



SAN JOAQUIN COUNCIL OF GOVERNMENTS
Special Executive Committee
SJCOG Cornerstone Conference Room
555 East Weber Avenue
Stockton 95202

Friday, March 20, 2026
at 11 a.m.

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs, and facilities. Persons requiring assistance or auxiliary aid to participate should contact Vanessa Gallegos, Office Administrator, at (209) 235-0600 at least 24 hours prior to the meeting.

PARKING: *For your convenience, parking is available at the SJCOG building. The parking lot entrance is on American Street.*

AGENDA

1. **Roll Call and Introductions:**
2. **Public Comments:**
At this time, the public is invited to address the Executive committee on any non-agendized item that is within the subject matter of this agency. There is a three-minute maximum time limit. The determination of whether an item is within the subject matter and jurisdiction of the committee is a discretionary decision to be made by the Chair of the committee. If several speakers are commenting on the same issue, they should try to avoid repetition of views already expressed.
3. **CONSENT CALENDAR** - *All numbered consent calendar items listed will be acted upon under one vote unless specifically removed from the consent calendar by a committee member, a member of staff, or a member of the public. These are the items:*
 - A. Approve Minutes from February 19, 2026 Action
Please note: all committee members can act on this item so long as they have read through the minutes provided in this packet. Attendance at the meeting listed above is not necessary to vote.
 - B. Adoption of the Proposed Final Fiscal Year 2026-27 Overall Work Program (Kim Anderson/Grace Orosco) Action

C. Approval of the Fiscal Year 2026-27 Proposed Annual Financial Plan (Grace Orosco) Action

D. 2025 San Joaquin Multi Species Conservation and Open Spaces Plan Annual Report (Steve Mayo) Information

4. Approval of the 2026 One Voice® Program of Projects and Federal Legislative Platform (Joel Campos):

Additional Material: Staff Report

Recommended Action: Action

5. Approval of Appointment of Trucking Industry Representative for the Citizens Advisory Committee (Kim Anderson):

Additional Material: Staff Report

Recommended Action: Action

6. Approval of Senate Bill 125 Phase 2 Ad Hoc Committee Programming Recommendations (Joel Campos):

Additional Material: Staff Report

Recommended Action: Action

7. Executive Director's Report:

8. Adjournment

Adjourn the meeting to Thursday, April 16, 2026.

AGENDA ITEM 3A



SAN JOAQUIN COUNCIL OF GOVERNMENTS
Special Executive Committee
SJCOG Cornerstone Conference Room
555 E. Weber Ave.
Stockton, CA 95202

Thursday, February 19, 2026

MINUTES

1. The meeting was called to order by Chair Christina Fugazi at 1:05 p.m.

Present:

Mayor Paul Akinjo, City of Lathrop; Mayor Christina Fugazi, City of Stockton; Supervisor Robert Rickman, San Joaquin County; Councilmember Leo Zuber, City of Ripon.

Members Not Present:

Mayor Gary Singh, City of Manteca

Others Present:

Diane Nguyen, SJCOG Executive Director; Ryan Niblock, SJCOG Deputy Director of Programming and Delivery; Kim Anderson, SJCOG Deputy Director of Planning; Grace Orosco, Deputy Director of Finance and Administration; Lynnetta Castle, Manager of Finance; Joel Campos, Senior Regional Planner; SJCOG Vanessa Gallegos, SJCOG Office Administrator; Andy Pinasco, Counsel.

2. Public Comments: None.

3. Consent Calendar:

A. Approve Minutes from January 22, 2026

B. Adopt the Fiscal Year 2026-2027 Local Transportation Fund Revenue Estimate and Apportionment Schedule

C. Adopt the Fiscal Year 2026-2027 State Transit Assistance Apportionment Schedule

It was moved/seconded (Rickman/Zuber) to approve the consent calendar. The motion passed unanimously (3/0).

4. Recommend to the SJCOG Board an Appointment to the San Joaquin Regional Rail Commission to Fill Recent Vacancy

Diane Nguyen said with Supervisor Steve Ding leaving the San Joaquin Regional Rail Commission (SJRRRC) there will be a vacancy. Two candidates were submitted for consideration: Lathrop Council Member Stephen Dresser and Supervisor Paul Canepa. Committee members discussed regional representation and the importance of maintaining county participation on the commission. The Executive Committee recommended

Supervisor Paul Canepa for appointment, with the final decision to be made by the SJCOG Board.

It was moved/seconded (Fugazi/Zuber) to recommend Paul Canepa to the SJCOG Board for appointment to the San Joaquin Regional Rail Commission. The motion passed unanimously (3/0).

Mayor Paul Akinjo joined meeting via zoom.

5. Approval to Release the Draft Fiscal Overall Work Program

Grace Orosco presented the draft Overall Work Program (OWP), reporting the program is fully funded with estimated revenues of \$47.7 million, approximately \$7 million lower than the previous year due to the planned completion of several large multi-year grants. Staff noted the decrease reflects the natural closeout of grant-funded projects rather than a reduction in core funding. Ryan Niblock and Kim Anderson continued the presentations and said the OWP includes continued regional planning and project delivery activities such as the State and Federal Transportation Improvement Programs, Measure K administration, and management of major transportation projects including Highway 99/120 improvements and the I-205 Managed Lanes Project. Member agencies are invited to review and submit comments prior to March 13.

It was moved/seconded (Zuber/Rickman) to approve release of the Draft Overall Work Program. The motion passed unanimously (4/0).

6. Draft 2026 One Voice® Program of Projects and Federal Legislative Platform

Joel Campos provided an informational update on the 2026 One Voice® Federal Advocacy Trip, including a proposed list of regional infrastructure projects that may be presented to federal representatives for funding support. Mr. Campos also described several new project proposals submitted by regional partners for consideration as part of the One Voice® program.

This was an information item only.

7. Receive information on 2026 Measure K Ordinance & Expenditure Plan Amendment Process

Ryan Niblock announced the 2026 Measure K Ordinance and Expenditure Plan Amendment process, with agencies invited to submit amendment requests by March 27, 2026.

This was an information item only.

8. Executive Director's Report:

Diane Nguyen remarked on the SJCOG budget.

9. Adjournment:

With no further business to discuss, the meeting was adjourned at 1:36 p.m. to Thursday, March 19, 2026.

AGENDA ITEM 3**B**



March 2026
Executive Committee

STAFF REPORT

SUBJECT: Adoption of the Proposed Final Fiscal Year 2026-27 Overall Work Program

RECOMMENDED ACTION: Adopt the Proposed Final Fiscal 2026-27 Overall Work Program

SUMMARY:



In February, San Joaquin Council of Governments (SJCOG) staff provided standing committees and the Board with a presentation of the draft Fiscal Year 2026-27 Overall Work Program (OWP). The SJCOG Board approved the draft document for release to state and federal agencies for review and comment. The comment period is open until March 13, 2026. As of the writing of this staff report, no comments have been received.

While some questions were asked of staff when the item was taken through committees, and the SJCOG Board last month, these did not result in any changes to the draft document or the revenue tables. Any additional comments received will be discussed during the upcoming meeting for consideration. The proposed final OWP document for Fiscal Year 2026-27 will be available at:

<https://www.sjcoq.org/Archive.aspx?ADID=966>.

RECOMMENDATION:

Adoption of the Proposed Final Fiscal Year 2026-27 OWP.

FISCAL IMPACT:

Approval of the proposed final OWP identifies \$47,315,919 in revenue for SJCOG operations in Fiscal Year 2026-27. This is a decrease of \$9,797,999 from the Fiscal Year 2025-26 amended OWP (amendment 3 adopted December 2025). The decrease is due to the expected spending down and closing out of several large grants.

- Substantial spend-down of federal funding on the I-205 Managed Lanes Widening project.
- Significant spend-down of state REAP 2.0 funds for locally delivered projects, as well as key deliverables for the Mobility Hubs Project

- Delivery of one of SJCOG’s highest priority infrastructure projects, the State Route 99/120 Connector project, will be substantially complete in Fiscal Year 2025-26

The OWP is typically amended several times during the year to reflect changes in revenue estimates, new revenue received, or the addition or deletion of awarded grant funding.

BACKGROUND:

The OWP is a management tool identifying the tasks and products that SJCOG will undertake to deliver during Fiscal Year 2026-27. It also identifies the funding sources and staff resources necessary to complete the overall work program.

The work program is broken down into work elements that are unique to specific subject areas. For example, one work element is dedicated to the preparation and update of the Regional Transportation Plan (RTP), which will see a significant level of effort in the first half of the fiscal year, with the delivery of the 2026 RTP expected in late summer. Each work element:

- Identifies work previously completed under that work element,
- The purpose of that work element and its subject matter,
- Tasks to be undertaken,
- A listing of products and the schedule for delivery of those products,
- The funding sources for each work element,
- The responsible agency,
- And the level of effort (staff allocation) required to undertake and deliver those tasks and products.

The continued focus in the coming fiscal year will be on studies, programs, and projects that will set the San Joaquin region on a course to be “shovel-ready” for funding that may be made available in the coming year. While a new federal transportation authorization is expected – the timing of this remains unclear. On the state level, the May budget revision often brings program funding revisions owing to decreases in state revenue collections. These state and federal uncertainties may mean further realignment of funding requests and affected programs to meet both state and federal priorities as these continue to evolve.

A more robust list of expected new and continuing activities was included in the February staff report and is outlined in detail in the full OWP document linked at the beginning of the staff report.

SCHEDULE AND NEXT STEPS

Upon completion of the final comment period, SJCOG staff will respond to comments received, and the document will be presented to the SJCOG Board in final form at its meeting on March 26, 2026. Any changes required because of additional comments or committee discussion will be highlighted for subsequent committees and the board in their consideration of adoption of the final Fiscal Year 2026-27 OWP. Also, at the March SJCOG Board meeting, the Fiscal Year 2026-27 Annual Financial Plan will be presented for adoption.

Prepared by: Kim Anderson, Deputy Director, Planning, and Gracie Orosco, Deputy Director of Finance and Administration.

AGENDA ITEM 3**C**



March 2026
Executive Committee

STAFF REPORT

SUBJECT: Approval of the Fiscal Year 2026-27
Proposed Annual Financial Plan

RECOMMENDED ACTION: Recommend to the Board Adoption of
the Fiscal Year 2026-27 Annual
Financial Plan

The attached proposed Annual Financial Plan (AFP) provides a detailed summary of revenues and expenditures by cost category and line item. The proposal compares the Fiscal Year 2026-27 proposed budget with the most recently adopted Fiscal Year 2025-26 AFP. In addition, it compares the proposal to the Fiscal Year 2024-25 actual expenditures. The total revenues and expenditures amount to **\$47,315,919**. The proposed AFP represents the general fund budget for the San Joaquin Council of Governments (SJCOG). The revenues and expenditures in the AFP are the same as the Overall Work Program (OWP), however, presented in a traditional line-item format compared to the work element format of the OWP.

Below is a summary of revenues and expenditures in the AFP. For details on each of those categories please refer to the attachment.

Readers should note several differences between SJCOG and its member agencies' budgets:

- SJCOG revenue sources are quite different from our member agencies.
- SJCOG employs staff on an at-will basis, as compared to civil service for most member jurisdictions, and has its own employee handbook and policies.
- SJCOG has its own Financial and Accounting Policy guiding our financial matters including procurement procedures.
- SJCOG employees are exempted from Social Security except for Medicare.
- As noted below, SJCOG offers a defined contribution retirement plan to its employees. SJCOG has no CalPERS or other post-employment benefit obligations except limited sick leave conversion as noted for qualifying employees.

Upon adoption by the board, pursuant to the SJCOG Joint Powers Agreement, the AFP will be sent to the member agencies for ratification. Ratification is achieved when a majority of the member agencies, representing 55% of the county's population, approve the AFP.

The following assumptions are incorporated in the budget:

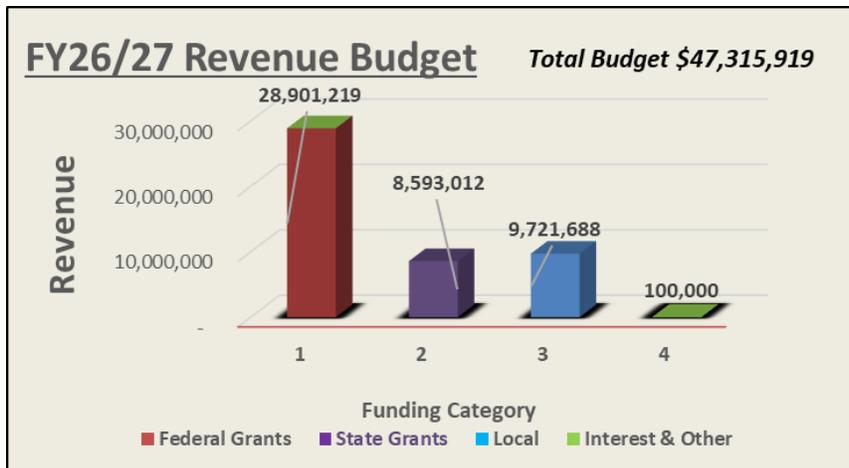
1. The budget includes a longevity incentive program to attract and maintain an experienced and knowledgeable workforce. The incentive is structured to recognize and reward the length of staff's tenure. The longevity pay targets will be 10, 15 and 20 years (of continuous service), with an increase in base salary of 1%, 2% and 3% respectively.

This longevity pay does not apply to the contract position of the Executive Director.

2. The budget includes a COLA adjustment of 2.67 percent in the minimum and maximum salary ranges of all classifications for noncontract positions. The COLA percent is applied to noncontract employee's salary.
3. SJCOG has no significant liability exposure for post-employment benefits.
 - a. The employee retirement program is a defined contribution program managed by Mission Square Retirement, formerly the International City Managers Association Retirement Program, with contributions defined within the Board adopted Policy Handbook
 - b. SJCOG employee vacation accruals are capped at two times the individual's annual leave, per the Board adopted Policy Handbook.
 - c. Upon separation, an employee can convert accrued sick leave hours to be deposited into a Retirement Health Savings Account to pay for health-related expenses, with the qualification being 50 years of age or 20 years of SJCOG employment. The conversion is based upon the employee's salary at retirement and alleviates SJCOG of any further liability.

REVENUES

Compared to the current year amended AFP, SJCOG general fund operating revenues are proposed to decrease from \$57,113,918 to \$47,315,919, which is a reduction of \$9,797,999. This change primarily reflects the planned drawdown of several large multi-year grant programs that were in peak implementation during Fiscal Year 2025-26. As for SJCOG capital projects, including SR 99/120 and I-205 Managed Lanes, significant expenditures are occurring in Fiscal Year 2025/26, with phase 1A of the SR 99/120 project completing construction in the summer. As those projects advance toward completion, associated grant or project delivery expenditures naturally decline in Fiscal Year 2026-27.



Federal funding for general fund activities is \$28,901,219 which is 5.37% lower than Fiscal Year 2025-2026. This is primarily due to the planned drawdown of I-205 Managed Lanes funds, and consumption of FTA 5304 pass through funds.

State funding sources are budgeted at \$8,593,012

or 49% lower primarily due to:

- \$5,292,852 drawdown on REAP 2.0
- \$507,429 drawdown on Regional Climate Collaborative grant.
- \$1,050,773 drawdown on Clean Mobility EV Bike program.
- \$825,508 drawdown on Clean Mobility EV Car Share program.
- \$344,730 drawdown on State Transportation Improvement Program (STIP) Planning Programming and Monitoring.
- Net drawdown of \$86,790 Freeway Service Patrol funding.
- \$411,884 drawdown has occurred on three years of Senate Bill 1 (SB1) Sustainable Transportation Planning Grants offset by a Fiscal Year 2026-27 allocation of \$363,600.

Local revenues are slightly higher by \$96,228.

EXPENDITURES

Salaries and Benefits remain stable at \$7,137,261.

The budget includes \$34,820 for longevity pay and \$315,488 or 7.5% of total salaries pool for merit-based raises. The salary-driven benefits adjust accordingly.

Services and Supplies are proposed to increase by \$35,000.

Liability insurance is increasing by \$25,000 due to increased premiums. Office expenses are increasing by \$10,000 due to increased costs for computer software and licensing.

Professional Services and Staff Augmentation will decrease by \$9,832,999 from FY 2025-2026 of \$47,859,656 to \$38,026,657.

There is planned consumption of several multi-year grants, which directly correlate to professional services.

- The prior year's SB-1 Sustainable Communities grants used \$474,880 and we are budgeting the new SB-1 allocation of \$350,000.

- The I-205 Managed Lanes Widening project drew down \$1,798,459
- We drew down on \$1,050,773 for EV Bike Share program, and \$825,508 for EV Car Share program.
- The San Joaquin Regional Climate Collaborative used \$507,429 while the Regional Early Action Plan (REAP 2.0) expended \$5,292,852.

Position Classification and Salary Schedule

Per board policy, the salary ranges at both the minimum and maximum levels are adjusted by the CPI change of 2.67%.

FISCAL IMPACT

The AFP assumes the continuation of currently programmed grant funding and revenue sources. The AFP is required to be adopted by the Board of Directors prior to April 1 each year and disseminated to the member agencies for ratification. The AFP is the traditional line-item budget identifying estimated revenues and expenditures for the fiscal year. The AFP is complementary to the Overall Work Program.

RECOMMENDATION

That the Executive Committee recommends to the Board approval of the Fiscal Year 2026-27 Annual Financial Plan.

Prepared by: Grace Orosco, Deputy Director of Finance & Administration, and Lynnetta Castle, Manager of Finance



**San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2026/27**

Proposed Final March 26, 2026

CHAIR

Mayor Christina Fugazi, City of Stockton

VICE-CHAIR

Mayor Gary Singh, City of Manteca

BOARD OF DIRECTORS

Councilmember Jeremy Engle

Councilmember Lisa Craig

Mayor Paul Akinjo

Mayor Andy Su

Councilmember Leo Zuber

Councilmember Mario Enriquez

Councilmember Mariela Ponce

Mayor Dan Arriola

Supervisor Sonny Dhaliwal

Supervisor Steven Ding

Supervisor Robert Rickman

City of Escalon

City of Lodi

City of Lathrop

City of Mountain House

City of Ripon

City of Stockton

City of Stockton

City of Tracy

County of San Joaquin

County of San Joaquin

County of San Joaquin

EX OFFICIO DIRECTORS

Grace Magsayo, Director

Derek Graves, Jr, Chair

Margaret Shea Stephens, Commissioner

Caltrans District 10

San Joaquin Regional Transit District

Port of Stockton

SUBMITTED BY:

Diane Nguyen

Executive Director

Grace Orosco

Deputy Director of Finance and Administration

San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2026/2027
Proposed Final March 26, 2026

	FY 2025-26	FY 2026-27	+/-	+/-
REVENUES	Amendment #3	Proposed Draft	Change	% Change
Federal Grants	30,541,057	28,901,219	(1,639,838)	-5.37%
State Grants	16,847,401	8,593,012	(8,254,389)	-49.00%
Local	9,625,460	9,721,688	96,228	1.00%
Interest	40,000	40,000	-	0.00%
Other	60,000	60,000	-	0.00%
SJCOG OPERATING REVENUE	57,113,918	47,315,919	(9,797,999)	-17.16%
EXPENDITURES				
<i>Salaries & Benefits</i>	7,137,261	7,137,261	-	0.00%
<i>Services & Supplies</i>				
Office, Computer License	367,000	377,000	10,000	2.72%
Communications	60,000	60,000	-	0.00%
Memberships	45,000	45,000	-	0.00%
Maintenance - Equipment	10,000	10,000	-	0.00%
Rents & Leases - Equipment	131,000	131,000	-	0.00%
Publications & Legal Notices	7,500	7,500	-	0.00%
Insurance	278,000	303,000	25,000	8.99%
Building Operations & Maintenance	335,000	335,000	-	0.00%
SJCOG Building Debt Service Principal and Interest	200,000	200,000	-	0.00%
<i>Transportation/Travel</i>				
Transportation,Travel & Training (In & Out of State)	233,000	233,000	-	0.00%
<i>Professional Services</i>	47,859,656	38,026,657	(9,832,999)	-20.55%
Capital Outlay	450,500	450,500	-	0.00%
SJCOG OPERATING EXPENDITURES	57,113,918	47,315,919	(9,797,999)	-17.16%

San Joaquin Council of Governments
 ANNUAL FINANCIAL PLAN
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 REVENUE

Revenue Source	FY 2025-26	FY 2026-27	+/-
	Amendment #3	Proposed Draft	Change
FEDERAL GRANTS			
<i>U.S. Department of Transportation:</i>			
Annual Federal Highway Administration (PL)	1,780,895	1,780,895	-
FHWA PL (Estimated Carryover)		5,000	5,000
Annual Federal Highway Administration PL (2.5% for Complete Streets)		45,664	45,664
FHWA PL (Air Quality Planning/Modeling) FY25/26 expires 6/30/2027	200,000	50,000	(150,000)
FHWA PL (2.5% for Complete Streets) FY 23/24 estimated carryover expires 6/30/2026	11,686	-	(11,686)
FHWA PL (2.5% for Complete Streets) FY 24/25 estimated carryover expires 6/30/2027	41,598	-	(41,598)
FHWA PL (2.5% for Complete Streets) FY 25/26 estimated carryover expires 6/30/2028	45,664	5,000	(40,664)
Annual Federal Transit Administration MPO Planning (FTA 5303)	485,855	476,875	(8,980)
FTA MPO Planning Section 5303 (Estimated Carryover, expires 6/30/28)	-	5,000	5,000
Strategic Partnerships FTA 5304- Stockton	267,675	-	(267,675)
Strategic Partnerships FTA Section 5304 - Lodi	450,000	430,000	(20,000)
RSTPCML 6088(068) I-205 Managed Lanes Widening	4,063,459	2,300,000	(1,763,459)
TDM - Merced CAG CMAQ	400,273	321,000	(79,273)
CMAQ TDM 6088(081)	300,000	-	(300,000)
CMAQ TDM 6088(093)		1,000,000	1,000,000
Charging and Fueling Infrastructure Grant (CFI)	15,000,000	15,000,000	-
FTA pass through Minnesota University for Mobility, Access & Transp Insecurity Program	12,167	-	(12,167)
U.S. Department of Transportation - Community Project Fund	5,500,000	5,500,000	-
Federal Surface Transportation Block Grant (STBG)	1,981,785	1,981,785	-
SUBTOTAL	30,541,057	28,901,219	(1,639,838)
STATE GRANTS			
<i>California Department of Transportation:</i>			
STIP Planning & Programming 24/25	482,000	-	(482,000)
STIP Planning & Programming 25/26	344,730	-	(344,730)
STIP Planning & Programming 26/27	-	482,000	482,000
FY 23/24 Caltrans Sustainable Transportation Planning Grant (SB1)	225,906	-	(225,906)
FY 24/25 Caltrans Sustainable Transportation Planning Grant (SB1)	206,478	20,500	(185,978)
FY 25/26 Caltrans Sustainable Transportation Planning Grant (SB1)	363,600	363,600	-
FY 26/27 Caltrans Sustainable Transportation Planning Grant (SB1)		363,600	363,600
Caltrans-FSP24 (6088-083) FY 23-24 allocation	14,021	-	(14,021)
Caltrans-FSP25 (6088-086) FY 24-25 allocation	575,847	-	(575,847)
Caltrans-FSP26 (6088-092) FY 25-26 allocation	576,637	576,637	-
Caltrans-FSP27 (6088-xxx) FY 26-27 allocation		576,637	576,637
Caltrans-FSP25 SB1 (6088-087) FY 24-25 allocation	473,559	-	(473,559)
Caltrans-FSP26 SB1 (6088-094) FY 25-26 allocation	498,420	400,000	(98,420)
Caltrans-FSP27 SB1 (6088-xxx) FY 26-27 allocation		498,420	498,420
SB 125 Transit & Intercity Rail Capital Program (TIRCP) FY23-24 allocation	337,155	215,155	(122,000)
SB 125 Transit & Intercity Rail Capital Program (TIRCP) FY24-25 allocation	200,178	200,178	-
SB 125 Zero Emission Transit Capital Program (ZETCP) FY23-24 allocation	50,318	50,318	-
SB 125 Zero Emission Transit Capital Program (ZETCP) FY24-25 allocation	28,227	28,227	-
State Transit Assistance	411,688	191,900	(219,788)
Clean Mobility Options Program(EV Car Share)	1,125,508	300,000	(825,508)
Clean Mobility Options Program (EV Bike Share funded by California Air Resources Board)	1,666,773	616,000	(1,050,773)
Regional Climate Collaborative grant	837,429	330,000	(507,429)
SJV Regional Early Action Planning Committee for Housing (REAP 2.0)	8,092,852	2,800,000	(5,292,852)
Climate Adaptation Planning Grant (SHA-CAP)	336,075	195,000	(141,075)
25/26 Sustainable Communities Competitive (SB1) (Expires 12/31/27)		384,840	384,840
SUBTOTAL	16,847,401	8,593,012	(8,254,389)
LOCAL			
TDA (LTF Planning + TDA Administration)	2,163,656	2,182,393	18,737
Measure K Project Management	1,000,000	1,000,000	-
Measure K Administration	910,130	920,955	10,825
Measure K dibs	3,401,849	3,401,849	-
Local Transportation Authority (SJRHTF)		100,000	100,000
RTIF for I-205 project	341,491	341,491	-
RTIF 3rd party costs			-
RTIF Admin	35,000	35,000	-
Valley MPOs Air Quality Planning	200,000	200,000	-
SACOG TDM (Trip Planning System, 511, dibs)	174,000	174,000	-
SACOG FSP Match	356,000	356,000	-
COG Fees	10,000	10,000	-
Roth Road Cost Sharing MOU	333,334	300,000	(33,334)
SJCOG INC	700,000	700,000	-
SUBTOTAL	9,625,460	9,721,688	96,228
OTHER			
Interest	40,000	40,000	-
Other (ALUC Fees+doc fees)	60,000	60,000	-
SUBTOTAL	100,000	100,000	-
TOTAL REVENUE	57,113,918	47,315,919	(9,797,999)

San Joaquin Council of Governments
 ANNUAL FINANCIAL PLAN
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 Proposed Final March 26, 2026

SERVICE AND SUPPLIES

Title	Line Item Description	FY 2025-26	FY 2026-27	+/-
		Amendment #3	Proposed Draft	Change
Office Expense				-
General Supplies		41,000	41,000	
Recognition		500	500	-
Printing		4,000	4,000	-
Noncapital Equip/Furniture		35,000	35,000	-
Computer Software & License		280,000	290,000	10,000.00
Postage		4,500	4,500	-
Subscriptions		2,000	2,000	-
<i>Office Expense - Subtotal</i>		<i>367,000</i>	<i>377,000</i>	<i>10,000.00</i>
Communications		60,000	60,000	-
Memberships		45,000	45,000	-
Maintenance - Equipment		10,000	10,000	-
Rents & Leases - Equipment		131,000	131,000	-
Publications & Legal Notices		7,500	7,500	-
Insurances		278,000	303,000	25,000.00
Building Maintenance		335,000	335,000	-
Building Debt Service - Principle & Interest		200,000	200,000	-
TOTAL SERVICES & SUPPLIES		1,433,500	1,468,500	35,000.00

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Transportation Travel & Training

	FY 2025-26	FY 2026-27	+/-
	Amendment #3	Proposed Draft	Change
In and Out of State Travel	130,000	130,000	-
Training	100,000	100,000	-
Rideshare Incentive	3,000	3,000	-
Total Transportation & Travel	233,000	233,000	-

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PROFESSIONAL SERVICES

<i>Work Element No./Project Description</i>	FY 2025-26	FY 2026-27	+/-
	Amendment #3	Proposed Draft	Change
601.01--Regional Transportation Plan	234,277	234,277	-
601.0181--SCS Implementation FY 23/24 SB1 grant	232,856	-	(232,856)
601.0182--SCS Implementation FY 24/25 SB1 grant	195,422	9,444	(185,978)
601.0183--SCS Implementation FY 25/26 SB1 grant	361,407	305,361	(56,046)
601.0184--SCS Implementation FY 26/27 SB1 grant	-	350,000	350,000
601.019--Regional Transportation Plan Implementation	445,750	445,750	-
601.02--Regional Planning Studies	552,686	519,350	(33,336)
602.01--RTIP	333,487	333,487	-
602.02--Active Transportation (Bicycle & Pedestrian) Complete Streets Planning & Coordination	76,804	76,804	-
603.01--Road & Street Monitoring	1,145,222	1,145,222	-
603.015--I-205 Managed Lanes Widening Project	5,981,786	4,183,327	(1,798,459)
603.018-- Rte 99/120 Phase 1B Design	5,500,000	5,500,000	-
603.02--Transit Coordination	244,560	244,560	-
603.021 -- SB 125 CalSTA	571,725	571,725	-
603.0201--Downtown Stockton Multimodal Transportation Network and Land Use Compatibility Action Plan	87,463	-	(87,463)
603.0202--Lodi Multimodal Transportation Network and Land Use Compatibility Action Plan	450,000	430,000	(20,000)
603.0203--Flood Adaptation Strategy for State Route 4 through the San Joaquin Delta River	379,616	238,541	(141,075)
603.0204--Empowering Sustainable Communities: Mobility Hub Design and First Last Mile solutions in SJC	-	384,840	384,840
603.03--Transportation Air Quality	350,000	350,000	-
603.04--Goods Movement	-	-	-
701.01--Technical Assistance	636,976	636,976	-
801.01--Intergovernmental Coordination	150,000	150,000	-
801.02--Projections & Forecasts	157,200	157,200	-
801.03--Airport Land Use Commission	29,600	29,600	-
801.04--Congestion Management	120,000	120,000	-
801.05--Regional Planning	102,000	102,000	-
801.06--Valley MPO Coordination	84,469	84,469	-
801.09--SJCOG Inc	85,000	85,000	-
901.01--Measure K	207,000	307,000	100,000
901.02--RTIF	220,500	220,500	-
901.03--Smart Growth	-	-	-
1001.01--COG OWP	-	-	-
1001.02--TDA Administration	211,469	211,469	-
1001.03--Community Involvement	-	-	-
1101.01--Transportation Demand Management	2,579,209	2,229,935	(349,274)
1201.01--Freeway Service Patrol	2,915,218	2,828,428	(86,790)
1201.03 - SJCOG Interns	108,000	108,000	-
1301.01 - Performance Based Planning and Programming	18,000	18,000	-
1350.01 - SJV Regional Early Action Planning Committee for Housing (REAP)	-	-	-
1350.02 - SJV Regional Early Action Planning Committee for Housing (REAP 2.0)	6,586,377	1,293,525	(5,292,852)
1375.01 - Sustainable Transportation Equity Project (STEP)	-	-	-
1379.01 - Clean Mobility Options Voucher Program (EV Bike Share funded by California Air Resources Board)	1,666,773	616,000	(1,050,773)
1380.01 - CMO voucher program	1,125,508	300,000	(825,508)
1382.01 - San Joaquin Regional Climate Collaborative	974,596	467,167	(507,429)
1383.01 - Clean Fuels Infrastructure (CFI) project	12,452,108	12,452,108	-
Indirect	286,592	286,592	-
TOTAL PROFESSIONAL SERVICES	47,859,656	38,026,657	(9,832,999)

**San Joaquin Council of Governments
ANNUAL FINANCIAL PLAN
Fiscal Year 2026/2027
Proposed Final March 26, 2026**

FIXED ASSETS

		FY 2025-26	FY 2026-27	+/-
<i>Title</i>	<i>Description</i>	Amendment #3	Proposed Draft	Change
	Office Furniture/Equipment	\$10,000	\$10,000	-
	Replacement Printers (2)	\$0		-
	Server Upgrade	\$20,500	\$20,500	-
	EV Charging station	\$0		-
	Board Room	\$0		-
	Computer Upgrades	\$20,000	\$20,000	-
	3rd Floor Construction	\$0		-
	Capitalized Building Maintenance/Upgrades	\$400,000	\$400,000	-
TOTAL ASSETS		\$450,500	\$450,500	-

POSITION CLASSIFICATIONS & SALARY SCHEDULE
ANNUAL

Adopted on March 26, 2026 - Effective July 1, 2026

<u>Position</u>	<u>Minimum</u>	<u>Maximum</u>
	12 month Change in CPI 2.67%	
	New	New
GROUP A		
<u>Executive Director</u>	CONTRACT	CONTRACT
GROUP B		
Deputy Director Planning	\$ 189,367.63	\$ 265,115.42
Deputy Director of Programming & Project Delivery		
Deputy Director of Finance and Administration		
GROUP C		
No position in this group	\$ 167,581.50	\$ 234,615.31
GROUP D		
Regional Planning or Programming Manager	\$ 148,961.58	\$ 208,545.97
GROUP E		
Habitat Conservation Program Manager	\$ 134,199.28	\$ 187,879.22
Information Technology Manager		
Communications Manager		
Manager of Finance		
GROUP F		
Chief Accountant	\$ 113,498.38	\$ 169,260.55
Senior Regional Planner		
Senior Program Specialist		
GROUP G		
Senior Habitat Planner	\$ 120,000.00	\$ 138,625.14
GROUP H		
Associate Regional Planner	\$ 99,017.43	\$ 138,625.14
Associate Habitat Planner		
Public Information Officer/Communicational Journalist		
GROUP I		
Human Resources Assistant	\$ 90,015.62	\$ 126,022.85
Office Administrator		
GROUP J		
Associate Program Specialist	\$ 81,833.06	\$ 114,565.78
Contract/Grants Specialist		
Senior Accountant		
GROUP K		
Assistant Regional Planner	\$ 74,393.46	\$ 104,150.60
Assistant Program Specialist		
Associate Habitat Planner		
Junior Accountant		
Assistant Office Administrator		
GROUP L		
No position in this group	\$ 67,630.42	\$ 94,682.59
GROUP M		
Administrative Technician	\$ 61,482.42	\$ 86,075.63
Accounting Assistant II		
GROUP N		
No position in this group	\$ 55,747.73	\$ 78,046.83
GROUP O		
Accounting Assistant I	\$ 51,618.33	\$ 72,265.39
Administrative Clerk II		

AGENDA ITEM 3**D**



March 2026
Executive Committee

STAFF REPORT

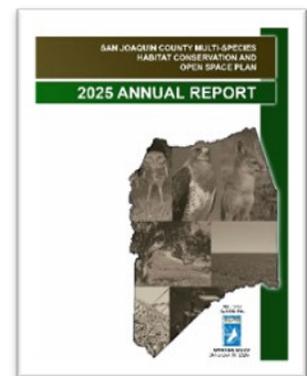
SUBJECT: 2025 San Joaquin Multi Species
Conservation and Open Spaces Plan
Annual Report Release

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

In accordance with Section 5.9.1 of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), SJCOG, Inc. is required to submit an *Annual Report* to the permitting agencies for the purpose of reporting acreage, type, and location of open space uses that are converted to non-open space uses, and an accounting of preserve acres acquired pursuant to the SJMSCP. Through a clerical change in the SJMSCP in May 2006, the report must be submitted by April 1st of the year succeeding the calendar year in which the activities were conducted. The *2025 SJMSCP Annual Report* is a draft document which covers activities from January 1, 2025, to December 31, 2025.



RECOMMENDATION:

Information

FISCAL IMPACT:

None.

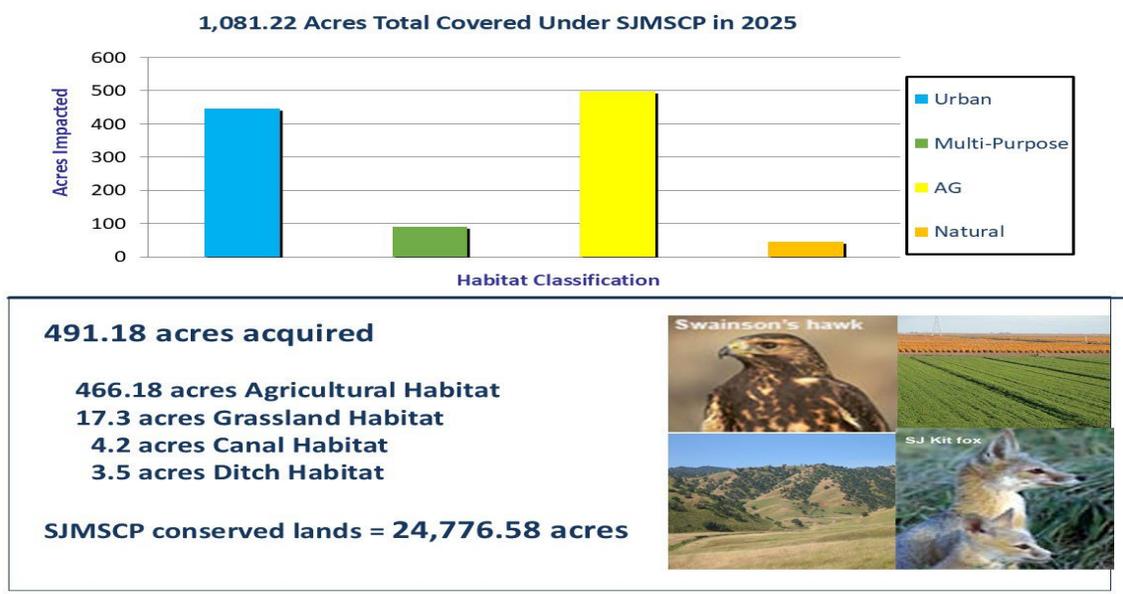
BACKGROUND:

An executive summary of the 2025 SJMSCP Annual Report is provided as an attachment to the staff report. The entirety of the 2025 SJMSCP Annual Report and preserve monitoring photo station can be requested in electronic format or found on the SJCOC website Habitat Plan Documents page (<https://www.sjcog.org/173/Plan-Documents>) under the Plan Documents & Resources section. The report is complete including all the reported calendar year acreage counts from the jurisdictions. The

information in this report reflects accounting and activity that has been reported to staff through December 31, 2025.

There were minimal comments provided to staff on the initial draft reviewed by HTAC from the February 2026 meeting to include in the final version for the March 2026 HTAC meeting.

The following graphic is a summary of the various tables and important matters discussed in the annual report comprised of current year development impacts, carry-over mitigation, current mitigation due in 2025 from 2023 projects, acquisitions of mitigation land, and funding.



Habitat Acreage Impacts (Tables 9 – 13)

- Agricultural: 988.631 acres for future mitigation (Delta and Central Zones)
- Grasslands: 389.17 acres for future mitigation (Central and Southwest Zones)
- Natural Riparian: 51.25 acres for future mitigation (Central Zone)
- Vernal Pool Grasslands: 71.65 acres for future mitigation (VP Zone)
- Misc. Habitat Types: 200 +/- acres – Deferred Mitigation (All Zones)
 *Deferred Mitigation = mitigation acres still owed



2025 SJMSCP Funding (Table 16 and 17)

\$25,426,436.74 General Fund Available

\$68,929,705.88 Preserve Endowment

\$6,748,851.03 Post Permit Funds

If SJCOG, Inc. Board approves the release to the permitting agencies, staff would expect a joint comment response from USFWS and CDFW in July or August 2026. Those comments will be addressed in the yearly meeting with USFWS and CDFW to be scheduled after the review is complete.

NEXT STEPS:

Should the staff recommendation be approved by the SJCOG, Inc. Board at the March 2026 Board meeting, the report will be sent to both permitting agencies.

ATTACHMENTS:

1. Executive Summary 2025 SJMSCP Annual Report

Prepared by: Steven Mayo, Program Manager

Attachment 1

2025 SJMSCP Annual Report - Executive Summary

The 2025 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Annual Report is provided to meet the annual reporting requirement that is established in Section 5.9.1 of the SJMSCP. The intent of the Annual Report is to focus on the acreage, type, and location of open space use converted to non-open space use, and the accounting of preserve acres acquired pursuant to the SJMSCP.

The Annual Report is comprised of four main sections: Conversions (Development), Conservation (Preserves), Funding, and SJMSCP Implementation. The Conversions section provides detailed information for projects that have participated in the SJMSCP. Such information includes habitat conversion type, impacts to SJMSCP Covered Species, and habitat mitigation requirements. The Conservation section will discuss preserve acquisitions in 2025 and provides information regarding the preserve jumpstart requirements. The Funding section details the revenues and expenditures for the reporting period. The SJMSCP Implementation section provides information regarding the overall implementation of the SJMSCP.

1. Conversions (Development Activity)

In 2025, the total number of acres covered overall by the SJMSCP was **1,081.22 acres**. Of the overall impacts covered, **446.51 acres** were urban habitat, which required biological compliance but were exempt from mitigation requirements (fees or land dedication). The total number of acres subject to fee assessment covered by the SJMSCP was **634.71 acres** broken down into the following habitat classifications: **90.89 acres** of multi-purpose habitat, **497.22 acres** of agricultural habitat, and **46.60 acres** of natural habitat. The agricultural habitat category was the largest habitat type converted for development during the year.

The total of **497.22 acres** of agricultural habitat land represents approximately **45.99%** of the overall cumulative SJMSCP coverage for all habitat types in 2024 and approximately **78.33%** of the impact acres that required fees associated under the plan. The predominant covered projects participating in the SJMSCP for 2025 were residential and commercial development projects.

2. Conservation (Preserves)

In 2025, SJCOG, Inc. acquired an additional **491.18 acres** of land placed under conservation from 4 land transactions to meet mitigation needs of the SJMSCP. The makeup of the acreage acquired over the reporting period was three (3) easement purchases and one (1) dedication. The conserved land consisted of **17.3 acres** of grassland in the Southwest Zone, **4.2 acres** of canal habitat in the Delta Zone, **3.5 acres** of ditch habitat in the Delta Zone and **466.18 acres** of row and field crop habitat in the Central Zone and Delta Zone.

Overall, the SJMSCP preserve system consists of **24,776.58 acres** including carried-over surplus mitigation holdings and unfulfilled mitigation in some categories which will be addressed in the future.

Table 13: Final 2025 Mitigation after SJCOG, Inc. Preserves and Banked Preserve Allotment

TYPE OF LAND	Central	Cen/SW	SW	Delta	Vernal Pool
Row & Field Crops (C34)	0.080	0.000	0.000	988.551	0.000
Ruderal (C5)	0.000	0.000	0.000	0.000	0.000
Drainage Ditch (D)	57.060	0.000	0.000	3.500	0.000
Valley Grasslands (G)	76.750	0.000	312.420	24.700	0.000
Foothill Grasslands (G2)	0.060	0.000	0.000	0.000	0.000
Vernal Pool Grasslands (G3)	0.000	1.170	0.000	0.000	71.655
Great Valley Riparian Forest (R)	51.250	0.000	0.000	0.110	0.000
Great Valley Oak Riparian Forest (R2)	0.000	0.000	0.000	0.000	0.000
Mixed Oak Savanna (O/G)	7.130	0.000	0.000	0.000	0.850
River/Deep Water Channel (W)	0.000	37.860	0.120	0.000	0.000
Creek (W3)	0.390	16.220	4.830	0.000	0.000
Dead-End Slough (W4)	0.070	0.000	0.000	0.000	0.000
Freshwater Lake, Pond or Vernal Pool (W5)	0.000	5.890	0.210	0.000	0.000
Freshwater Emergent Wetland (W7)	0.000	0.000	0.000	0.000	0.000
Vernal or Seasonal Wetland (W8)	0.000	17.030	0.050	0.000	0.000
Canal (W9)	5.960	1.680	0.000	4.200	0.000
Valley Oak Forest (V3)	12.580	0.000	0.000	0.000	0.000
Valley Oak Savanna (V)	9.000	0.000	0.000	0.000	0.000

3. Funding

The revenues and expenditures that occurred for the Calendar Year 2025 include payments of SJMSCP mitigation fees, other revenues (e.g., accumulated interest remitted and SJCOG, Inc. account accumulated interest) and expenditures related to the plan. At the end of 2025, the revenues were **\$15,265,502** (consisting of \$9,852,333 in fees, \$165,068 as charitable contribution, \$465,803 in land-in-lieu and \$4,782,298 in earnings on investments) while the overall disbursements were **\$4,991,425** in 2025.

For reporting in 2025, the advised changes made from the Financial Analysis 5-Year Review (2020 & 2025) adopted by SJCOG, Inc. as described in bullet point below were completed. The primary changes were the continuation of fund balance being tracked in three components for compliance with the Mitigation Fee Act. These components include (1) new endowment fund balance, (2) remaining one-time enhancement costs for existing preserves, and (3) remaining ongoing Category A and C costs for the remainder of the permit term.

During the 5-Year Review of 2020 and 2025, it was determined annual transfer of funds related to the Land Management/Enhancement Trust Funds should not have included Category C in the per acre transfer. Staff had assumed Category C component of the fee was to be put aside in the Land Management/Enhancement Trust funds from the original 2007 update. In actuality, the Category C component was not to be transferred into the trust funds. In 2025, the completion of the funds was moved back. The transfer calculation was corrected to remove Category C component by staff.

- 2020 correction (2007-2020 = \$12.1 million)
- 2025 correction (2021-2025 = \$ 4.5 million)

The end of calendar year balances the three funding silos under the habitat plan with all the recommended changes adopted from the financial analysis:

- 1) SJCOG, Inc Fund Balance of **\$25,426,436.74** (with most related to the Category C funds transferred back from 2020/2025 Financial Analysis change)
- 2) Land Management/Enhancement Funds of **\$68,929,705.88**
(MGMT/ENHNCMT = \$4,672,041.96 + \$64,257,663.92)
- 3) Post Permit Funds of **\$6,748,851.03**

4. Implementation

In the 2025 calendar year, SJCOG, Inc. staff worked on various matters under the SJMSCP including:

1. SJMSCP CDFW CEQA Fees
2. Project Compliance Issues
3. San Joaquin County Agricultural Building Permit Processing
4. Bay Delta Conservation Plan (BDCP) and Delta Stewardship Council
5. Fee Collection for the City of Stockton
6. Date-Certain Mitigation / 500 Acre Cap Calculations
7. Project permitting by Jurisdictions Outside the SJMSCP

AGENDA ITEM 4



March 2026
Executive Committee

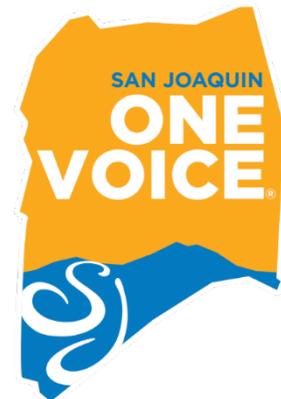
STAFF REPORT

SUBJECT: Approval of the 2026 One Voice® Program of Projects and Updated Federal Legislative Platform

RECOMMENDED ACTION: Recommend the SJCOG Board approve the 2026 One Voice® program of projects and updated federal legislative platform

SUMMARY:

The San Joaquin One Voice® program is the San Joaquin Council of Governments (SJCOG) federal advocacy initiative for San Joaquin County that promotes projects, programs, and issues of regional significance through an annual trip to Washington, D.C.



The One Voice® program fosters intergovernmental coordination between San Joaquin County and various federal agencies through the development of a federal legislative platform and program of projects. The federal legislative platform provides direction to our congressional delegation and agency officials with respect to the transportation, infrastructure, and policy needs of San Joaquin County. Additionally, in September 2025, the SJCOG Board approved program guidelines and solicited a call for projects. The final program of projects will be carried forward to highlight during the 2026 One Voice® trip. Table 1 below lists the project applications received by SJCOG. More information for each project is outlined in Attachment A.

Table 1. 2026 One Voice® Submission List

Agency	Project
San Joaquin County, Department of Aviation	Stockton Metropolitan Airport Taxiway D Extension and Upgrade Phase I
City of Lathrop	The I-5 / Louise Avenue Interchange Project
City of Lodi	State Route 99 / Harney Lane Interchange Reconstruction
City of Manteca	SR 120 & Airport Way Diverging Diamond

	Interchange (DDI) Project
City of Mountain House	Byron Highway Widening Project
Port of Stockton	Sharpe Army Depot & Roth Road Corridor Improvements
San Joaquin Regional Transit District	Hybrid-Electric Bus
San Joaquin County Public Works	Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)
San Joaquin Council of Governments	Megaregion Investment Strategy (SR 99/120 Phase 1B & I-205 Managed Lanes)
San Joaquin Regional Rail Commission	San Joaquin Street Station Layover Track Project
City of Stockton and San Joaquin Regional Rail Commission (Co-sponsor)	Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction
City of Tracy	I-205 Mountain House Parkway/International Parkway Interchange
<i>Environmental Sustainability (Non-transportation)</i>	
Stockton East Water District	Bellota Weir Modifications Project

Note: RTD has submitted an updated project.

Attachment B is the draft 2026 One Voice® Federal Legislative Platform.

RECOMMENDATION:

Recommend the SJCOG Board approve the 2026 One Voice® program of projects and 2026 federal legislative platform.

FISCAL IMPACT:

None at this time.

NEXT STEPS:

SJCOG staff will develop fact sheets for each regionally significant project to highlight the need for federal support during meetings with federal lawmakers and federal agency officials. The delegation from the region will travel to Washington, D.C., on May 4-7, 2026, to advocate for the projects.

ATTACHMENT:

Attachment A. 2026 One Voice® Project Summaries
Attachment B. 2026 One Voice® Federal Legislative Platform

Prepared by: Joel Campos, Senior Regional Planner

Attachment A. DRAFT 2026 One Voice® Project Summaries

AGENCY:	SAN JOAQUIN COUNTY, DEPARTMENT OF AVIATION
PROJECT:	Stockton Metropolitan Airport Taxiway D Extension and Upgrade Phase I
TOTAL PROJECT COST:	\$8,000,000
ONE VOICE® REQUEST:	\$7,200,000
DESCRIPTION:	Phase I of the project will design and construct an extension that will connect the parallel Taxiway D to Runway 11L-29R. Phase I extends Taxiway D by about 700 linear feet and adds one, 500-foot, 75-foot-wide connector, designed to accommodate wide-body passenger and cargo aircraft up to a B-747. The project includes taxiway shoulders, lighting, markings, and a full structural pavement section.
AGENCY:	CITY OF LATHROP
PROJECT:	The I-5 / Louise Avenue Interchange Project
TOTAL PROJECT COST:	\$34,800,000
ONE VOICE® REQUEST:	\$30,013,000
DESCRIPTION:	The project will enhance local and regional mobility by reconstructing the I-5/Louise Avenue Interchange into a modern Diverging Diamond Interchange (DDI). This improvement is designed to reduce congestion, optimize traffic flow, and expand multimodal travel options for all users.
AGENCY:	CITY OF LODI
PROJECT:	State Route 99 / Harney Lane Interchange Reconstruction
TOTAL PROJECT COST:	\$6,000,000
ONE VOICE® REQUEST:	\$5,100,000
DESCRIPTION:	This project includes the design, environmental studies, and right-of-way acquisition for the interchange improvements at State Route 99 and Harney Lane in Lodi, California. The project includes safety improvement to on-ramps and off-ramps in both directions, widening the overpass on Harney Lane (from two to four lanes), and the realignment of the East Frontage Road.
AGENCY:	CITY OF MANTECA
PROJECT:	SR 120 & Airport Way Diverging Diamond Interchange (DDI) Project
TOTAL PROJECT COST:	\$63,500,000
ONE VOICE® REQUEST:	\$62,000,000
DESCRIPTION:	The City of Manteca proposes to reconstruct the existing State Route (SR) 120 and Airport Way Interchange to a Diverging Diamond Interchange (DDI) configuration. The existing interchange is a Type L-2 spread diamond with single-lane on- and off-ramps, which no longer meet the operational demands of this heavily trafficked corridor. The proposed DDI will significantly improve traffic flow, safety, and mobility for drivers, pedestrians, and bicyclists.

AGENCY:	CITY OF MOUNTAIN HOUSE
PROJECT:	Byron Highway Widening Project
TOTAL PROJECT COST:	\$45,800,000
ONE VOICE® REQUEST:	\$22,000,000
DESCRIPTION:	The project will widen the existing two-lane Byron Road to a four-lane divided conventional highway within existing Right-of-Way limits, extending approximately two miles from 0.4 miles west of the Byron Road/Great Valley Parkway intersection to 0.5 miles east of the Mountain House Parkway intersection. This project also includes improved drainage and stormwater quality, construction of separated Class 1 shared-use paths, two additional southbound lanes, and a raised median, installing new traffic signals, and pavement/existing lane reconstruction/rehabilitation.
AGENCY:	PORT OF STOCKTON
PROJECT:	Sharpe Army Depot & Roth Road Corridor Improvements
TOTAL PROJECT COST:	Currently Being Finalized
ONE VOICE® REQUEST:	\$ 5,000,000
DESCRIPTION:	The Port's redevelopment vision revives the depot's historic logistics role by creating an Inland Port Facility that functions as a consolidation and containerization hub. Additional improvements include: I-5/Roth Road Interchange improvements, widening of Roth Road and intersection upgrades, railroad grade separations, and an eastern extension of Roth Road to State Route 99.
AGENCY:	SAN JOAQUIN REGIONAL TRANSIT DISTRICT
PROJECT:	Hybrid-Electric Bus
TOTAL PROJECT COST:	\$ 1,400,000
ONE VOICE® REQUEST:	\$ 1,400,000
DESCRIPTION:	San Joaquin Regional Transit District proposes to replace one aging transit bus with a new hybrid electric bus as part of its ongoing fleet modernization program. The new vehicle will improve service reliability, reduce emissions, and support RTD's efforts to provide safe, efficient, and sustainable public transportation for residents throughout Stockton and San Joaquin County. This investment will help maintain reliable transit service for the many riders who depend on RTD for access to employment, healthcare, education, and other essential destinations.

AGENCY:	SAN JOAQUIN COUNTY DEPARTMENT OF PUBLIC WORKS
PROJECT:	Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)
TOTAL PROJECT COST:	\$ 73,386,000
ONE VOICE® REQUEST:	\$ 12,190,000
DESCRIPTION:	Grant Line Road will have a 1.65-mile realignment in a southerly direction toward the intersection of 11th Street and South Bird Road. A new roadway will connect Bird Road north of 11th Street to the new Grant Line Road alignment. Additionally, South Bird Road north of 11th Street will dead-end just before 11th Street. Grant Line Road will have four 12-foot-wide travel lanes with a 14-foot-wide median. This median will either be landscaped or will accommodate 12-foot-wide left-turn lanes near intersections with local roadways. The existing Grant Line Road/G Street intersection will be modified to improve operations, and pedestrian enhancements will be added to the existing Grant Line Road at-grade crossing
AGENCY:	SAN JOAQUIN COUNCIL OF GOVERNMENTS
PROJECT:	Megaregion Investment Strategy (SR 99/120 Phase 1B & I-205 Managed Lanes)
TOTAL PROJECT COST:	\$ 172,477,917
ONE VOICE® REQUEST:	\$ 10,000,000
DESCRIPTION:	The Megaregion Investment Strategy focuses on improving safety and mobility on key freeway corridors in southern San Joaquin County through two standalone projects: the SR 99/120 Connector Project (Phase 1B) and the I-205 Managed Lanes Project. The SR 99/120 interchange is a critical regional connection but experiences severe congestion and a high collision rate. The project will improve traffic flow, circulation, and safety, providing long-term relief for morning commute traffic. The I-205 corridor carries traffic volumes of up to 146,000 vehicles per day, resulting in recurring congestion and safety concerns during peak periods. The Managed Lanes Project will enhance regional mobility by encouraging HOV use, improving travel time reliability, supporting freight movement, and increasing corridor throughput.

AGENCY:	SAN JOAQUIN REGIONAL RAIL COMMISSION
PROJECT:	San Joaquin Street Station Layover Track Project
TOTAL PROJECT COST:	\$ 21,473,000
ONE VOICE® REQUEST:	\$ 1,874,000
DESCRIPTION:	The San Joaquin Street Layover Track Project (Project) is a critical component of the Valley Rail Program for expanded Gold Runner intercity passenger rail service and ACE commuter rail service and is critical for efforts to create a more sustainable future for the San Joaquin Valley. Located in Stockton west of the existing San Joaquin Street Station along the BNSF Stockton Subdivision, the Project will construct new storage and layover track located approximately one mile west of the existing San Joaquin Street Station to support efficient train turn-backs and short-run Sacramento–Stockton service without occupying the mainline.
AGENCY:	CITY OF STOCKTON AND SAN JOAQUIN REGIONAL RAIL COMMISSION (CO-SPONSOR)
PROJECT:	Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction
TOTAL PROJECT COST:	\$ 17,700,000
ONE VOICE® REQUEST:	\$ 16,200,000
DESCRIPTION:	The City of Stockton and the Rail Commission are cooperating to reconstruct the existing Dr. MLK Jr. Boulevard underpass. A reconstructed MLK Jr. Boulevard Underpass will provide a critically needed access to commercial centers, schools, and industrial complexes presently situated east and west of the underpass location.
AGENCY:	STOCKTON EAST WATER DISTRICT
PROJECT:	Bellota Weir Modifications Project
TOTAL PROJECT COST:	\$ 83,000,000
ONE VOICE® REQUEST:	\$ 28,540,000
DESCRIPTION:	The Project allows fish to access habitat further upstream and meet the objectives of the Central Valley Project Improvement Act (CVPIA), Clean Water Act (CWA), and the California Department of Fish and Wildlife (CDFW's) Species Conservation and Recovery program. Specifically, the project eliminates barriers to fish migration, reduces species survival stressors, increases habitat for threatened and endangered species, and increases water supply reliability to the municipal water treatment plant. This involves construction of a modern fish screen, a fishway for salmonids, and a fish exclusion structure that prevents entrainment.

AGENCY:	CITY OF TRACY
PROJECT:	I-205 Mountain House Parkway / International Parkway Interchange
TOTAL PROJECT COST:	\$ 75,159,000
ONE VOICE® REQUEST:	\$ 60,834,000
DESCRIPTION:	<p>The Project will improve the existing interchange to enhance traffic operations, reduce travel times, and improve goods movement. The Project will add new travel lanes southbound along Mountain House Parkway (north of the freeway) and northbound along International Parkway (south of the freeway) approaching the ramp termini. The Project will add a westbound loop on-ramp, realign the westbound diagonal on- and off-ramps, and widen the eastbound diagonal and loop on-ramps. The Project will also retime the signals at the ramp termini to maximize throughput during peak hours and accommodate bicyclists and pedestrians. The mouths of ramp entrances will be widened to accommodate truck turning movements from either direction. The improvements will accommodate the future I-205 Managed Lanes Project along the freeway. Additional improvements will include the interconnection between ramp meters and local roads located within 1,000 feet of the ramp termini signals.</p>

DRAFT

2026 SJCOG Legislative Platform

Transportation Funding and Finance

Increase transportation funding levels to all modes of transportation to better meet the needs of all rural, medium-sized, and large urban regions, and streamline funding authorization process to expedite access to funding by recipients.

Preserve and Enhance Discretionary Grant Funding: Congress should continue to provide discretionary grant opportunities in the next surface transportation bill. Discretionary grants play an important role, especially when they allow communities to utilize federal funding to address local and regional needs that augment national priorities. Congress should also maximize the value of these programs by focusing on efficiencies and simplifying grant requirements.

Invest in Freight and Goods Movement Programs. Congress should continue to invest in programs that focus on expanding the flow of freight and supply chain efficiency across all modes.

Sustain and Enhance Public Transit Funding. It is important that Congress maintain the historic contribution to transit programs from the Highway Trust Fund, supporting both the operation of and capital investment in bus and rail systems.

Economic Development

Investing in America: Support new programs that propose to fairly invest and rebuild infrastructure that result in increased safety, enhanced roadway system maintenance, and the creation and retention of American jobs, housing, and access to opportunity in areas identified for growth in a regional transportation plan.

Environment

Streamline environmental review and federal [permitting](#) regulations (NEPA related reviews) in transportation project delivery to assure more efficient project planning, design and execution.

Support investments in infrastructure projects that work toward protecting essential natural resources such as air, water, plants (habitat), animals, and farmland.

Megaregion (Interregional) Infrastructure

Megaregion travel is defined as travel between the 16 counties and 136 cities with a total population of nearly 11 million people, stretching from the Bay Area to the Central Valley and Sierra Nevada foothills. It is essential to improve and invest in transportation infrastructure for all modes

of transportation at the gateway corridors of San Joaquin County which facilitate travel in the megaregion. Examples of megaregion investments include but are not limited to:

- Investments aimed at making it more attractive to travel between counties by passenger rail and bus transit.
- Support strategic investments to improve goods movement for the supply chain (i.e. manufacturing and warehousing logistics) between the counties in the megaregion. Making easier the flow of goods within the megaregion through critical freight corridors and gateways. Such gateways include I-205, I-580, I-5, SR-99, SR-120, and rail and regional roadways (truck routes) traversing San Joaquin County to neighboring counties.

Surface Transportation Reauthorization

[Advocate for a federal transportation reauthorization platform for the next multi-year federal surface transportation program consistent with the reauthorization priorities above, as well as ones which maintain SJCOG's current governance and bylaws. Engage with MPO organizations, which SJCOG is a member including National Area Regional Councils, Association of Metropolitan Planning Organizations, and California Association of Councils of Governments and support aligned state or national MPO reauthorization priorities in advance of the IJJA's expiration on September 30, 2026.](#)

AGENDA ITEM **5**



March 2026
Executive Committee

STAFF REPORT

SUBJECT: Approval of Appointment of Trucking Industry Representative for the Citizens Advisory Committee

RECOMMENDED ACTION: Recommend to San Joaquin Council of Governments Board Nick Chiappe, California Trucking Association, as the Trucking Industry Representative to the Citizens Advisory Committee

DISCUSSION:

SUMMARY:



The San Joaquin Council of Governments (SJCOG) staff informed the SJCOG Board of an upcoming vacancy for the trucking industry position on the Citizens Advisory Committee (CAC). Under the 17-member committee structure, appointments are made as follows: one (1) appointment from each of the eight (8) cities, and one (1) appointment from the county. The remaining eight (8) appointments are made by the full SJCOG Board.

Section 1(d) of bylaws of the CAC are below:

The remaining eight appointments will be made by the SJCOG Board and filled from the following specific special interest groups or general interest areas: Sierra Club, League of Women Voters, NAACP, University of the Pacific, the trucking industry, the agricultural industry, the business community, and a public transit user.

The posting of the trucking industry vacancy was advertised on the SJCOG website. Two applications were received for the trucking industry position:

- Nick Chiappe – representing California Trucking Association, San Joaquin Unit.
- Balwinder Singh – Engineer

The individual applications received are attached to the staff report. Mr. Singh is reapplying for the position. Mr. Chiappe will be representing the 50 San Joaquin members in the California Trucking Association.

RECOMMENDATION:

SJCOG staff have reviewed the applications and are recommending the appointment of Nick Chiappe from the California Trucking Association. A member of the California Trucking Association is a strong fit to represent trucking interests in San Joaquin County.

The recommendation is that the Executive Committee recommend to the SJCOG Board the appointment of Nick Chiappe of the California Trucking Association as the trucking industry representative on the CAC for a four-year term.

BACKGROUND:

The San Joaquin Council of Governments (SJCOG) Citizens Advisory Committee (CAC) has a 17-member committee structure. Under that structure, there is one appointment from each of the eight cities and one appointment from the county. These are made by the SJCOG Board member from that jurisdiction. Of the remaining eight appointments four are from specific special interest organizations, three are “at large” industry group members that may draw from a variety of related organizations (trucking, agriculture, and business). The public transit user position can draw from riders of any public transit system in San Joaquin County. These appointments are made by the full SJCOG Board. The term for each appointment is four years.

The primary purpose of the committee is advisory to the SJCOG Board in its role as the San Joaquin Transportation Authority and its decision making for the half-cent sales tax program, Measure K.

The committee is a requirement of the Measure K Ordinance and Expenditure Plan and provides input on project priorities, scheduling, and amendments, or other related activities as designated by the authority.

The current CAC consists of the following members:

CAC Member Name	Agency	Term Expiration
Gracie Marx	City of Escalon	September 2027
Jim Hilson	City of Lathrop	December 2026
Michael Collins	City of Lodi	June 2028
Steve Debrum	City of Manteca	October 2026
Vacant	City of Ripon	Vacant
Charles Manning	City of Stockton	September 2029
Vacant	City of Tracy	Vacant
Daniel Harrison	City of Mountain House	September 2029
Robert Bivens	San Joaquin County	March 2027
Michael Carouba	Business Industry	August 2026
Lauren Ah Tye	League of Women Voters	September 2026
LaCresia Hawkins	NAACP	September 2027
Vacant	Trucking Industry (Examples are California Trucking Association, trucking or logistics company representatives, or other goods movement related organizations)	Vacant
Donte Miller	UOP	May 2027
Eric Parfrey	Sierra Club	January 2029
Vacant	Agricultural industry (Examples are the Farm Bureau, wine industry, or similar organizations)	Vacant
Jennifer Gass	Public Transit User	April 2026

NEXT STEPS:

The recommendation from the Executive Committee will go to the SJCOG Board for consideration this month.



San Joaquin Council of Governments
CITIZENS ADVISORY COMMITTEE

Meetings are held monthly, every third Wednesday at 6 p.m. at 555 E. Weber, Stockton.

Name: Nick Chiappe

Address: 4148 E Commerce Way, Sacramento, CA 95834

Home Phone: (916) [REDACTED]

Work Phone: (916) 373-3558

Email Address: nchiappe@caltrux.org

Occupation/Employer: California Trucking Association

Background, Education, Experience: I currently serve as the Director of Government & Regulatory Affairs at the California Trucking Association (CTA), where I am responsible for leading advocacy efforts, managing policy issues, and coordinating grassroots campaigns. I have represented the association for the last five years playing an integral role in advancing CTA's goals by engaging with policymakers and regulatory bodies, with a focus on highway related issues across the state of California and with local governments on transportation related issues.

Community Affiliations: CTA has approximately 50 active members that operate within the San Joaquin region.

Areas/Issues of Interest: Issues related to transportation, highway funding, truck routing, road user charges, and local tax programs.

Please return to:

San Joaquin Council of Governments
Citizens Advisory Committee
ianderson@sjcog.org

Application for the Citizen Advisory Committee

Name: Balwinder Singh

Address: [REDACTED]

Home Phone: [REDACTED]

Email Address: [REDACTED]

Occupation: Engineer

Background, Education, Experience:

I have a Bachelor's Degree in Engineering and a registered professional Engineer with the State of CA with over three decades of experience . I possess the ideal blend of high-level transportation policy expertise and regional involvement necessary to effectively serve as the trucking industry representative on the SJCOG CAC. As a Branch Chief in Public Transportation and Modal Research at Caltrans' Division of Research, Innovation and System Information, I bring nearly a decade of experience in solving complex transportation problems affecting safety, connectivity, and accessibility on state systems. My extensive board service as a Director for the San Joaquin Regional Transit District and as Vice Chair of the APTA Legislative Subcommittee demonstrates a strong commitment to local safety and sustainability, coupled with a deep understanding of federal legislative and regulatory matters impacting transportation funding and goods movement. Furthermore, my involvement with the American Punjabi Chamber of Commerce provides direct insight into the needs and economic impact of the regional business community, ensuring that the voice of the trucking and freight sector—a vital economic force in the Central Valley—is strongly represented in SJCOG's planning, particularly concerning Measure K funds and infrastructure investment.

Community Affiliations:

I am seeking to continue my dedicated service as the Trucking Industry Representative on the SJCOG Citizens Advisory Committee (CAC), leveraging my extensive background to benefit regional transportation and infrastructure. My professional experience provides a strong blend of technical and governance expertise, including my role as a Branch Chief in Public Transportation and Modal Research (Caltrans/DRISI), a Director for the San Joaquin Regional Transit District, and Vice Chair of the APTA Legislative Subcommittee, where I deal directly with federal policy and regulations impacting goods movement. Crucially, I am uniquely positioned to represent the economic interests of the freight sector as the CEO of the American Punjabi Chamber of Commerce, which focuses on the economic development of Central Valley businesses, including those in logistics and trucking. My commitment to regional infrastructure is further solidified by nearly two decades of leadership on the San Joaquin Engineers Council

(including terms as Chair) and my past roles as President/Director for Professional Engineers in California Government (PECG), ensuring a technically sound and economically conscious perspective on all SJCOG planning and Measure K project implementation.

Areas/Issues of Interest:

My primary interest in continuing as the Trucking Industry Representative on the Citizens Advisory Committee is to ensure the sector's vital role in the San Joaquin economy is effectively integrated into regional transportation planning. I am specifically interested in Optimizing Freight and Logistics by improving the safety and efficiency of goods movement on regional roadways and highways, which is crucial for the trucking industry. I will provide technical and policy-level input on the strategic use of Measure K funds to enhance infrastructure that directly supports commercial vehicles. Furthermore, I will advise the committee on the intersection of emerging transportation technologies (ITS) with evolving state and federal policies that impact local trucking operations. By leveraging my experience, I aim to find efficient solutions that harmonize all modes of transport (trucking, rail, transit, auto) and ensure that transportation planning actively supports the economic growth of the region, especially the business community represented by the American Punjabi Chamber of Commerce.

AGENDA ITEM **6**



March 2026
Executive Committee

STAFF REPORT

SUBJECT: Approval of Senate Bill 125 Phase
2 Ad Hoc Committee
Programming Recommendations

RECOMMENDED ACTION: Approval of Senate Bill 125 Phase
2 Ad Hoc Committee
Programming Recommendations

SUMMARY:

In October 2025, the San Joaquin Council of Governments (SJCOG) Board approved the SB 125 Phase 2 program guidelines and released a call for projects. Phase 2 consists of the unprogrammed balance of \$25.663 million for Years 3 and 4 of SJCOG's SB 125 Program allocation. This funding is subject to the California State Transportation Agency (CalSTA) releasing the Year 3 and 4 funds to SJCOG.

In addition to the guidelines and call for projects, an ad hoc committee of 3 voting SJCOG Board members was chosen by the SJCOG Chair to review the applications and make a recommendation based on the SJCOG Board approved criteria of project readiness, regional benefit, other committed funding, community support, and previous SB 125 funding.

Applications were due January 31, 2026. SJCOG received 17 applications totaling \$33,365,000. The SB 125 Phase ad hoc committee has developed a programming recommendation shown in Attachment A, totaling \$25,125,000 be funded through this program.

RECOMMENDATION:

Recommend approval of the ad hoc committee's recommendation for SB 125 Phase 2 programming, as shown in Appendix A, totaling \$25,125,000.

FISCAL IMPACT:

Board's approval of the recommendation would program \$25,125,000 in SB 125 funds, subject to the CalSTA releasing the Year 3 and 4 funds to SJCOG.

ATTACHMENT(S):

Attachment A: Ad Hoc Committee Programming Recommendation

Prepared by: Joel Campos, Senior Regional Planner

Attachment A: Adhoc Committee Programming Recommendation

Agency	Project Title	SB 125 Phase 2 Ask
City of Escalon	Enhancing Escalon eTrans Experience for Passengers	\$75,000
City of Lathrop	Planning for Transit Operations and Maintenance Facility for Lathrop Transit	\$500,000
City of Lathrop	Purchase Transit Fleet for Lathrop Transit	\$1,300,000
City of Manteca	Manteca Transit Bus Facility	\$1,600,000
City of Ripon	Purchase Replacement Transit Fleet for Ripon Blossom Express	\$2,150,000
City of Ripon	Purchase Compressed Natural Gas Compressor (CNG) for Ripon Blossom Express	\$250,000
City of Ripon	Purchase Passenger Amenities	\$50,000
San Joaquin Regional Transit District	VanGo Fleet Replacement Vehicles	\$1,800,000
San Joaquin Regional Transit District	Ticket Vending Machine (TVM) Revenue Vehicle Fleet Upgrades	\$800,000
San Joaquin Regional Rail Commission	Ace Rolling Stock Capital Spares	\$2,000,000
San Joaquin Regional Rail Commission	San Joaquin Street Station Exterior Paint, Striping & Lighting Improvements	\$2,000,000
City of Tracy	Electric Bus Charging Infrastructure	\$200,000
City of Tracy	Transit Maintenance and Storage Facility Design	\$2,000,000
City of Tracy	Zero Emission On-Demand Bus Purchase	\$400,000
Tri-Valley – San Joaquin Valley Regional Rail Authority	Valley Link Rail Project Phase 1A	\$10,000,000

**Total SB 125 Phase 2 Available:
\$25,663,000**

**Total SB 125 Phase 2 Programming:
\$25,125,000**

Projects Not Recommended for Programming

Agency	Project Title	SB 125 Phase 2 Ask
San Joaquin Regional Transit District	RTD Hydrogen Fueling Trailer	\$5,440,000
San Joaquin Regional Transit District	RTD Hydrogen Fleet Maintenance Shop Retrofit	\$2,800,000

Total Not Recommended for Programming: \$8,240,000