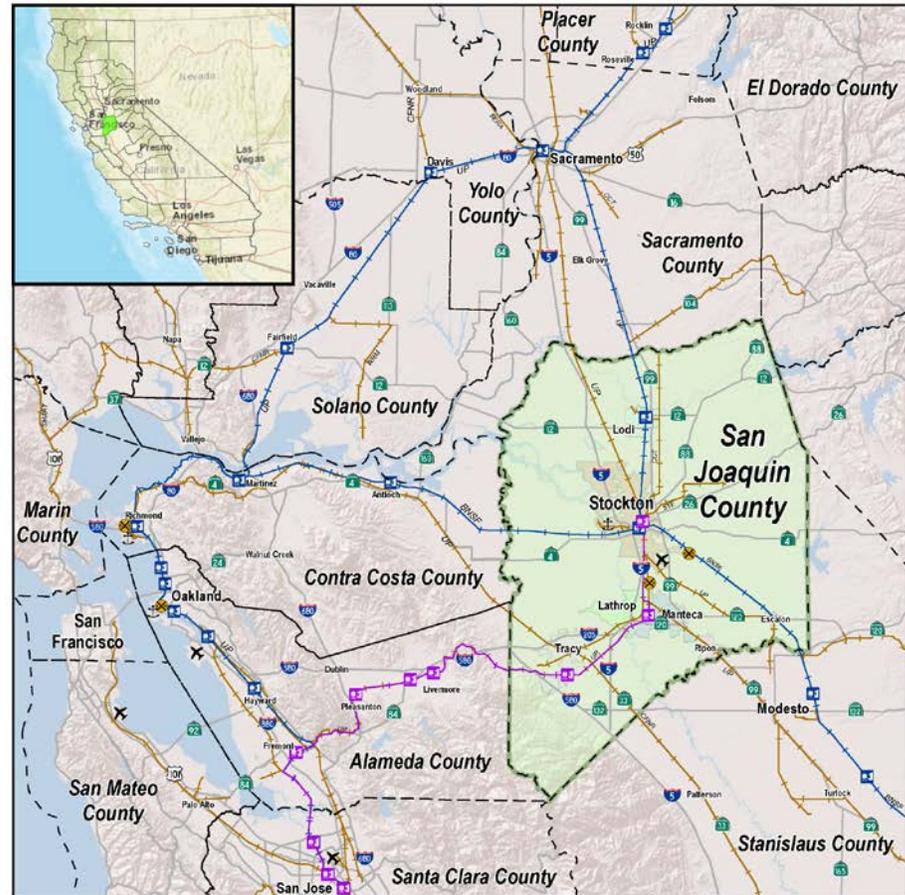




San Joaquin Council of Governments

2021 OneVoice®



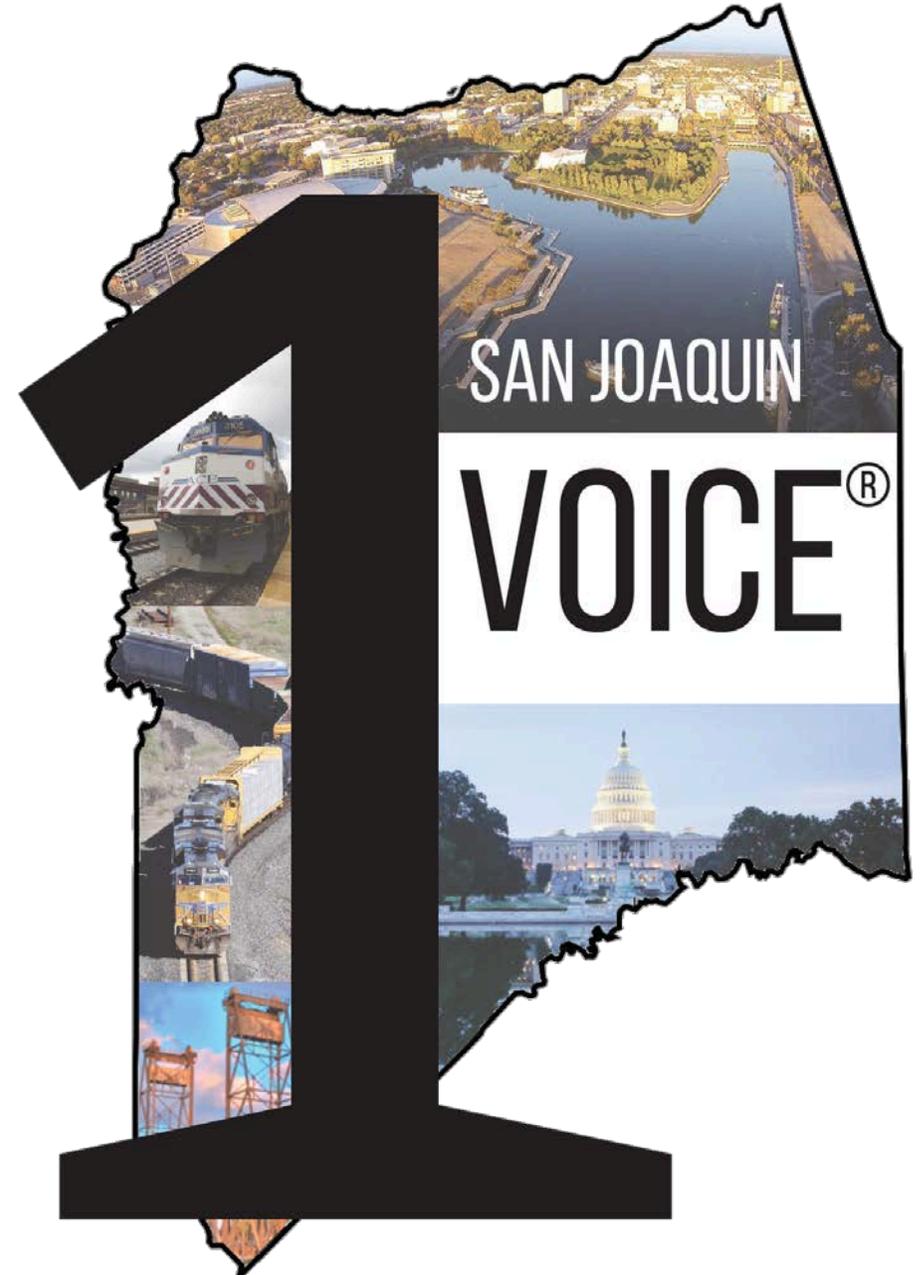
San Joaquin County

- Deepwater Port
- Major Airport
- Intermodal Facility
- ACE Rail Station
- Amtrak Rail Station

0 10 20 Miles

About Us

- San Joaquin Council of Governments' One Voice®: 21 years advocating for San Joaquin County in Washington D.C.
- Regional transportation leaders, elected officials, the business community, and advocates collaboratively supporting regional policy priorities: environmental sustainability, trade corridors, innovation and technology, growth management, and social equity and mobility.
- 21 specific projects crucial to improving infrastructure and transportation in San Joaquin County designed to support the regional priorities.
- SJCOG One Voice® contributes to the economic vitality of the region and the quality of life for people living here.



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City of Stockton

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Eleassia Davis, Council Member

Mateo Bedolla, Council Member

Jenny Haruyama, City Manager

Andrew Malik, Assistant City Manager

Midori Lichtwardt, Assistant City Manger

Delegation members, cont'd

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San Joaquin Partnership

Bob Gutierrez, Interim President/CEO

Business Council

Betty Wilson, Executive Director

Jacobs Engineering Group Inc

Samuel Jordan, Project Management Professional Specialist

Luke McNeel-Caird, Senior Project Manager

San Joaquin Council of Governments

Diane Nguyen, Executive Director

Steve Dial, Deputy Executive Director/CFO

Ryan Niblock, Senior Regional Planner

2021 Federal Platform

The SJCOG 2021 Federal Legislative Platform provides direction to our Congressional Delegation with respect to the transportation and infrastructure needs of San Joaquin County. It is organized by policy themes into which major projects and programs fit. These themes are:

- Environmental Sustainability
- Trade Corridors
- Innovation and Technology
- Growth Management
- Social Equity and Mobility
- Federal Funding Support and MPO Reform
- and Emergency Response and Recovery: COVID-19 and Beyond.



ENVIRONMENTAL SUSTAINABILITY – TALKING POINTS

San Joaquin County is part of the San Joaquin Valley Air Pollution Control District. Our district is one of the two areas of the United States with the most significant air quality challenges. In order to address our air quality challenges, SJCOG is tasked with examining programs and policies to reduce transportation emissions while at the same time improving transportation mobility options for our citizens.

Having long dealt with significant air quality challenges associated with valley geography, a thriving agricultural sector, and rapid population growth – the San Joaquin region has an on-going history of innovation in addressing the challenges head-on. While significant challenges remain, the region's commitment to reducing emissions from the transportation sector are evident in regional commitments with public health partners to increase biking & walking infrastructure in disadvantaged communities, support for improved transit options for both bus and rail to reduce miles driven by car, and reduce emissions from transit with newer technologies.

ENVIRONMENTAL SUSTAINABILITY – TALKING POINTS

- 34.3% of children ages 1-17 in San Joaquin County have been reported as diagnosed with asthma compared to 7% nationwide.
- 20.8% of adults in the county have been diagnosed with asthma compared with 8% nationwide.
- San Joaquin County ranks 9th highest in the nation for particulate matter and is in non-attainment for Federal air quality standards for particulate matter (PM 2.5) and ozone. The package of projects requesting additional funding are designed to eliminate vehicles delays, reduce vehicle emissions, and alleviate potential safety conflicts between rail, trucks, and automobiles.
- Significant portions of the population travel long-distances to get to their jobs. The number of San Joaquin County residents traveling over 90 minutes to reach their jobs leads the state at nearly 9% of workers. The national average is 2.9%. This points to a dire need for projects to alleviate congestion and make transit faster and more convenient. The projects listed address both issues: decreases bottlenecks and idling and encourages transit use; both are important to improve air quality.

ENVIRONMENTAL SUSTAINABILITY – TALKING POINTS

- Goods movement is a significant component of the San Joaquin County economy. This comes with a high level of heavy vehicle movement throughout our region, and heavy freight vehicles are the most significant contributor to pollutants in the region. Thus, we see a great need for continued (and increased) investments into projects that optimize the flow of goods movement, and for investments that improve heavy vehicle engine technology.
- Trucks are projected to move over 800 million tons of goods in the wider San Joaquin Valley by 2040, with significant amounts of this weight flowing into and out of San Joaquin County to connect to national distribution centers by overland routes, by air, and by sea through San Joaquin County's busy international inland Port – the Port of Stockton. Both the North Lathrop Transfer Station and the I-205 Managed Lane Project will directly address efficient freight movement to reduce vehicle emissions.
- The San Joaquin Regional Transit District (RTD) has successfully transitioned much of its fleet to electric buses, ahead of its aggressive goal of full fleet electric conversion before 2030 – advancing the region's air quality goals. Additionally, RTD has been successful in securing partial funding to install solar panels to charge this fleet of electric buses. RTD's request for funding will advance the project and allow RTD to generate the electricity needed to charge its fleet, effectively removing a significant portion of its demand from the electrical grid and reducing the amount of electricity that needs to be generated by the area's provider. Securing additional funding is sorely needed to move this project forward.
- The community of Mountain House has grown from a master plan into a thriving residential community serving largely long-distance commuters to job centers in the greater San Francisco Bay Area over the last two decades. The growing community produces increasing stormwater run-off from not only residences and transportation, but from residual agricultural operations. This is troublesome from an environmental stand-point – the Mountain House Creek Enhancement Project simultaneously addresses the stormwater challenge, while also providing habitat restoration and recreational opportunities.

ENVIRONMENTAL SUSTAINABILITY – PROJECT LIST

- Lower Sacramento Rd., \$35 million – City of Stockton
 - I-205 Managed Lanes, \$26 million – San Joaquin County
 - Mountain House Creek Enhancement, \$1.092 million - Mountain House
 - Solar Energy – Phase 2, \$6.625 million - RTD
 - North Lathrop Station, \$25 million - RRC
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TRADE CORRIDORS – TALKING POINTS

San Joaquin County is a major goods movement corridor with an inland port. Because of our unique location, we serve as a rail, highway, waterway, and aviation freight hub, and can count many large shipping companies (UPS, Amazon, DHL, etc.) within our borders. We are also home to one of the most bountiful agricultural regions in the world, with almost one million acres of agricultural production and \$2.7 billion in economic value, and much of this produce comes from, or is processed within our region and then transported across the country. As public demand for the shipment of goods continues to grow, SJCOG believes that the federal government must continue to provide for the efficient movement of these goods.

The package of projects in the Trade Corridor Theme are critically needed to facilitate goods movement in a region that is key to national commerce. They emphasize a diverse package of transportation strategies, which work together in a comprehensive manner, to maximize the benefits rather than a piecemeal approach.

The region's goods movement infrastructure ensures San Joaquin's important agricultural industry continues to thrive and supply top quality fresh fruits and vegetables nationally and internationally. Nourishing agricultural products from the San Joaquin regional help feed the United States and the world. Additionally, as a burgeoning warehouse and logistics hub, with increasing manufacturing capacity, other consumer products flow through San Joaquin County by water, air, and overland through intermodal loading facilities. The hub of facilities connects at the meeting of multiple major interstate and state highway routes that are the "backbone" of an intricate system moving both goods and human capital – the system also moves hundreds of thousands of workers in and out of the region daily for employment.

TRADE CORRIDORS – TALKING POINTS

- 20 percent of the nation's food supply comes out of the San Joaquin Valley.
- With a total gross agricultural value of \$2.6 billion, the region exported over 70 thousand tons of rice (the equivalent of 140 million one-pound bags), 45 thousand tons of walnuts and 37 thousand tons of almonds in 2019.
- Port of Stockton is a unique inland deep-water Port (the farthest inland of any similar facility) handling increasing amounts of vital cargo annually - over 4.5 million tons of goods per year moves through the facility to and from fifty-five countries worldwide.
- The San Joaquin region now boasts over 34,000 warehouse and logistics jobs, accounting for over 10% of regional employment. This percentage is higher than most major metropolitan areas in the nation and continues to grow exponentially.
- There are 4 Amazon fulfillment warehouses in San Joaquin County, totaling 4.5 million square feet.
- Stockton's regional airport boasts multiple daily Amazon Air flights to and from numerous regional warehouse locations bringing and sending vital consumer goods and supporting an ever-growing demand for expedited deliveries across the state and nation.
- The region has taxed itself through a local transportation sales tax called Measure K which has expended over \$300 million on improvements to State & Interstate Highways since 2006.
- The region has completed a comprehensive corridor study of I-5, I-205, SR 99, and SR120 that has prepared the region to advance environmental work and design as to be perfectly poised to leverage federal funds received with competitive state funds and local "self-help" sales tax dollars.
- The San Joaquin region is second in the nation by transportation and warehousing as a share of total employment.

TRADE CORRIDORS – PROJECT LIST

- Arch Road Widening, \$6 million – City of Stockton
- North Stockton I-5 Interchanges, \$3 million – City of Stockton
- SR-99/Harney Lane Interchange, \$5.44 million – City of Lodi
- Central Valley Gateway, \$21.3 million – City of Tracy
- Lammers Road/I-205 Interchange Improvements, \$5 million – City of Tracy
- Lathrop Road/I-5 Interchange Improvements, \$5 million – City of Lathrop
- Louise Avenue/I-5 Interchange Improvements, \$5 million – City of Lathrop
- Grant Line Road Corridor Improvements, \$14.577 million – San Joaquin County
- I-205 Managed Lanes, \$26 million – San Joaquin County
- Stockton Metro Airport Cargo Ramp Expansion, \$11 million – San Joaquin County
- Solar Energy – Phase 2, \$6.625 million – RTD
- North Lathrop Transfer Station, \$25 million – RRC
- CUFC-Washington, \$10.7 million – Port of Stockton
- SR-99/120 Interchange, \$20 million – SJCOG

INNOVATION AND TECHNOLOGY – TALKING POINTS

The SJCOG supports the research, development and implementation of innovation and technology as we plan for the future.

The intersection between transportation and technology innovations has been growing at an exponential rate. The region strives to innovate “right-fit” solutions to keep the region connected to the nation and to the wider world. As the private sector has rapidly tested new ideas like automation in package delivery and both self-driving personal and goods movement vehicles, the public sector must ensure appropriate infrastructure is in place.

Federal funding is sought for a package of innovative projects to find ways to use technology to achieve the region’s broader transportation goals for safety, mobility, accessibility, and environmental sustainability. These projects continue the momentum of other efforts in the region in this area.

INNOVATION AND TECHNOLOGY – TALKING POINTS

- The region has completed a study to advance technology infrastructure and is studying how to address county readiness for fiber optic technology – a foundational step for all connected vehicle infrastructure (rail, bus, goods movement, personal vehicles), as well as accessibility for education, work from home, automated consumer delivery, solar infrastructure, security, and myriad other quality of life solutions. A combination of federal, state, regional, and local government action is key to attracting the private investment needed to advance all aspects of technology’s promise.
- San Joaquin County is the first in California to deploy a multiple transit agency mobile ticketing application called EZHub App to coordinate trip planning and ticket purchase across multiple regional transit systems.
- The region will also look to deploy state funds next year to bring the first-ever e-bike and e-car carshare to the region – to provide important “last mile” connectivity to rail, bus, and shared ride options for residents. The success of this pilot will provide further connectivity to the investments seeking federal funds.
- The region is poised and ready to integrate technology solutions across multiple forms of transportation through proposed projects.

INNOVATION AND TECHNOLOGY – PROJECT LIST

- Mountain House Tech and Security Monitoring System, \$1.092 million
– Mountain House
 - Solar Energy – Phase 2, \$6.625 million – RTD
 - Valley Link – Sustainability Blueprint, \$10 million – City of Tracy
 - Broadband Infrastructure, \$44 million- City of Lodi
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GROWTH MANAGEMENT – TALKING POINTS

San Joaquin County is an economic gateway for goods and services and is home to many people who provide support to economic activity in neighboring counties and the United States as a whole. SJCOG believes that commercial hubs and affordable housing infrastructure can be the tools to improve economic activity inside and outside San Joaquin County.

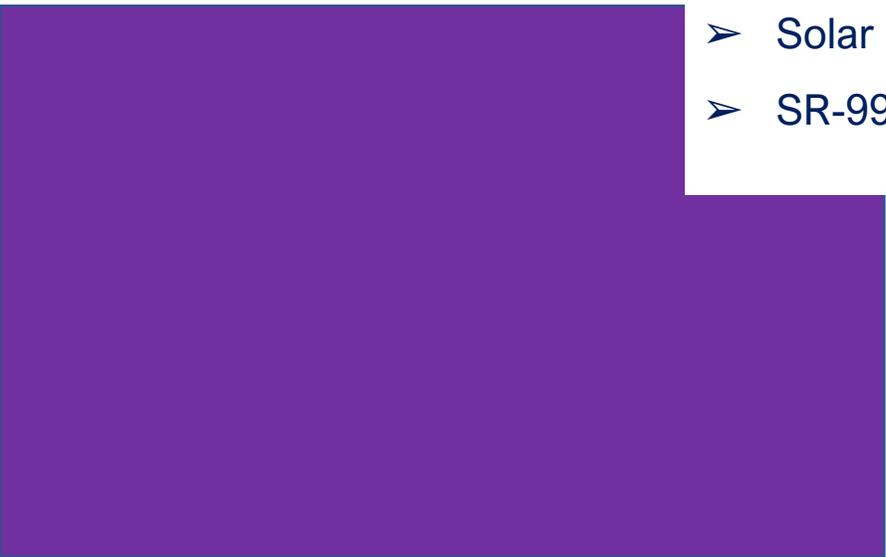
The San Joaquin region has and will continue to grow at a much faster rate than the state or nation. Linkages between affordable housing infrastructure and commercial activity are vital to ensure continued workforce availability and quality of life for the growing population.

These efforts, when combined with the transportation projects seeking federal funding, will provide the synergy needed to incentivize the production of housing near quality transportation options in support of workforce and job creation.

GROWTH MANAGEMENT – TALKING POINTS

- The percentage of people traveling for 90+ minutes to work has risen by 27% since 2015. Most recent data shows that over 24,000 people travel an hour and a half to work each day.
- In 2019, the Bay Area was the place of work for 65,000 (21%) of the county's employed residents. The majority of these Bay Area commuters worked in Alameda County, followed by Santa Clara, and Contra Costa Counties, but large growth in commuters to San Francisco is also notable.
- Considering all commuting destinations, a total of 28% of San Joaquin County workers were employed outside the County as of 2019.
- Jurisdictions in San Joaquin County have not been able to attract housing development at a pace needed to ensure widespread and affordable housing availability. The gap between identified housing need and housing construction trends forecast a shortage of over 20,000 units by 2023.
- Monthly rents continue to rise, renters in the region must earn more than \$25 an hour (two and one-half times the state minimum wage) to afford the average monthly rent.
- State investment for housing in San Joaquin County was down 33% in the decade between 2008 and 2018, federal investment programs increased a tepid 10%.
- 82% of extremely low-income households are paying more than half of their income on housing costs, compared to 3% of moderate-income households.

GROWTH MANAGEMENT – PROJECT LIST

- North Lathrop Station, \$25 million - RRC
 - Lower Sac, \$35 million – City of Stockton
 - North Stockton, \$3 million – City of Stockton
 - SR-99/Harney, \$5.44 million – City of Lodi
 - Valley Link – Sustainability, \$10 million – City of Tracy
 - River Road, \$1.1 million – City of Ripon
 - Solar Energy – Phase 2, \$6.625 million – RTD
 - SR-99/120, \$20 million – SJCOG
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SOCIAL EQUITY AND MOBILITY – TALKING POINTS

Historically, transportation plans and investments have not adequately responded to the mobility needs of low-income communities of color, contributing to disproportionate health and economic impacts. SJCOG is working to ensure the projects below would promote social equity and mobility for the residents of San Joaquin County.

Approaching transportation investment with an environmental justice and social equity mindset helps to advance the development of a transportation system that provides everyone – regardless of color, race, national origin, income, or physical ability – with opportunities to work, shop, study, play, and thrive. Such a transportation network of diverse travel options is vital for the sustainability of the region.

SOCIAL EQUITY AND MOBILITY – TALKING POINTS

- The San Joaquin region is rich in racial and ethnic diversity – since the 2000 Census, the region has been a “majority-minority” region, with the white, non-Hispanic/Latino population no longer representing a majority of the area population. This demographic declined nearly 8% between 2000 and 2015.
- Recognized environmental justice and disadvantaged communities exist throughout the region (including those living in poverty and no auto households, among other measures); transportation projects can alleviate impacts to these areas by directly increasing mobility options to easily reach jobs, attend school, and increase the attractiveness of the area for living wage job creation.
- Over 24,000 of renters in the region do not have access to an affordable home
- Affordable and efficient transportation options are key to:
 - lowering household transportation costs to free up money for housing and other investments households can make in education or training to boost earnings
 - attracting higher paying jobs, particularly in the technology sector, but also enhancing existing job sectors in warehousing/logistics and transportation
 - attracting housing developers to transportation and transit rich opportunity areas

SOCIAL EQUITY AND MOBILITY – TALKING POINTS

High rates of poverty, high housing costs, and other social equity metrics demonstrate the need to address grave disadvantages for poorer San Joaquin County residents. The list of projects vying for federal dollars not only improve overall mobility for San Joaquin residents, but will be particularly effectively for disadvantaged communities by:

- Supporting construction jobs and needed supporting service and durable goods jobs in the local and regional economy
- Making transit more efficient, reliable, and cost effective for households and service providers
- Exploring innovations in combining transit, bike, pedestrian, and shared auto options to improve efficiency for all types of travel
- Enhancing truck infrastructure designed to encourage truck traffic on appropriate routes – this lessens truck/residential conflicts, localized pollution issues, and encourages job creation for employers reliant on a reliable and predictable goods movement system.

SOCIAL EQUITY AND MOBILITY – PROJECT LIST

- North Lathrop Station, \$25 million - RRC
- SR/Harney, \$5.44 million – City of Lodi
- Valley Link – Sustainability, \$10 million – City of Tracy
- Central Valley Gateway, \$21 million – City of Tracy
- Lathrop Road/I-5, \$5 million – City of Lathrop
- Louise Avenue/I-5, \$5 million – City of Lathrop
- Grant Line, \$14.577 million – San Joaquin County
- I-205, \$26 million – San Joaquin County
- Solar Energy – Phase 2, \$6.625 million – RTD
- SR-99/120 interchange, \$20 million – SJCOG
- Broadband Infrastructure, \$44 million- City of Lodi

