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Stanislaus Council of Governments

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City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

MANAGEMENT AND FINANCE COMMITTEE (MFC) MEETING
STANCOG BOARD ROOM
1111 I STREET, SUITE 308
MODESTO, CA 95354
WEDNESDAY, DECEMBER 3, 2025
3:00 PM

In addition to in person attendance at the location identified above, the following options are available to members of the public to listen to this meeting and provide comments to the Management and Finance Committee members during the meeting:

1. Join the Management and Finance Committee meeting from your computer or tablet at:

   https://us06web.zoom.us/meeting/register/Zo1TIUJRQA6eqHGgwXHNvg

OR

2. For participation by teleconference only, please use the following telephone number and access code.

   United States: +1 669 444 9171 US
   Meeting ID: 860 0379 4470
   Passcode: 352260

   Once connected, we request you kindly mute your phone.

If you wish to make a comment on a specific agenda item, please use the "Raise Hand" icon in Zoom and you will be called on by the chair during the meeting. For those joining the meeting by telephone, please press *9 on your telephone keypad to raise your hand. To lower your hand, press *9 again.

Committee Agendas and Minutes: Committee agendas, minutes and copies of items to be considered by the StanCOG Committees are available at least 72 hours prior to the meeting at the StanCOG offices located at 1111 "I" Street, Suite 308, Modesto, CA during normal business hours. The documents are also available on StanCOG's website at www.stancog.org.

Materials related to an item on this Agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the address listed above during normal business hours. These documents are also available on StanCOG's website, subject to staff's ability to post the documents before the meeting.

Reasonable Accommodations: This Agenda shall be made available upon request in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Shannon Silva at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting to enable StanCOG to make reasonable arrangements to ensure accessibility to this meeting.

Notice Regarding Non-English Speakers: StanCOG Committee meetings are conducted in English. Anyone wishing to address the Committee is advised to have an interpreter or to contact Shannon Silva at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting so that StanCOG can provide an interpreter.

Aviso con Respecto a Personas que no Hablan el Idioma de Inglés: Las reuniónes del los Comités del Consejo de Gobiernos de Stanislaus son conducidas en Inglés. Cualquier persona que desea dirigirse al Comité se le aconseja que traiga su propio intérprete o llame a Shannon Silva al (209) 525-4600 durante horas de oficina regulares o a lo menos 72 horas antes de la reunión, para proporcionarle con un intérprete.

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS

Members of the public may address the committee on any item not on the agenda. Comments shall be limited to five minutes unless the Chair of the Committee sets a different time limit.

4. CONSENT CALENDAR

A. Motion to Approve the Management and Finance Committee (MFC) Minutes of November 5, 2025

5. PRESENTATION

A. Disadvantaged Business Enterprise (DBE) (José Luis Cáceres)

6. DISCUSSION/ACTION ITEMS

A. Ralph M. Brown Senate Bill (SB) 707 Update (Monica Streeter)

B. Fiscal Year (FY) 2023/24 Measure L Locally Controlled Compliance Report Update (Franklin Wong)

C. Motion to Recommend the Policy Board Adopt by Resolution the 2026 Regional Transportation Improvement Program (RTIP) (José Luis Cáceres)

D. Motion to Recommend the Policy Board Authorize by Resolution the Joint Application for State Planning Grant for Clean Mobility and Community Capacity Building (José Luis Cáceres)

E. Motion to Recommend the Policy Board Adopt by Resolution the Contribution to 2026 California Statewide Local Streets and Roads Needs Assessment (José Luis Cáceres)

F. Motion to Recommend the Policy Board Adopt by Resolution a Professional Services Agreement for Grant Writing (José Luis Cáceres)

G. Measure L Funds Received and Expenditure Report (Franklin Wong)

H. Management and Finance Committee (MFC) Meeting Schedule for Calendar Year 2026 (Shannon Silva)

7. INFORMATION

A. Local Transportation Funds (LTF) Received

8. CALTRANS REPORT

9. EXECUTIVE REPORT

10. MEMBER REPORTS

11. ADJOURNMENT

Next Regularly-Scheduled MFC Meeting:
January 7, 2026 (Wednesday) @ 3:00 pm

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Stanislaus Council of Governments

CONSENT CALENDAR

StanCOG
Stanislaus Council of Governments

MANAGEMENT AND FINANCE COMMITTEE MEETING
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA

Minutes of November 5, 2025 (Wednesday)
3:00 pm

In addition to in person attendance at the location identified above, members of the public were able to join the meeting virtually or participate by teleconference to provide comments to the Executive Committee members during the meeting.

MEMBERS PRESENT:	Chair Joe Lopez (City of Modesto); Vice-Chair Doug Dunford (City of Ceres); Dominique Romo (City of Hughson), Thomas Spankowski (City of Newman); Fernando Ulloa (City of Patterson); Marisela Garcia (City of Riverbank); Tina Rocha (Stanislaus County), Mike Pitcock (City of Waterford)
ALSO PRESENT:	José Luis Cáceres, Jean Foletta, Kate Miller, Shannon Silva, Jennifer Graham, Monica Streeter (StanCOG); Noemi Badilla (Infinity Technologies); David Leamon (Director of Public Works, Stanislaus County)

1. **CALL TO ORDER**
   Chair Joe Lopez called the meeting to order at 3:03 pm.

2. **ROLL CALL**

3. **PUBLIC COMMENTS -NONE**

4. **ADJOURNMENT TO CLOSED SESSION**
   The Management and Finance Committee adjourned to Closed Session at 3:04 pm.

   A. Conference with Real Property Negotiators: Pursuant to Government Code Section 54956.8
   Property: APN 105-012-006 and 1111 I Street, Modesto
   Agency Negotiators: Buck Condit, Policy Board Chair, and Craig Lewis, Lewis Capital Advisors
   Negotiating Parties: HLG Rental Properties
   Under Negotiation: Price and Terms of Payment

5. **RECONVENE FROM CLOSED SESSION**
   The Management and Finance Committee reconvened from Closed Session at 3:32 pm.

   A. Report from Closed Session

Monica Streeter reported that the Management and Finance Committee had no reportable action.

6. CONSENT CALENDAR

A. Motion to Approve the Management and Finance Committee (MFC) Minutes of October 1, 2025

***By Motion (City of Riverbank/ City of Hughson) and a unanimous vote**, the Management and Finance Committee approved the Consent Calendar.

7. DISCUSSION/ACTION ITEMS

A. Measure L Funds Received Update

Jean Foletta provided information on the Measure L Funds Received and mentioned that there was a new report for the Measure L Outreach and Education Campaign Allocation for fiscal year 2024/25 and 2025/26.

The Management and Finance members had several questions regarding the Measure L Outreach and Education campaign, and Ms. Foletta provided further details. Kate Miller recognized the challenges on how StanCOG approached the marketing and education campaign she shared that StanCOG planned on developing a strategy to understand how StanCOG could reach the public.

Chair Joe Lopez requested that the expenditures be included in the next report, Ms. Foletta confirmed that the request would be provided at a future meeting.

8. INFORMATION ITEM

A. Local Transportation Funds (LTF) Received

9. CALTRANS REPORT – NONE

10. INTERIM EXECUTIVE DIRECTOR REPORT

Kate Miller introduced herself as the new Interim Executive Director to the committee. She stated that she was happy to be working at StanCOG.

11. MEMBER REPORTS

Tine Rocha informed the committee that engineers' bid was \$92.6 million on the 7th street bridge project and the winning bid was \$85.2 million. Dave Leamon provided background on the project. He stated that groundbreaking should be next April of 2026.

Chair Joe Lopez requested that the MFC Bylaws be brought to the MFC.

Vice-Chair Dunford requested more information on the status of the Employee Handbook being brought to the MFC and Ms. Streeter provided additional information.

12. ADJOURNMENT

Chair Joe Lopez adjourned the meeting at 3:58 pm.

Minutes Prepared By:

Shannon Silva
Office Supervisor

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PRESENTATION

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DISADVANTAGED BUSINESS ENTERPRISE (DBE)

A VERBAL REPORT ON THIS ITEM WILL BE MADE AT THE MANAGEMENT AND FINANCE COMMITTEE MEETING BY CALTRANS

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DISCUSSION & ACTION ITEMS

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StanCOG
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TO: Management and Finance Committee

Staff Report
Discussion

FROM: Monica Streeter, General Counsel

DATE: December 3, 2025

SUBJECT: Ralph M. Brown Act Updates Under Senate Bill (SB) 707

Recommendation

Consider the information presented.

Background

On October 3, 2025, Senate Bill 707 (SB 707) was signed by Governor Newsom which will bring changes to public agency meetings beginning in 2026. SB 707 is intended to diversify and increase public engagement, and also modernize the Ralph M. Brown Act (Brown Act) by recognizing and reflecting technological changes.

This staff report is intended to summarize some of the main changes to the Brown Act, and it is not intended to provide a comprehensive overview of SB 707.

Discussion

SB 707 re-structures and adds new requirements to the Brown Act for remote participation at meetings by both members of a legislative body and by members of the public. Most provisions take effect January 1, 2026. The new "eligible legislative body" requirements, which are not applicable to StanCOG, take effect July 1, 2026.

The changes to the Brown Act can be broken down into five main categories.

1. **Traditional Teleconferencing Rules** (Government Code Section 54953).
   A. These provisions, which require each remote location identified on the agenda, agendas at each remote location, and public access at remote locations, remain largely intact.

B. Remote members must participate using both audio and video technology unless the member has a disability which requires an exception.
C. Remote members must disclose whether any other individuals over the age of 18 are present in the room in their remote location and the general nature of their relationship with those individuals.
D. Remote participation by members under these circumstances is deemed equivalent to in-person attendance, including quorum requirements.
E. This section codifies a 2024 California Attorney General Opinion allowing members of a legislative body to participate in meetings remotely as a reasonable accommodation if that member has a qualifying disability that prevents in-person attendance.
F. All votes taken will be by rollcall.

2. **Alternative Teleconference Rules Extended and Modified** (Government Code Section 54953.8 through 54953.8.7 - AB 2449 and AB 361).
   A. Authorizes teleconferencing under specific circumstances without the traditional quorum and location requirements.
   B. The definition of "just cause" has been expanded and permits members to participate remotely for reasons including, but not limited to, childcare responsibilities, illness, family medical emergencies, or military service.
   C. The minutes for the meeting will identify the specific provision that each member relied upon to participate remotely.
   D. Requirements of traditional teleconferencing rules must also be met.
   E. Remote participation for just cause is limited to two meetings per year, if the legislative body regularly meets once per month or less (StanCOG Policy Board and advisory committees meet monthly or as needed).

3. **New Categories of Bodies Covered under Alternative Teleconferencing Rules**
   A. StanCOG is an eligible multijurisdictional body, and its advisory committees are eligible subsidiary bodies.
   B. Eligible subsidiary bodies are defined as bodies that serve in an advisory capacity and are not authorized to take final action on items such as legislation, regulations, contracts, licenses, permits, grants or allocations of funds.
      i. Eligible subsidiary bodies can conduct teleconference meetings if it:
         (a) designates one physical meeting location with at least one staff member present. The agenda will be posted at the physical location but not at the remote location(s).
         (b) members shall appear on camera except if the member has a disability that results in a need to participate off camera. The visual appearance of the member can cease only when the appearance would be technologically infeasible. If a member does not appear on camera due to challenges with internet connectivity, the member will announce the reason for the nonappearance prior to turning off their camera.
         (c) An elected official serving as a member of an eligible subsidiary body in their official capacity cannot participate in a meeting by

teleconference use unless it complies with the traditional Brown Act teleconference rules.

(d) The StanCOG Policy Board has to make the following findings by majority vote before the eligible subsidiary body uses teleconferencing pursuant to this section for the first time and every six months thereafter:
- The StanCOG Policy Board has considered the circumstances of the eligible subsidiary body.
- Teleconference meetings would enhance public access.
- Teleconference meetings would promote the attraction, retention and diversity of eligible subsidiary body members.
- An eligible subsidiary body may request to present any recommendations it develops to the StanCOG Policy Board.

C. Eligible multijurisdictional bodies are defined as multijurisdictional boards, commissions, or advisory bodies of a multijurisdictional body.

i. Multijurisdictional means either a legislative body that includes representatives from more than one county, city, city and county or special district or a legislative body of a joint power entity formed pursuant to Government Code section 6500 et seq.

ii. The StanCOG Policy Board, as an eligible multijurisdictional body, may conduct teleconference meetings under this section provided it:

(a) Adopts a resolution that authorizes it to use teleconferencing at a regular meeting in open session.

(b) At least a quorum of the members participate from one or more physical locations that are open to the public and within the boundaries of the StanCOG.

(c) A member of the Policy Board may participate in a remote location if:
- The agenda identifies each member of the Policy Board that plans to participate remotely.
- The member shall participate through both audio and visual technology.
- The remote location is more than 20 miles each way from any physical location.
- Remote participation is limited to two meetings per year since the Policy Board meets once per month or less.

4. **New Obligations for "Eligible Legislative Bodies"** (Government Code Section 54953.4)

A. Imposes new requirements on "eligible legislative bodies" to promote public accessibility (two-way audio-visual platforms), language equity (translation requirements), and community outreach.

B. Eligible legislative bodies include city councils and county boards of supervisors in jurisdictions with populations of 30,000 or more, as well as large special districts meeting certain thresholds regarding full-time equivalent employees and annual revenues.

C. StanCOG does not meet the definition of "eligible legislative body" and these new provisions are not applicable to StanCOG.

5. **Other Changes**
    A. Agencies will be required to provide a copy of the Brown Act to any person elected or appointed as a member of the legislative body.
    B. Members of a legislative body can use social media for public engagement provided a majority of the legislative body does not use it to discuss agency business among themselves.

Other updates or changes enacted by SB 707 do not alter the substance of the law but simply move and regroup the information. These changes were intended to address common complaints about the organization of the Brown Act.

Should you have any questions regarding this staff report, please contact Monica Streeter at 209-525-4600 or via e-mail at mstreeter@stancog.org.

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TO:	Management and Finance Committee	**Staff Report** Discussion
FROM:	Franklin Wong, Financial Services Manager	
DATE:	December 3, 2025	
SUBJECT:	Fiscal Year (FY) 2023/24 Measure L Locally Controlled Funds Compliance Report Update	

Recommendation

Consider information presented.

Background

Measure L is the ½ cent sales tax measure that was approved by voters on November 8, 2016, for transportation improvements in Stanislaus County over a 25-year period (April 1, 2017-March 31, 2042). The Measure L Expenditure Plan provides funding for countywide local street and road improvements, arterial street widening, signalization, pedestrian, bicyclist, and driver safety improvements.

Master Funding Agreements with each of StanCOG's member agencies address the distribution of the Measure L funding allocations for Local Control Funds (50% Local Streets and Roads, 10% Traffic Management, and 5% Bike and Pedestrian). The Local Control Funds (LCF) are distributed to the jurisdictions monthly, according to the percentage allocations identified in the Expenditure Plan. To be eligible to receive Measure L funds, each agency must comply with the requirements of the Master Funding Agreement and the Policies and Procedures, as well as adhering to the maintenance of effort requirement outlined in the Ordinance.

Measure L Policies and Procedures were approved by the Policy Board on November 15, 2017, and amended in 2020, 2023 and 2024, to provide consistency with the Ordinance and transparency for reporting. The requirements are intended to improve oversight of the Measure L Funds and ensure compliance by each of the agencies receiving LCF.

The Measure L Master Funding Agreement incorporates the provisions of the Measure L Policies and Procedures. The agreement sets forth the general terms and conditions each Jurisdiction must comply with in order to receive disbursements of “Local Control” (Local Streets and Roads, Traffic Management, and Bike and Pedestrian) funds. If a jurisdiction is a Provider of Transit Services, the distribution of transit funds is addressed in the Master Funding Agreement. Copies of fully executed agreements for each agency are on file with StanCOG.

Measure L funds are received monthly from the California Department of Tax and Fee Administration (CDTFA) . Distributions made to jurisdictions are based on receipts from the BOE. The Monthly Receipts Report represents the monthly breakdown by category and jurisdiction, and a summary of all funds received to date on the Measure. StanCOG provides the report to the standing committees and Policy Board in monthly agenda packets. The most recent report is provided to the Measure L Oversight Committee at their quarterly meeting.

StanCOG receives monthly reports from the local agencies reporting the funds expended for Measure L Local Streets and Roads. StanCOG utilizes a financial accounting system to track these funds in detail by project name and/or descriptions to verify that projects reported are identified in the agency’s project lists.

Additionally, the Stanislaus Regional Transit Authority (StanRTA), the City of Turlock, and MOVE Stanislaus receive a portion of Measure L funds for transit operations and programs. These funds are designated for transit use only and are included in each operator’s monthly distribution.

Monthly distributions are made to compliant jurisdictions and transit operators based on the distribution schedule from the prior month.

Annual Maintenance of Effort (MOE) Compliance Reports are submitted for each fiscal year. The Reports include local street and road expenditure amounts from the prior three-years as contained in the State Controller’s Office (SCO) Annual Streets and Roads Reports. If the three-year average is not contained on the SCO Report, it will be calculated using the data from the previous MOE Report. Fiscal Year 2023-24 uses reported amounts from FY 2021-22, FY 2020-21, and FY 2019-20. Each subsequent year will drop off the oldest fiscal year and add the most recent fiscal year. A jurisdictions’ MOE is based on a three-year average of the annual general fund expenditures using the unrestricted funds which the local jurisdiction may expend at its discretion, which are expended for local streets and roads.

If any jurisdiction had extraordinary discretionary fund expenditures during any fiscal year, it may request that the StanCOG Policy Board make a determination that those extraordinary expenses (including assessment district contributions, development impact funds, or other non-recurring contributions) be subtracted from its total expenditures. The local jurisdiction may also petition the StanCOG Policy Board for special consideration to revise its minimum expenditure base beyond the subtraction of extraordinary expenses. The local jurisdiction will be responsible for supplying supporting documentation to support the special consideration, and the petition must be approved by a majority vote of the StanCOG Policy Board.

An annual independent audit on all Measure L Funds is required. StanCOG has contracted with the independent auditing agency of Lance, Soll, & Lunghard, LLP (LSL) to prepare the audit for each agency receiving Measure L funds and StanCOG. Audits are due by March 31st of each year. For FY 2023/24, two (2) agency audits are delinquent; StanRTA and the City of Ceres. Both agencies are working closely with the LSL to finalize their respective audits.

StanCOG is required to prepare an annual report by December 31, 2025. The report is intended to highlight the region's accomplishments. This report is late due to staffing turnover, however StanCOG staff anticipate that a report will be completed no later than January 31, 2026.

The Measure L Oversight Committee is responsible for reviewing the independent fiscal audit of the expenditure of the tax funds and to issue an annual report on findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the StanCOG Policy Board. The audits are presented in a separate report. The Measure L Oversight Committee held a workshop on November 18, 2025, to review the audits and will convene on December 2, 2025, to review documents and issue a report to the Policy Board.

Discussion

With the exceptions of the two outstanding audits and the annual StanCOG report, all of the steps identified in the Background section of this report have been followed and completed. Based upon these processes, it has been determined that for FY 2023-24 all jurisdictions are in compliance with the Measure L Policies and Procedures for Locally Controlled Funds and submission of audits with the exception of the City of Ceres and StanRTA. The StanRTA audit is expected to be completed prior to the end of the calendar year. The City of Ceres audit is expected to be completed by March 2026. The MOE requirements for the fiscal year were reviewed and all jurisdictions were in compliance with the exception of Riverbank.

Finally, FY 2023/24 Measure L funds had revenues of $61,142,226.

Should you have any questions regarding this staff report, please contact Franklin Wong, Financial Services Manager at 209-525-4600 or via e-mail at fwong@stancog.org.

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StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Motion
FROM:	José Luis Cáceres, Director of Programming and Program Delivery	
DATE:	December 3, 2025	
SUBJECT:	2026 Regional Transportation Improvement Program (RTIP)	

Recommendation

Recommend that the Policy Board adopt by resolution the 2026 Regional Transportation Improvement Program (RTIP).

Background

The State Transportation Improvement Program (STIP) guidelines require that Regional Transportation Planning Agencies such as the Stanislaus Council of Governments (StanCOG) prepare and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) every two years. The STIP is the biennial five-year plan adopted by the CTC for programming certain state and federal transportation funds to transportation projects. The 2026 STIP covers the five-year period of State Fiscal Years 2026-27 through 2030-31.

The STIP consists of two broad funding programs:

- The Regional Transportation Improvement Program (RTIP), funded from 75% of new STIP funding, and
- The Interregional Transportation Improvement Program (ITIP), funded from 25% of new STIP funding.

The 75% RTIP funding is apportioned by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. Similarly, California Department of Transportation (Caltrans) is responsible for recommending projects for ITIP funding.

StanCOG is required to prepare and submit the 2026 RTIP to the CTC by December 15, 2025.

Discussion

This year, staff is recommending that the Draft 2026 RTIP contain no capital projects this cycle. Instead, StanCOG staff is proposing to program RTIP funds to project, Planning, Programming, and Monitoring (PPM), and hold the remaining county shares in reserve for programming in future cycles.

Staff prepared the Draft 2026 RTIP to be consistent with the region's transportation goals and priorities identified in the 2022 Regional Transportation Plan (RTP). Consistent with the Measure L Strategic Plan, staff followed the direction of the StanCOG Policy Board to make the State Route (SR) 132 West the single priority for all future RTIP funding.

The STIP Guidelines require that project phases be fully funded (programmed with committed funds) to be programmed in the STIP. If uncommitted funds are proposed, a project must secure those funds or obtain alternate funding within certain deadlines or the project will be deleted from the STIP. The SR 132 West, SR 99/SR 132 Interchange is not fully funded, and therefore is not eligible for programming in the RTIP and STIP. The Fund Estimate for StanCOG's county share in the 2026 RTIP is $8,876,000. The 2026 RTIP apportionment is insufficient to meet the unfunded need for SR 132 West, SR 99/SR 132 Interchange, estimated to cost $250 million.

Below is a comparison of the programming in current 2024 STIP and the 2026 RTIP to be included in the 2026 STIP. Once a project phase has been allocated, it does not get carried over into the next STIP. The CTC allocated STIP funds to the right-of-way phase for SR 132 West, Gates to Dakota, therefore it is not carried over.

StanCOG 2026 RTIP/STIP Proposal
(Programming Amount in $1,000's)

			Total by Fiscal Year					
Agency	**Project**	**Total Funding**	**Prior**	**26-27**	**27-28**	**28-29**	**29-30**	**30-31**
Existing								
StanCOG	SR 132 West – Gates to Dakota (Phase 3A) ROW	24,114	24,114	0	0	0	0	0
StanCOG	Planning, Programming and Monitoring	1,459	582	292	292	293	0	0
	Total Programmed	**25,573**	**24,696**	**215**	**8,666**	**210**	**0**	**0**
Proposed								
StanCOG	Planning, Programming and Monitoring	1,456	0	292	292	213	213	212
	Total Programmed	**1,456**	**0**	**292**	**292**	**213**	**213**	**213**

Public Comments

StanCOG held a public hearing at its November 19th Policy Board meeting. The Draft 2026 RTIP is being circulated for public review and comment from November 5 to December 5, 2025. Staff will present comments and responses for the Policy Board's consideration at its December 10 meeting.

Next Steps

Following the submittal of the Final 2026 RTIP to the CTC StanCOG staff will coordinate with CTC to respond to questions, and outline proposed programming years of priority projects. CTC anticipates the adoption of the 2026 STIP and, by extension, the Stanislaus Region's 2026 RTIP, at its meeting held on March 19-20, 2026.

Should you have any questions regarding this report, please contact José Luis Cáceres, Director of Programming and Program Delivery, at 209-525-4645 or via e-mail at jcaceres@stancog.org.

Attachment

1. Draft 2026 RTIP

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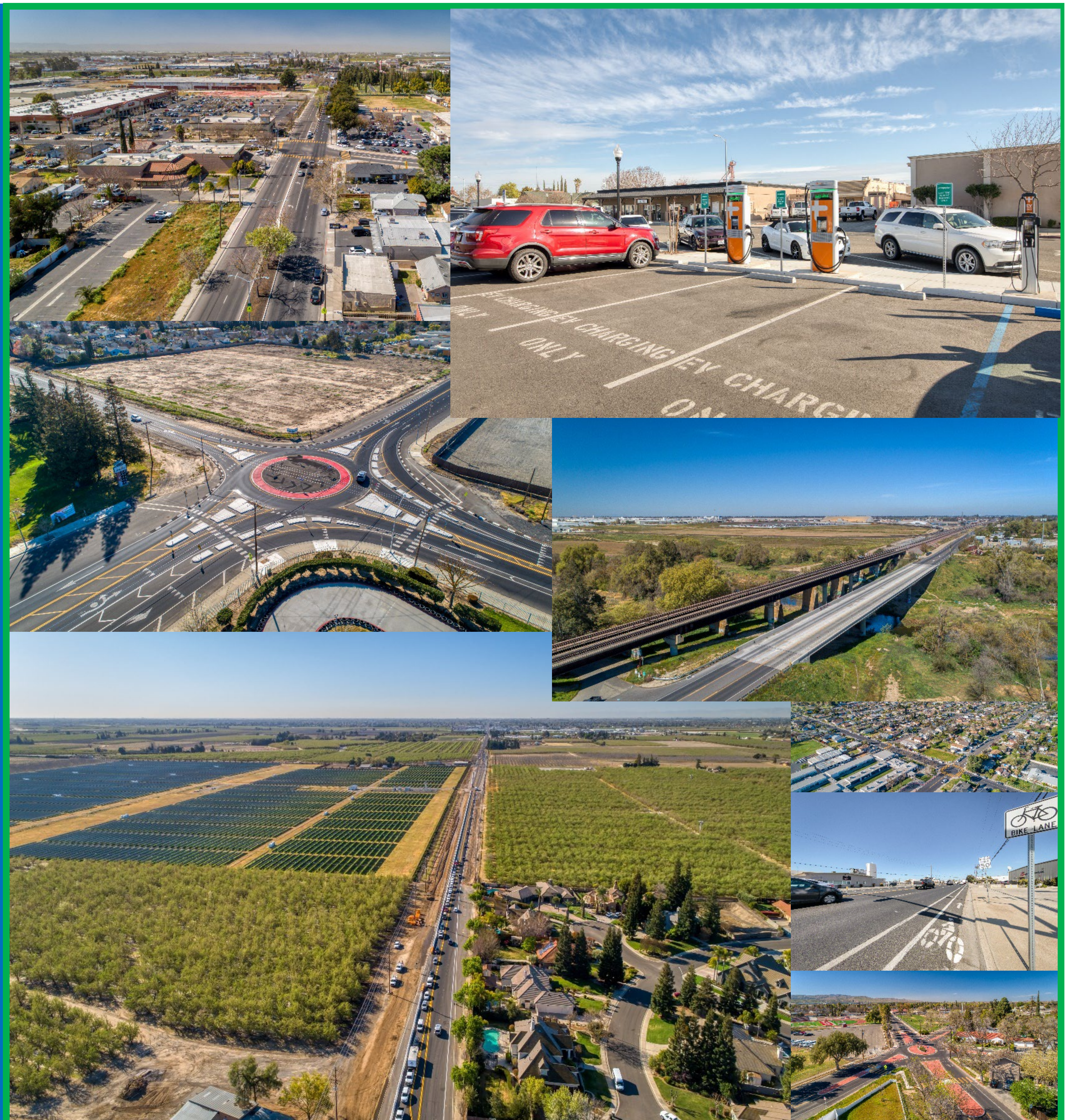

DRAFT 2026 Regional Transportation Improvement Program

State Fiscal Years 2026-27 to 2030-31

Released for Public Review November 5, 2025

StanCOG
Stanislaus Council of Governments

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December 10, 2025

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

Policy Board Chair
Buck Condit

Policy Board Vice-Chair
George Carr

Interim Executive Director
Kate Miller

Ms. Tanisha Taylor
Executive Director
California Transportation Commission 1120 N Street MS 52
Sacramento, CA 95814

Re: Submittal of StanCOG's 2026 Regional Transportation Improvement Program

Dear Ms. Taylor:

Please accept the attached Stanislaus Council of Governments (StanCOG) 2026 Regional Transportation Improvement Program (RTIP) for inclusion in the State Transportation Improvement Program (STIP). StanCOG, as the Metropolitan Planning Organization and Regional Transportation Planning Agency for the Stanislaus Region, is governed by a policy board of 16 members representing the nine cities and the County of Stanislaus and one ex-officio representative.

Except for Planning, Programming, and Monitoring (PPM), StanCOG proposes leaving its county share unprogrammed, reserving the balance for a high-cost project to be programmed in the 2028 STIP.

The 2026 RTIP proposes programming $1,222,000 of state funding available for PPM.

Please contact José Luis Cáceres, Director of Programming and Program Delivery, at (209) 525-4600 should you have any questions or need additional information.

Sincerely,

Kate Miller
Interim Executive Director

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2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

Table of Contents

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A. Overview and Schedule

Section 1. Executive Summary

The 2026 Regional Transportation Improvement Program (RTIP) leaves its county share unprogrammed, reserving the amount to build up a larger share for a high-cost project to be programmed in the 2028 STIP.

The 2026 RTIP (RTIP) for Stanislaus County was prepared by the Stanislaus Council of Governments (StanCOG). State Transportation Improvement Program (STIP) Guidelines require that each Regional Transportation Planning Agency (RTPAs) prepare and submit an RTIP to the California Transportation Commission (CTC) every two years. As the RTPA for the Stanislaus region, StanCOG prepared the RTIP to assist with the programming and implementation of the region's state highway and road projects identified in StanCOG's adopted 2022 Regional Transportation Plan (RTP). The 2026 RTIP covers a 5-year programming period, beginning in Fiscal Year (FY) 2026-2027 and ending in FY 2030-31.

	Year 1	Year 2	Year 3	Year 4	Year 5
2026 STIP	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31

The STIP consists of two broad programs: the Regional Improvement Program (RIP), and the Interregional Improvement Program (IIP). The RIP is funded from 75% of new STIP funding and the IIP is funded from 25% of new STIP funding. The 75% in RIP funds are further subdivided by formula into county shares. County shares are available solely for projects nominated by regions via their RTIPs. StanCOG is responsible for recommending projects for RIP funding through its submittal of the RTIP. The California Department of Transportation (Caltrans) is responsible for recommending projects for IIP funding through its submittal of the Interregional Transportation Improvement Program (ITIP). Under restricted circumstances an RTIP may also recommend a project for funding from the interregional share. The CTC incorporates both programs into the STIP upon adoption.

According to the STIP Fund Estimate, the StanCOG's Target Share is $8,876,000, available in the two outer years of FY 27-28 and 28-29.

StanCOG's RTIP is therefore consistent with the CTC's STIP Guidelines and STIP Fund Estimate (FE).

STIP Project Recommendations

StanCOG proposes programming only those funds that may be used for Planning, Programming, and Monitoring (PPM). According to the Fund Estimate, StanCOG may program $638,000 for PPM for all the years 2028-29, 2029-30, and 2030-31, which averages $212 per year, rounded. StanCOG proposes carrying over PPM from the 2024 RTIP for the years 2026-27 and 2027-28. StanCOG must delete the overlapping year, 2028-29, from the carryover PPM project.

Table 1 identifies the general breakdown of RIP funds to be programmed in the RTIP.

Table 1: Breakdown of Available STIP Funding

Regional Improvement Program (RIP) Funds Availability	**Funding Apportionment**
Total New Regional County (RIP) Shares (through 2030-31)	$7,313,000
Reprogrammed Regional County (RIP) Shares	$0
Carryover Regional County (RIP) Shares	$1,563,000
Total Regional Share Target	**$8,876,000**

Table 2A: Projects Carried Over from 2024 RTIP

Project Title	**Program Year**	**Total**
Planning, Programming and Monitoring (PPM)	FY 26-27 and 27-28 (Delete PPM in 28-29)	$635,000

Table 2B: Reprogrammed 2024 RTIP Funding

Project Title	**Program Year**	**Total**

Table 3 summarizes the proposed projects to be programmed with new Regional Improvement Program (RIP) funding in the 2026 StanCOG RTIP.

Table 3: Projects Programmed with new RIP Funding

Project Title	**Program Year**	**Total**
Planning, Programming and Monitoring (PPM)	FY 28-29 to 30-31	$638,000

Planning, Programming, and Monitoring

Included in the 2026 STIP Fund Estimate are funds available for Planning, Programming and Monitoring (PPM). Based on the Stanislaus Region Target Share, StanCOG is limited to a total of $638,000 of PPM for the years 2028-29 to 2030-31. StanCOG proposes carrying over Accounting for the carryover of $584,000 of $877,000 of existing programming in 2026-27 to 2028-29, deleting the year 2028-29, which overlaps the first year of PPM in the 2026 STIP Fund Estimate.

StanCOG proposes to program the additional PPM as described below in Table 5.

Table 5: Proposed PPM Funding
(All Amounts are in Thousands of Dollars)

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Total
Existing PPM	292	292	293	-	-	**877**
Deleted PPM			-293			**-293**
2026 RIP PPM (New)			213	213	212	**638**
Total	**292**	**292**	**213**	**213**	**212**	**1,222**

Appendices: Section 18 contains StanCOG's proposed 2026 RTIP

Section 2. General Information

Regional Agency Name

Stanislaus Council of Governments (StanCOG)

Links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).

Regional Agency Website
http://www.stancog.org

RTIP
https://stancog.org/171/Transportation-Funding

RTP
https://www.stancog.org/187/Regional-Transportation-Plan-RTP

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**
  Name Jean Foletta

Title Interim Executive Director
Email jfoletta@stancog.org
Telephone (209) 525-4600

- **RTIP Manager Staff Contact Information**
  Name José Luis Cáceres
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  City/State Modesto, CA
  Zip Code 95354
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- **California Department of Transportation Headquarter Staff Contact Information**
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  Title Chief, Office of Capital Improvement Programming
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  Email sudha.kodali@dot.ca.gov / OCIP@dot.ca.gov

- **California Transportation Commission (CTC) Staff Contact Information**
  Name Kacey Moore-Gutierrez
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  City/State Sacramento, CA
  Zip Code 95814
  Email Kacey.Moore-Gutierrez@catc.ca.gov

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20- to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

StanCOG has endeavored to develop procedures and processes that address regional transportation planning issues. Focusing on growth and other related impacts, StanCOG works with our ten member agencies, partner agencies, local jurisdictions, citizens, and the State, utilizing state of the art planning tools to address transportation, planning, and stewardship issues that impact the region.

Programming recommendations in the 2026 RTIP reflect the larger goals of StanCOG's adopted 2022 RTP and Sustainable Communities Strategy of 1) mobility and accessibility, 2) social equity, 3) economic and community vitality, 4) sustainable development pattern, 5) environmental quality, 6) safety and health, 7) system preservation, 8) smart infrastructure, 9) resiliency and reliability, 10) congestion management and 11) project delivery.

In addition, Measure L, approved by the voters of Stanislaus County, provides millions in funding for local transportation improvement projects, with 28% of the total to be programmed for regional transportation projects. The 2026 RTIP is consistent with Stanislaus County's Measure L Program.

StanCOG coordinates with Caltrans District 10 as well as our local agency partners for identifying projects to be submitted in the RTIP. The project submitted in the RTIP have gone through analysis and public outreach.

2026 RTIP Proposal

StanCOG proposes to only program PPM and leave its county share unprogrammed, reserving the amount to build up a larger share for a high-cost project to be programmed in the 2028 STIP.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

No projects have been completed since the adoption of the previous RTIP. The project that was programmed and allocated funds in the 2024 RTIP, State Route 132 (SR 132) West Phase 3A (Gates to Dakota), is ongoing and active.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15
Caltrans submits draft ITIP	October
StanCOG Public Review and Comment Period for Draft 2026 RTIP. Presentations at committees.	November 5-December 5
CTC ITIP Hearing, North	November 7
StanCOG Public Hearing	November 19
StanCOG adopts 2026 RTIP at policy board meeting with presentations at committees.	December 10
Regions submit RTIP to CTC	December 15
Caltrans submits ITIP to CTC	December 15
CTC STIP Hearing, North	January 28, 2026
CTC publishes staff recommendations	February 27
CTC Adopts 2026 STIP	March 19-20

B. Community Engagement

It is StanCOG's policy to engage public participation in the development of planning and programming activities. The public is provided opportunities to participate in StanCOG Policy Board and Committee meetings. StanCOG provides notice to the public of hearings and makes agendas and minutes readily available to the public. StanCOG solicits key stakeholders, partner agencies, and the public for input as to project importance and acceptance. To further refine the project list, input is sought from technical and management staff members representing StanCOG's ten member agencies. In preparing the RTIP, staff reviews comments and addresses them as appropriate.

The list of projects identified in the RTIP is derived from Stanislaus Region's priority projects as determined through extensive public outreach during the development of StanCOG's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2024 Measure L Strategic Plan Update (page 7) prioritizes State Route (SR) 132 West for Regional Improvement Program-State Transportation Improvement Program (RIP-STIP) funding and commits the region to programming RIP-STIP funds to SR 132 West over the 10-year Strategic Plan horizon to match other fund sources.

The construction phase for SR 132 West, State Route 99/State Route 132 Interchange is not yet fully funded, even with the funding estimated in the STIP for StanCOG. Therefore, StanCOG is not proposing programming funds to capital projects in the 2026 STIP.

Related Outreach Background

StanCOG conducted a comprehensive public outreach program in the development of the 2022 RTP/SCS. StanCOG used a variety of outreach strategies to engage the public including various workshops, social media engagement, and publishing updates in various news outlets. Some key highlights of our outreach process include:

- StanCOG's Valley Vision Stanislaus Steering Committee is comprised of representatives from fifteen agencies and organizations within the Stanislaus region.
- Workshops promoted through Facebook, yielding nearly 18,000 views.
- Social Pinpoint, an online platform, to host the project website as well as all collaborative and interactive features in English and Spanish.
- Translation services provided at public meetings via a two-channel system where users could switch between English and Spanish.
- Electronic surveys conducted at public meetings to enliven events and to promote meaningful interaction, in addition to the larger online public survey.

Additionally, SR 132 West has been an ongoing priority for the Stanislaus County region for many years. With the prior completion of SR 132 West Phase 1, regular reports on the planning and progress of the next phases have been provided to the public. These presentations and outreach have been especially important over the past five years as StanCOG has set the foundation to move forward with right-of-way acquisition for the next phases.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District 10

Caltrans District 10 is an ex-officio member of the StanCOG Policy Board. StanCOG works closely with District 10 to develop a RIP and IIP funding strategy to address the transportation needs of the region.

StanCOG participates as a member of various project development teams and steering committees that work towards improving transportation and mobility in the region in collaboration with Caltrans in StanCOG's member jurisdictions. Through these and other venues, Caltrans has had the opportunity to provide feedback regarding the potential impact a project may have on the region and is in support of the proposed projects.

B. STIP Regional Funding Request

Section 6. STIP Regional Share and Request for Programming

A. Regional Fund Share

The Stanislaus Region's Target Share is $8,876,000 available in the 4th and 5th years in FYs 2029-30 and 2030-31.

Please refer to Additional Appendices: Section 18 for the 2026 STIP Fund Estimate for the Stanislaus Region.

B. Advance Project Development Element (APDE) – *Identify any proposals for the APDE share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location. (See Section 42-47)*

There is no APDE capacity identified for the 2026 STIP.

C. Summary of Requested Programming

Except for PPM, StanCOG proposes leaving its county share unprogrammed, reserving the amount to build up a larger share for a high-cost project to be programmed in the 2028 STIP.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring – Stanislaus Council of Governments	Planning, Programming and Monitoring	$1,222,000*
	TOTAL	**$1,222,000**

*This amount is the sum of new PPM for FYs 2028-29 through 2030-31, $638,000, existing PPM programmed in FY 2026-27 through FY 2028-29, $877,000, and subtracts the existing FY 2028-29 funding, -$293,000. The subtraction is necessary because the existing funding year overlaps the county share period in the 2026 STIP Fund Estimate which begins 2028-29.

Section 7. Overview of Other Funding Included with Programming of Regional Improvement Program (RIP) Projects

No other funding is included in the programming of PPM.

Other Funding Proposed in 2026 RTIP (in 1,000s)

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ITIP	STBG/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
N/A	Planning, Programming, and Monitoring	$1,222						$1,222
								-
								-
	Total	**$1,222**	**-**	**-**	**-**	**-**	**-**	**$1,222**

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve mobility between and through regions for people and goods in the State of California. It is focused on increasing the throughput of highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle.

The 2026 Draft ITIP contains one project located within the Stanislaus Region, carried over from the 2022 ITIP and 2024 ITIP. This project is the San Joaquin Corridor Second Platforms at Modesto and Turlock-Denair Station (PPNO 2191). It will construct second track platforms at Turlock-Denair Station and Modesto Station on the San Joaquin Corridor. The second track will improve efficient movement of passenger and freight traffic on the San Joaquin Corridor and BNSF Railway Stockton Subdivision. The improvements will also set the groundwork for future service enhancements, including the long-term goal of hourly service on the San Joaquins.

StanCOG requested $15 million in IIP funding from the ITIP in this cycle to help fund SR 132 West, SR 99/SR132 Interchange. Caltrans denied StanCOG's request despite the fact that Caltrans had previously (in 2004) committed $91 million of ITIP funds to the region for an east-west corridor solution, which, at the time, was the Oakdale Bypass. Later, after the Oakdale Bypass was found to be an inadequate solution to east-west interregional travel, in a letter dated February 19, 2008, Caltrans Director Will Kempton stated that Caltrans was committed to working with the region on a corridor solution and that it intended to commit up to $91 million in ITIP funds for an ITIP-eligible project.

Key Interregional Highway and Rail Needs

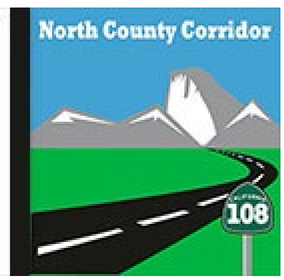
Highway 99

SR 99 is the busiest corridor in the Stanislaus Region and is one of the most important corridors for the region, the San Joaquin Valley, and the State of California. In Stanislaus County, SR 99 connects the Cities of Turlock, Ceres, and Modesto and the communities of Keyes and Salida. It is the main route for north-south interregional freight and the primary corridor for local and interregional travel. SR 99 serves local and intercity travel and includes interregional freight through the parallel Union Pacific Railroad Fresno Subdivision.

SR 132 West

SR 132 West is the main regional priority in the Stanislaus Region. This project provides an interregional connection between Interstate 5 near the City of Tracy to the west and SR 99 in Modesto to the east. The existing highway is the only east-west highway with access across the Tuolumne, San Joaquin, and Stanislaus Rivers from Modesto. As such, SR 132 has increasingly served the San Joaquin Valley and has become a major truck route between Interstate 5 and SR 99. It serves as a major route for conveying agricultural and manufactured goods within the San Francisco-Central Valley Strategic Interregional Corridor.

North County Corridor



The North County Corridor (NCC) Project (Tully Road to State Route 120) is a high-priority project for Stanislaus County, its communities and the growing cities of Modesto, Oakdale, and Riverbank. The NCC will serve as a priority interregional freight corridor and as a lifeline for the movement of people, goods, and services traversing through rural counties.

In May of 2008, the California Transportation Commission (CTC) passed a resolution supporting up to $91 million of ITIP funds for the NCC as an ITIP eligible project.

Valley Rail

Valley Rail is a joint program, designed to improve and expand both the ACE and the Amtrak Gold Runner (formerly the San Joaquins) service. The initiatives and improvements under Valley Rail will provide better connections throughout the Northern California megaregion, primarily focused on the Sacramento and the San Joaquin Valley. Valley Rail will provide two additional daily roundtrips of the San Joaquins to Sacramento, stopping at Turlock-Denair and Modesto Stations. The program will also extend ACE southward with new stations at Modesto, Ceres, and Turlock, providing connections to Sacramento, and the Bay Area.
This project will provide key intercity and commuter rail options for the residents of Stanislaus County.

Section 9. Projects Planned Within Multi-Modal Corridors

SR 132 West

SR 132 West, Phase 2A, rebranded as SR 132 West, SR 99/SR 132 Interchange, is ongoing within the same corridor. Phase 3A, rebranded as SR 132 West, Gates to Dakota, is also ongoing. Both are currently in the right-of-way phase.

Gates to Dakota and the SR 132/SR 99 Interchange, once constructed, will connect with Phase 1 to complete the full 2-lane SR 132 on its new alignment. These improvements include a new interchange at Kansas Avenue on SR 99 and new freeway-to-freeway connectors between SR 99 and SR 132. These improvements will improve safety and reduce congestion for traffic crossing between these two key interregional corridors.

Section 10. Highways to Boulevards Conversion Pilot Program

StanCOG is currently not aware of any candidate projects for the Highways to Boulevards Conversion Pilot Program.

Section 11. Complete Streets Consideration (per Section 26)

The proposed RTP does not contain any capital projects, and therefore none can be considered for complete streets improvements.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The 2026 RTIP does not contain any projects, but it is consistent with the goals of StanCOG's adopted 2022 RTP/SCS. These goals include:

- Goal 1: Mobility & Accessibility – Improve the ability of people and goods to move between desired locations and provide a variety of modal and mobility options.
- Goal 2: Social Equity – Promote equitable access to opportunities by ensuring all populations share in the benefits of transportation improvements and are provided a range of transportation and housing choices.
- Goal 3: Economic and Community Vitality – Facilitate economic development and opportunities through infrastructure investments that support goods movement within and through the region, including but not limited to the county's strategic freight corridors.
- Goal 4: Sustainable Development Pattern – Provide a mix of land uses and compact development patterns, and direct development towards existing infrastructure, which will preserve agricultural land, open space, and natural resources.
- Goal 5: Environmental Quality – Consider environmental impacts when making transportation investments and minimize impacts on clean air and natural resources. Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.

- Goal 6: Safety & Health – Operate and maintain the transportation system to ensure public safety and security; improve the health of residents by improving air quality and providing more transportation options.
- Goal 7: System Preservation – Maintain the transportation system in a state of good repair, and project the region's transportation investments by maximizing the use of existing facilities.
- Goal 8: Smart Infrastructure – Coordinate, monitor, and integrate planning and programming for intelligent transportation systems (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.
- Goal 9: Resiliency and Reliability – Harden infrastructure to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including climate change.
- Goal 10: Congestion Management – Maintain or reduce congestion as compared to current levels.
- Goal 11: Project Delivery – Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of residents of Stanislaus County and the general traveling public.

The 2026 RTIP is not projected to affect the performance of the transportation system.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1
Evaluation – Regional Level Performance Indicators and Measures

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	19.5	19.5
	Percent of congested VMT (at or below 35 mph)	2.5%	2.5%
	Commute mode share (travel to work or school)	34.6%	34.6%
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A
	Pavement Condition Index (local streets and roads)	63[a]	63[a]
	Percent of highway bridges by deck area classified in Poor condition	22.92%[b]	22.92%[b]
	Percent of transit assets that have surpassed the FTA useful life period	N/A	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.023	0.023
	Fatalities and serious injuries per VMT	4.860	4.860
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	59.3%	59.3%
	Mean commute travel time (to work or school)	27.9 mins	27.9 mins
	Farebox recovery ratio	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	6,000[c]	5,379[c]
	CO_2 emissions reduction per capita	5.9%	5.9%

a Source: 2018 California Statewide Local Streets and Roads Needs Assessment, www.savecaliforniastreets.org
b Source: Long-Term Bridge Performance, https://infobridge.fhwa.dot.gov/data accessed 09/30/19
c Source: Stanislaus Council of Governments 2018 Regional Transportation Program/Sustainable Communities Strategies Final Environment Impact Report

Section 13. Regional and Statewide Benefits of RTIP

The RTIP does not have any capital projects.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The RTIP does not have any capital projects.

Section 15. Project Specific Evaluation (Required per Section 22D)

"For projects with total cost of $50 million or greater, or STIP programming for right-of-way and/or construction of $15 million or more, a project specific benefit evaluation will be performed to estimate its benefit to the regional system from changes to the built environment. Consistent with Executive Order B-30-15, the project specific benefit evaluation must include a full life-cycle cost evaluation and take climate change impacts into account."

The RTIP does not have any capital projects.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

The RTIP does not have any capital projects.

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. Board Resolution

Section 19. Fact Sheet (N/A)

Section 20. Detailed Project Programming Summary Table

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6089-2026-0001 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	10/31/2025 17:16:31
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					

District	EA	Project ID	PPNO	Nominating Agency	
10				Stanislaus Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Stanislaus County					
				MPO	Element
				STANCOG	Local Assistance

Project Manager/Contact	Phone	Email Address
José Luis Cáceres	209-525-4645	jcaceres@stancog.org

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Stanislaus Council of Governments

Legislative Districts

Assembly:	22,9	Senate:	4	Congressional:	5,13

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

PPR ID
ePPR-6089-2026-0001 v0

Date 10/31/2025 17:16:31

Purpose and Need
The Planning, Programming, and Monitoring program ensures that StanCOG continues to fulfill its mandated functions as the MPO and RTPA for the Stanislaus County region including: (1) Oversight and monitoring of projects receiving state and federal funding, including those identified in the State Transportation Improvement Program (STIP), (2) Ensuring that all projects and recipients of federal or state funding are in compliance with all rules and regulations, and (3) Ensuring that all projects are consistent with StanCOG's Regional Transportation Plan and Federal Transportation Improvement Program.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO   Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6089-2026-0001 v0

District	County	Route	EA	Project ID	PPNO
10	Stanislaus County				

Project Title
Planning, Programming and Monitoring

Existing Total Project Cost ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Stanislaus Council of Governments
R/W									
CON									Stanislaus Council of Governments
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		292	292	213	213	212		1,222	
TOTAL		292	292	213	213	212		1,222	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		292	292	213	213	212		1,222	
TOTAL		292	292	213	213	212		1,222	

Resolution Placeholder

StanCOG 2026 STIP/RTIP Proposal

(In $1,000's)

								Total by Component			
Agency	**Projects**	**Total Funding**	**26-27**	**27-28**	**28-29**	**29-30**	**30-31**	**R/W**	**CON**	**E & P**	**PS&E**
Existing to be Carried Over											
StanCOG	*Planning, Programming and Monitoring*	877	292	292	293	-	-	-	877	-	-
	Total Programmed	**877**	**292**	**292**	**293**	**-**	**-**	**-**	**877**	**-**	**-**
Proposed Additions & Deletions											
StanCOG	Planning, Programming and Monitoring	638			213	213	212	-	638	-	-
StanCOG	Planning, Programming and Monitoring (delete SFY 28-29 of existing PPM)	(293)			(293)				(293)		
	Total Programmed	**345**	**-**	**-**	**(80)**	**213**	**212**	**-**	**345**	**-**	**-**

Total Programmed	**1,222**
Total Target County Share (August 1, 2025)	**8,876**
Balance of STIP County Share (as Proposed)	**7,654**
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	0

StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Motion
FROM:	José Luis Cáceres, Director of Programming and Program Delivery	
DATE:	December 3, 2025	
SUBJECT:	Joint Application for State Planning Grant for Clean Mobility and Community Capacity Building	

Recommendation

Recommend the Policy Board authorize the Executive Director to apply as a sub-applicant for state planning grant for clean mobility and community capacity building.

Background

The Stanislaus Council of Governments (StanCOG) staff anticipates that the California Air Resources Board (CARB) will soon release a request for applications for its Planning and Capacity Building grant funding program. These planning grants are meant to prepare communities across California for clean and equitable transportation, with a focus on Tribal Governments, rural areas, school districts, and Community-Based Organizations (CBO). In order for a CBO to be eligible, it must have a partnership with a local or Tribal Government.

CARB will award grants of up to $500,000 to support projects such as:

- Community transportation needs assessments
- Clean mobility and land use planning
- Outreach and engagement efforts
- Local workforce development
- Partnership building and early-stage visioning

CARB will prioritize grants funding for:

- Projects led by or directly benefiting Tribal communities, rural communities, or public schools serving under-resourced students
- Strong partnerships between CBOs and Local or Tribal Governments
- Projects in underfunded regions or areas new to CARB programs
- Projects that demonstrate meaningful engagement and share power with the community

Discussion

StanCOG staff, in partnership with the Stanislaus County Department of Public Works, is developing a grant proposal with Valley Improvement Projects (VIP), a fiscally sponsored organization of Social and Environmental Entrepreneurs (SEE).

The Stanislaus County Clean Mobility and Community Capacity project will strengthen equitable access to safe, clean and connected transportation for historically underserved communities in Stanislaus County. This initiative will enhance inclusive mobility planning through direct community engagement by creating a community based organization (CBO) advisory structure and developing transportation needs assessments. This structure will embed community leadership into transportation planning and ensure that future mobility projects accurately reflect the needs and priorities of those communities most impacted by transportation inequities. By elevating community voices from Grayson, Empire, Salida, Riverbank, and Modesto, the project will identify mobility barriers, expand awareness by jointly establishing priorities for clean transportation programs and projects that improve access to essential destinations such as schools, jobs, grocery stores, healthcare, public spaces, and places of worship.

The draft proposal should compete well for the following reasons:

1. VIP has successfully applied to other CARB and CalEPA grant funding programs.
2. Stanislaus County has been underserved by California Climate Investments (CCI) portfolio.
3. Much of Stanislaus County is identified as a Disadvantaged Community in the Office of Environmental Health Hazards Assessment's CalEnviroScreen 4.0 which determines eligibility for CCI programs.

The planning grant would help the region:

1. Increase community literacy and appreciation for the importance of transportation planning and infrastructure.
2. Identify opportunities and set priorities for coordinated clean transportation investments.
3. Conduct long term outreach for currently and upcoming transportation planning and capital projects.
4. Train planners, CBOs, and community members to engage with each other and to develop a shared understanding of the transportation planning process.

StanCOG would not be expected to contribute financially to the project or manage the billing or reporting. Instead, StanCOG staff, along with Stanislaus County Public Works staff, would participate by advising on planning alignment and attending meetings, trainings, and outreach events.

Next Steps

With the StanCOG Policy Board approval, StanCOG staff, the Stanislaus County Department of Public Works, and VIP will continue to refine the draft grant proposal. Once CARB has posted the request for applications, StanCOG will apply as a sub-applicant with VIP as the lead applicant.

Should you have any questions regarding this report, please contact José Luis Cáceres, Director of Programming and Program Delivery, at 209-525-4645 or via e-mail at jcaceres@stancog.org.

Attachment

1. Draft Proposal

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Stanislaus County Clean Mobility and Community Capacity Project Proposal

Lead applicant: Valley Improvement Projects (VIP), a fiscally sponsored organization of Social and Environmental Entrepreneurs (SEE)

Subapplicant: Stanislaus Council of Governments (StanCOG)

Project Summary

The *Stanislaus County Clean Mobility and Community Capacity Project* will strengthen equitable access to safe, clean, and connected transportation for historically underserved communities in Stanislaus County. Led by Valley Improvement Projects (VIP) in collaboration with the Stanislaus Council of Governments (StanCOG), this initiative will enhance community capacity for inclusive mobility planning through direct resident engagement, transportation needs assessments, and the creation of a resident and community-based organization (CBO) advisory structure.

This structure will embed community leadership into transportation planning and ensure that future mobility projects reflect the real needs and priorities of those most impacted by transportation inequities. By centering community voices from **Grayson, Empire, Salida, Riverbank, and Modesto**, the project will identify mobility barriers, expand awareness of clean transportation, and co-develop solutions that improve access to essential destinations such as schools, jobs, grocery stores, healthcare, public spaces, and places of worship.

Project Community Description

The selected communities include a mix of rural unincorporated towns and incorporated cities that experience disproportionate socioeconomic and environmental burdens:

- **Grayson (unincorporated):** A predominantly Latino, low-income community with limited transit access and significant distance from grocery stores and healthcare facilities. Residents often travel to Patterson or

Modesto for basic services.

- **Empire (unincorporated):** Identified in CalEnviroScreen among the most pollution-burdened areas in the county, Empire faces high traffic emissions, limited pedestrian infrastructure, and outdated bus routes.

- **Salida (unincorporated):** A fast-growing community where families commute long distances for work. Gaps in sidewalks and bike lanes limit opportunities for safe active travel.

- **Riverbank and Modesto (incorporated):** Home to census tracts ranked within the top 25–35% most pollution-burdened statewide. Neighborhoods such as Bret Harte and Bystrom face high poverty, linguistic isolation, and food insecurity.

In some parts of the selected communities, they qualify as food deserts—residents depend on convenience stores with higher prices and limited healthy options.

Across these communities, residents experience long commutes, limited public transit coverage, unsafe walking and biking conditions, and high exposure to air pollution. These barriers restrict mobility, reinforce health inequities, and limit economic opportunity.

Partnership Structure:
- **Lead Applicant: Valley Improvement Projects (VIP):** Oversees the budget administration, community engagement, outreach coordination, and facilitation of the Mobility Task Force
- **Sub-Applicant: Stanislaus Council of Governments (StanCOG):** Provides technical planning expertise, regional coordination, and integration with local transportation and sustainability plans

Community Partners may include:
- **Transit Agency:** Stanislaus Regional Transit Authority (StanRTA)

- **Public Agencies:** Cities of Modesto and Riverbank, and Stanislaus County

- **Education Partners:** Modesto City Schools, Riverbank Unified, Empire Unified, and Patterson Unified School Districts

- **Community-Based Organizations (CBOs):** California Health Collaborative, Catholic Charities Diocese of Stockton, Center for Human Services, El Concilio, Sierra Vista Family & Children's Services, Invest-In-Me, Parent Resource Center, and West Modesto Community Collaborative

This partnership integrates community-rooted leadership with technical capacity. All partners will share decision-making authority through a collaborative agreement with StanCOG, ensuring community input directly informs planning outcomes.

Project Goals and Major Activities

Goal 1 – Coordination and Plan Review

- Align current and future clean mobility goals by reviewing StanCOG's 2022 RTP/SCS, Unmet Transit Needs, Non-Motorized Transportation Plans, Safe Routes to School Plans, and city/county general plans and housing elements

- Meet with planning and public works departments and school districts to identify opportunities for coordinated clean transportation investments

Goal 2 – Outreach and Engagement in Target Communities

- Conduct bilingual community events at schools, community centers, places of worship, and neighborhood gatherings

- Activities include:
    - Community mapping to identify mobility and infrastructure gaps

    - Transportation needs assessments and "mobility diaries" (photo, video, or audio storytelling) capturing residents' lived experiences

    - Clean mobility fairs, listening sessions, and design charrettes hosted in accessible, trusted spaces

Five community-based partners will receive subawards to organize engagement activities in their respective communities. They will play key roles in outreach, event coordination, and ensuring that activities are culturally responsive and inclusive. All events will include professional interpretation, translated materials, and ADA-compliant venues to ensure full participation.

Goal 3 – Recruitment and Development of the Stanislaus County Mobility Task Force

- Establish a Stanislaus County Mobility Task Force to serve in an advisory role and strengthen communication between residents and agencies

- **Members selected through an open application process, prioritizing:**
  - Active walkers, cyclists, and transit users
  - Youth, seniors, and individuals with higher support needs
  - Representatives from CBOs and faith-based organizations

- Ten members will receive subawards for participation and meet quarterly to review findings, advise on outreach, and co-develop recommendations

- **The Task Force will report regularly to:**
  - **StanCOG Policy Board**
  - **StanCOG Advisory Committees:** Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Valley Vision Steering Committee (VVS)
  - **StanRTA's** Equity and Accessibility Advisory Committee, ensuring findings inform both planning and implementation

Goal 4 – Training and Capacity Building

- Host two annual workshops (four total) for agency staff, community partners, and residents serving on advisory committees on:
  - Integrating equity into transportation planning

- Identifying clean mobility funding opportunities

- Building community leadership in local transportation processes

Goal 5 – Development of the Stanislaus County Community Mobility Report

- Produce a bilingual *Community Mobility Report* summarizing:
  - Equitable outreach and engagement strategies used

  - Findings from mapping and transportation needs assessments

  - Resident-driven recommendations for pedestrian, bicycle, and clean mobility improvements, including EV charging, e-bike access, and microtransit

Deliverables

- Stanislaus County Mobility Task Force charter, membership list, and meeting summaries

- Bilingual Community Mobility Report and outreach materials

- Two annual (four total) training workshops with fact sheets for agencies and CBO partners

- Public presentations to StanCOG and community partners summarizing findings and next steps

Equity and Sustainability

This project is grounded in equitable engagement—providing participation incentives for participants time and expertise, partnering with trusted local organizations, and ensuring outreach is culturally and linguistically responsive. Meetings and events will be hosted directly in the participating communities to strengthen trust, accessibility, and long-term collaboration.

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StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Motion
FROM:	José Luis Cáceres, Director of Programming and Program Delivery	
DATE:	December 3, 2025	
SUBJECT:	Contribution to 2026 California Statewide Local Streets and Roads Needs Assessment	

Recommendation

Recommend that the Policy Board adopt by resolution a Contribution to 2026 California Statewide Local Streets and Roads Needs Assessment.

Background

StanCOG is the Regional Transportation Planning Agency (RTPA) and Metropolitan Transportation Planning Organization (MPO) for the Stanislaus region. Since 2007, the California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's RTPAs have worked together to sponsor a biennial comprehensive assessment of California's local streets and roads. Together, these agencies have published several iterations of the California Statewide Local Streets and Roads Needs Assessment (Assessment).

The agencies are requesting voluntary fund contributions for the 2026 Assessment. It will cost approximately $715,100. The cost of the report is split equally among cities, counties, and RTPAs, with the total contribution for RTPAs calculated to be $226,909.

StanCOG was apportioned $8,767,575 in federal Surface Transportation Block Grant Program (STBG) funds in Federal Fiscal Year (FFY) 2025. StanCOG staff anticipates the region will receive a similar amount in FFY 2026.

Discussion

The Assessment Committee calculates StanCOG's pro-rata contribution for the Assessment to be $3,113. However, the Assessment Committee Chair and Stanislaus County Public Works Director, David Leamon, requests StanCOG to contribute additional funds for a total of $10,000. The justification for the extra contribution is to cover costs not paid by local jurisdictions in the Stanislaus region. Other RTPAs are also being asked to contribute additional funds.

The Assessment provides StanCOG important regional and statewide information, informs policymakers about local infrastructure needs, and will provide essential data as the state considers options for replacing or augmenting declining state gas tax revenues.

The requested contribution of $10,000 is a relatively small amount of the region's STBG annual apportionment. Approval of the resolution would result in StanCOG decreasing the amount available in the current or next funding round fund estimate by $10,000 STBG.

Should you have any questions regarding this report, please contact José Luis Cáceres, Director of Programming and Program Delivery, at 209-525-4645 or via e-mail at jcaceres@stancog.org.

Attachment

1. Letter Re: Ongoing Financing for the California Statewide Local Streets and Roads Needs Assessment, October 24, 2025

October 24, 2025 Sent via email and U.S. Mail

To: Executive Directors, Regional Transportation Planning Agencies

From: David Leamon, Stanislaus County Public Works Director and Local Streets and Roads Needs Assessment Committee Chair, Mark Neuburger, Legislative Advocate, California State Association of Counties and Damon Conklin, League of California Cities

Re: Ongoing Financing for the California Statewide Local Streets and Roads Needs Assessment

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Background

Since 2007, the California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's regional transportation planning agencies (RTPAs) have worked together to sponsor a comprehensive assessment of California's local streets and roads. In 2023, the partnership produced its latest study, the 2024 California Statewide Local Streets and Roads (LSR) Needs Assessment Report. In addition to informing the public and policymakers on the status of California's streets and road, the 2024 Report provided crucial data for Caltrans' own State and Local Transportation System Needs Assessment required by Senate Bill (SB) 1121.

The LSR Needs Assessment Report is a comprehensive and systematic assessment of California's local streets & roads network performed biennially. The LSR Report includes the condition of the local network, an analysis of the current funding levels available to cities and counties to maintain that network; and estimates of the shortfalls in funding needed to preserve the public's $188 billion investment. The goal of the Report is to educate the public as well as policymakers and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

The upcoming ***2026 California Statewide Local Streets and Roads Needs Assessment Report*** is the latest edition of this important and ongoing effort. The (LSR) Needs Assessment Oversight Committee, consisting of the project manager and representatives from counties, cities, and RTPAs, have already begun work on the 2026 Report.

Value of the Report

In addition to educating the public, local elected officials, and key policy and decision-makers at the state and federal levels on the condition, status of, and needs on the local streets and roads system, CSAC and the League have used this comprehensive data to advocate against and avoid significant cuts to local transportation funding. As an example, the Report has helped CSAC and the League to advocate for a share of cap-and-trade auction proceeds. The auction proceeds support complete streets and active transportation projects on the local system that are consistent with SB 375 sustainable communities' strategies and other greenhouse gas emission reducing regional plans. Moving forward, the Report will continue to support counties and cities in an ongoing effort to generate and appropriate new revenues for transportation.

Funding Proposal

In 2011, the RTPA's agreed to financially partner with CSAC and the League for the development of the 2012 and 2014 reports. This valuable partnership has continued through subsequent reports. The LSR Committee respectfully requests RTPAs to continue their important contribution again this year. The cost of developing the 2026 report is approximately $715,100. Cost of the report is split equally among cities, counties and RTPAs. The total contribution for RTPAs is calculated to be $226,909. The LSR Committee proposes using a percentage to total calculation based on the final FFY 2022/23 Surface Transportation Block Grant (STBG) for individual RTPA shares. The attached table identifies individual RTPA's contributions.

Request for Action

The LSR Committee requests that each region sends a letter to Caltrans by November 30, 2025 authorizing Caltrans to reduce its share of STBG funding by the specific formula amounts provided in the attached table as each region's contribution to the Report. Once the request has been made to Caltrans, Caltrans will reduce the STBG balance for each region in accordance with the requested amount. The amounts contributed by regions would then be provided to the County Engineer's Association of California (CEAC) who is responsible for payments on the Report contract.

Attached is a template letter to Dee Lam, Division Chief at Caltrans Local Assistance, for use in your region's request. Email to dee.lam@dot.ca.gov and copy Megan Perasso at megan.perasso@dot.ca.gov, Heather Miller at hmiller@goventura.org and Mark Neuburger with CSAC at mneuburger@counties.org if sent by email, or mail to Mark Neuberger's attention at California State Association of Counties, 1100 K Street, Suite 101, Sacramento, CA 95814.

If you would prefer to contribute to this effort with different funds (i.e. non-STBG funds), please send a check payable to "CEAC" directly to George Johnson, CEAC Treasurer, 11068 Shiloh Ct, Alta Loma, CA or contact Mark Neuburger to discuss alternative options.

Finally, while Executive Directors in many regions have authority to contribute funds to this effort without board approval, for those that would like to take this action to their boards, a sample resolution is also attached.

If you have any questions regarding this request, or want more information on the history of or specific findings from the reports, please contact Mark Neuburger, CSAC Legislative Advocate at (916) 916-591-2764 or mneuburger@counties.org or Heather Miller, LSR Project Manager/Ventura County Transportation Commission at (805) 642-1591 ext. 114 or hmiller@goventura.org.

Thank you in advance for your consideration of our request.

Respectfully,

David A. Leamon, PE, MPA
Director of Public Works
Road Commissioner
Stanislaus County
2024-2025 County Engineers Association of California President

cc: Rural Counties Task Force
Regional Transportation Planning Agency Group

StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Motion
FROM:	José Luis Cáceres, Director of Programming and Project Delivery	
DATE:	December 3, 2025	
SUBJECT:	Professional Services Agreement for Grant Writing	

Recommendation

By Motion:

Recommend that the Policy Board adopt by resolution authorizing the Executive Director to negotiate and execute a Professional Services Agreement for Grant Writing.

Background

StanCOG is responsible for securing funds to construct State Route 132 West. The upcoming work will be constructed in two phases:

1. Dakota to Gates
2. SR 99/SR 132 Interchange

The state and federal funding grant programs for which this work is eligible are difficult to secure. Successful grant applications may require technical grant writing and modeling expertise beyond the ability and availability of StanCOG staff. StanCOG will soon end its existing contract for Grant Writing Services, having expended $99.729 of the $100,000 budget. Therefore, the agency is seeking the services of a qualified firm to provide grant writing services for development and submittal of grant applications.

The work necessary to secure a grant includes:

- Preparing the grant applications, including creating graphics and maps, and assisting in securing support letters.
- Performing specialized technical analyses required by federal, state, and regional agencies, such as benefit-cost analysis, modeling, emissions reduction calculations, mapping, and use of software tools such as CalEnviroScreen, Healthy Places Index, etc.

- Identifying funding opportunities, being aware of upcoming grant deadlines, and assisting in evaluating viability of potential applications for such funding opportunities.
- Knowledgeable of state and federal funding guidelines and rules for the various funding programs, and ensuring all required components of grant proposals are included in the submission; ensuring adherence to grant evaluation criteria, requirements, and deadlines.
- Participating in project-related meetings and taking the lead on scheduling meetings, developing meeting agendas, bringing together stakeholders, and obtaining relevant information from staff and consultants.
- Developing a schedule for grant pursuit efforts from kick-off through grant application to submission and concluding with a grant pursuit team debrief. Schedules would include relevant milestones, review periods, and deliverable dates for each team member.

The firm best suited to secure grant funding for StanCOG will have, among other strengths, an excellent understanding of StanCOG's projects and a team that has expertise and experience successfully securing similar grants.

Discussion

The timeline for the submission and review of the Grant Writing RFP is as follows:

Timeline

Release Project Date	10/23/2025
Question Submission Deadline	11/7/2025, 4:00 pm
Question Response Deadline	11/14/2025, 4:00 pm
Proposal Submission Deadline	11/21/2025, 4:00 pm
StanCOG Contract Authorization	12/11/2025

Responses to the Request for Proposals were due November 21, 2025, and they will be evaluated by December 1, 2025. After the evaluation, if staff has a recommendation to bring forward, the list of responsive proposers, scoring relative to the evaluation criteria, and the recommended firm, along with relevant supporting documentation, will be provided at the meeting.

Upon the Policy Board's authorization to proceed, contract negotiations with the recommended firm will be finalized, and a Professional Services Agreement will be executed.

Should you have any questions regarding this report, please contact José Luis Cáceres, Director of Programming and Program Programming, at 209.525.4645 or via e-mail at jcaceres@stancog.org.

StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report**
		Discussion
FROM:	Franklin Wong, Financial Services Manager Jennifer Graham, Senior Financial Services Specialist	
DATE:	December 3, 2025	
SUBJECT:	Measure L Funds Received and Expenditure Report	

Background

The Measure L revenue projection per the expenditure plan is $38,000,000, annually. Measure L funds are received monthly from the California Department of Tax and Fee Administration (CDTFA). Monthly estimated allocations are made by CDTFA using methodologies to estimate sales tax revenues based on past reports for the region. The actual amount for sales tax revenue is calculated each month, at which time CDTFA will deduct their administrative fees and issue a final monthly payment for the net amount based on the actual revenue received. Distributions made to jurisdictions for FY 2025-26 are based on receipts from August 1, 2025, to July 31, 2026.

Discussion

As of October 31, 2025, the Stanislaus Council of Governments (StanCOG) received $5,259,324.39 in Measure L receipts for the month of October 2025 and $15,267,613.14 for FY 2025-26 to-date.

Attachments 1-3 show the status of Measure L receipts as of October 2025. Attachment 1 provides the total monthly allocation to date as compared to the total estimated for the Fiscal Year. The year-over-year comparison between FY 2024-25 and FY 2025-26 reflects an increase in Measure L revenues of $712,521.97. The year-to-date comparison between FY 2024-25 and FY 2025-26 reflects an increase of $10,327.27. Attachment 2 reports the allocation of Measure L funds by category and jurisdiction. Attachment 3 identifies Measure L allocations by jurisdiction and/or project.

Attachment 4 reports the expenditures for the jurisdictions for Measure L funds for Quarter 1 of year FY 2025/26 based on the Measure L Reports submitted to StanCOG.

Attachment 5 reports the revenues and expenditures for the Measure L Outreach & Education 1% allocation. October 2025 expenditures are also itemized by expenditure types.

As identified in the expenditures summary, the October 2025 Mark Thomas expenses of $8,973.25 were for grant writing.

The primary focus of the work done was for the SR132 TCEP grant, in which project management, grant writing, and benefit-cost analysis were $40.75, $762.75, and $8,169.75 respectively.

The Convey expenses in October 2025 of $4,109.56 were for the Public Outreach and Education. The primary focus of the work done was for the brand messaging, social media presence, as well as website development and coordination, which were $1,610.68, $2,077.84, and $421.04 respectively. The brand messaging was for contract administration activities, project management activities, project team coordination, developing a guide explaining brand and expanded palette recommendations, and preparing for and attending meetings with StanCOG staff. The social media presence tasks were to develop graphic templates for social media platforms, developing social media content ideas and posts, developing social media metrics for tracking, drafting instructions for Canva social media templates and meetings and/or coordination with StanCOG. The website development and coordination tasks were for client meetings and coordination, coordinating and setting up the redesigned site on the StanCOG server, and set-up of website analytics and monitoring required updates.

Should you have any questions regarding this staff report, please contact Franklin Wong, Financial Services Manager, at 209-525-4646 or via e-mail at fwong@stancog.org.

Attachments:

1. Measure L Funds Received
2. Measure L Allocations Year to Date
3. Measure L Jurisdiction Allocations
4. Measure L Jurisdiction Expenditures
5. Outreach & Education 1%

STANISLAUS COUNCIL OF GOVERNMENTS

FY 2016/17 - FY 2025/26

MEASURE L SALES TAX RECEIVED BY FISCAL YEAR														
Fiscal Year	Measure L Estimate	*Advance Aug	*Advance Sept**	*Advance Oct	*Advance Nov	*Advance Dec**	*Advance Jan	*Advance Feb	*Advance Mar**	*Advance Apr	*Advance May	*Advance Jun**	*Advance Jul	Total Received	Over/(Under) Estimate
2016/17	$ 4,636,849.00											$ 2,326,548.72	$ 2,310,300.00	$ 4,636,848.72	$ 0.28
2017/18	$ 38,000,000.00	$ 3,080,400.00	$ 4,816,568.04	$ 2,406,400.00	$ 3,208,500.00	$ 5,375,999.17	$ 2,727,300.00	$ 3,636,400.00	$ 4,541,239.94	$ 2,622,200.00	$ 4,385,508.85	$ 3,234,553.60	$ 3,515,463.61	$ 43,550,533.21	$ 5,550,533.21
2018/19	$ 38,000,000.00	$ 3,164,285.27	$ 3,601,301.18	$ 4,776,715.14	$ 3,874,997.86	$ 3,877,031.47	$ 3,889,363.54	$ 4,010,825.21	$ 3,723,522.60	$ 3,841,237.75	$ 3,087,567.17	$ 3,672,893.38	$ 4,255,626.50	$ 45,775,367.07	$ 7,775,367.07
2019/20	$ 38,000,000.00	$ 3,688,979.59	$ 3,778,329.93	$ 4,528,918.75	$ 3,750,070.23	$ 3,731,210.52	$ 3,800,254.86	$ 5,056,881.53	$ 3,272,027.46	$ 3,277,683.25	$ 2,928,768.07	$ 3,187,559.64	$ 4,741,959.54	$ 45,742,643.37	$ 7,742,643.37
2020/21	$ 38,000,000.00	$ 4,331,073.44	$ 4,118,147.59	$ 5,078,153.62	$ 4,432,475.99	$ 3,748,021.59	$ 4,235,193.59	$ 5,734,046.94	$ 3,782,840.00	$ 4,484,733.37	$ 5,460,189.58	$ 4,840,278.72	$ 6,250,330.66	$ 56,495,485.09	$18,495,485.09
2021/22	$ 38,000,000.00	$ 4,839,766.33	$ 4,841,474.90	$ 5,836,529.35	$ 4,943,815.73	$ 4,778,828.90	$ 4,877,929.79	$ 6,185,952.70	$ 4,619,346.56	$ 4,583,947.00	$ 5,639,814.51	$ 4,991,200.89	$ 6,046,435.17	$ 62,185,041.83	$24,185,041.83
2022/23	$ 38,000,000.00	$ 4,309,907.33	$ 4,993,099.43	$ 5,345,624.00	$ 5,462,637.00	$ 4,928,354.14	$ 4,687,533.10	$ 6,791,445.11	$ 4,656,555.69	$ 4,357,009.30	$ 5,326,235.41	$ 4,664,131.18	$ 5,619,694.11	$ 61,142,225.80	$23,142,225.80
2023/24	$ 38,000,000.00	$ 5,069,116.39	$ 4,834,300.38	$ 5,191,043.51	$ 5,524,691.93	$ 4,727,437.12	$ 4,570,378.83	$ 6,219,510.45	$ 4,699,645.81	$ 4,337,563.12	$ 5,335,401.34	$ 4,710,642.67	$ 5,254,244.22	$ 60,473,975.77	$22,473,975.77
2024/25	$ 38,000,000.00	$ 5,844,825.62	$ 4,865,639.83	$ 4,546,820.42	$ 5,456,716.00	$ 5,178,706.00	$ 4,452,975.00	$ 5,774,333.00	$ 4,442,163.00	$ 3,946,961.00	$ 6,034,035.00	$ 5,059,539.00	$ 5,746,892.00	$ 61,349,605.87	$23,349,605.87
2025/26	$ 38,000,000.00	$ 4,955,682.00	$ 5,052,588.75	$ 5,259,342.39											
Total		$ 34,328,353.97	$ 40,901,450.03	$ 42,969,547.18	$ 36,653,904.74	$ 36,345,588.91	$ 33,240,928.71	$ 43,409,394.94	$ 33,737,341.06	$ 31,451,334.79	$ 38,197,519.93	$ 36,687,347.80	$ 43,740,945.81	$ 451,663,657.87	

FY 2025/26 MEASURE L FUND RECEIVED COMPARED TO FY 2024/25 MEASURE L FUNDS RECEIVED														
Fiscal Year	Measure L Estimate	*Advance Aug	*Advance Sept**	*Advance Oct	*Advance Nov	*Advance Dec**	*Advance Jan	*Advance Feb	*Advance Mar**	*Advance Apr	*Advance May	*Advance Jun**	*Advance Jul	YTD MEASURE L
2024/25	$38,000,000.00	$ 5,844,825.62	4,865,639.83	4,546,820.42										$15,257,285.87
2025/26	$38,000,000.00	$ 4,955,682.00	5,052,588.75	5,259,342.39										$15,267,613.14
DIFFERENCE		$ (889,143.62)	$ 186,948.92	712,521.97	0	0	0	0	0	0	0	0	0	$ 10,327.27

** One advance payment is made each month, and the quarterly reconciliation and payment (cleanup) is distributed in conjunction with the first advance for the subsequent quarter.

STANISLAUS COUNCIL OF GOVERNMENTS
MEASURE L ALLOCATIONS
FY 2025/26 Year To Date
October 31, 2025

Total Allocation from CDTFA	**$**	**15,267,613.14**
Less StanCOG Administration 1%	**$**	**152,676.13**
Remaining Allocations	**$**	**15,114,937.01**

2025/26	Allocation Percentages	Jurisdiction Categories/Funds	TOTAL CATEGORY	TOTAL JURISDICITON
Local Streets and Roads - 50%			**$ 7,557,468.50**	
	6.36%	Ceres - Local Streets & Roads		$ 480,655.00
	1.26%	Hughson - Local Streets & Roads		$ 95,224.10
	35.79%	Modesto - Local Streets & Roads		$ 2,704,817.98
	1.26%	Newman - Local Streets & Roads		$ 95,224.10
	3.86%	Oakdale - Local Streets & Roads		$ 291,718.28
	4.55%	Patterson - Local Streets & Roads		$ 343,864.82
	3.42%	Riverbank - Local Streets & Roads		$ 258,465.42
	15.26%	Turlock - Local Streets & Roads		$ 1,153,269.69
	1.26%	Waterford - Local Streets & Roads		$ 95,224.10
	26.98%	Stanislaus County - Local Streets & Roads		$ 2,039,005.00
	100.00%			**$ 7,557,468.50**
Traffic Management - 10%			**$ 1,511,493.70**	
	6.36%	Ceres - Traffic Management		$ 96,131.00
	1.26%	Hughson - Traffic Management		$ 19,044.82
	35.79%	Modesto - Traffic Management		$ 540,963.60
	1.26%	Newman - Traffic Management		$ 19,044.82
	3.86%	Oakdale - Traffic Management		$ 58,343.66
	4.55%	Patterson - Traffic Management		$ 68,772.96
	3.42%	Riverbank - Traffic Management		$ 51,693.08
	15.26%	Turlock - Traffic Management		$ 230,653.94
	1.26%	Waterford -Traffic Management		$ 19,044.82
	26.98%	Stanislaus County - Traffic Management		$ 407,801.00
	100.00%			**$ 1,511,493.70**
Bike and Pedestrian - 5%			**$ 755,746.85**	
	6.36%	Ceres - Bike and Pedestrian		$ 48,065.50
	1.26%	Hughson - Bike and Pedestrian		$ 9,522.41
	35.79%	Modesto - Bike and Pedestrian		$ 270,481.80
	1.26%	Newman - Bike and Pedestrian		$ 9,522.41
	3.86%	Oakdale - Bike and Pedestrian		$ 29,171.83
	4.55%	Patterson - Bike and Pedestrian		$ 34,386.48
	3.42%	Riverbank - Bike and Pedestrian		$ 25,846.54
	15.26%	Turlock - Bike and Pedestrian		$ 115,326.97
	1.26%	Waterford - Bike and Pedestrian		$ 9,522.41
	26.98%	Stanislaus County - Bike and Pedestrian		$ 203,900.50
	100.00%			**$ 755,746.85**

Regional Projects - 28%	Distribution By Project		**$ 4,232,182.36**	
		StanCOG Undistributed - Regional Projects		$ 4,232,182.36

Transit Providers - Other Transportation Programs and Services - 7%			**$ 1,058,045.59**	
Point-To-Point Services for Seniors, Veterans and Persons With Disabilities - 30%				
		StanCOG Undistributed - Point-to-Point Services		
	100.00%	Move		**$ 317,413.68**
Community Connections - 30%	Distribution By Project			
		StanCOG Undistributed - Community Connections		**$ 317,413.68**
		Ceres - Community Connections		
		Hughson - Community Connections		
		Modesto - Community Connections		
		Newman - Community Connections		
		Oakdale - Community Connections		
		Patterson - Community Connections		
		Riverbank - Community Connections		
		Turlock - Community Connections		
		Waterford - Community Connections		
		Stanislaus County - Community Connections		
Transit Services - 20%				**$ 211,609.12**
		StanCOG Undistributed -Transit Services		
	92.00%	StanRTA - Transit Services		$ 194,680.39
	8.00%	Turlock - Transit Services		$ 16,928.73
	100.00%			**$ 211,609.12**
Rail Services - 20%	Distribution By Project			
		StanCOG Undistributed -Rail Services		**$ 211,609.12**

Total Allocations	**$ 15,267,613.14**	**$ 15,267,613.14**
Total Allocation	$ 15,267,613.14	$ 15,267,613.14
Variance	-	-

ATTACHMENT 3

STANISLAUS COUNCIL OF GOVERNMENTS
MEASURE L JURISDICTION ALLOCATIONS
FY 2025-26
Oct-25

Jurisdiction	Category	Amount
StanCOG	Administrative Fees	**$ 152,676.13**
Ceres	Local Streets & Roads	$ 480,655.00
Ceres	Traffic Management	$ 96,131.00
Ceres	Bike & Pedestrian	$ 48,065.50
	Total Ceres	**$ 624,851.50**
Hughson	Local Streets & Roads	$ 95,224.10
Hughson	Traffic Management	$ 19,044.82
Hughson	Bike & Pedestrian	$ 9,522.41
	Total Hughson	**$ 123,791.33**
Modesto	Local Streets & Roads	$ 2,704,817.98
Modesto	Traffic Management	$ 540,963.60
Modesto	Bike & Pedestrian	$ 270,481.80
	Total Modesto	**$ 3,516,263.37**
MOVE	Other Transportation Programs & Services	$ 317,413.68
	Total MOVE	**$ 317,413.68**
Newman	Local Streets & Roads	$ 95,224.10
Newman	Traffic Management	$ 19,044.82
Newman	Bike & Pedestrian	$ 9,522.41
	Total Newman	**$ 123,791.33**
Oakdale	Local Streets & Roads	$ 291,718.28
Oakdale	Traffic Management	$ 58,343.66
Oakdale	Bike & Pedestrian	$ 29,171.83
	Total Oakdale	**$ 379,233.77**
Patterson	Local Streets & Roads	$ 343,864.82
Patterson	Traffic Management	$ 68,772.96
Patterson	Bike & Pedestrian	$ 34,386.48
	Total Patterson	**$ 447,024.26**
Riverbank	Local Streets & Roads	$ 258,465.42
Riverbank	Traffic Management	$ 51,693.08
Riverbank	Bike & Pedestrian	$ 25,846.54
	Total Riverbank	**$ 336,005.05**
Stanislaus County	Local Streets & Roads	$ 2,039,005.00
Stanislaus County	Traffic Management	$ 407,801.00
Stanislaus County	Bike & Pedestrian	$ 203,900.50
	Total Stanislaus County	**$ 2,650,706.50**
Turlock	Local Streets & Roads	$ 1,153,269.69
Turlock	Traffic Management	$ 230,653.94
Turlock	Bike & Pedestrian	$ 115,326.97
Turlock	Transit Services	$ 16,928.73
	Total Turlock	**$ 1,516,179.33**
StanRTA	Transit Services	$ 194,680.39
	Total StanRTA	**$ 194,680.39**
Waterford	Local Streets & Roads	$ 95,224.10
Waterford	Traffic Management	$ 19,044.82
Waterford	Bike & Pedestrian	$ 9,522.41
	Total Waterford	**$ 123,791.33**
Undistributed	Point to Point Connections	**$ -**
Undistributed	Community Connections Project Based	**$ 317,413.68**
Undistributed	Regional Projects -Project Based	**$ 4,232,182.36**
Undistributed	Rail Services	**$ 211,609.12**
	Total Undistributed Funds	**$ 4,761,205.16**
	Total Year-To-Date	**$ 15,267,613.14**

STANISLAUS COUNCIL OF GOVERNMENTS
MEASURE L JURISDICTION EXPENDITURES
FY 2025-26
July 2025 - September 2025

Jurisdiction	Category	Project	Measure L Budgeted	Expended	Available	Phase/Status
Ceres	Local Streets & Roads	Morgan Road Storm Drain Improvement	$ 605,906.00	$ 484,736.30	$ 121,169.70	Completed
Ceres	Local Streets & Roads	North Central Avenue Reconstruction	$ 150,000.00	$ 38,487.50	$ 111,512.50	In Design
Ceres	Local Streets & Roads	Central Avenue Reconstruction	$ 50,000.00	$ 12,808.33	$ 37,191.67	In Design
Ceres	Traffic Management	Traffic Signal System Support	$ 629,612.75	$ 38,976.14	$ 590,636.61	In Progress
Ceres	Traffic Management	Traffic Signal Improvements	$ 28,220.00	$ 17,045.43	$ 11,174.57	In Design
Ceres	Traffic Management	Median Installation Mitchell Road	$ 22,910.00	$ 18,312.68	$ 4,597.32	In Design
Ceres	Bike & Pedestrian	Bike Lane Corridors - Class II	$ 124,378.00	$ 66,058.02	$ 58,319.98	In Design/Environmental
Ceres	Bike & Pedestrian	Richland Sidewalk Improvement	$ 400,000.00	$ 7,648.25	$ 392,351.75	Substantially Complete
	Total Ceres		**$ 2,011,026.75**	**$ 684,072.65**	**$ 1,326,954.10**	
Hughson		Ramp Replacement	$ 544,011.00	$ -	$ 544,011.00	In Construction
	Total Hughson		**$ 544,011.00**	**$ -**	**$ 544,011.00**	
Modesto	Local Streets & Roads	Virginia Corridor Phase 7	$ 200,000.00	$ -	$ 200,000.00	In Design
Modesto	Local Streets & Roads	College & Bowen RAB & Ped	$ 800,000.00	$ 23,577.00	$ 776,423.00	New Project: Established 25/26
Modesto	Local Streets & Roads	Bridge Maintenance Project Study	$ 300,000.00	$ 9,100.00	$ 290,900.00	New Project: Established 25/26
Modesto	Local Streets & Roads	9th Street Corridor Improvements (LSR)	$ 6,500,000.00	$ -	$ 6,500,000.00	New Contract
Modesto	Traffic Management	Syncronize Outside Downtown	$ 47,000.00	$ 46,190.00	$ 810.00	New Project: Established 25/26
Modesto	Traffic Management	Radio Communication Upgrades	$ 10,000.00	$ -	$ 10,000.00	New Project: Established 25/26
Modesto	Traffic Management	TOC Upgrade	$ 85,000.00	$ -	$ 85,000.00	New Project: Established 25/26
Modesto	Traffic Management	Upgrade Traffic Signals 2023	$ 400,000.00	$ 14,174.00	$ 385,826.00	New Project: Established 25/26
Modesto	Bike & Pedestrian	Neighborhood ADA Phase III	$ 1,000,000.00	$ -	$ 1,000,000.00	New Project: Established 25/26
	Total Modesto		**$ 9,342,000.00**	**$ 93,041.00**	**$ 9,248,959.00**	
MOVE	Other Transportation Programs & Services		$ -	$ -	$ -	
	Total MOVE			**$ -**	**$ -**	
Newman		Measure L	$ -	$ -		Design and Engineering
	Total Newman		**$ -**	**$ -**	**$ -**	
Oakdale	Local Streets & Roads					
Oakdale	Traffic Management					
Oakdale	Bike & Pedestrian					
	Total Oakdale		**$ -**	**$ -**	**$ -**	
Patterson	Local Streets & Roads	Sperry Ave Improvements - Phase 1	$ 239,728.00	$ 239,728.00	$ -	Completed
Patterson	Local Streets & Roads	Sperry Ave Improvements - Phase 2	$ 996,409.00	$ 863,450.00	$ 132,959.00	Completed
Patterson	Local Streets & Roads	I-5 Sperry Interchange Project	$ 409,717.00	$ 135,262.00	$ 274,455.00	Design
Patterson	Local Streets & Roads	Kinshire Street Improvements Project	$ 4,519,692.00	$ 4,435,120.00	$ 84,572.00	Completed
Patterson	Local Streets & Roads	Mini Roundabout @ Ward and Salado Ave	$ 199,485.00	$ 70,132.00	$ 129,353.00	Design Phase
Patterson	Local Streets & Roads	Ward Avenue Improvements - Phase 2	$ 93,111.00	$ 61,638.00	$ 31,473.00	Construction
Patterson	Bike & Pedestrian	Pedestrian Controlled Crosswalk Safety Project	$ 908,281.00	$ 765,131.00	$ 143,150.00	Construction
	Total Patterson		**$ 7,366,423.00**	**$ 6,570,461.00**	**$ 795,962.00**	
Riverbank	Local Streets & Roads	Oakdale Road Overlay	$ 553,000.00	$ 82,457.00	$ 466,912.00	In Construction
Riverbank	Local Streets & Roads	Callander Avenue Improvements	$ 430,217.00	$ 3,189.00	$ 225,501.00	In Construction
Riverbank	Traffic Management	Signal at Patterson and Snedigar	$ 92,500.00	$ 22,577.00	$ 40,277.00	Preliminary Engineering (PE)
	Total Riverbank		**$ 1,075,717.00**	**$ 108,223.00**	**$ 732,690.00**	
Stanislaus County	Local Streets & Roads	Las Palmas Ave over San Joaquin River Bridge Project (9298)	$ 44,268.89	$ -	$ 44,268.89	Construction/Completed
Stanislaus County	Local Streets & Roads	Crows Landing Rd Bridge @ SJ River-Seismic II (9589)	$ 100,000.00	$ -	$ 100,000.00	Completed
Stanislaus County	Local Streets & Roads	Replace Keys Rd Bridge on TID Main Canal (230023)	$ 50,000.00	$ 19,935.00	$ 30,065.00	Construction/Notice to Proceed
Stanislaus County	Local Streets & Roads	Bridge Preventative Maint - Scour BPMP PM00192 (240011)	$ 54,466.00	$ -	$ 54,466.00	Pre-Design
Stanislaus County	Local Streets & Roads	Urban Pavement Preservation (250005)	$ 2,836,981.94	$ 15,777.80	$ 2,821,204.14	Construction
Stanislaus County	Local Streets & Roads	Scour Counter Measure Morgan Rd over TID Lateral 5 (250014)	$ 44,767.00	$ -	$ 44,767.00	Preliminary Engineering (PE)
Stanislaus County	Local Streets & Roads	Scour Counter Measure Warnerville Rd over Dry Creek 38C0307 (250017)	$ 44,525.00	$ 1,954.55	$ 42,570.45	Preliminary Engineering (PE)
Stanislaus County	Local Streets & Roads	2025 Annual Chip (250019)	$ 3,000,000.00	$ 1,063,308.90	$ 1,936,691.10	Construction/Striping & Legends
Stanislaus County	Traffic Management	2022-2023 Traffic Safety (230008)	$ 56,923.00	$ 18,821.00	$ 38,102.00	Construction/Implementation
Stanislaus County	Bike & Pedestrian	Sidewalk Project (200002, 200003, 200004, 200005, 200006)	$ 2,926,222.00	$ 113,793.48	$ 2,812,428.52	Construction/Completed
	Total Stanislaus County		**$ 9,158,153.83**	**$ 1,233,590.73**	**$ 7,924,563.10**	
Turlock	Local Streets & Roads	23-067 Bid Package 1	$ 3,219,411.30	$ 2,737,991.55	$ 481,419.75	Close-Out
	Local Streets & Roads	23-067 Bid Package 2	$ 2,728,590.66	$ 94,722.31	$ 2,633,868.35	Close-Out
	Local Streets & Roads	23-067 Bid Package 3	$ 8,025,215.00	$ 2,921,838.18	$ 5,103,376.82	In Construction
	Local Streets & Roads	23-068 Bid Package 1	$ 1,670,859.13	$ 1,569,513.83	$ 101,345.30	
	Local Streets & Roads	21-027 Pedras Road Rehab	$ 1,029,473.29	$ 1,034,000.00	$ (4,526.71)	Post Construction
	Total Turlock		**$ 16,673,549.38**	**$ 8,358,065.87**	**$ 8,315,483.51**	
StanRTA	Transit Services	Transit Funds FY 25/26	$ 700,000.00	$ 23,154.53	$ 676,845.47	7/01/25 - 9/30/25
	Total StanRTA		**$ 700,000.00**	**$ 23,154.53**	**$ 676,845.47**	
Waterford	Local Streets & Roads	Cape Seat Project - County Gardens	$ 1,000,000.00	$ -	$ 1,000,000.00	Planning
Waterford	Local Streets & Roads	Bonnie Brae Improvements	$ 190,000.00	$ -	$ 190,000.00	Planning
	Total Waterford		**$ 1,190,000.00**	**$ -**	**$ 1,190,000.00**	
	Total Year-To-Date		**$ 48,060,880.96**	**$ 17,070,608.78**	**$ 30,908,144.31**	

STANISLAUS COUNCIL OF GOVERNMENTS
As of 10.31.2025
Outreach Program1%

MEASURE L 1% OUTREACH & EDUCATION REVENUES & EXPENDITURES FY2024/25

Fiscal Year	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	YTD MEASURE L OUTREACH 1%
2024/25 REV	$ 58,448.26	$ 48,656.40	$ 45,468.20	$ 54,567.16	$ 51,787.06	$ 44,529.75	$ 57,743.33	$ 44,421.63	$ 39,469.61	$ 60,340.35	$ 50,595.39	$ 54,769.00	**$ 610,796.14**
2024/25 EXP	$ 13,057.26	$ 24,416.21	$ 26,448.77	$ 24,054.78	$ 39,080.77	$ 25,193.75	$ 23,344.56	$ 14,012.00	$ 4,462.25	$ 9,622.60	$ 8,898.00	$ 6,204.48	**$ 218,795.43**
DIFFERENCE	***$ 45,391.00***	***$ 69,631.19***	***$ 88,650.62***	***$ 119,163.00***	***$ 131,869.29***	***$ 151,205.29***	***$ 185,604.06***	***$ 216,013.69***	***$ 251,021.05***	***$ 301,738.80***	***$ 343,436.19***	***$ 392,000.71***	**$ 392,000.71**

MEASURE L 1% OUTREACH & EDUCATION REVENUES & EXPENDITURES FY2024/25

Fiscal Year	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	YTD MEASURE L OUTREACH 1%
Grant Writing	$ -	$ -	$ -	$ 4,206.50	$ 19,784.75	$ 17,910.75	$ 20,676.75	$ 14,012.00	$ 4,462.25	$ -	$ 2,815.00	$ 1,005.75	**$ 84,873.75**
Outreach & Education	$ 13,057.26	$ 24,416.21	$ 26,448.77	$ 19,848.28	$ 19,296.02	$ 7,283.00	$ 2,667.81	$ -	$ -	$ 9,622.60	$ 6,083.00	$ 5,198.73	**$ 133,921.68**
DIFFERENCE	***$ 13,057.26***	***$ 24,416.21***	***$ 26,448.77***	***$ 24,054.78***	***$ 39,080.77***	***$ 25,193.75***	***$ 23,344.56***	***$ 14,012.00***	***$ 4,462.25***	***$ 9,622.60***	***$ 8,898.00***	***$ 6,204.48***	**$ 218,795.43**

MEASURE L 1% OUTREACH & EDUCATION REVENUES & EXPENDITURES FY2025/26

Fiscal Year	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	YTD MEASURE L OUTREACH 1%
2025/26 REV	$ -												**$ -**
25/26 REMAINING REV BAL	$ 392,000.71	$ 385,852.94	$ 367,494.60										**$ 392,000.71**
2025/26 EXP	$ 6,147.77	$18,358.34	$13,082.81										**$ 37,588.92**
DIFFERENCE	***$ 385,852.94***	***$ 367,494.60***	***$ 354,411.79***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	***$ -***	**$ 354,411.79**

The Measure L estimates for Revenues and Expenditures of $619,000 are specific to the time period of August 1, 2024 through July 31, 2025.
The actual amount of Revenue received FY 2024-2025 was $610,796.14.
The Expenditures incurred FY 2024-2025 were $218,795.43.
The amount of funds remaining after July 2025 expenditures were paid was $392,000.71. This is the carryover amount to be used for expenditures FY 2025-2026.

SUMMARY BY TYPE

Month	Professional Services	Estimated Expenditures FY25-26	October 2025 Expenditure
Oct-25	**Grant Writing:**	**$150,000.00**	**$8,973.25**
	Outreach & Education:	**$132,461.84**	**$4,109.56**
			$13,082.81

StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Discussion
FROM:	Shannon Silva, Office Supervisor	
DATE:	December 3, 2025	
SUBJECT:	Management and Finance Committee (MFC) Meeting Schedule for Calendar Year 2026	

Background

The Policy Board has a regularly scheduled public meeting on the third Wednesday of each month at 6:00 pm. The advisory committees meet two weeks prior to the Policy Board meeting, during the first week of the month.

Discussion

In 2025, MFC meetings were scheduled on the first Wednesday of each month at 3:00 pm. Attachment 1 establishes the MFC meeting schedule for the 2026 meetings.

Advisory Committee Action

This item was taken to the Policy Board meeting November 19, 2025 where it passed unanimously.

Should you have any questions regarding this staff report, please contact Shannon Silva at 209-525-4600 or ssilva@stancog.org.

Attachment:

1. MFC Meeting Schedule for Calendar Year 2026

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StanCOG
Stanislaus Council of Governments

Management and Finance Committee 2026 Meeting Schedule

Month	1st Wednesday of the month 3:00 p.m.
January	1/7
February	2/4
March	3/4
April	4/1
May	5/6
June	6/3
July	NO MEETING SCHEDULED
August	8/5
September	9/2
October	10/7
November	11/4
December	12/2

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StanCOG
Stanislaus Council of Governments

INFORMATION ITEMS

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StanCOG
Stanislaus Council of Governments

TO:	Management and Finance Committee	**Staff Report** Information
FROM:	Franklin Wong, Financial Services Manager Jennifer Graham, Senior Financial Services Specialist	
DATE:	December 3, 2025	
SUBJECT:	Local Transportation Funds (LTF) Received	

Background

The FY 2025-26 Local Transportation Funds (LTF) revenue estimate developed by the County Auditor-Controller is $32 million. LTF funds are received monthly from the California Department of Tax and Fee Administration (CDTFA). The August LTF deposit is applied to July of the previous fiscal year; therefore, the first LTF deposit for the new fiscal year begins with the month of August.

Discussion

As of October 31, 2025, StanCOGhas received $8,103,070 for FY2025-26 as compared to $7,806,920 for FY2024-25, an increase of $294,883. Attachment 1 provides a thirteen-year overview and a year-to-date comparison.

Should you have any questions regarding this staff report, please contact Franklin Wong, Financial Services Manager, at 209-525-4646 or via e-mail at fwong@stancog.org.

Attachment:

1. Local Transportation Funds (LTF) Received as of October 2025

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STANISLAUS COUNCIL OF GOVERNMENTS
LOCAL TRANSPORTATION FUNDS (LTF) RECEIVED
FY 2012/13 - FY 2025/26

LTF SALES TAX RECEIVED BY FISCAL YEAR

Fiscal Year	LTF Estimate	* Advance Aug	** Clean-up Sept	*Advance Oct	* Advance Nov	** Clean-up Dec	* Advance Jan	* Advance Feb	** Clean-up Mar	* Advance Apr	* Advance May	** Clean-up June	* Advance July	Total LTF Received	Balance of LTF Estimate
2012/13	$16,700,000	1,582,600	1,826,792	1,235,600	1,647,400	1,735,608	1,255,800	1,674,400	1,462,514	1,139,000	1,518,600	1,860,351	1,312,700	$18,251,366	1,551,366
2013/14	$18,500,000	1,750,300	1,784,630	1,335,900	1,781,200	1,759,828	1,297,900	1,703,400	1,867,175	1,224,600	1,632,800	1,866,026	1,374,200	$19,377,959	877,959
2014/15	$19,500,000	1,832,300	1,785,244	1,388,600	1,851,500	1,854,438	1,404,300	1,872,400	1,734,177	1,276,100	1,701,400	1,850,954	1,394,900	$19,946,313	446,313
2015/16	$19,900,000	1,859,900	1,947,287	1,442,600	1,923,400	1,872,955	1,462,500	1,950,000	1,795,810	1,316,100	1,754,800	1,899,035	1,436,200	$20,660,587	760,587
2016/17	$20,400,000	1,915,000	2,236,631	1,464,100	1,952,100	2,078,819	1,480,500	1,974,000	2,413,213	1,464,800	1,953,000	1,684,942	1,431,600	$22,048,705	1,648,705
2017/18	$20,900,000	1,908,800	2,463,826	1,527,800	2,037,000	2,243,263	1,626,800	2,169,000	1,840,604	1,406,900	2,274,724	1,774,311	1,925,587	$23,198,615	2,298,615
2018/19	$22,700,000	1,760,712	1,860,060	2,539,340	2,041,602	2,106,475	2,084,835	2,142,950	1,964,747	1,971,957	1,754,710	1,979,237	2,272,789	$24,479,413	1,779,413
2019/20	$23,000,000	1,894,686	2,010,778	2,361,644	2,002,887	2,039,950	2,054,504	2,594,987	1,763,290	1,720,731	1,564,661	1,652,718	2,488,746	$24,149,582	1,149,582
2020/21	$24,500,000	2,185,065	2,145,995	2,608,903	2,048,786	1,940,823	2,155,373	2,732,836	1,975,409	2,343,805	2,672,058	2,544,562	3,231,137	$28,584,753	4,084,753
2021/22	$24,000,000	2,606,151	2,436,482	3,011,045	2,513,662	2,423,795	2,494,230	3,249,815	2,426,751	2,404,480	2,867,438	2,544,378	3,109,069	$32,087,297	8,087,297
2022/23	$31,000,000	2,641,434	2,579,399	2,726,520	2,881,089	2,521,205	2,425,399	3,431,660	2,386,320	2,250,065	2,864,869	2,415,590	2,954,890	$32,078,440	1,078,440
2023/24	$32,000,000	2,885,577	2,480,645	2,653,582	3,092,249	2,414,074	2,299,572	3,485,643	2,483,975	2,241,559	2,858,284	2,448,214	2,844,669	$32,188,042	188,042
2024/25	$32,000,000	2,819,361	2,544,884	2,442,675	2,744,001	2,725,602	2,298,234	3,217,563	2,408,432	2,103,883	3,107,079	2,559,530	2,731,157	$31,702,401	(297,599)
2025/26	$32,000,000	2,705,675	2,659,817	2,737,558										$8,103,050	(23,896,950)
Total		30,347,561	30,762,471	29,475,866	28,516,876	27,716,836	24,339,947	32,198,655	26,522,417	22,863,980	28,524,422	27,079,847	28,507,645	336,856,522	

FY 2025/26 LTF RECEIVED COMPARED TO FY 2024/25 LTF RECEIVED

Fiscal Year		Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	YTD LTF
2024/25	$32,000,000	2,819,361	2,544,884	2,442,675										$7,806,920
2025/26	$32,000,000	2,705,675	2,659,817	2,737,558										$8,103,050
Difference	0	(113,686)	114,933	294,883	0	0	0	0	0	0	0	0	0	296,130

* Using the prior year's quarterly tax allocation as a starting point, the Board of Equalization (BOE) first eliminates nonrecurring transactions such as fund transfers, audit payments and refunds. Then BOE adjusts for growth and the state tax in order to establish the estimated base amount. BOE distributes 90 percent of the base amount to each local jurisdiction in three monthly installments (advances) prior to the final computation of the quarter's actual receipts. BOE withholds ten percent as a reserve against unexpected occurrences that can affect tax collections (for example, earthquake, fire, or other natural disaster) or distributions of revenue such as unusually large refunds or negative fund transfers. The first and second advances each represent 30 percent of the 90 percent distribution, while the third advance represents 40 percent.

** One advance payment is made each month, and the quarterly reconciliation and payment (cleanup) is distributed in conjunction with the first advance for the subsequent quarter