



COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
SOCIAL SERVICES TRANSPORTATION
ADVISORY COUNCIL
REGULAR MEETING AGENDA

DATE: Friday, March 28, 2025
10:00 a.m.

LOCATION: Community Foundation Epicenter
San Benito Conference Room
440 San Benito Street
Hollister, CA 95023

MEMBERS: Leona Medearis-Peacher, Chair
Paulette Cobb, Vice-Chair
Clay Kempf
Joshua Mercier
Danny Barrera
Shawna Freels
Tami Aviles
Samuel Borick

-
1. Call to Order and Introductions
 2. Verification of Certificate of Posting
 3. **Public Comment** (*Opportunity to address the committee on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 56954.2. Speakers are limited to 3 minutes.*)
 4. Member Announcements

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the consent agenda. A member of the public should seek recognition by the Chair if comment is desired. Approval of a consent item means approval of recommended as specified on the Staff Report.)

5. APPROVE Social Services Transportation Advisory Council Special Meeting Minutes dated May 7, 2024 – Gomez
6. RECEIVE the 2025 Social Services Transportation Advisory Council and Council of San Benito County Governments (SBCOG) Board of Directors Meeting Calendar – Gomez

ACTION ITEMS:

7. ELECT SSTAC Chair and Vice-Chair for 2025
8. APPROVE Amendment to Social Services Transportation Advisory Council (SSTAC) Bylaws – Aceves
9. 2025 Unmet Transit Needs Report – Diaz
 - a. COMMENT on the Public Feedback Received During the 2025 Unmet Transit Needs Process.
 - b. RECOMMEND to the SBCOG Board the Unmet Transit Needs Found Reasonable to Meet for Implementation in Fiscal Year 2025/2026 by the Local Transportation Authority.

INFORMATION ITEMS:

10. RECEIVE Information on the Social Services Transportation Advisory Council (SSTAC) Roles and Responsibilities – Aceves
11. RECEIVE Information on the Local Master Plan for Aging Workgroup on Inclusion & Equity, not Isolation – Borick/Kempf
12. RECEIVE Memorandum and Presentation from AMBAG on the Upcoming 2025 Coordinated Public Transit-Human Services Transportation Plan Development Process – Diaz/Valentine
13. Executive Director Report/Announcements (Verbal Report) – Abraham

Adjourn to Regular Meeting of June 28, 2025

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Board's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.

CERTIFICATE OF POSTING

Pursuant to Government Code Section #54954.2(a) the Regular Meeting Agenda for the Council of San Benito County Governments Social Services Transportation Advisory Council on **March 28, 2025**, at **10:00 a.m.** was posted at the following locations freely accessible to the public:

The front entrance of the San Benito County Administration Building, 481 Fourth Street, Hollister, CA 95023, at the following date and time:

On the 24th day of March 2025, on or before 5:00 p.m.

The meeting agenda was also posted on the Council of San Benito County Governments website, www.sanbenitocog.org, under Meetings, SSTAC, 2025 Meeting Schedule.

I, Monica Gomez, swear under penalty of perjury that the foregoing is true and correct.

BY: Monica Gomez
Monica Gomez, Secretary II
Council of San Benito County Governments

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

SPECIAL MEETING

ACTION MINUTES

DATE: Tuesday, May 7, 2024
2:00 PM

LOCATION: Council of San Benito County Governments
Conference Room
330 Tres Pinos Road, Suite C7
Hollister, CA 95023

1. CALL TO ORDER:

Chair Leona Medearis-Peacher called the meeting to order at 2:01 P.M.

MEMBERS PRESENT:

Leona Medearis-Peacher; Chair, Paulette Cobb; Vice-Chair, Clay Kempf, Connie Padron, Stacey Romo, Maria Magaña (arrived at 2:17).

MEMBERS ABSENT:

Joshua Mercier

STAFF PRESENT:

Binu Abraham; Executive Director, Douglas Kean; Transportation Planner, Samuel Borick; Transportation Planner, Monica Gomez; Secretary II.

2. CERTIFICATE OF POSTING

Motion made to acknowledge Certificate of Posting:

Motion: Paulette Cobb Second: Clay Kempf

Motion carried: 5/0

Yes: Medearis-Peacher, Cobb, Kempf, Padron, Romo

No: None

Abstention: None

Absent: Mercier, Magaña

3. MEMBER ANNOUNCEMENTS:

Member Kempf asked SSTAC members keep an eye out for an upcoming invitation he will be sending regarding the 2024 Solutions Summit, focusing on “Developing a Local Playbook for California’s Master Plan for Aging, scheduled for May 30, 2024. The event will be hosted by the Seniors Council/Area Agency on Aging of Santa Cruz & San Benito Counties in partnership with The Community Foundation for San Benito County.

ACTION ITEMS:

4. 2024 Unmet Transit Needs Report – Kean

- a. COMMENT on the Public Feedback Received During the 2024 Unmet Transit Needs Process.
- b. RECOMMEND to the SBCOG Board the Unmet Transit Needs Found Reasonable to Meet for Implementation in Fiscal Year 2024/2025 by the Local Transportation Authority.

Transportation Planner, Douglas Kean provided an overview of the public feedback received during the 2024 Unmet Transit Needs process and answered questions from the Committee regarding “reasonable to meet criteria” and “operational need vs. unmet transit need.”

Members of the SSTAC were pleased to see that the items deemed reasonable to meet were already identified within the Short Range Transit Plan, which includes the restoration of the Fixed Route service. They also commented that future surveys could be made more intuitive to effectively engage with individuals from diverse cultural backgrounds.

Mr. Kean highlighted plans for the upcoming year, emphasizing SBCOG staff’s commitment to enhancing direct engagement with the public through continuous outreach efforts. He noted that staff has already secured a booth at the local Farmers Market for this year.

There was no public comment.

Motion made to recommend to the SBCOG Board the Unmet Transit Needs found reasonable to meet for implementation in Fiscal Year 2024/2025 by the Local Transportation Authority.

Motion: Paulette Cobb Second: Clay Kempf

Motion carried: 6/0

Yes: Medearis-Peacher, Cobb, Kempf, Padron, Magaña, Romo

No: None

Abstention: None

Absent: Mercier

There being no further business to discuss, Stacey Romo motioned to adjourn the Social Services Transportation Advisory Council special meeting at 2:39 p.m. Motion seconded by Maria Magaña.

Motion carried: 6/0

Yes: Medearis-Peacher, Cobb, Kempf, Padron, Magaña, Romo

No: None

Recused: None

Abstention: None

Absent: Mercier

The next regularly scheduled meeting date is June 28, 2024.



STAFF REPORT

Consent

Prepared By: Monica Gomez, Secretary

Subject: 2025 Social Services Transportation
Advisory Council and Council of Governments
Board Meeting Calendar

Agenda Item No. 6

Approved By: Binu Abraham, Executive Director

Meeting Date: March 28, 2025

Recommendation:

Receive the 2025 Social Services Transportation Advisory Council and Council of San Benito County Governments (SBCOG) Board of Directors meeting calendar.

Summary:

This report contains the 2025 Social Services Transportation Advisory Council and SBCOG Board of Directors meeting calendar.

Background/ Discussion:

The Social Services Transportation Advisory Council meets every three months on the fourth Friday at 10:00 a.m.

The SBCOG Board meets the third Thursday of each month at 4:00 p.m. The SBCOG meeting calendar will have a recess in the month of July 2025 and will not hold a Board meeting as the month typically does not have action items for the Board.

Financial Impact:

None.

Attachments:

1. 2025 Social Services Advisory Council and Council of Governments Board of Directors Meeting Calendar

Social Services Transportation Advisory Council (SSTAC) 2025 Meeting Dates		
Meeting Date	Time	Meeting Location
Friday 03/28/2025	10:00 a.m.	Community Foundation Epicenter San Benito Conference Room
Friday 06/27/2025	10:00 a.m.	SBCOG Conference Room
Friday 09/26/2025	10:00 a.m.	SBCOG Conference Room
Friday 12/26/2025	10:00 a.m.	SBCOG Conference Room
*The Social Services Transportation Advisory Council meets every three months on the 4th Friday at 10:00 a.m. at the SBCOG Office 650 San Benito St., Suite 120		

Council of Governments (SBCOG), Local Transportation Authority (LTA), Airport Land Use Commission (ALUC), and Service Authority for Freeways and Expressways (SAFE) 2025 Meeting Dates		
Meeting Date	Meeting Time	Meeting Location
Thurs: 01/16/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 02/20/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 03/20/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 04/17/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 05/15/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 06/19/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs. 07/17/2025	-----	In Recess
Thurs: 08/21/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 09/18/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 10/16/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 11/20/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
Thurs: 12/18/2025	4:00 p.m.	San Benito Co. Board of Supervisors Chambers
*The Council of Governments Board meets every 3 rd Thursday at 4:00 p.m. at the San Benito County Board of Supervisors Chambers at 481 Fourth Street, Hollister, CA 95023		



STAFF REPORT

Action

Prepared By: Norma Aceves, Administrative Services Specialist

Subject: Amendment to SSTAC Bylaws

Agenda Item No. 8

Approved By: Binu Abraham

Meeting Date: March 28, 2025

Recommendation:

Approve Amendment to Social Services Transportation Advisory Council (SSTAC) Bylaws.

Summary:

The Council of San Benito County Governments proposes to amend Section IV.B of the SSTAC bylaws to define a quorum as four (4) members, rather than a majority of the total membership.

Background/ Discussion:

The Social Services Transportation Advisory Council (SSTAC) was established by the Council of San Benito County Governments (SBCOG) to serve in an advisory capacity to the SBCOG. SSTAC advises SBCOG and the San Benito County Local Transportation Authority (LTA) on matters related to transportation accessibility for the elderly, the disabled, and persons of limited means. The membership consists of the following ten (10) members:

1. Representative of potential transit users sixty years of age or older.
2. Representative of potential transit users who are handicapped/disabled.
3. Representative of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Representative of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
5. Representative of the local social service providers for the handicapped/disabled, including one representative of a social service transportation provider, if one exists.
6. Representative of the local social service providers for the handicapped/disabled, including one representative of a social service transportation provider, if one exists.
7. Representative of the local social service providers for persons of limited means.
8. Representative of the local consolidated transportation service agency, including one representative from an operator.
9. Representative of the local consolidated transportation service agency, including one representative from an operator.
10. Representative of concerned citizens from the community

SBCOG had to cancel two meetings in 2024 due to insufficient quorum. To ensure we fulfill our responsibilities as outlined in the SSTAC bylaws and to keep progress moving forward on projects

related to the SSTAC, we are proposing a change to the quorum requirements. The bylaws can be amended by a majority vote of the SSTAC members and subsequent approval by the SBCOG Board.

Current bylaws read as follows:

§ IV. B. Quorum;

A majority of the voting members shall constitute a quorum for the transaction of business. No action shall be taken except by an affirmative vote of a majority of those members present at a meeting at which a quorum has been established.

Proposed amendment reads as follows:

§ IV. B. Quorum;

A quorum of the Committee shall consist of four (4) members of the Committee. No action shall be taken except by an affirmative vote of a majority of those members present at a meeting at which a quorum has been established.

Financial Impact:

None.

Attachments:

1. Draft Amendment to the Social Services Transportation Advisory Council (SSTAC) Bylaws
2. Social Services Transportation Advisory Council (SSTAC) Bylaws



**DRAFT AMENDMENT TO THE
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) BYLAWS**

WHEREAS, the Council of San Benito County Governments is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, the Council of San Benito County Governments pursuant to COG Resolution No. 2021-03 established the Social Services Transportation Advisory Council (the "Advisory Council"); and

WHEREAS, the Council of San Benito County Governments pursuant to COG Resolution No. 2021-03 adopted Bylaws for the Social Service Services Transportation Advisory Council ("Bylaws"); and

WHEREAS, on [INSERT DATE] the Advisory Council voted in favor of amending the Bylaws to revise quorum requirements for Advisory Council meetings from a majority of the Advisory Council to four (4) members; and

WHEREAS, pursuant to Section I(B) of the Bylaws, following a majority vote of the Advisory Council the Council of San Benito County Governments must approve the amendment to the Bylaws.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the Council of San Benito County Governments, that it hereby approves the following amendment to the Advisory Council Bylaws:

1. Section 5.3, of the Bylaws is hereby amended in its entirety to read as follows:

"§ IV. B. Quorum;

A quorum of the Committee shall consist of four (4) members of the Committee. No action shall be taken except by an affirmative vote of a majority of those members present at a meeting at which a quorum has been established.
"

2. Except as expressly amended herein, all other terms of the Bylaws shall remain in full force and effect.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS on this 17th day of April, 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Ignacio Velazquez, Chair



BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

RESOLUTION OF THE COUNCIL OF SAN	)	
BENITO COUNTY GOVERNMENTS	)	
APPROVING SAN BENITO COUNTY SOCIAL	)	RESOLUTION NO: 2021-03
SERVICES TRANSPORTATION ADVISORY	)	
COUNCIL BYLAWS JANUARY 2021	)	

WHEREAS, the Council of San Benito County Governments is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, the San Benito County Social Services Transportation Advisory Council (SSTAC) is the advisory committee to the Council of San Benito County Governments on matters related to transportation accessibility for the elderly, persons with disabilities, and persons of limited means; and

WHEREAS, the San Benito County Social Services Transportation Advisory Council (SSTAC) desires to amend its Bylaws of August 2009.

NOW, THEREFORE, BE IT RESOLVED that Council of San Benito County Governments hereby approves the San Benito County Social Services Transportation Advisory Council Bylaws of January 2021 attached hereto and incorporated herein by reference as Exhibit A.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS on this 18th day of March 2021, by the following vote:

AYES: Chair Velazquez, Vazquez Edge, Resendiz, Medina, Tiffany

NOES: 0

ABSTAINING: 0

ABSENT: 0



Ignacio Velazquez, Chair

ATTEST:
Mary Gilbert, Executive Director

By: 

Dated: 3/19/21

APPROVED AS TO LEGAL FORM:
San Benito County Counsel's Office

By: 

Shirley L. Murphy, Deputy County Counsel

Dated: March 11, 2021

Exhibit A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

BYLAWS

January 2021

I. CREATION OF ADVISORY COUNCIL

A. AUTHORITY

The Social Services Transportation Advisory Council (SSTAC) is hereby established by the authority of the Council of San Benito County Governments (COG) pursuant to SB498 of 1987, Section 99238 of the Public Utilities Code, relating to transportation.

B. BYLAWS

The information set forth in this document shall serve as the bylaws for the SSTAC, subject to approval by the COG. These bylaws can be amended by a majority vote of the SSTAC members and subsequent approval by the COG.

II. PURPOSES AND DUTIES

The SSTAC is hereby created for the purpose of serving in an advisory capacity to the COG. Specifically, the SSTAC will carry out the following functions and assume the related duties, where not in conflict with state law:

- A. Assist in identifying transit needs in the County, especially those of the elderly, handicapped/disabled, or persons of limited means, including unmet transit needs that may be reasonable to meet, by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- B. Propose methods of using transportation to integrate the elderly and handicapped/disabled and persons of limited means into the community.
- C. Annually review and recommend action by the COG, within the County, which finds, by resolution, that:
 - I. There are no unmet transit needs;

2. There are no unmet transit needs that are reasonable to meet; or
 3. There are unmet transit needs, including needs that are reasonable to meet.
- D. Review specialized transit planning studies prepared by the COG, the Technical Advisory Committee, the public transit agency and others, as necessary.
 - E. Monitor transit programs initiated by the implementing agencies.
 - F. Operate as a forum for communication between agencies, users and providers, and to serve as a clearinghouse for information, facilitating coordination among the various entities.
 - G. Advise the COG on any other major transit issues, including the coordination and consolidation of specialized transportation services, particularly those regarding paratransit and other transportation for the elderly, handicapped/disabled and persons of limited means.
 - H. Serve as advocates, acting on behalf of elderly and handicapped/disabled persons and those of limited means residing in San Benito County, and referring related issues to the most appropriate other agencies; serve as advocates regarding accessibility issues with direct links to public transit; and provide systems planning and advocacy, emphasizing effective coordination among providers.

III. MEMBERSHIP

A. MEMBERS

The SSTAC shall consist of the following members, appointed by the COG, or by the Board of Supervisors should the COG choose to delegate this responsibility pursuant to state law, and to serve at the pleasure of the COG, or of the Board of Supervisors should the responsibility be so delegated by the COG:

1. One representative of potential transit users who is 60 years of age or older.
2. One representative of potential transit users who is handicapped/disabled.
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Two representatives of local social service providers for the handicapped/disabled, including one representative of a social service transportation provider, if one exists.

5. One representative of a local social service provider for persons of limited means.
6. Two representatives from the Consolidated Transportation Services Agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
7. One concerned citizen who has expressed interest in social service transportation.

In appointing SSTAC members, the COG shall strive to recruit candidates from a broad representation of social service and transit providers representing the elderly, handicapped/disabled persons and persons of limited means, and shall strive to attain geographic and ethnic minority representation among SSTAC members.

B. ALTERNATES

The COG, or the Board of Supervisors if the COG requests, may select an alternate for any SSTAC member. The alternate for a member shall meet the same criteria and shall represent the same category of membership as the regular member for whom he/she sits as alternate. Alternates shall have all the same rights and responsibilities as regular members. An alternate shall vote only in the absence of the regular member for whom he/she serves as an alternate.

C. TERMS OF OFFICE

The terms of SSTAC membership shall be three years. All members are eligible for reappointment at the end of a three year term. Members shall serve until qualified replacements have been appointed.

D. VACANCIES

A vacancy shall be created when an appointed member of the SSTAC misses three consecutive regular meetings without good cause so entered in the official minutes of the meetings, or when due to death, disability or extenuating circumstances, that a member can no longer carry out responsibilities as a SSTAC member. Vacancies are to be filled in the same manner as the original appointments were made.

E. OFFICERS

The SSTAC Chairperson and Vice-Chair shall be elected annually by an affirmative vote of a majority of those members present at the first meeting of the year at

which a quorum has been established. The Chairperson shall preside over all committee meetings, vote on all matters, appoint subcommittees, and call special meetings. In the absence of the Chairperson, the Vice-Chair-Person shall act as the Chairperson.

IV. ORGANIZATION AND PROCEDURES

A. MEETINGS

The SSTAC shall meet regularly every three months at a date and time regularly scheduled by order of the Chairperson, to carry out the duties and purposes described in these bylaws. Meetings are to be open and public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) Meetings shall be held in a freely accessible location in order to facilitate the attendance of physically handicapped or disabled members of the SSTAC and the community in general.

B. QUORUM

A majority of the voting members shall constitute a quorum for the transaction of business. No action shall be taken except by an affirmative vote of a majority of those members present at a meeting at which a quorum has been established.

C. VOTING

Voting on all matters shall be on a voice vote unless a roll call vote is requested by any member in attendance.

D. LIMITATION OF DISCUSSION

Discussion on any matter, by SSTAC members or others, may be limited, at the discretion of the Chairperson, to such length of time as the Chairperson may deem reasonable under the circumstances.

E. COG STAFF

Staff shall provide information, prepare meeting agendas, and minutes as directed, and generally assist SSTAC. Members of the Staff will be present at all meetings.

F. MINUTES

Official written minutes recording the members and visitors present, motions entertained and actions taken at each SSTAC meeting shall be prepared by staff and submitted to all SSTAC members and to the COG Board monthly.

G. REPORTS

In addition to reports and recommendations requested by the COG Board, the SSTAC shall submit an annual report containing the attendance record of each member, a summary of activities and projects undertaken during the preceding year, and the SSTAC's final recommendations on particular programs or plans pertaining to specialized transportation.

H. SSTAC COMMUNICATIONS

The SSTAC may communicate freely with elected or appointed bodies, public or private agencies or individuals to obtain input or opinions regarding transportation planning proposals. Copies of all correspondence directed to COG by vote of the SSTAC should be included as it occurs in the COG agenda packets.

V. CONFLICT OF INTEREST

The SSTAC shall be subject to the Political Reform Act, the Fair Political Practices Committee's (FPPC) Regulations and the Council of Government's conflict of interest code. All members will be required to complete the FPPC Form 700.

A SSTAC member shall disqualify himself/herself from making, participating in, or attempting to influence any SSTAC decision which will foreseeably have a material effect on his/her financial interest, distinguishable from its effect on the public generally.

No SSTAC member shall be prevented from making or participating in the making of any decision to the extent that his/her participation is legally required for the decision to be made. The fact that the vote of a particular member of the voting body is needed to break a tie does not make his/her participation legally required for purposes for this section.



STAFF REPORT

Action

Prepared By: Victor Diaz, Transportation Planner

Subject: 2025 Unmet Transit Needs Report

Agenda Item No. 9

Approved By: Binu Abraham, Executive Director

Meeting Date: March 28, 2025

Recommendation:

- a. COMMENT on the Public Feedback Received During the 2025 Unmet Transit Needs Process.
- b. RECOMMEND to the SBCOG Board the Unmet Transit Needs Found Reasonable to Meet for Implementation in Fiscal Year 2025/2026 by the Local Transportation Authority.

Summary:

The Council of San Benito County Governments (SBCOG) conducts an Unmet Transit Needs hearing every year to provide a forum for residents, transit users, and community members to comment on the local bus service.

Background/ Discussion:

The Council of San Benito County Governments (SBCOG) is responsible for allocating Transportation Development Act funds for public transportation services within the San Benito region. Each year, the Unmet Transit Needs process is carried out to identify and evaluate any potential needs that are not being met through existing public transit services.

The Unmet Transit Need process consists of the following three key steps:

1. SBCOG staff solicits testimony from the public on the Unmet Transit Needs of the community. A public hearing on the Unmet Transit Needs was held by the SBCOG Board at their regularly scheduled meeting of Thursday, February 20, 2025, at 4:00 p.m. Opportunity for submittal of public comment was provided through the following options: public hearing, email, social media, telephone, letter, online survey, and by comment cards made available onboard all transit buses. SBCOG received a total of 23 comments from the public.
2. SBCOG staff must then analyze the Unmet Transit Needs expressed by the public, in accordance with SBCOG adopted definition of an Unmet Transit Need and Reasonable to Meet criterion (Attachment 1). All comments received are discussed with the Social Services Transportation Advisory Council (SSTAC), which provides feedback and recommendations to

the SBCOG Board of Directors on the Unmet Transit Needs of the community. SBCOG staff has prepared responses to all comments received for review and feedback from the Social Services Transportation Advisory Council (Attachment 2). The purpose of SSTAC is to review the input of transit-dependent and transit disadvantaged persons, including the elderly, persons with disabilities, low-income persons, and youths regarding transit needs in San Benito County.

3. The SBCOG Board of Directors then adopts Unmet Transit Needs Report, which includes all comments received and identifies which Unmet Transit Needs were classified as Reasonable to Meet for implementation in the upcoming fiscal year by the Local Transportation Authority.

The final Unmet Transit Needs Report will be presented to the SBCOG Board at their April 17, 2025 meeting for adoption. The final report is then submitted to Caltrans by the August 15, 2025 deadline.

Financial Impact:

There are no financial impacts.

Attachments:

1. Unmet Transit Needs and "Reasonable to Meet" Criteria
2. 2025 Public Comments and SBCOG Responses
3. Unmet Comment Received Public Comment

ADOPTED DEFINITIONS AND PROCEDURES FOR NOTICING AND CONDUCTING THE ANNUAL UNMET TRANSIT NEEDS HEARING



As required by PUC section 9940 1.5, the Council of San Benito County Governments must adopt formal definitions of "unmet transit need" and "reasonable to meet." The first definition is the primary tool used to evaluate the public testimony received during the initial hearing.

The second definition is used to evaluate the reasonableness of meeting those requests. State law (PUC Section 994015(c)) has been modified to clarify that..."the fact that an identified transit need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet."

Additionally, the Act specifies that..." An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need of streets and roads. "

I. The "unmet needs" definition adopted by Council of San Benito County Governments:

"Unmet needs are defined as expressed or identified needs of a significant segment of the community for public transportation services to meet basic mobility needs which are not currently being met through existing transit services or other means of transportation.

Included, at a minimum, are those public transportation or specialized services that are identified in the Regional Transportation Plan, Short Range Transit Plan and/or Transit Development Plan, which have not been implemented or funded."

II. The "unmet needs" threshold criteria adopted by the Council of San Benito County Governments:

The following criteria must be true for the COG to consider a request an "unmet need". If a request **fails** to satisfy any of the criteria below, the request is **not** an unmet need.

1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.
2. Sufficient *broad-based* community support exists.
3. Request is a *current* rather than *future* need.
4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.)

III. Adopted Definition of "Transit Needs That Are Reasonable To Meet Determination."

In making the reasonableness determination, an analysis will be conducted on existing transit services, available options, likely demand and general costs based on similar services in the area and available studies. Once completed, the following criteria shall be considered.

REASONABLE TO MEET CRITERIA

In making a reasonableness determination, an analysis will be conducted on existing transit services, available options, likely demand and general costs based on similar services in the area and available studies. An Unmet Transit Need would be considered reasonable to meet if the proposed service is in general compliance with the following criteria:

A. EQUITY

The proposed service would:

1. Benefit the general public.
2. Not unreasonably discriminate against nor favor any particular area or segment of the community at the exclusion of any other.
3. Not result in adversely affect existing services in other parts of the transit system that have an equal or higher priority immediately or within the foreseeable future.
4. Require a subsidy per passenger generally equivalent to other parts of the transit system, unless overriding reasons so justify.

B. TIMING

The proposed service would:

1. Be in response to an existing rather than a future need.
2. Be implemented consistent with federal, state, or regional funding approval schedules, if such funds are the most appropriate primary method of funding.

C. COST EFFECTIVENESS

The proposed service would:

1. Not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocated funds.
2. Not set a precedent for other service expansions without a reasonable expectation of available funding.
3. Have available funding on a long-term basis to maintain the service.

D. SYSTEM PERFORMANCE

1. The efficiency of the new, expanded or revised transit service, excluding specialized transportation services, shall be measured on efficiency, such as:
 - Cost per passenger trip,
 - Cost per vehicle service hour,
 - Passenger trips per vehicle service hour,
 - Passenger trips per service mile,
 - On-time performance.
2. The proposed service would have a reasonable expectation of future increase in ridership.

E. OPERATIONAL FEASIBILITY

1. The new, expanded or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.
2. The new service would be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds.
3. The new service would have the available maintenance staff to cover the additional vehicle maintenance hours incurred as a result of the proposed service.

F. COMMUNITY ACCEPTANCE

A significant level of community support exists for the public subsidy of transit services designed to address the unmet transit need. Including but not limited to, community groups, community leaders, and community meetings reflecting support for the unmet transit need.

G. ADA CONFORMITY

The new, expanded or modified service, excluding specialized transportation services, would conform to the requirements of the Americans with Disabilities Act. The COG shall consider the financial impact on the TDA claimant if complementary paratransit services are required as a result of the new, expanded, or modified service.

H. OTHER FACTORS

Other specific, formulated components that COG determines to affect the reasonableness of meeting an unmet transit need.

No.	Media	Language	Service	Comment Category	Public Comment	Translation (when applicable)	Can we contact?	Contact Info	Determination	Reasonable To Meet Criteria	SBCOG Response
1	Online Form	English	CE	Gap in Service	We need more frequent bus service everywhere in town connecting to out of town. Most developed countries will have bus frequency under five minutes for every single stop 24 hours a day. I know that's not sustainable for a small agency like ours where we have difficulty of accessing greater funding and hiring drivers, etc. That is the goal.	N/A	Yes	8315373303	Unmet Transit Need: Not Reasonable To Meet	Not applicable	The Short Range Transit Plan identifies the restoration of the Hollister Fixed Route service. Future services outlined in the SRTP may be implemented dependent on available drivers and funding.
2	Online Form	English	CE	Gap in Service	RED LINE end of route to gavilan college	N/A	no	n/a	Unmet Transit Need: Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
3	Online Form	English	CE	Gap in Service	RED LINE end of route to gavilan college	N/A	no	n/a	Unmet Transit Need: Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
4	Online Form	English	CE	Gap in Service	Service to Gavilan College and along Fairview road.	N/A	no	n/a	Unmet Transit Need: Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
5	Online Form	English	CE	Gap in Service /Customer Service	Red line the dial a ride is always full and your operators are mean. One of them is always mean	N/A	no	n/a	Unmet Transit Need: Not Reasonable To Meet	Not applicable	The Short Range Transit Plan identifies the restoration of the Hollister Fixed Route service. Future services outlined in the SRTP may be implemented dependent on available drivers and funding. With the second part of the comment being operational in nature, it does not meet the criteria to be considered an unmet transit need.
6	Online Form	English	CE	Gap in Service/Customer Service	Need to get to the grocery store and sometimes to the hospital but dial ride is difficult to schedule. I'm old I dont want to argue for a pick up time that is convenient for them. The bus that once stopped downtown and took to target and the post office needs to be put back!	N/A	no	n/a	Unmet Transit Need: Not Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
7	Online Form	English	CE	Gap in Service	I need reliable transport to the food bank, and social services. Having to call for a ride and scheduling is not always easy. Calling days ahead and sometimes still cant get the time slot needed. I used to be able to use the red tokens but now Im stuck with them because that bus service is no longer available. You need to bring that service back.	N/A	no	n/a	Unmet Transit Need: Not Reasonable To Meet	Not applicable	The Short Range Transit Plan identifies the restoration of the Hollister Fixed Route service. Future services outlined in the SRTP may be implemented dependent on available drivers and funding.
8	Online Form		CE	Operational	Need bigger bike racks. I get stuck waiting when the racks are full. I live in San Juan Bautista. And why can I not take my bike when I use dial a ride. It doesn't seem fair. I can when I come into Hollister but not when im in town?	N/A	no	n/a	Not a Unmet Transit Need	Not applicable	Being an operational request, this is not an unmet transit need. Thank you for your comment.
9	Online Form	English	CE	Gap in Service /Customer Service	Service to the new gavilan on fairview dial a ride fills up to fast and they are downright rude.	N/A	no	n/a	Unmet Transit Need: Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
10	Online Form	English	CE	Other	Hi, im just interested in becoming a county express driver. Im not sure if the county is hiring for that, I thought id give it a try.	N/A	Yes	831664668	Not a Unmet Transit Need	Not Applicable	Thank you for your comment!
11	Online Form	English	CE	Other	Not sure.	N/A	no	n/a	Not a Unmet Transit Need	Not Applicable	Thank you for your comment!
12	Comment Card	English	CE	Gap in Service	Service to the new Gavilan Campus off fairview rd.	N/A	yes	831.2651.652	Unmet Transit Need: Reasonable To Meet	Not applicable	Being identified as a longer term improvement to County Express service, extended service miles/hours will not be financially feasible to implement at this time.
13	Comment Card	English	CE	Gap in Service	Gavilan- Hollister, now.	N/A	no	n/a	Unmet Transit Need: Reasonable To Meet	Not applicable	The Short Range Transit Plan identifies the restoration of the Hollister Fixed Route service. Future services outlined in the SRTP may be implemented dependent on available drivers and funding. With the second part of the comment being operational in nature, it does not meet the criteria to be considered an unmet transit need.
14	Comment Card	English	CE	Gaps in Service/Operational	What is needed in Hollister to start. Gavilan would be a great start. Reliable service within town. Timed routes that are dependable, or perhaps better leadership since they don't seem to know what they are doing.	N/A	no	n/a	Unmet Transit Need: Not Reasonable To Meet	Not applicable	The Short Range Transit Plan identifies the restoration of the Hollister Fixed Route service. Future services outlined in the SRTP may be implemented dependent on available drivers and funding. With the second part of the comment being operational in nature, it does not meet the criteria to be considered an unmet transit need.

**Remarks to the Council of Governments of San Benito County
by**

Joseph P. Thompson, Esq.

[SAME PUBLIC COMMENT EVERY YEAR 2006-2025]

Unmet Needs Hearing 2025: Emperor Transit First is Stark Naked-

COG is Taking us Places That we Don't Want to go, While

Making our County Unlivable & Unaffordable, and the

Small Business Killing Fields-

COG's Directors Refuse to Make Highway Safety COG's Top Priority-

While "partnering" with VTA & TAMC & AMBAG to Ruin the Region,

but they Refuse to Abolish COG, Remove the Malignant Cancer, and will

Not Even Consider Reform by Privatization and Free Enterprise Solutions

COG's Directors, Like the Bell, California City Council, Ought

to be Prosecuted for Fraud and Violation of their Fiduciary Duty

to the Taxpayers of San Benito County

Mr. Chairman, and Directors, ladies & gentlemen, thank you for allowing me to address the Joint Powers Authority (unelected and unresponsive and unaccountable to the voters) on the subject of unmet needs of the residents of our community for transportation services. My name is Joe Thompson. I am here volunteering my time to help you with this important issue. I am not here on behalf of any clients. I am not being paid. I have no ulterior motive or hidden agenda. I am here because I promised you that I would give you the benefit of my small sum of transportation experience and knowledge to help you achieve the right answers for our transportation needs.

I am attaching my previous remarks for previous years for your shameful ugly dog and pony show you, like the hypocrites you are, describe as the "unmet transit needs" hearing, another indication of why California is bankrupt, its Counties are bankrupt, and its Cities and Towns are bankrupt. Your policy was conceived insolvent and born bankrupt, but you all pat yourselves on the back proclaiming "success" and watch as COG gives itself "A" on its "report card" (Baloney-BS). While you cling to your radical socialist policy, we have become the worst State, and one of the worst Counties in the worst State, in America, and you'll continue to make this County unlivable for our children and grandchildren. Your "success" is our ruin. Why aren't you ashamed of yourselves? How can we get you out of office ASAP?

I am a former charter member of COG's Transit Task Force, COG's Citizens Rail Advisory Committee, Citizens for Reliable and Safe Highways, and I served on the executive committee of the debtor-creditor-commercial law section of the SCCBA. I am also a member of the Association for Transportation Law Logistics & Policy, the legislation (Past-Chair), arbitration, intermodal, freight claims and bankruptcy committees of the Transportation Lawyers Assn., and a candidate for the American Society of Transportation & Logistics. I have also been a member of Gavilan Employers Advisory Council and am founder of the SBC Small Business Incubator. I have given you a copies of my petitions, position papers and letters, including the transportation infrastructure proposal for restoration of intermodal facilities for the Central California Coast Region, and my various letters regarding the amendments and revisions to the

Regional Transportation Plan service to Hollister. I have also provided you with a copy of my paper, "ISTEA Reauthorization and the National Transportation Policy," which was published by the *Transportation Law Journal* and in *Transportation Lawyer* in 1997.

Summary of Petition to COG for Strategic Transportation Planning

COG's unconstitutional Directors' conduct has sold-out the County's taxpayers and citizens so that they can curry favor with their special interests, e.g., public sector union employees, subsidy recipients, and the employees of the Joint Power Authority who reward themselves with taxpayers' money to feather their nest, and plump their salaries, benefits and pensions, lying all the way and laughing at anyone who begs for truth in transport.

Our local government's growing reliance on our taxes and the ever-increasing number of tax-based districts, authorities, joint powers boards, agencies, etc., combined with the imposition of new taxes, fees, assessments, grants, subsidies, premiums, surcharges, bonds, etc., falls especially hard on small businesses. As a result, the small business failure rate (4 out of 5 in the first five years, up 81% over the previous year, and the family farmers and personal bankruptcy rates (dramatically higher) are increasing, destroying jobs, investments, savings and lives. Hopelessly oppressed small business owners cannot pay their rent and their mortgage payments. Families are torn asunder by the emotional turmoil of foreclosures and evictions which accompany their failed businesses. The victims of the failed businesses and destroyed families become more dependent on local government for assistance. Thus, a spiraling effect grows in our community like a Black Hole or a malignant tumor. It is time to break this cycle and halt Black Hole Government before it is too late. The growth of the public sector tumor must be eradicated if we hope to survive to compete in the global economy of the coming new century. We must take back our government from the bureaucrats and Soviet-style planners who feast off OPM (other people's money). We must bring an end to the creeping socialism that breeds in out-of-control government and its dependence upon money from taxpayers. Otherwise, our fate will be the same as the USSR. When government is the largest employer in the county, the burden on small business and families is fatal. We must demand a return to private sector solutions with user-fees replacing taxpayers' dollars, and thereby reduce government's excesses before we kill-off all small businesses and ruin the capitalistic formula of America's successful past. This petition raises issues which must be addressed by our elected representatives before undertaking further strategic transportation planning for our County. This is a "reality check" and may require a "paradigm shift."

Definitions Previously Adopted by COG

Transportation needs of a community always have, and always will, exceed the community's resources. Defining the terms, e.g., "unmet needs," "transit," "reasonable," "cost," "benefit," establishes both the target of our efforts and their scope. For example, if you include a resident's need to travel to Hawaii for his vacation as an "unmet need" for his transit convenience, then the target becomes much larger. There is a direct correlation between the target we define and the cost of meeting the goal. The broader you define the "unmet needs," the greater will be the need for money to pay for the transportation services you decide to offer. This is true for all modes of transportation, air, water, rail and highway.

There is no “free” transportation in any mode; a cost must be borne to provide the service. How to pay for the inevitable cost is the problem once you determine what service you will provide. Who should pay? Whether the transportation service is owned by private investors or the public, this funding issue is inescapable. Equipment, labor, fuel, supplies, insurance, maintenance, administration, etc., all must be paid or else no service can be offered by the carrier. COG recognized this when it voted unanimously to privatize County Transit.

The truth in transportation costs and benefits must be disclosed to both those who use the service and those who pay for the service. Concealing or distorting costs and benefits is unacceptable policy, especially when the taxation power of government is employed to subsidize insolvent transportation operations.

COG’s definitions are unsound and irrational because they do not result in a reasonable burden on those who pay for the service compared with the benefit to the user of the service. COG’s definitions are not based on truth in transportation costs. For example, “unmet needs” is defined by excluding the needs of those who pay for the service. It is illogical to define society’s needs by excluding the needs of those who make it possible for a service to be provided. Furthermore, it is unreasonable to require the taxpayers to furnish 98% of the funds (fully-amortized amount) while the user of the service pays only a 2% “co-pay.” The layers of government overhead deflect the money paid by the taxpayers from reaching the goal, so it has been said that for every \$100 of federal taxes paid, only \$5 is returned to local government to fund transit services. This increases the insolvency, bankruptcy and small business failure rate in the community, which causes an increase in “unmet needs” for transportation. This vicious cycle kills the goose that lays the “Golden Egg.” In other words, by adopting a model of government-ownership of transportation services, the source of the subsidies is diminished as the service increases. Eventually, there is too much for the middle-class taxpayer to bear, paying for both his own transportation, and the riders on government-owned transportation service. Amtrak is a perfect example, and application of this model to Amtrak has resulted in its collapse, and caused the \$2 billion re-bailout by Congress. Recent decisions by Congress and the Surface Transportation Board to allow Amtrak to haul freight reveal how the genesis of the revenue issue brings us back to the truth in transportation costs. But think of the social costs that society had to endure between 1970, when Amtrak was formed, to the future when it is hoped that it will become “self-sufficient.” You can better meet the “unmet needs” of the community if you adopt a private-sector model for transportation solutions. Instead of killing the Goose That Lays the Golden Egg, the taxpayers will be better able to assist local government in its effort to address all the “unmet needs” of the community you serve. The federal government’s decision to privatize Amtrak is a lesson for local governments like ours. We must now implement COG’s decision.

Proposed Redrafting of Definitions

I believe that we ought to redraft the definitions that the COG Board previously adopted to reflect the truth about transportation costs and benefits. Fairness to the taxpayers requires it; history of public sector transportation fiascoes demands it. COG’s transportation definitions ought to adhere to the California Transportation Commission’s mandate to local governments to plan future transportation infrastructure improvements on “user fees” rather than on higher taxes.

I again refer you to the study by the Harvard University Professors, José A. Gómez-Ibáñez and John R. Meyer, *Going Private: The International Experience with Transport Privatization* (Wash, D.C.: Brookings Institution, 1993), which I mentioned in my letter to you and which I have shown you at previous COG Board meetings. The revised definitions ought to be based on a full disclosure of all the costs that public-ownership of transportation services imposes on the largest segment of the population. It must include the personal insolvencies, bankruptcies, and business failures that excessive and abusive taxation causes. I believe that we ought to be guided in our effort by studies that have shown us the most efficient methods of providing vital services to our community, e.g., John D. Donahue, *The Privatization Decision: Public Ends, Private Means* (New York: Basic Books, 1989), which I have also shown you at previous COG meetings. If you ignore the truth about transportation costs and benefits in your transportation definitions, then you will condemn future generations to certain failure of the infrastructure so vital to success of our economy. We must not tolerate those who would conceal the truth from the public, or seek to mislead the taxpayers, without whom your effort to satisfy “unmet needs” would be futile.

Conclusion

I support your efforts to help our residents satisfy as many of their “unmet needs” as is feasible, while not undermining the work by utilizing the wrong tools for the job. You would not perform a surgery with a dirty scalpel. You would not fight an epidemic by spraying Ebola Virus in the air. You would not throw gasoline on a fire to extinguish it. So why try to satisfy “unmet needs” with socialism. History has shown that it will not work; it will backfire on you, and then we will have more “unmet needs” than before you started. Remember, there are no “Welfare-to-Work” trains running in the USSR today. We are creating “unmet needs” with the socialist transit policy of urban counties, when we should be following COG’s unanimous decision to privatize passenger bus transportation. We will only worsen budget deficits with the socialist system.

I’ve said this over and over again each passing year, yet COG’s Directors do absolutely nothing to reform and change the sick, unsound, unsustainable transport policy that dooms the future of our County. History will condemn our memories for this failure, while the mass transit radicals will proclaim your “success” right up to the collapse of our government. Shame on the COG Directors for their steadfast refusal to change and restore our free-enterprise roots in transport that helped make America great. It is a sad, despicable thing to see ones friends and neighbors kow-towing to Emperor Transit First, while sacrificing the health and safety of more than 99% of the County’s residents. Shame.

Joe Thompson

FINANCING ALTERNATIVE “A” FOR PASSENGER (BUS & TRAIN) SERVICE (Santa Clara County & VTA & COG & TAMC & AMBAG, Etc., Model-Soviet Style)

EXCESS TAXATION → →

**INSOLVENCY & BANKRUPTCY & SMALL BUSINESS FAILURES & HIGHER
TRAFFIC IMPACT FEES & MORE UNAFFORDABLE HOUSING → →**

UNMET NEEDS → → HIGHER TAXES

FINANCING ALTERNATIVE “B” FOR PASSENGER (BUS & TRAIN) SERVICE
(Taxpayer-Friendly Model-Capitalism)

INCREASED RELIANCE ON FREE ENTERPRISE → →

LOWER TAXES & TRAFFIC IMPACT FEES &

**MORE AFFORDABLE HOUSING, FEWER BANKRUPTCIES & SMALL BUSINESS
FAILURES → →**

FEWER UNMET NEEDS → → LOWER TAXES → →

MORE BUSINESS ENTERPRISE → →

Why COG won't make highway safety our top transport priority? Here in this statute they have discretion to do so, but they refuse to do it. Why?

Section 99401.5 of the California Public Utilities Code:

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the TPA shall annually do all of the following:

- a. Consult with SSTAC
- b. Identify the transit needs of the jurisdiction . . .

c. Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. . . . The definition adopted by the TPA for the terms “**unmet transit needs**” and “**reasonable to meet**” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.

d. Adopt by resolution a finding for the jurisdiction . . The finding shall be that

- (1) there are no unmet transit needs,
- (2) there are no unmet transit needs that are reasonable to meet, or
- (3) there are unmet transit needs, including needs that are reasonable to meet.

e. If the TPA adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, **then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.**

[So, why don't COG's Directors define “reasonable” in terms of millions of dollars of subsidies. For example, they could limit the subsidies to \$9 million (level in 2001), or today's level (how many millions of dollars?), and say NO to any more wasteful deficit spending. In that way COG's Directors could place a cap, a ceiling on the waste. If they don't, where will it end?]

jpt

Analysis of County Transit Primary Effects
on San Benito County

Pros:

- Subsidy recipients get welfare (minimal fares)
- COG employees get salaries and benefits (99% from taxes)
- MV Transportation, Inc.'s shareholders get profits (ditto)
- “”“”“” employees get union wages & benefits (ditto)

Cons:

- Taxpayers pay 99% of all transit riders' costs
- Air pollution from empty buses (98% of seats move empty)
- Congestion added to highways and streets for no benefit
- Road surface maintenance costs increased for no benefit
- Private sector carriers put out of business, by COG's uncompetitive business practices of setting fares lower than total costs in violation of the Unfair Business Practices Act, which deters other carriers from entering the marketplace for carriage of passengers
- Conceals massive deficit spending with non-GAAP accounting methods (same as those used by Enron's executives)
- Hides taxpayers tax subsidies under “other revenue” in their financial statements
- Causes gas prices to be higher by robbing gas taxes from motorists to pay for mass transit boondoggles
- Undermines economy of the County by adding confiscatory levels of taxes&fees to pay for socialist mass transit, destroying the small and very small business owners' livelihoods, making housing unaffordable, and the County unlivable for tax payers (while subsidy recipients and trough feeders thrive under the current socialist policy)



STAFF REPORT

Information

Prepared By: Norma Aceves, Administrative Services Specialist

Subject: Amendment to SSTAC Bylaws

Agenda Item No. 10

Approved By: Binu Abraham

Meeting Date: March 28, 2025

Recommendation:

Receive information on the Social Services Transportation Advisory Council (SSTAC) roles and responsibilities.

Summary:

The SSTAC was created for the purpose of serving in an advisory capacity to the Council of San Benito County Governments (SBCOG).

Background/ Discussion:

The SSTAC was established by the authority of the SBCOG to carry out the following functions:

- A. Assist in identifying transit needs in the County, especially those of the elderly, handicapped/disabled, or persons of limited means, including unmet transit needs that may be reasonable to meet, by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- B. Propose methods of using transportation to integrate the elderly and handicapped/disabled and persons of limited means into the community.
- C. Annually review and recommend action by the SBCOG, within the County, which finds, by resolution, that:
 - There are no unmet transit needs;
 - There are no unmet transit needs that are reasonable to meet; or
 - There are unmet transit needs, including needs that are reasonable to meet.
- D. Review specialized transit planning studies prepared by SBCOG, the Technical Advisory Committee, the public transit agency and others, as necessary.
- E. Monitor transit programs initiated by the implementing agencies.
- F. Operate as a forum for communication between agencies, users and providers, and to serve as a clearinghouse for information, facilitating coordination among the various entities.
- G. Advise the SBCOG on any other major transit issues, including the coordination and consolidation of specialized transportation services, particularly those regarding paratransit and other transportation for the elderly, handicapped/disabled and persons of limited means.

H. Serve as advocates, acting on behalf of elderly and handicapped/disabled persons and those of limited means residing in San Benito County, and referring related issues to the most appropriate other agencies; serve as advocates regarding accessibility issues with direct links to public transit; and provide systems planning and advocacy, emphasizing effective coordination among providers.

SSTAC meetings take place quarterly on the fourth Friday of the month.

Financial Impact:

None.

Attachments:

1. Social Services Transportation Advisory Council (SSTAC) Bylaws



BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

RESOLUTION OF THE COUNCIL OF SAN	)	
BENITO COUNTY GOVERNMENTS	)	
APPROVING SAN BENITO COUNTY SOCIAL	)	RESOLUTION NO: 2021-03
SERVICES TRANSPORTATION ADVISORY	)	
COUNCIL BYLAWS JANUARY 2021	)	

WHEREAS, the Council of San Benito County Governments is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, the San Benito County Social Services Transportation Advisory Council (SSTAC) is the advisory committee to the Council of San Benito County Governments on matters related to transportation accessibility for the elderly, persons with disabilities, and persons of limited means; and

WHEREAS, the San Benito County Social Services Transportation Advisory Council (SSTAC) desires to amend its Bylaws of August 2009.

NOW, THEREFORE, BE IT RESOLVED that Council of San Benito County Governments hereby approves the San Benito County Social Services Transportation Advisory Council Bylaws of January 2021 attached hereto and incorporated herein by reference as Exhibit A.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS on this 18th day of March 2021, by the following vote:

AYES: Chair Velazquez, Vazquez Edge, Resendiz, Medina, Tiffany

NOES: 0

ABSTAINING: 0

ABSENT: 0



Ignacio Velazquez, Chair

ATTEST:
Mary Gilbert, Executive Director

By: 

Dated: 3/19/21

APPROVED AS TO LEGAL FORM:
San Benito County Counsel's Office

By: 

Shirley L. Murphy, Deputy County Counsel

Dated: March 11, 2021

Exhibit A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

BYLAWS

January 2021

I. CREATION OF ADVISORY COUNCIL

A. AUTHORITY

The Social Services Transportation Advisory Council (SSTAC) is hereby established by the authority of the Council of San Benito County Governments (COG) pursuant to SB498 of 1987, Section 99238 of the Public Utilities Code, relating to transportation.

B. BYLAWS

The information set forth in this document shall serve as the bylaws for the SSTAC, subject to approval by the COG. These bylaws can be amended by a majority vote of the SSTAC members and subsequent approval by the COG.

II. PURPOSES AND DUTIES

The SSTAC is hereby created for the purpose of serving in an advisory capacity to the COG. Specifically, the SSTAC will carry out the following functions and assume the related duties, where not in conflict with state law:

- A. Assist in identifying transit needs in the County, especially those of the elderly, handicapped/disabled, or persons of limited means, including unmet transit needs that may be reasonable to meet, by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- B. Propose methods of using transportation to integrate the elderly and handicapped/disabled and persons of limited means into the community.
- C. Annually review and recommend action by the COG, within the County, which finds, by resolution, that:
 - I. There are no unmet transit needs;

2. There are no unmet transit needs that are reasonable to meet; or
 3. There are unmet transit needs, including needs that are reasonable to meet.
- D. Review specialized transit planning studies prepared by the COG, the Technical Advisory Committee, the public transit agency and others, as necessary.
 - E. Monitor transit programs initiated by the implementing agencies.
 - F. Operate as a forum for communication between agencies, users and providers, and to serve as a clearinghouse for information, facilitating coordination among the various entities.
 - G. Advise the COG on any other major transit issues, including the coordination and consolidation of specialized transportation services, particularly those regarding paratransit and other transportation for the elderly, handicapped/disabled and persons of limited means.
 - H. Serve as advocates, acting on behalf of elderly and handicapped/disabled persons and those of limited means residing in San Benito County, and referring related issues to the most appropriate other agencies; serve as advocates regarding accessibility issues with direct links to public transit; and provide systems planning and advocacy, emphasizing effective coordination among providers.

III. MEMBERSHIP

A. MEMBERS

The SSTAC shall consist of the following members, appointed by the COG, or by the Board of Supervisors should the COG choose to delegate this responsibility pursuant to state law, and to serve at the pleasure of the COG, or of the Board of Supervisors should the responsibility be so delegated by the COG:

1. One representative of potential transit users who is 60 years of age or older.
2. One representative of potential transit users who is handicapped/disabled.
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
4. Two representatives of local social service providers for the handicapped/disabled, including one representative of a social service transportation provider, if one exists.

5. One representative of a local social service provider for persons of limited means.
6. Two representatives from the Consolidated Transportation Services Agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
7. One concerned citizen who has expressed interest in social service transportation.

In appointing SSTAC members, the COG shall strive to recruit candidates from a broad representation of social service and transit providers representing the elderly, handicapped/disabled persons and persons of limited means, and shall strive to attain geographic and ethnic minority representation among SSTAC members.

B. ALTERNATES

The COG, or the Board of Supervisors if the COG requests, may select an alternate for any SSTAC member. The alternate for a member shall meet the same criteria and shall represent the same category of membership as the regular member for whom he/she sits as alternate. Alternates shall have all the same rights and responsibilities as regular members. An alternate shall vote only in the absence of the regular member for whom he/she serves as an alternate.

C. TERMS OF OFFICE

The terms of SSTAC membership shall be three years. All members are eligible for reappointment at the end of a three year term. Members shall serve until qualified replacements have been appointed.

D. VACANCIES

A vacancy shall be created when an appointed member of the SSTAC misses three consecutive regular meetings without good cause so entered in the official minutes of the meetings, or when due to death, disability or extenuating circumstances, that a member can no longer carry out responsibilities as a SSTAC member. Vacancies are to be filled in the same manner as the original appointments were made.

E. OFFICERS

The SSTAC Chairperson and Vice-Chair shall be elected annually by an affirmative vote of a majority of those members present at the first meeting of the year at

which a quorum has been established. The Chairperson shall preside over all committee meetings, vote on all matters, appoint subcommittees, and call special meetings. In the absence of the Chairperson, the Vice-Chair-Person shall act as the Chairperson.

IV. ORGANIZATION AND PROCEDURES

A. MEETINGS

The SSTAC shall meet regularly every three months at a date and time regularly scheduled by order of the Chairperson, to carry out the duties and purposes described in these bylaws. Meetings are to be open and public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) Meetings shall be held in a freely accessible location in order to facilitate the attendance of physically handicapped or disabled members of the SSTAC and the community in general.

B. QUORUM

A majority of the voting members shall constitute a quorum for the transaction of business. No action shall be taken except by an affirmative vote of a majority of those members present at a meeting at which a quorum has been established.

C. VOTING

Voting on all matters shall be on a voice vote unless a roll call vote is requested by any member in attendance.

D. LIMITATION OF DISCUSSION

Discussion on any matter, by SSTAC members or others, may be limited, at the discretion of the Chairperson, to such length of time as the Chairperson may deem reasonable under the circumstances.

E. COG STAFF

Staff shall provide information, prepare meeting agendas, and minutes as directed, and generally assist SSTAC. Members of the Staff will be present at all meetings.

F. MINUTES

Official written minutes recording the members and visitors present, motions entertained and actions taken at each SSTAC meeting shall be prepared by staff and submitted to all SSTAC members and to the COG Board monthly.

G. REPORTS

In addition to reports and recommendations requested by the COG Board, the SSTAC shall submit an annual report containing the attendance record of each member, a summary of activities and projects undertaken during the preceding year, and the SSTAC's final recommendations on particular programs or plans pertaining to specialized transportation.

H. SSTAC COMMUNICATIONS

The SSTAC may communicate freely with elected or appointed bodies, public or private agencies or individuals to obtain input or opinions regarding transportation planning proposals. Copies of all correspondence directed to COG by vote of the SSTAC should be included as it occurs in the COG agenda packets.

V. CONFLICT OF INTEREST

The SSTAC shall be subject to the Political Reform Act, the Fair Political Practices Committee's (FPPC) Regulations and the Council of Government's conflict of interest code. All members will be required to complete the FPPC Form 700.

A SSTAC member shall disqualify himself/herself from making, participating in, or attempting to influence any SSTAC decision which will foreseeably have a material effect on his/her financial interest, distinguishable from its effect on the public generally.

No SSTAC member shall be prevented from making or participating in the making of any decision to the extent that his/her participation is legally required for the decision to be made. The fact that the vote of a particular member of the voting body is needed to break a tie does not make his/her participation legally required for purposes for this section.



STAFF REPORT

Information

Prepared By: Samuel Borick, Transportation Planner

Subject: Local Master Plan for Aging Workgroup on Inclusion & Equity, not Isolation

Agenda Item No. 11

Approved By: Binu Abraham

Meeting Date: March 28, 2025

Recommendation:

RECEIVE information on the Local Master Plan for Aging Workgroup on Inclusion & Equity, not Isolation.

Summary:

The Master Plan for Aging (MPA) is a ten-year initiative launched by Governor Gavin Newsom to address the needs of California's growing older adult population. There are five primary goals of the MPA: Housing for All Ages and Stages, Health Reimagined, Inclusion & Equity, Caregiving That Works, and Affording Aging. To ensure local implementation, communities are encouraged to create Local Playbooks. On May 30th, the Seniors Council and Community Foundation for San Benito County hosted a Solutions Summit, bringing together local leaders to begin developing this playbook. The Summit generated a range of ideas, with a focus on transportation, particularly for older adults and people with disabilities, as part of the Inclusion and Equity workgroup's discussions.

Several members of the Council of San Benito County Governments (SBCOG)'s Social Services Technical Advisory Council (SSTAC) are actively participating in local MPA workgroups. Other SSTAC members are encouraged to join and contribute their transportation knowledge and expertise to help develop transportation strategies and solutions for the region's aging and disabled population.

Financial Impact:

None.

Attachments:

1. Area Agency on Aging of Santa Cruz & San Benito Counties Staff Memo



AREA AGENCY ON AGING
San Benito & Santa Cruz Counties

FOSTER GRANDPARENT/SENIOR COMPANION PROGRAM
Monterey, San Benito, Santa Clara & Santa Cruz Counties

PROJECT SCOUT
Tax Counseling Assistance

AGING & DISABILITY RESOURCE CONNECTION
Navigating the San Benito County Senior & Disability Services Network

Date: 9/18/2024

To: Social Service Transportation Advisory Committee (SSTAC)

From: Clay Kempf, Area Agency on Aging SSTAC Representative

RE: Request for September SSTAC Agenda Item to Discuss Local Master Plan for Aging Workgroup on Inclusion & Equity, not Isolation

cc: Joshua Mercier, Deputy Director, Children & Adult Services Division, San Benito County Health and Human Services Agency
Danny Barrera, Executive Director, Jovenes de Antaño
Corey Shaffer, San Benito County Outreach Coordinator, Seniors Council
Shawna Picha-Freitas, Community Foundation for San Benito County

REQUEST

Please accept this request to add the above item to the September 27 SSTAC meeting for discussion.

BACKGROUND

The Master Plan for Aging (MPA) is a ten-year project covering all of California initiated by an Executive Order from Governor Gavin Newsom. Governor Newsom convened a 35-person Stakeholder Advisory Committee consisting of statewide experts in various aspects of aging services, academia, labor, healthcare, funders and policy makers to develop strategies to address the challenges of California's rapidly growing population of older adults. These experts developed over 800 specific ideas for action, all of which were ultimately organized under Five Bold Goals; namely:

- Housing for All Ages and Stages
- Health Reimagined
- Inclusion & Equity (not Isolation)
- Caregiving That Works
- Affording Aging

Recognizing that the implementation of this Master Plan would require not only state leadership, but also local commitment to turn the MPA blueprint into reality, the plan encouraged local communities to work cooperative to create Local Playbooks to turn the plan into reality. To that end, the Seniors Council and the Community Foundation for San Benito

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PHONE: AAA – (831) 688-0400 • FG/SCP – (831) 475-0816 • SCOUT – 1-877-373-8297 • FAX: (831) 688-1225

SUPPORTED BY FEDERAL, STATE & LOCAL GOVERNMENTS, PRIVATE FOUNDATIONS, THE UNITED WAY, AND YOUR PERSONAL DONATIONS

County convened a "Solutions Summit" on May 30th of this year, bringing together our local leaders, service providers, funders, policy makers and experts to begin the development of that Local Playbook.

The Summit resulted in a variety of ideas being shared, and separate workgroups were formed for each of the Five Bold Goals. Discussions in the Inclusion and Equity workgroup naturally led to how key transportation is for our community at large, but especially for older adults and people with disabilities (another focus of the MPA).

SUGGESTED ACTION

Several MPA workgroup members are also on the SSTAC. We felt it would be appropriate to discuss the overall topic at our next SSTAC meeting as an agenda item, and invite other SSTAC members and COG staff to consider participating in future MPA Workgroups.



STAFF REPORT

Information

Prepared By: Victor Diaz, Transportation Planner

Subject: 2025 Coordinated Public Transit – Human Services Transportation Plan Development Process

Agenda Item No. 12

Approved By: Binu Abraham, Executive Director

Meeting Date: March 28, 2025

Recommendation:

RECEIVE memorandum and presentation from AMBAG on the upcoming 2025 Coordinated Public Transit-Human Services Transportation Plan Development Process.

Summary:

The purpose of the Coordinated Plan, which AMBAG is required to develop, is to improve public transportation for seniors, people with disabilities, and individuals with limited means. This is accomplished by cataloging existing public transportation services for these populations, identifying deficiencies in the current system, and proposing projects to address them.

The projects and changes identified in this plan are made eligible for federal funding through the FTA Section 5310 grant program.

Financial Impact:

None.

Attachment:

1. AMBAG 2025 Coordinated Plan memorandum and presentation.



MEMORANDUM

TO: SBTcOG Social Services Transportation Advisory Council

FROM: Regina Valentine, Senior Planner

SUBJECT: 2025 Coordinated Public Transit – Human Services Transportation Plan Development Process

MEETING DATE: March 28, 2025

RECOMMENDATION:

Staff will provide an overview of the 2025 Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) development process. SSTAC members are asked to provide feedback on the development of the 2025 Coordinated Plan.

BACKGROUND:

AMBAG is required to develop a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for the tri-county region. Under the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) of 2021, this plan must be completed and used in developing applications for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant program. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the FTA Section 5310 program.

The FTA Section 5310 program provides funding to assist private non-profit groups and public transportation providers in meeting the transportation needs of seniors and persons with disabilities when the transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of the population of these demographics and awarded to projects through a statewide competitive process. Funds may be used for capital or operating expenses. The Coordinated Plan, as required by the 2021 BIL/IIJA, must include the following elements:

- An assessment of currently available transportation services (public, private, and non-profit);

- An assessment of transportation needs for seniors and persons with disabilities. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

DISCUSSION:

The purpose of the Coordinated Plan is to improve public transportation for seniors, persons with disabilities, and persons of limited means. This is accomplished through identifying where the public transportation system can better meet these needs and describing projects or changes which would help alleviate the shortcomings. The plan also includes a list of public transportation services that serves these populations.

The projects and changes identified in this plan are made eligible for federal funding through the FTA Section 5310 grant program. In the past, this funding source has been used by public transportation agencies to replace or purchase new paratransit vehicles, as well as for operating expenses.

Below are key dates for developing the 2025 Coordinated Plan:

- **January – March 2025:** Present an overview of the 2025 Coordinated Plan development process to regional advisory committees, the Planning Directors Forum, and the AMBAG Board of Directors
- **March – July 2025:** Develop the Draft 2025 Coordinated Plan
- **August – September 2025:** Present the Draft 2025 Coordinated Plan to regional advisory committees, the Planning Directors Forum, and to the AMBAG Board of Directors
- **August 4 – September 26, 2025:** Public comment period
- **October 2025:** Prepare the Final 2025 Coordinated Plan
- **November 11, 2025:** AMBAG Board of Directors will be asked to adopt the Final 2025 Coordinated Plan

Next Steps

AMBAG staff will incorporate committee feedback and prepare the Draft 2025 Coordinated Plan in coordination with our partner agencies and local jurisdictions.



Association of Monterey Bay Area Governments

2025 Coordinated Plan Update

March 2025

Purpose and Need

- ◆ Identify and plan for the transportation needs of seniors, persons with disabilities, and persons of limited means
- ◆ Eligibility for FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) funding
- ◆ Mirrors Transportation Development Act (TDA) Unmet Transit Needs (UTN) process

Plan Elements as Required by the 2021 BIL/IIJA

1	An assessment of currently available transportation services (public, private, and non-profit)
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2	An assessment of transportation needs for seniors and persons with disabilities
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3	Strategies, activities, and/or projects to address the identified gaps between current services and needs
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4	Priorities for implementation based on resources, time, and feasibility
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Schedule



Regina Valentine

Senior Planner



Email

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Phone

831-264-5096

