



SAN JOAQUIN COUNCIL OF GOVERNMENTS

INTERAGENCY TRANSIT COMMITTEE & SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE

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

Monday, May 13, 2019
3:00 P.M.

Teleconference Number: 1-650-479-3208

Participant Code: 809 793 818

Attention Callers: Please mute the call unless speaking.

A G E N D A

1. Call to Order / Introductions / Roll Call
2. Minutes: April 8, 2019
3. Public Comments
4. **STAFF ITEMS FOR ITC:**
 - A. None
5. **STAFF ITEMS FOR SSTAC:**
 - A. **Action:** Analysis and Determination of Unmet Transit Needs for Fiscal Year 2019-2020 (Prince)
6. Other Matters of Business

Meeting Adjourned to Monday, June 3, 2019, at 3:00 p.m.

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PARKING:

For your convenience, parking is available at the COG Regional Center. There is additional parking available at Public Parking Lot K, located on American Street, just south of Weber Avenue. Additional meter parking is available on Weber Avenue.

AGENDA ITEM 2



**INTERAGENCY TRANSIT COMMITTEE (ITC) / SOCIAL SERVICES
TRANSPORTATION ADVISORY MEETING (SSTAC)**

**San Joaquin Council of Governments
555 E Weber Avenue, Stockton, CA 95202**

Monday, April 8, 2019

MINUTES

1. Call Meeting to Order/Introductions

The ITC/SSTAC meeting was called to order at 3:03 p.m. by Michelle Prince. Introductions were made.

Committee Members Present

John Andoh	City of Escalon
Georgia Lantsberger	City of Lodi
Julia Tyack	City of Lodi
Juan Portillo	City of Manteca
Ed Lovell	City of Tracy
George Lorente	San Joaquin Regional Transit District
Toan Tran	San Joaquin Regional Transit District

Committee Members Not Present

Michael King	City of Lathrop
James Pease	City of Ripon
Kevin Werner	City of Ripon
Joni Bauer	Community Center for the Blind and the Visually Impaired
Armando Valerio	Public Health Services
Brian Schmidt	San Joaquin Regional Rail Commission
Jordan Peterson	San Joaquin Regional Rail Commission
Karl Knodt	San Joaquin Regional Transit District
Robert Balderama	State Council on Development Disabilities
Deborah Gurley	Transit User 60 Years or Older
Wilma Murray	Valley Mountain Regional Center

SJCOG Staff Present

Andrew Chesley	Executive Director
Rob Cunningham	Senior Regional Planner
Joel Campos	Assistant Regional Planner
Michelle Prince	Assistant Regional Planner
Melissa Ablang	Administrative Clerk II

Others Present

Jayne Pramod	City of Tracy
Kelly Mraz	First Five of San Joaquin
Jeffrey Song	UC Davis
Mary Ferguson	Shared-Use Mobility Center

2. Minutes from March 4, 2019

It was moved/seconded (Lantsberger/Andoh) to approve the minutes of March 4, 2019. Motion passed unanimously by voice vote.

3. **Public Comments**

None.

4. **STAFF ITEMS FOR ITC:**

A. **Local Transportation Fund Policy Change (Verbal Report)**

Andy Chesley announced that staff still needs to have more discussions about alternatives to be presented to the Board so the action will probably take place in May. He thanked Donna DeMartino for sending over an option for discussion purposes that is going to require a change in legislation and is similar to option three. It proposes distributing among transit operators based upon the formula basis and the remainder of funds would be split between the transit district and rail commission as regional providers. There are still some things to be discussed regarding that proposal, but he understands that the transit district has a reasonable right to ask for some predictability, although it is not a formal proposal from the transit district. Mr. Chesley is still in favor of recommending option two to the Board, but there are still options for discussion. He asked for feedback.

Mr. Andoh stated he is concerned that the smaller cities will subsidize the larger deficit of the transit district. In addition, he suggested doing a re-formula distribution for the intercity transit system so the smaller cities are able to have input and believes there is some kind of revenue stream fund to fund some downscale version of an intercity system.

Mr. Chesley summarized the transit district's overhead costs that they have identified and he really has no objection to it. However, there needs to be a robust discussion between the transit district and cities because there is a real benefit that goes to the cities regarding the service. The smaller cities have an advantage because the transit district is picking up the full cost.

Mr. Andoh agreed that the cities do need to find a way to cover the transit district. He has no problem contributing if the transit district designs something that benefits the city and is within the budget.

Ms. Lantsberger and Mr. Portillo agreed with Mr. Andoh.

Mr. Lovell indicated he has questions about the sub-option. He asked if the sub-option meant making RTD's position whole, so they would not be out money, but the local jurisdictions would then be out money. Mr. Chesley confirmed that was correct.

Mr. Lovell asked if that is something Mr. Chesley is proposing or something that is another option for discussion, and Mr. Chesley confirmed it was an option for discussion.

Mr. Andoh said he would embrace a transit first approach but there would have to be some kind of equity.

Mr. Lovell asked for clarification on how that would work because it doesn't seem equitable that the jurisdictions would take the full hit.

Mr. Chesley stated every jurisdiction receiving dollars from LTF would be impacted negatively by a request due to roads and streets being the last priority item. That option assures transit services will not be impacted negatively. However, he understands if there is an equity concern on the dollar perspective, but thinks it is equitable from a transit perspective.

Mr. Lovell indicated the cities would be spending all their LTF money on transit, which will then affect the transit district as well, and Mr. Chesley confirmed he is correct.

Mr. Chelsey said the jurisdiction most likely to be impacted is Lodi. However, the good news is that there is Measure K money that is available for transit providers who maximize LTF funds towards public transit purposes.

Mr. Lovell asked if that just shifts the funding problem by reducing the amount of money available to the cities, and Mr. Chelsey confirmed that is correct.

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

5. STAFF ITEMS FOR SSTAC:

A. Guest Speaker, Valley FLEX Project Update and Request for Feedback (Verbal Report)

Michelle Prince introduced Mary Ferguson and Jeffrey Song to discuss the Valley Flex project.

Mr. Song announced that Valley Flex is one of two pilot projects with the largest rural focus. The California Air Resources Board (CARB) awarded the project \$2.25 million and local project partners secured \$1.5 million in matching funds. There are two services to this program. The first service is a downloadable smartphone transit app called KYYTI created by partners in Sweden that is like google maps but provides information on demand responsive transit access to fixed route service for inter and intra travel in Stanislaus and San Joaquin counties. Down the road, the app could also be a way to reserve trips and buy tickets in one platform. The second service is a volunteer rideshare in disadvantaged communities in which drivers are reimbursed for round trip driving expenses. Feedback was requested.

Ms. Ferguson stated they have to pick a name for the program, but prefer something that is about two syllables. They provided names and words to consider (shown on their presentation) and asked the members if they think the names are too close to other programs.

Mr. Lovell stated they should eliminate Valley Link because it is the name of another program.

Mr. Cunningham informed them that Van Go is used by RTD and anything with go may seem linked to RTD's program. He asked why they don't want to keep Valley Flex as the name.

Mr. Song said an associate called it Valley Flex because it was molded after a program in Denmark called Flex Denmark, but it does not sound like transportation so they wanted to change the name.

Mr. Campos suggested Trip Link.

Ms. Lantsberger confirmed it doesn't naturally bring up transit like Mr. Song mentioned.

Ms. Ferguson told the members to feel free to email them if they have any ideas.

Ms. Mraz stated there are a lot of valley programs, so it'll be helpful for someone to see that this program is actually designed for them.

Ms. Ferguson said they're trying to finalize the name by the end of the month.

Mr. Cunningham asked if they already did a soft launch, and it was confirmed that it was more internally with the project team and planners to be able to test the app and come up with a name and logo.

Mr. Lorente asked for more information on the fare payment portion, and Mr. Song said there are still discussions regarding payments options.

The members informed Mr. Song and Ms. Ferguson which logos they liked.

Mr. Cunningham asked whether there were outreach efforts to residents or if this is discussions between agency partners only. Ms. Ferguson stated they would like to do some outreach and asked if there are specific agencies to collaborate with.

Ms. Mraz asked if there are specific locations they are focusing on.

Ms. Ferguson said they would like to start with an area that has a pretty active community.

Ms. Mraz suggested Kaiser Hospitals might be good places to start because there aren't easy transit connections.

Members and staff thanked Mr. Song and Ms. Ferguson for the presentation.

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

B. Draft FY 19/20 Unmet Transit Needs Report

Michelle Prince announced the cities of Tracy and Stockton were the only cities that had unmet transit needs but both cities' needs were unreasonable to meet due to cost effectiveness. Vasco Road was an unmet transit need that was highly requested, but RTD has taken care of that unmet transit need. Comments were requested.

Mr. Lorente indicated RTD submitted four different services, but understands because of the timing, it'll be taken to the next cycle. Ms. Prince stated it was included in an appendix as well.

In addition, members were informed that Attachment A (of the staff report) is what COG uses for outreach, but they were unable to get as much surveys as last year and asked the members if they have any suggestions on how to get better responses.

Mr. Lorente suggested that COG staff try to take more assisted surveys.

Ms. Mraz mentioned that surveys are really specific but responses are vague, and Ms. Prince stated it was a challenge because the online survey gave more room to allow participants to put whatever they wanted.

Mr. Cunningham said staff will take another look at the survey.

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

6. Other Matters of Business

A. RTD Intercity Routes (Verbal Report)

There was nothing to report on this item.

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

Adjournment

There being no further business to discuss, the ITC/SSTAC meeting was adjourned at 4:06 p.m. The next meeting will adjourn to Monday, May 13, 2019 at 3:00 p.m.

AGENDA ITEM **5A**



May 2019
SSTAC/ITC

STAFF REPORT

SUBJECT: Analysis and Determination of Unmet Transit Needs for Fiscal Year 2019-2020

RECOMMENDED ACTION: (1) Approve the Finding that there are no Unmet Transit Needs that are Reasonable to Meet in San Joaquin County for Fiscal Year 2019-2020, and (2) Adopt and Approve the Analysis and Determination of Unmet Transit Needs for Fiscal Year 2019-2020 Draft Report

DISCUSSION:

SUMMARY:

San Joaquin Council of Governments (SJCOG) staff has completed the draft Analysis and Determination of Unmet Transit Needs representing fiscal year (FY) 2019-2020. The Transportation Development Act (TDA), (Sec 99238 (C) (1) and (C) (2)), assigns the Social Services Transportation Advisory Committee (SSTAC) with the responsibility of initially reviewing and approving the region's unmet transit needs (UTN) report along with any resolutions outlining findings and conclusions. In addition, after considering the available information, the SJCOG Board of Directors is required to annually adopt unmet transit needs findings for each agency that claims TDA funds. The SSTAC UTN Advisory Committee met in February 2019 to review public comments received during the FY 2019-2020 UTN cycle. The Advisory Committee determined that there are no unmet transit needs that are reasonable to meet in the region for the FY 2019-2020 UTN cycle.

SJCOG circulated the Public Review Draft FY 2019-20 UTN Report for comments from March 26 to April 26, 2019, but only received minor editorial comments. These comments were addressed in the Final Draft Report, available online at <http://www.sjcog.org/UTN>

RECOMMENDATION:

(1) Approve the finding that there are no unmet transit needs that are reasonable to meet in San Joaquin County for fiscal year 2019-2020, and (2) adopt and approve the Analysis and Determination of Unmet Transit Needs for Fiscal Year 2019-2020 Draft Report.

FISCAL IMPACT:

Allows claimants to claim Transportation Development Act funds for the fiscal year of 2019-2020.

BACKGROUND:

Each year, pursuant to the TDA statutes, SJCOG must conduct an analysis and determination of unmet transit needs that may exist in the San Joaquin County region. If unmet transit needs are identified, a further analysis must be conducted to determine whether the needs are reasonable to meet. If a documented unmet transit need is found within a specific jurisdiction that meets the test of “reasonable to meet,” the following will occur:

- A. The jurisdiction’s TDA Local Transportation Funds (LTF) must be used to rectify an unmet transit need prior to using these funds for non-transit purposes such as maintenance of streets and roads; and,
- B. The addition and/or modification of the existing transit system(s) must be considered in order to resolve an unmet transit need.

The annual UTN assessment requires SJCOG to conduct, at minimum, the following:

1. Ensure that several factors have been considered in the planning process, including: size and locations of groups likely to be transit dependent, adequacy of existing services, and potential alternative services / service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Determine definitions for “unmet transit needs” and “reasonable to meet”.
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before allocating TDA funds for street and roads.
5. The required information must be documented and submitted to Caltrans before August 15th of the fiscal year of allocation.

Community Outreach Efforts

The FY 2019/2020 Unmet Transit Needs process began in August 2018. A wide variety of community outreach efforts were employed to supplement and enhance the traditional public hearing process. These efforts were intended to promote additional opportunities for the public to provide their input in the event they were unable to attend a public hearing. Examples of this effort include:

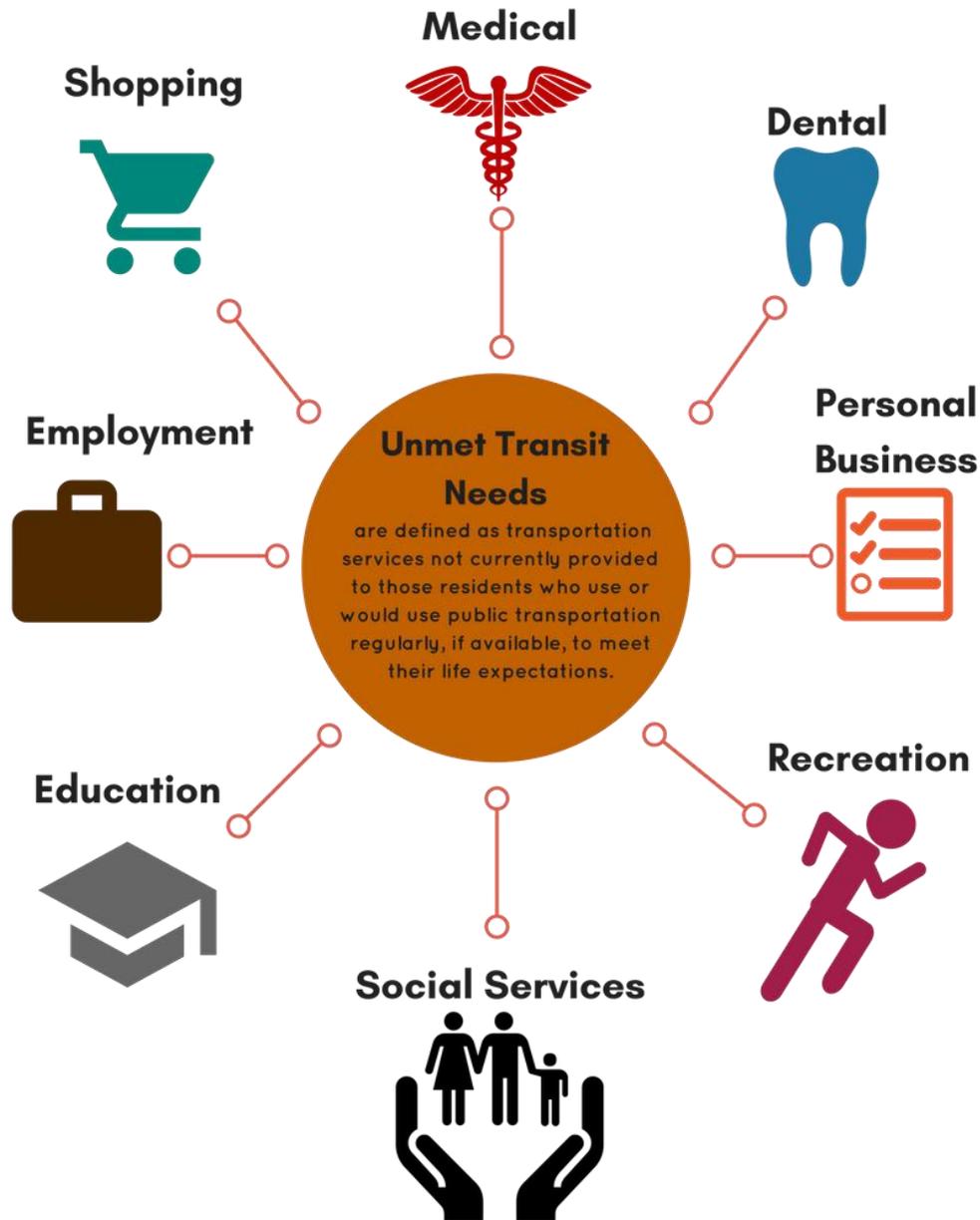
- Distribution of brochures and flyers to public / private / non-profit agencies throughout San Joaquin County.
- Direct letters to community agencies and member jurisdictions.
- An online interactive (also downloadable) survey posted on the SJCOG website.
- Announcements of public hearings in local newspapers.
- Community outreach presentations

- Social media blasts
- UTN animated video

In addition, SJCOG staff coordinated with local jurisdictions and partner agencies to schedule public hearings to receive public comments on the existing transit needs. A total of ten (10) public hearings were held throughout the region for the FY 2019/20 UTN process. This year’s outreach efforts produced 104 comments.

Unmet Transit Needs Definition and Reasonableness Criteria

The definition of an unmet transit need, as adopted by the SJCOG Board (2018), is as follows:



An unmet transit need that meets the definition above and meets all the following SJCOG Board-established criteria (2018) shall be considered reasonable to meet:



Community Acceptance

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



Equity

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



Potential Ridership

The proposed transit service will meet new service ridership performance measures of the implementing agency or agencies, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (SSTAC).



Cost Effectiveness

The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.



Operational Feasibility

The system can be implemented safely and in accordance with local, state, and federal laws and regulations.



Funding

The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

DISCUSSION:

SJCOG convened a UTN Review Subcommittee consisting of seven members of the SSTAC (including RTD, other transit operators, and social service providers). The subcommittee met on February 28th to review all UTN comments received during this cycle.

Most comments were deemed to fall into the Operational, Educational, or Non-Specific categories defined above, and as such were not considered unmet transit needs. These comments will be forwarded to the appropriate transit operators for consideration in service planning.

The following comments were identified as unmet transit needs. However, upon further evaluation based on the six criteria identified above, they were deemed “not reasonable to meet.”

Table 1. Unmet Transit Needs Deemed Not Reasonable to Meet

Source:	Want access to:	Number of Times Supported by the Public	Categorization
Public Hearing	Service on Sundays	1	Tracy
Public Hearing	Adding the Tracer that goes to Larch Clover Community Center on a regular route	1	Intercity
Public Hearing	Three trips each day need to be operated on Monday through Friday between Stockton and Linden	1	Stockton
Public Hearing	Increase late night service in North Stockton and especially on Hammer Lane and West Lane.	1	Stockton
Public Hearing	Provide later weeknight service on Route 44 in South Stockton than the current last trip time arriving at the DTC at 7:16 pm.	1	Stockton
Public Hearing	Improve overall fixed route service by operating Metro Hopper routes on weeknights and weekends.	1	Stockton
Online Survey	To Amtrak (San Joaquin St) from Lodi; all days of the week; to board first southbound Amtrak train at 7:28 AM.	1	Intercity
Mtn. House Meeting	There are only peak-hour trains to San Jose. Need other options	1	Interregional
Mtn. House Meeting	Direct bus service to San Francisco, South Bay or Contra Costa County	1	Interregional
Online Survey	Antioch BART station to Lodi Transit Center; Every Day and Night;	1	Interregional
Online Survey	Sacramento to downtown Stockton; Mon.-Fri.; 11 AM-4PM	1	Interregional
Online Survey	Tracy to Livermore, Sacramento, Several days a week, All Day	1	Interregional
Paper Survey	Stockton to Napa; Saturday; 6 AM-8 PM	1	Interregional
Paper Survey	Stockton to Sacramento; Friday; 8:00 PM	1	Interregional
Online Survey	Monday-Friday 150 Service 5-11PM	1	Interregional

Public Review Draft Comments

SJCOG received minor editorial comments from the City of Escalon and a representative from First Five San Joaquin. These comments were addressed in edits and noted in Appendix F of the Final Draft Report, which can be found at: <http://www.sjcog.org/UTN>.

The Public Review Draft was circulated to the SJCOG committees and Board of Directors in April. No further comments were received.

Findings

Based on the analysis described above, SJCOG recommends the following Unmet Transit Needs Findings for FY 19/20:

City of Escalon	No Unmet Transit Needs
City of Lathrop	No Unmet Transit Needs
City of Lodi	No Unmet Transit Needs
City of Manteca	No Unmet Transit Needs
City of Ripon	No Unmet Transit Needs
City of Tracy	Yes Unmet Transit Needs, but not Reasonable to Meet
City of Stockton	Yes Unmet Transit Needs, but not Reasonable to Meet
San Joaquin County	No Unmet Transit Needs
Intercity Transit	Yes Unmet Transit Needs, but not Reasonable to Meet
Non-Taxi Paratransit	No Unmet Transit Needs
County-Wide On-Demand	No Unmet Transit Needs
Interregional Transit	Yes Unmet Transit Needs, but not Reasonable to Meet
Other Transit Services	No Unmet Transit Needs

NEXT STEPS:

- The Final UTN Report will be presented to the SJCOG Board. The Board will then be asked to adopt the UTN Findings for Fiscal Year 2019-2020.

Prepared by: Michelle Prince, Assistant Regional Planner