Preliminary Round of Feedback from Stakeholders:

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<tr>
<th>Priority</th>
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<tr>
<td>1. Regional Housing Trust Fund</td>
<td>Support; How is funding ensured? Consider partnerships with local minority developers and smaller financial institutions.</td>
<td>Support</td>
<td>Support; How realistic is this We need funding to subsidize operation costs of development.</td>
<td>Support; where will housing be located?</td>
<td>Support</td>
<td>Support; Concerned for funding sources and whether it impacts future costs of development.</td>
<td>Support</td>
<td>Support; TBD. Currently discussing priorities with local jurisdictions.</td>
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<tr>
<td>2. Streamlining</td>
<td>Support</td>
<td>Support</td>
<td>Support, but most cities are already working to streamline process.</td>
<td>Support</td>
<td>Support; currently working on zoning code updates to streamline projects. Wants to obtain &quot;pro-housing city&quot; recognition from HCD.</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
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<td>3. Regional Project Pipeline</td>
<td>Support; What would the project criteria be?</td>
<td>Support</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; COS recently developed a regional homeless housing strategy.</td>
<td>Support</td>
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<tr>
<td>4. COVID-19 Relief</td>
<td>Support</td>
<td>Support</td>
<td>Support</td>
<td>Support; CDD staff do not have enough capacity.</td>
<td>Support</td>
<td>Support</td>
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**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?
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 amounts of money 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>
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<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>
</tr>
</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*
EMERGING PLANNING ISSUE BRIEFING

REFINING A REGIONAL APPROACH TO HOUSING 2.0

APRIL 2020// PREPARED BY HAILEY LANG, CHRISTINE CORRALES, ASHLEY GOLDLIST, AND ISAIAH ANDERSON
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   Streamlining the Development Process ....................................................................................... 5

   Planning and Coordination to Develop a Regional Project Pipeline ............................................ 6

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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 REAP 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 it is 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
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.
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<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>Concerned for funding sources and whether it impacts future costs of development</td>
<td>TBD. Currently discussing priorities with local jurisdictions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Streamlining</td>
<td>--</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>Currently working on zoning code updates to streamline projects. Wants to obtain &quot;pro-housing city&quot; recognition from HCD.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3. Regional Project Pipeline</td>
<td>--</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>Support, COS recently developed a regional homeless housing strategy.</td>
<td></td>
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<tr>
<td>4. COVID-19 Relief</td>
<td>--</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>
<td></td>
<td></td>
<td></td>
</tr>
</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 11
STAFF REPORT

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
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
Ranking Regional Priorities

Proportion by Category

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<th>Category</th>
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<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Not in top 5</th>
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<tr>
<td>Technology</td>
<td>5%</td>
<td>9%</td>
<td>9%</td>
<td>22%</td>
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<td>Climate</td>
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<td>19%</td>
<td>13%</td>
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<td>Commuting</td>
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<td>6%</td>
<td>24%</td>
<td>8%</td>
<td>17%</td>
<td>38%</td>
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<td>Jobs &amp; Economy</td>
<td>25%</td>
<td>26%</td>
<td>8%</td>
<td>11%</td>
<td>5%</td>
<td>25%</td>
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<tr>
<td>Vibrant Neighborhoods</td>
<td>12%</td>
<td>19%</td>
<td>15%</td>
<td>14%</td>
<td>6%</td>
<td>35%</td>
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Proportion by Rank

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<th>4</th>
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<th>Not in top 5</th>
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<tr>
<td>Technology</td>
<td>5%</td>
<td>11%</td>
<td>11%</td>
<td>28%</td>
<td>33%</td>
<td>16%</td>
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<td>18%</td>
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<tr>
<td>Housing</td>
<td>23%</td>
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<td>20%</td>
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<td>15%</td>
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<td>Commuting</td>
<td>8%</td>
<td>8%</td>
<td>30%</td>
<td>11%</td>
<td>24%</td>
<td>18%</td>
</tr>
<tr>
<td>Jobs &amp; Economy</td>
<td>30%</td>
<td>32%</td>
<td>10%</td>
<td>14%</td>
<td>8%</td>
<td>12%</td>
</tr>
<tr>
<td>Vibrant Neighborhoods</td>
<td>14%</td>
<td>23%</td>
<td>18%</td>
<td>18%</td>
<td>9%</td>
<td>17%</td>
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Note: The following figure includes data from outside our region (10 participants)

<table>
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<tr>
<th>Category</th>
<th>Average Rank</th>
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<tr>
<td>Jobs &amp; Economy</td>
<td>2.28</td>
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<tr>
<td>Housing</td>
<td>2.745</td>
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<tr>
<td>Vibrant Neighborhoods</td>
<td>2.777</td>
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<td>Climate</td>
<td>2.813</td>
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<td>Commuting</td>
<td>3.4</td>
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<td>Technology</td>
<td>3.72</td>
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STAFF REPORT

SUBJECT: CAC Member Attendance and Appointment Status

RECOMMENDED ACTION: Information Only

SUMMARY:

At the June 2020 Citizens Advisory Committee (CAC) meeting, a request was made to provide a member attendance report for Fiscal Year 2019/20. This report, along with the status of member appointments, is provided in Attachment 1.

Historically, the lack of attendance at CAC meetings was an issue. As a result, the CAC bylaws were changed to decrease the number of members that were needed for a quorum. In addition, filling some positions has been challenging due to lack of interest from the public or lengthy periods needed by the local agencies and special interest groups to reappoint members or appoint new members.

SJCOG staff will be working with the local agencies and special interest groups to facilitate this, as needed, for those members whose appointments that have or will be expiring soon. Members whose terms have expired can continue to serve on the committee until they have been reappointed or their replacements have been appointed.

RECOMMENDATION:

Information only.

FISCAL IMPACT:

None at this time.

ATTACHMENTS:

1) CAC Member Attendance and Appointment Status Spreadsheet

Prepared by: David Ripperda, Associate Regional Planner
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<td>LaCresia Hawkins</td>
<td>1/1/2019</td>
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<td>Al Nunes</td>
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<td>Trucking Industry</td>
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<td>City of Lathrop</td>
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<td>Gracie Marx</td>
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<td>City of Escalon</td>
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<td>Business Industry</td>
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