



**SAN JOAQUIN COUNCIL OF GOVERNMENTS  
MANAGEMENT AND FINANCE COMMITTEE**

**SAN JOAQUIN COUNCIL OF GOVERNMENTS  
Cornerstone Conference Room  
555 E. Weber Ave. Stockton, CA 95202  
HOSTED BY: STOCKTON**

**Wednesday, March 18, 2026  
at 12 p.m.**

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

## **AGENDA**

### **1. Call to Order and Self Introductions**

### **2. Public Comments:**

*At this time, the public is invited to address the Management and Finance 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 18, 2026.   | Action      |
| B. Approval of the Final Fiscal Year 2026-27 Overall Work Program (Gracie Orosco)  | Action      |
| C. 2025 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan Annual Report Release (Steve Mayo)   | Information |
| D. Receive Information on Artificial Intelligence and the Future of Jobs - San Joaquin Council of Governments and the Center for Business and Policy Research Speaker Series Event (Isaiah Anderson) | Information |
4. Approval of Senate Bill 125 Phase 2 Ad Hoc Committee Programming Recommendations (Joel Campos) Action
5. Approval of the 2026 One Voice® Program of Projects and Updated Federal Legislative Platform (Joel Campos) Action

6. Other Matters of Business
7. Adjournment (Next Meeting: April 15, 2026)

Chair: Johnny Ford  
City of Stockton

Vice Chair: Toni Lundgren  
City of Manteca

# AGENDA ITEM 3A



SAN JOAQUIN COUNCIL OF GOVERNMENTS  
MANAGEMENT & FINANCE COMMITTEE

February 18, 2026

**MINUTES**

1. The meeting was called to order at 12:00 p.m. by Chair Johnny Ford, Stockton City Manager.

Attendance

Sandy Regalo, San Joaquin County Interim County Administrator  
Noel Mink, SJRTD Interim CEO  
Kevin Werner, Ripon City Manager  
Jaylen French, Escalon City Manager  
Steve Salvatore; Lathrop City Manager  
Kevin Jorgensen, Manteca Director of Engineering  
Johnny Ford, Stockton City Manager  
Anush Nejad, Tracy Director of Public Works  
Steve Pinkerton, Mountain House City Manager  
Chris Orlando, SJRRC CEO  
Diane Nguyen, SJCOG Executive Director  
Kim Anderson, SJCOG Deputy Director of Planning  
Ryan Niblock, SJCOG Deputy Director of Programming and Project Delivery  
Gracie Orosco, SJCOG Deputy Director of Finance and Administration  
Lynnetta Castle, SJCOG Manager of Finance  
Joel Campos, SJCOG Senior Regional Planner  
Edith Verdin, SJCOG Senior Regional Planner  
Vanessa Gallegos, SJCOG Office Administrator  
Lisa Ly, SJCOG Administrative Technician

Committee members not present:

Others Present:

David Lipari, SJRRC Deputy Executive Director

2. Public Comments

None.

3. Consent Calendar

It was moved/seconded (Salvatore/Pinkerton) to approve the minutes of from September 17, 2025, and October 15, 2025. Motion passed unanimously (9/0).

4. Review of 2026 Regional Transportation Plan/Sustainable Communities Strategy Framework for Draft Plan Development

Edith Verdin presented a PowerPoint on the 2026 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) update and draft framework. Ms. Verdin explained that the RTP is a federally required plan updated every four years to guide long term transportation investments and meet federal air quality standards. The SCS links transportation, housing, and land use planning to reduce vehicle miles traveled and greenhouse gas emissions.

Ms. Verdin reported that the 2026 framework includes approximately \$14.9 billion in anticipated revenue and largely carries forward the 2022 Plan with updates to completed projects, revised costs, and newly identified projects. Policies remain unchanged and outreach and scenario planning were conducted as part of the SCS analysis.

Committee members asked clarifying questions about whether the update represents a steady-state continuation of the 2022 Plan and about requirements for project eligibility for state and federal funding.

SJCOG staff responded that there are no major policy changes and that projects must be included in the RTP to be eligible for state or federal funding. Staff also clarified that the plan must meet air quality conformity requirements.

This item was for discussion only.

5. Review of 2026 Regional Transportation Plan/Sustainable Communities Strategy Framework for Draft Plan Development

Joel Campos presented an overview of the Draft 2026 One Voice Program of Projects. Mr. Campos reported that SJCOG received 13 applications for the 2026 One Voice Program, including eight returning projects and five new projects submitted by the Cities of Lodi and Mountain House, the Port of Stockton, San Joaquin Regional Transit District, and the San Joaquin Regional Rail Commission. An ad hoc evaluation committee reviewed the applications and provided feedback to sponsors regarding project readiness, competitiveness, cost considerations, and letters of support.

Mr. Campos stated that the SJCOG Board will consider the final project list and legislative platform next month in advance of the Washington, D.C. trip scheduled for May 4-6, 2026.

Committee members requested additional clarification on the submitted projects and asked how many projects the Board is expected to select.

SJCOG staff responded that the Board is anticipated to consider all 13 projects and will make the final determination. Staff also clarified that the Stockton East

Water District project, while not a transportation project, is connected to the Habitat Conservation Plan and has been a longstanding participant in the One Voice program.

This item was for information only.

6. Other Matters of Business

The Interim CEO of San Joaquin Regional Transit District (SJRTD), Noel Mink, shared that the organization is undergoing executive transitions and expressed a commitment to collaboration with regional partners.

Chris Orlando, CEO of the San Joaquin Regional Rail Commission, introduced himself and provided a brief overview of his professional background.

Chair Johnny Ford introduced himself as the new Stockton City Manager.

7. The meeting was adjourned at 12:28 p.m. The next meeting will be Wednesday, March 18, 2026, at 12:00 pm.

# AGENDA ITEM 3**B**



March 2026  
Management and Finance 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 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
- 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  
Management & Finance Committee

## STAFF REPORT

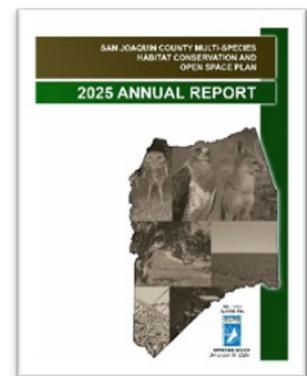
**SUBJECT:** 2025 San Joaquin County Multi-Species  
Habitat Conservation and Open Space  
Plan Annual Report Release

**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 1<sup>st</sup> 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:

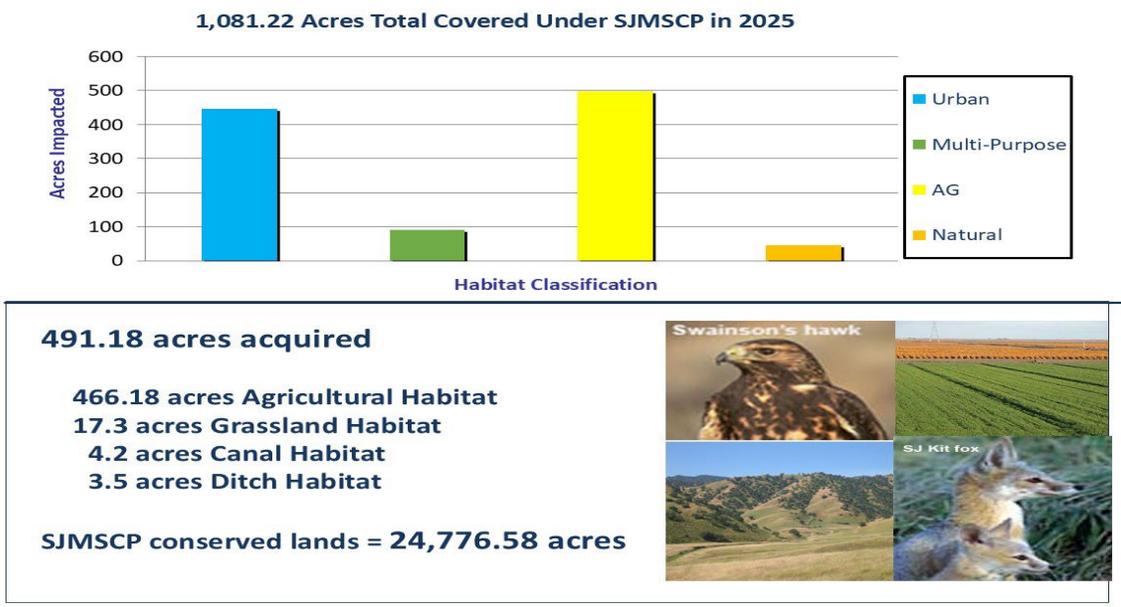
None.

#### 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 SJCOG website Habitat Plan Documents page ( <https://www.sjcoq.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*

# AGENDA ITEM 3**D**



## 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 of 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 3E



March 2026  
Management and Finance Committee

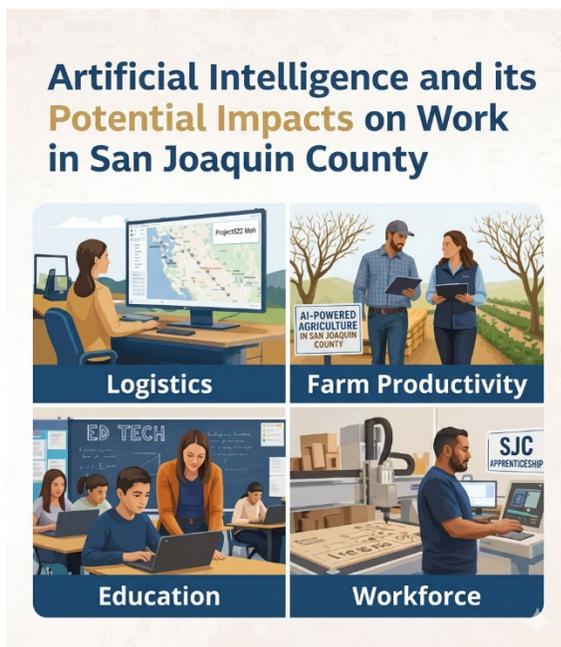
## STAFF REPORT

**SUBJECT:** Receive Information on Artificial Intelligence and the Future of Jobs – San Joaquin Council of Governments and the Center for Business and Policy Research Speaker Series Event

**RECOMMENDED ACTION:** Information

**DISCUSSION:**

**SUMMARY:**



The San Joaquin Council of Governments (SJCOG) and Center for Business and Policy Research (CBPR) at the University of the Pacific (UOP) are excited to announce the latest installment in their ongoing speaker series events – *Artificial Intelligence and the Future of Jobs*. While the webinar will discuss the rise of artificial intelligence (AI) as it relates to the economy and jobs generally, the focus will be on the exposure to AI across different sectors throughout the Central Valley and surrounding counties.

This speaker series event will discuss how AI is more likely to influence the way work is performed by supporting existing jobs and increasing productivity rather than eliminating jobs – vital information for economic

development, job training, and worker retention. This will be a **don't-miss** event.

The upcoming Speakers Series event will be held on Thursday, April 2<sup>nd</sup> at 12 p.m. at the SJCOG Board Conference Room, 555 E Weber Ave., Stockton, CA 95202, and virtually through Zoom. Log-in information will be posted on the SJCOG website as soon as it becomes available.

CBPR has partnered with SJCOG for over 15 years to produce a wide variety of data-driven, high-quality work products. They have been a key partner for SJCOG in the development of the San Joaquin County Demographic and Employment Forecast, the

Data Compass website, and numerous well-received webinars as part of this ongoing speaker series. Previous speaker series and future events can be viewed on the SJCOG Data Center webpage, <https://www.sicog.org/414/Speaker-Series-Reports-Studies>.

## RECOMMENDATION:

Information

## FISCAL IMPACT:

None

## BACKGROUND:

SJCOG has maintained a strong partnership with the CBPR at UOP since its establishment in 2004 as the Business Forecasting Center. Initially, CBPR was created to engage local agencies in San Joaquin County in collaborative efforts to promote regional economic development. Over the years, CBPR has significantly expanded its analytical capabilities, providing invaluable insights through quarterly regional reports and a diverse array of data resources.

CBPR has also supported collaboration on the Regional Transportation Plan (RTP), leveraging insights from census data and other analytical tools to inform planning and policy developments in San Joaquin County.

Another prominent function of the partnership between CBPR and SJCOG has been the [Speakers Series](#), which began in 2017. The purpose of these events is to bring together experts in different fields to discuss topics important to the region, such as housing affordability, healthy communities, jobs, and the economy.

**FORECASTING GROWTH & CHANGE:**  
**Exploring Future California & the North San Joaquin Valley**

Join us on April 2, 2025, from 12:00 to 1:30 PM for an insightful webinar on forecasted demographic changes and their implications for California and the North San Joaquin Valley (NSJV). Organized in partnership with the San Joaquin Council of Governments (SJCOG) and the North Valley THRIVE (NVT) initiative, this session will explore significant shifts in population trends over the next 25 years and what they mean for the region's workforce, healthcare system, and economic growth. Experts will break down key forecasts and discuss critical topics, including the aging population, workforce development, and inter-regional migration patterns. Don't miss this opportunity to gain valuable insights and engage in discussions shaping the future of the NSJV and beyond.

**SPEAKERS**

- **Sanjita Mitra**, Chief Economist, California Department of Finance's Forecasting Unit
- **Walter Schwarm**, Chief Demographer, California Department of Finance's Forecasting Unit
- **Thomas Pogue**, Executive Director, CBPR at University of the Pacific

**WEBINAR DETAILS**  
 Wed., April 2, 2025 | 12:00 - 1:30 PM (PDT)  
 • Attend in person or via Zoom

PRESENTED IN PARTNERSHIP WITH

**SAN JOAQUIN COUNCIL OF GOVERNMENTS CALIFORNIA**

# AGENDA ITEM **4A**



March 2026  
Management & Finance 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*

# AGENDA ITEM **4B**



## 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**

# AGENDA ITEM **5A**



March 2026  
 Management & Finance Committee

# STAFF REPORT

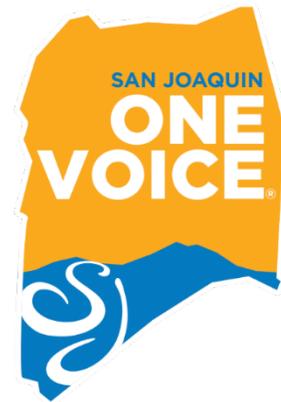
**SUBJECT:** Approval of the 2026 One Voice® Program of Projects and Updated Federal Legislative Platform

**RECOMMENDED ACTION:** Recommend the San Joaquin Council of Governments Board approve the 2026 One Voice® program of projects and updated federal legislative platform

**SUMMARY:**

The San Joaquin One Voice® program is San Joaquin Council of Governments (SJCOG)’s 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
<b><i>Environmental Sustainability (Non-transportation)</i></b>	
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*

# AGENDA ITEM **5B**



## Attachment A. DRAFT2026 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>

# AGENDA ITEM **5C**



# 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.](#)