



SAN JOAQUIN COUNCIL OF GOVERNMENTS
Citizens Advisory Committee
 San Joaquin Council of Governments
 555 East Weber Avenue, Stockton, California

**Citizens Advisory
 Committee Members**

Ken Vogel (Chair)
 AGRICULTURAL
 INDUSTRY

Lauren Ab Tye (Vice Chair)
 LEAGUE OF WOMEN
 VOTERS

Gracie Marx
 CITY OF ESCALON

Bobby Bivens
 SAN JOAQUIN COUNTY

Paul Plathe
 SIERRA CLUB

Blain Bibb
 CITY OF STOCKTON

Richard Blackston
 CITY OF LODI

Kelly Donabue
 CITY OF RIPON

Michael Carouba
 BUSINESS INDUSTRY

Jim Hilson
 CITY OF LATHROP

Mary Kennedy-Bracken
 CITY OF TRACY

LaCresia Hawkins
 NAACP

Balwinder Singh
 TRUCKING INDUSTRY

Steve DeBrum
 CITY OF MANTECA

Jessica Bilecki
 UNIVERSITY OF THE
 PACIFIC

Jennifer Gass
 TRANSIT ADVOCATE

April 19, 2023
6:00 p.m.

In addition to physical attendance at the address indicated above, the San Joaquin Council of Governments is offering the following teleconferencing option as an alternative means for the Public to participate in this meeting. Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID indicated below.

<https://sjcog.zoom.us/j/82757750521?pwd=QkxITDEvZFowMEExOd01wWIRtL3VrZz09>

Teleconference Number: 1-669-900-6833
Meeting ID: 827 5775 0521
Passcode: 467411

San Joaquin Council of Governments staff will be meeting in person at the address stated above. Members of the public may attend in-person or may participate in the meeting electronically using the Zoom link. If participating using Zoom, please use the "raise hand" or chat feature to be recognized to speak.

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

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

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

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Minutes: Minutes of March 15, 2023

ACTION

SJCOG

Diane Nguyen
 EXECUTIVE DIRECTOR

4. Public Comments

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

5. Stockton Mobility Collective (SMC) Launch Event Recap **INFORMATION**
(Isaiah Anderson) (verbal report)

6. Cost of Living Index Presentation (Kim Anderson) **INFORMATION**
(verbal report)

7. Draft Truck Planning Study (Travis Yokoyama) **DISCUSSION**

Updates / Requests from the Committee

8. Adjournment

Adjourn the meeting to Wednesday, May 17, 2023, at 6:00 pm.

AGENDA ITEM 3



SAN JOAQUIN COUNCIL OF
GOVERNMENTS

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

March 15, 2022

ACTION MINUTES

1) Call to Order

Ken Vogel called the meeting to order at 6:02 p.m.

Members Present in Person:

Ken Vogel (Chair), Agricultural Industry; **Gracie Marx**, City of Escalon; **Richard Blackston**, City of Lodi; **Paul Plathe**, Sierra Club; **Michael Carouba**, Business Industry; **Steve DeBrum**, City of Manteca

SJCOG Staff Present

Kim Anderson, Deputy Director, Planning; **Ryan Niblock**, Deputy Director, Programming & Project Delivery; **Isaiah Anderson**, Associate Regional Planner; **Joyce Yee**, Assistant Regional Planner,

2) Minutes of January 18, 2023

A motion was made and seconded (Marx, DeBrum) to recommend approval of the minutes of Minutes of February 15, 2023. Motion Passed unanimously.

3) Public Comments

None

4) Regional Early Action Planning (REAP) 2.0 Draft Allocation Formula

Kim Anderson presented the item. REAP 2.0 builds on the success of 2019's REAP program (REAP 1.0) by integrating housing and climate goals and expanding the range of planning and implementation investments that can be funded with REAP 2.0 funds. The proposed allocation formula is a combination of the population-based formula that was used to allocate REAP 1.0 funds and the Regional Housing Needs Allocation (RHNA)-based formula that was suggested at a workshop before the approval of the final framework. Staff recommends that a combination of both the population and the RHNA formula options be used to determine REAP 2.0 allocations to local jurisdictions with each weighted at 50 percent. Staff is recommending the inclusion of the RHNA in the allocation formula because those jurisdictions with higher RHNA housing obligations for affordable housing will receive more REAP 2.0 funds to accelerate affordable

housing construction than they otherwise would receive if only the population formula option was used. A motion was made and seconded (Carouba, Plathe) to accept staff recommendations. Motion passed unanimously.

5) Stockton Mobility Collective Launch Event

Kim Anderson presented the item. The San Joaquin Council of Governments (SJCOG) is proud to announce the official launch of the Stockton Mobility Collective project. The project aims to improve transportation options for people in Stockton looking for clean and affordable ways to travel. A launch event is scheduled on Saturday, April 1, 2023, from 10 AM to 2 PM at the University of the Pacific (Pacific) campus in Stockton, California. SJCOG has partnered with Pacific to locate pilot electric bikeshare and electric carshare stations on the campus, which will be available to both students and the Stockton community. Item was for info only.

6) 2023 Measure K Ordinance and Expenditure Plan Amendment Process

Ryan Niblock presented the item. SJCOG is soliciting requests to amend the Measure K Ordinance and/or Expenditure Plan. Interested parties must submit all requests in writing to SJCOG by April 14, 2023, at 5:00 p.m. Attachment A describes the overall process and schedule. The Ordinance requires SJCOG to have an annual process (each fiscal year) to solicit changes to the Measure K Ordinance or Expenditure Plan. Such proposed amendments may include but are not limited to, changes in the language of the Measure K Ordinance changes to the Measure K eligible Program of Projects, and changes to funding categories identified in the Measure K Expenditure Plan. Item was for info only.

7) Updates/Requests from the Committee

Isaiah will send an email poll to members regarding the rescheduling of the ACE Rail tour. Options presented were April 5th and 6th.

Isaiah will add a Zoom webinar option to the April CAC meeting. There will be a presentation on new rules for Brown Act committees/AB 2449

Isaiah will poll members to see if there is motivation to move the meeting time from 6 PM.

Isaiah will update agenda to recognize the Pledge of Allegiance.

8) Adjournment

Meeting adjourned at 6:40 PM.

AGENDA ITEM 7



STAFF REPORT

SUBJECT: Draft Truck Planning Study – Available for Review

RECOMMENDED ACTION: Discussion

SUMMARY:

SJCOG staff is soliciting feedback on the draft SJCOG Truck Planning Study. The Truck Planning Study is intended to address the growing transportation/warehouse industry in San Joaquin County and reliance on roadways to move goods by informing jurisdictions of potential corridors for STAA designations (via recommendations) in the near term. This study includes an existing STAA network for San Joaquin County, gap assessment, stakeholder outreach, recommendations, and potential funding sources. Stakeholder outreach; including participation by city/county staff, CHP, and other private/public stakeholders, helped refine and identify the list of recommendations. This study identifies Tier 1 and 2 recommendations as a potential option for STAA designation. Tier 3 recommendations are meant to be denoted and potentially revisited at a later date.

- Tier 1 recommendations were determined by our consultant to meet the criteria (i.e. lane/intersection width) for STAA designation.
- Tier 2 recommendations may need some very minor improvements to become eligible for STAA designation.
- Tier 3 recommendations need additional research, coordination, and buy off before being considered.

Through analysis and stakeholder outreach, the study identifies corridors in San Joaquin County to recommend as potential STAA designations due to the estimated low cost and short time frame to implement. These corridors include:

Tier 1

- Mariposa Road between CA-99 Off Ramp and Austin Road (San Joaquin County)
- French Camp Road between CA-99 and Austin Road (San Joaquin County)
- Grant Line Road between MacArthur Drive and Paradise Road (City of Tracy)
- E. Pescadero Avenue between MacArthur Drive and Chrisman Road Extension (City of Tracy)
- Dupont Court between Spreckels Avenue and East end of Dupont Court (City of Manteca)
- Intermodal Way between the end of Intermodal Way and Roth Road (City of Manteca)

- Roth Road between Intermodal Way and Airport Way (City of Manteca)
- Airport Road between Roth Road and French Camp Road (City of Manteca / San Joaquin County)

Tier 2

- Tillie Lewis Drive between Chapter Way to Navy Drive (City of Stockton)
- Paradise Road between Skylark Way to Chrisman Road (City of Tracy)
- Skylark Way between Grant Line Rd. to Paradise Road (City of Tracy)

The draft SJCOG Truck Planning Study can be found on Goods Movement webpage.

RECOMMENDATION:

Discussion.

FISCAL IMPACT:

The study, including the consultant services contract, is budgeted in work element 601.02 (Regional Transportation Plan Studies) of SJCOG’s Fiscal Year 2022-23 Overall Work Program.

BACKGROUND:

Starting in 2020, SJCOG sought to generate an informational truck planning study to analyze the existing STAA route network in San Joaquin County and recommend corridors for STAA designation for jurisdictions to consider. This study is meant to better inform our partner agencies as they consider modifying their existing STAA route network with their city or county limits.

In 2021, SJCOG hired Fehr & Peers, or F&P, to develop this truck planning study. Since then, the project team of SJCOG and F&P performed a gap assessment of the existing STAA network for San Joaquin County, including data collection, identification of gaps, and compare gaps with select criteria. Mark Thomas, F&P’s subconsultant, determined if a corridor recommended was STAA compliant and provided planning level costs estimates to convert a corridor. More importantly, the project team performed a thorough, lengthy public participation to ensure the priority list of Tier 1 & 2 recommendations was built off the comments from jurisdiction staff, CHP, Trucking Industry, Prologis, advocacy groups, and other private/public stakeholders.

The draft SJCOG Truck Planning Study is broken into the following chapters:

- Literature Review
- Regional and Local Trends and Needs Assessment
- Metrics for STAA Route Assessment and Infrastructure Improvement(s)
- Stakeholder Engagement
- STAA Truck Improvement Projects (including potential funding paths)

The main deliverables include an existing STAA route network for San Joaquin County and recommendations for jurisdictions to consider.

Tier 1

- Mariposa Road between CA-99 Off Ramp to Austin Road (San Joaquin County)¹
- French Camp Road between CA-99 to Austin Road (San Joaquin County)
- Grant Line Road between MacArthur Drive to Paradise Road (City of Tracy)
- E. Pescadero Avenue between MacArthur Drive to Chrisman Road Extension (City of Tracy)
- Dupont Court between Spreckels Avenue and East end of Dupont Court (City of Manteca)²
- Intermodal Way between the end of Intermodal Way and Roth Road (City of Manteca)³
- Roth Road between Intermodal Way and Airport Way (City of Manteca)³
- Airport Road between Roth Road and French Camp Road (City of Manteca / San Joaquin County)³

¹ Per City of Stockton, this segment is anticipated to be designated based on development east of Carpenter Road

² Per City of Manteca, this segment can be moved from Tier 2 to Tier 1

³ City of Manteca requests these segments be added to the Tier 1 recommendations

Tier 2

- Tillie Lewis Drive between Chapter Way to Navy Drive (City of Stockton)⁴
- Paradise Road between Skylark Way to Chrisman Road (City of Tracy)
- Skylark Way between Grant Line Rd. to Paradise Road (City of Tracy)

⁴ Per City of Stockton, this segment may comply with STAA requirements and refers SJCOG to review crosstown freeway extension plans & discuss with Caltrans

After the distribution of this staff report, public and private partners (who participated in this study's development) will have an opportunity to comment on the draft Truck Planning Study.

NEXT STEPS:

SJCOG will finalize the SJCOG Truck Planning Study.

ATTACHMENTS:

1. Draft Truck Planning Study Executive Summary

Prepared by: Travis Yokoyama, Senior Regional Planner

Executive Summary

The 1982 Federal Surface Transportation Assistance Act (STAA) allowed larger trucks on the National Network. These larger trucks are called "STAA vehicles" and many businesses rely on STAA trucks for their day-to-day operation. These STAA trucks require specific infrastructure for safe and efficient operation. Local jurisdictions¹ are responsible for defining appropriate STAA truck route designation to provide access from the National Highway Network to businesses which rely on STAA Trucks.

For the last decade, the San Joaquin region has experienced substantial growth and anticipates continued growth in goods movement, resulting in a need to re-evaluate STAA truck routes throughout the County. In various jurisdictions residents are concerned about high volumes of trucks on local arterials and neighborhood roads, trucks parked on unauthorized areas, noise, and emissions of heavy-duty trucks. On the other hand, truck drivers have their own challenge of finding safe space for parking, staging, and queuing. Lack of consistent and adequate signage, easy access to STAA route designations in some jurisdictions may put them at risk of violating codes or loss of time and efficiency.

The goal of this study is to collaborate and coordinate with stakeholders (e.g., jurisdictions technical experts, advocacy groups) to create inventory of existing STAA routes and develop implementable STAA route recommendations.

An extensive engagement process with all stakeholders throughout San Joaquin County was essential in developing the project list and other recommendations. To provide multiple opportunities for those interested in providing input to the project, the stakeholders were categorized as follows and the project team reached out to each group to share the progress, hear their feedback and document their input. These smaller groups allow more opportunity to capitalize on the quantity and quality of input received.

¹ CVC 35401.5 (d) "The Department of Transportation or local authorities may establish a process whereby access to terminals or services may be applied for upon a route not previously established as an access route...."

Government agencies:

- San Joaquin Council of Government (SJCOG), San Joaquin County, Caltrans District 10, City of Escalon, City of Ripon, City of Tracy, City of Lathrop, City of Manteca, City of Stockton, and City of Lodi

Cohort one:

- California Highway Patrol (CHP), California Trucking Association (CTA), Truck fleet operators, Port of Stockton, Stockton Metropolitan Airport, Prologis

Cohort two:

- Business Council of San Joaquin, Stockton Downtown Alliance, Building Industry Association (BIA), Visionary Builders

Cohort three:

- Community Based Organizations such as Sierra Club, Public Health Advocates, Third City Coalition, Catholic Charities, etc. or any concerned resident

Various data sources and analysis were used to understand the current trucking operation characteristics, the needs and gaps in current STAA network such as:

- existing STAA truck route maps for each jurisdiction;
- truck traffic volume by vehicle type on selected arterials;
- truck involved collisions during last 5 years;
- existing truck generating land uses;
- areas with vulnerable receptors and disadvantage communities;
- ongoing infrastructure projects; and
- planned warehousing and logistic developments projects.

The existing STAA truck route maps are presented in *Figure 3* to *Figure 9*.

The overall study goal is to identify existing and potential future gaps in the regional and local STAA truck network. The main deliverable of this STAA truck route study is a list of prioritized recommended actions for modified or new STAA route designations, along with supporting infrastructure improvements that may become projects in the future. The literature review, analysis of existing truck travel patterns, and maps of freight generating land uses were prepared to support applications for new STAA

routes. Guidance on potential funding sources and grant applications for infrastructure development projects is also included to support implementation.

The team took the following steps in identifying the list of projects:

1. Prepared a list of potential projects for short- and long-term improvements.
2. Evaluated all short-term projects for required infrastructure to accommodate STAA trucks.
3. Screened short-term projects based on Right-of-Way (ROW) requirements.
4. Classified short-term projects into 3 tiers, where Tier 1 is low-cost and easy to implement, Tier 2 is medium-cost and somewhat more difficult to implement, and Tier 3 is high cost, requiring multiple jurisdiction coordination and ROW acquisition).
5. Shared Tier 1 and Tier 2 projects with all stakeholders for further review and consolidated their comments.
6. Modified the project list as needed based on stakeholder inputs.

Some potential improvement projects are located at the boundary of a single jurisdiction or across multiple jurisdictions. For those potential projects, further coordination and potential studies with relevant jurisdictions is recommended to ensure consistency with local plans and to evaluate the fair allocation of costs.

- Tier 1 projects: require only signage to be designated as STAA truck routes.
- Tier 2 projects: require minimal improvements, signage, no major construction, and low cost.
- Tier 3 projects: require additional research and coordination with local jurisdictions before any consideration for implementation. These potential future projects are not recommended for implementation at this time.

Long Term projects are included in the list as well. These projects may be needed due to future industrial/ Logistic developments.

The following is the list of Tier 1 and Tier 2 projects and associated cost estimates.

| Tier 1 and 2 Projects | | |
|---|---|----------------------------------|
| Recommendation – Main, Extents | Jurisdiction | Planning Level Estimated Cost |
| Tier 1 | | |
| Mariposa Road, CA-99 Off Ramp to Austin Road | San Joaquin County | \$5,000 |
| French Camp Road, CA-99 to Austin Road | San Joaquin County | \$5,000 |
| Grant Line Road, MacArthur Drive to Paradise Road | City of Tracy | \$5,000 |
| E. Pescadero Avenue, MacArthur Drive to Chrisman Road Extension | City of Tracy | \$5,000 |
| Airport Road between Roth Road and French Camp Road | City of Manteca / San Joaquin County | \$5,000 |
| Roth Road between Intermodal Way and Airport Way | City of Manteca | \$5,000 |
| Intermodal Way between the end of Intermodal Way and Roth Road | City of Manteca | \$5,000 |
| Dupont Court, Spreckels Avenue to East end of Dupont Court | City of Manteca | \$5,000 |
| Tier 2 | | |
| Tillie Lewis Drive, Charter Way to Navy Drive | City of Stockton / Caltrans | \$15,000 |
| Skylark Way, Grant Line Rd. to Paradise Road | City of Tracy | \$130,000 |
| Paradise Road, Skylark Way to Chrisman Road | City of Tracy | \$130,000 |

Given that the investments for Tier 1 and 2 projects are small and the benefits are very local, they are not competitive for federal or statewide grants. Several potential local funding sources are identified for these projects.

The following recommendations are based on stakeholders' inputs:

- Continuous and consistent education programs for local truck drivers and shippers. One example is preparing a map of existing STAA truck route designations for distribution.
- Research additional ways of keeping STAA trucks on STAA designated routes up to their last mile destination and parked in an authorized location for STAA trucks.